

# Public Document Pack



## PETERBOROUGH CITY COUNCIL SUMMONS TO A MEETING

You are invited to attend a meeting of the Peterborough City Council, which will be held in the Council Chamber, Town Hall, Peterborough on

**WEDNESDAY 27 JANUARY 2016 at 7.00 pm**

### AGENDA

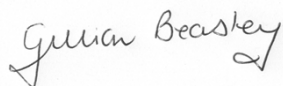
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Chief Executive

19 January 2016  
Town Hall  
Bridge Street  
Peterborough

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<http://democracy.peterborough.gov.uk/documents/s21850/Protocol%20on%20the%20use%20of%20Recording.pdf>

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**MINUTES OF THE COUNCIL MEETING  
HELD THURSDAY 17 DECEMBER 2015  
COUNCIL CHAMBER, TOWN HALL, PETERBOROUGH**

**THE MAYOR – COUNCILLOR JOHN PEACH**

**Present:**

Councillors Aitken, Ash, Ayres, Bisby, Brown, Casey, Coles, Davidson, Elsey, Faustino, Ferris, Fitzgerald, F Fox, JR Fox, JA Fox, Harper, Harrington, Herdman, Hiller, Holdich, Jamil, Johnson, Khan, Lane, Martin, Miners, Murphy, Nadeem, Nawaz, North, Okonkowski, Over, Peach, Rush, Saltmarsh, Sanders, Sandford, Seaton, Serluca, Shaheed, Sharp, Stokes, Swift, Sylvester, Thulbourn, Whitby and Yonga.

**1. Apologies for Absence**

Apologies for absence were received from Councillors Forbes, Fower, Iqbal, Lamb, Maqbool, Scott, Shabbir, Shearman and Thacker.

**2. Declarations of Interest**

The Mayor advised that in November 2012, the Audit Committee had granted a general dispensation for all Members, should they have any disclosable interest that enabled them to debate and vote on the budget item.

Councillor Ash declared an interest in item 10(a), Cabinet Recommendation – Phase One Budget Proposals, in that he was a trustee of the Citizens Advice Bureau.

Councillor Peach and Councillor Saltmarsh declared an interest in item 13(d), Registration of the Mayor's Charity with the Charity Commission, in that they were both involved with the Mayor's Charity.

The interests declared did not prevent Councillors from taking part in the items.

**3. Minutes of the Meetings held on 14 October 2015:**

**3.1 Extraordinary Council Meeting**

The minutes of the Extraordinary Council Meeting held on 14 October 2015 were approved as a true and accurate record.

**3.2 Council Meeting**

The minutes of the meeting held on 14 October 2015 were approved as a true and accurate record subject to the following amendment:

Item 10(b) Cabinet Recommendation – Medium Term Financial Strategy 2016/17 to 2025/26, recommendation to read:

It was **RESOLVED** that Council approved amendments to the Budget Framework Procedure Rules to follow a two stage budget process as set out within the Cabinet report.

## **COMMUNICATIONS**

### **4. Mayor's Announcements**

Members noted the report outlining the Mayor's engagements for the period commencing 12 October to 13 December 2015.

The Mayor advised that he had a number of further announcements to make.

#### *Honorary Recorder of Peterborough*

His Honour Judge Peter Murphy had recently retired from the role of Honorary Recorder of Peterborough and in recognition of his service, the Mayor presented him with a gift. His Honour Judge Murphy addressed Council and following a brief speech, he introduced his successor, Judge David Farrell QC. Judge David Farrell QC addressed Council, stating that he looked forward to undertaking the role and he paid tribute to the retiring Honorary Recorder, His Honour Judge Peter Murphy.

#### *Civic Awards*

The Mayor advised that it was the second year of the Civic Award scheme, these being awards which recognised residents, groups, organisations and businesses that had made a difference in their local community. The following nominees had been selected to receive a Civic Award:

#### **Community Involvement Civic Award:**

- Mr Abdul-Muquaddas Choudhuri
- Mr Jay Gearing
- Dr Sarah Kennedy
- Mr Robert Johnson
- Mr Richard Roffe
- Mrs Sue Bigham
- Miss Bernadetta Omondi
- Mr Farooq Mohammed
- Sister Mary Clare Mason
- Mr William Robertson
- Mr Bob Smith
- Mr Ratilal Joshi
- Mrs Susan Rolfe
- Mrs Jessica Phillips
- Mrs Karen Cooper
- Mrs Linda Smith
- Ms Sophie Antonelli
- Mr Stanley Kaye; and
- Mr John Turner

#### **Sports Civic Award:**

- Police Constable Chris Baker
- Mr Ciaran McAuley

- Mr Ged Rathbone; and
- Mr Gordon Pearson

**Environment Civic Award:**

- Mrs Janet Cox; and
- Mr Peter Reynolds

**Contribution to Art and Culture Civic Award:**

- Ms Sheena Carman
- Mr Mark Richards; and
- Mr William Prideaux

**Business Civic Award**

- CityFibre, represented by Mr Andy Starnes

**Young Person Civic Award**

- Miss Michaela Anthony

**The Lifetime Achievement Award**

- Mr Peter Moyes.

The winners were to be presented with their awards at a ceremony due to be held on Wednesday 24 February 2016, at the Town Hall. Further details of the awards would be announced at the ceremony and would be available to view on the Council's website.

*Further Announcements*

The Mayor congratulated Councillor Lynne Ayres on her recent election as a West Ward Councillor and welcomed her to her first Full Council meeting.

The Mayor thanked all Councillors for their Christmas cards and invitations to Christmas events in their wards. He had received a Christmas card from former Councillor Nick Arculus wishing everyone a Happy Christmas and New Year.

Councillor Swift had circulated an email requesting donations for the Salvation Army and the Mayor advised that as well as assisting financially, the Salvation Army was always looking for Christmas Day transport volunteers to pick people up to take them to have their Christmas dinner.

**5. Leader's Announcements**

Councillor Holdich wished everyone a Happy Christmas and thanked staff for their considerable efforts on behalf of Members.

Councillor Jamil concurred with Councillor Holdich's comments and further advised that as Islam ran on a lunar cycle, the month of December was also very special for Muslims, as on Christmas Eve it was the birth of the Holy Prophet Muhammad. He therefore wished the Muslim community in Peterborough well with their celebrations, a Happy Christmas to everyone and a prosperous New Year to all.

Councillor Holdich concurred with Councillor Jamil's comments.

## **6. Chief Executive's Announcements**

There were no announcements from the Chief Executive.

## **QUESTIONS AND PETITIONS**

### **7. Questions with Notice by Members of the Public**

There were 2 questions submitted by members of the public. These were in relation to:

1. Honeyhill Football Pitch; and
2. The Friends of Central Park.

The questions and responses are attached at **APPENDIX A** to these minutes.

### **8. Petitions**

#### **(a) Presented by members of the public**

Mr Wood presented a petition signed by 162 residents concerning the Westwood Centre Car Park. Residents were against the sale of the Car Park to Cross Keys and objected to the secret nature of the negotiations.

Residents did not want the car park developed, as it would be an overdevelopment which could create a dangerous traffic situation and an unacceptable on street parking problem. Residents wished the site to remain as part of the Westwood Open Space, as a car park, which would support local shops and they wished for it to become an Asset of Community Value.

#### **(b) Presented by Members**

There were no petitions from Members.

### **9. Questions on Notice**

- (a) To the Mayor**
- (b) To the Leader or member of the Cabinet**
- (c) To the Chair of any Committee of Sub-Committee**

Questions (b) to the Leader or Member of the Cabinet were raised and taken as read in respect of the following:

1. The Serious Case Review;
2. New community and enforcement teams;
3. Verge and footpath parking;
4. The Christmas tree in Cathedral Square. Question responded to in writing;
5. Risk assessment at Gunthorpe Road Primary School;
6. Sky Ride Local;
7. Police on the beat in Werrington South. Question responded to in writing;
8. Voyager Academy service delivery;
9. Litter across the city;
10. Levels of behaviour at the Voyager Academy. Question responded to in writing;
11. Bushes and tree cuttings along the footpath in Brookfurlong;

12. Factual statements by Councillors in meetings. Question responded to in writing;
13. Neighbourhood policing; and
14. Increases in flytipping.

The questions and responses are attached at **APPENDIX A** to these minutes.

## **RECOMMENDATIONS AND REPORTS**

### **10. Executive and Committee Recommendations to Council**

#### **(a) Cabinet Recommendation - Phase One Budget Proposals**

Cabinet at its meeting of 7 December 2015, received a report as part of the Council's agreed two stage budget process, as outlined in the report considered by Cabinet on 25 November 2015.

The purpose of the report was to enable Cabinet to consider the feedback from consultation undertaken to date with Scrutiny, residents, partner organisations, businesses and other interested parties and to recommend to Council approval of the phase one budget proposals.

Cabinet endorsed the recommendations contained within the report and recommended that Council approve the phase one budget proposals to enable implementation of the budget proposals to commence.

Councillor Seaton introduced the report and moved the recommendations contained within. Gratitude was expressed to all those who had been involved in the first stage of the budget process, including the Finance Team and the Joint Scrutiny Committee, chaired by Councillor Sandford. The recommendations from the Joint Scrutiny meeting were contained within the addendum document which had been circulated to Members, along with responses to each point raised.

Councillor Seaton provided an overview of the Council's financial position, how this would look over the forthcoming years and further outlined how the Council would need to operate going forward in order to ensure that the budget challenges faced could be met. This included the need for a clear set of strategic priorities for the city, cross party agreement for those priorities and a clear strategy to be in place. The Council's approach was focussed on building a strong and healthy economy, which provided jobs for residents and helped to reduce dependency on welfare benefits; generating income by selling services to other authorities; changing the culture of the Council to be more enterprising by looking at ways to improve value for money and reduce costs; changing the way in which services were delivered enabling residents to live independent and healthy lives and the innovative use of technology.

Since May 2015, Cabinet and Officers had been working to this strategy in order to meet the Council's priorities and to deliver a balanced budget. The Cross Party Budget Working Group had once again ran alongside in order to consider the budget proposals. The Working Group ensured the maximum opportunity to provide input and delivered openness and transparency to the process and Councillor Seaton expressed his gratitude to the Members involved.

Since the proposals had been first published, a wide ranging budget conversation had been underway. Interim feedback had been issued with the Council papers and a further addendum document had been circulated to Members prior to the meeting along with an updated Cabinet appendix, which detailed the budget proposals. Councillor Seaton

advised that, whilst he was grateful for all comments, where the feedback included suggestions for saving money, these had been reviewed and in most cases the Council was either undertaking them already, was planning to do so or the savings generated were not at the level that the respondent may have thought.

Each comment received had been specifically addressed and considering the feedback overall, Councillor Seaton did not believe that the phase one budget proposals should be amended. It was however advised that in light of recent developments relating to the saving for 'updating the pay award forecast', that this be reviewed further and brought back to Full Council as part of phase two.

Councillor Seaton further outlined the positive work which had been undertaken in the city over recent years and advised that the framework in place had enabled the delivery of a set of budget savings with no cuts to services.

A second set of proposals which would close the remaining £7.5m gap would be published in the New Year and the financial settlement for 2016, which had been received earlier in the day, was being reviewed by Officers.

Councillor Holdich seconded the recommendations and reserved his right to speak.

Members debated the recommendations and in summary raised points including:

- There were certain issues contained within phase one that were considered to be premature for agreement. These issues focussed on vulnerable groups;
- In relation to fostering and adoption, there were concerns around the costs highlighted to change to a new service, whether this was the right course of action, and the importance of supporting foster carers;
- The consultation feedback received did not appear to have been addressed in its entirety;
- It was premature to consider the cuts to social services following the local government settlement announcement of a possible social care council tax precept of 2% a year. This needed to be looked into further;
- It was also premature to consider the savings associated with the Front Door Project as the Scrutiny Commission for Rural Communities had been advised of issues relating to the project. Further work needed to be undertaken;
- Whilst other Councils were announcing cuts, Peterborough City Council was delivering with no cuts, whilst also having one of the lowest Council tax rates in the country;
- There were some concerns with regards the introduction of the Permanency Service. The first year would not save money it would cost £110k. Further clarity was required on what the new service would look like and who the new provider would be;
- The Budget Working Group had worked well in the current year, however a number of meetings had been cancelled without good reason;
- The forthcoming meeting of the Budget Working Group was scheduled for 20 January 2016, with the second phase of the proposals due to be published nine days after that. This would not allow the Working Group sufficient time for appropriate input;
- As well as the 2% increase mentioned in the financial settlement, the Council had the ability to increase its council tax further by 2%;
- Within the proposals there was no reference to services contracted out to partners and there was also no mention of fees and charges;
- The Council benefitted from having a large amount of economic growth;



- Green space, parks and trees should be classed as an asset to the Council which could be used to bring about income. The proposals did not address this and this would only lead to further cuts in this area;
- The issues raised should have been raised during discussion at the Budget Working Group;
- There was a difference in the figures contained within the agenda book, to those that had been presented to Council;
- It was hoped that the Adult Social Care element would be further explored in phase two, particularly if there were additional funds which could be pulled in; and
- The need for the Council to become an income producing Council, rather than a spending council.

Councillor Holdich exercised his right to speak and addressed a number of points raised, summarising that the priority for the budget was to ensure people were looked after.

Councillor Seaton summed up and addressed a number of the issues raised during debate. He advised that although there were no service cuts within the phase one proposals, there was a big challenge still ahead for the Council. Approval of the phase one proposals would allow for implementation of the proposals to commence.

A recorded vote was taken:

**Councillors For:** Aitken, Ayres, Bisby, Brown, Casey, Coles, Elsey, Faustino, Fitzgerald, F Fox, JR Fox, JA Fox, Harper, Harrington, Herdman, Hiller, Holdich, Lane, Nadeem, Nawaz, North, Okonkowski, Over, Peach, Rush, Sanders, Seaton, Serluca, Sharp, Stokes and Whitby.

**Councillors Against:** Davidson, Ferris, Jamil, Johnson, Khan, Martin, Murphy, Sandford, Shaheed, Sylvester, Thulbourn and Yonga.

**Councillors Abstaining:** Ash, Miners, Saltmarsh and Swift.

Following the vote (31 for, 12 against, 4 abstentions) it was **RESOLVED** that Council approve the phase one budget proposals to enable implementation of these budget proposals to commence.

**(b) Licensing Committee Recommendation – Statement of Licensing Policy – Licensing Act 2003**

Licensing Committee, at its meeting of 19 November 2015, received a report which followed consultation carried out between 6 July 2015 and 13 September 2015 on the Council's Statement of Licensing Policy, as recommended by the Licensing Committee on 18 June 2015.

The purpose of the report was for the Committee to note the responses received to the consultation, to determine if the current Cumulative Impact Area covering 'Op-Can-Do' should be retained, which was agreed by the Committee, to determine if sufficient evidence was available to implement a Cumulative Impact Area in East Ward, which was not agreed by the Committee, and to recommend adoption of the Final Statement of Licensing Policy to Council. The Committee agreed the recommendations and recommended Council adopt the final Licensing Act 2003 Statement of Licensing Policy.

Councillor North introduced the report and moved the recommendations contained within. It was advised that the Policy reflected a number of key changes in legislation, namely going from a three to five year review of the Policy; the introduction of late temporary event notices and deregulation of entertainment. Council was requested to adopt the revised policy as a Major Policy item. A ten week consultation had been conducted between July and September 2015 and eight comments had been received.

Councillor Hiller seconded the recommendations and reserved his right to speak.

Members debated the recommendations and in summary raised points including:

- It was welcomed that the Cumulative Impact Policy had been retained in the Operation Can-do area, however it was disappointing that the impact policy area had not been extended to cover lower Eastfield Road and parts of East Ward;
- The evidence gathering argument could be flawed, there was an element of underreporting of some anti-social behaviour and it was difficult to attribute some anti-social behaviour to the impacts of alcohol;
- The free availability of cheap alcohol in a wide range of outlets was something that had caused problems in a number of areas, not just in Peterborough. The Council had a responsibility to get control of this situation;
- A needs based assessment should be considered when a licence application was submitted; and
- The Council needed to ensure that individuals who broke the terms of their licence were dealt with in the appropriate manner, including licence revocation if appropriate.

Councillor Hiller exercised his right to speak as seconder of the recommendations and advised that many aspects had been considered at the Licensing Committee with regards the consideration of the Cumulative Impact area. The existing Cumulative Impact Policy which formed part of the Operation Can Do area had been appropriately consulted upon and there had been sufficient evidence to support its continuance. The report presented to the Licensing Committee had not supported the extension of the existing area as there was not appropriate evidence to support that proposal. If the area had been extended by the Committee without evidence and the absence of proper consultation the authority would have been open to a judicial review.

Councillor North summed up as mover of the recommendations and stated that in relation to the cumulative impact extension into East Ward, this could be brought in at any time and the situation would be monitored carefully. He also concurred with comments that those individuals who broke the law with regards their licence should be penalised accordingly.

A vote was taken (unanimous) and it was **RESOLVED** that Council adopt the final Licensing Act 2003 Statement of Licensing Policy.

**(c) Licensing Committee Recommendation – Statement of Principles – Gambling Act 2005**

Licensing Committee at its meeting of 19 November 2015, received a report which advised of amendments to the Gambling Act 2005 Statement of Principles.

The purpose of the report was for the Committee to approve the revised Statement of Principles and to recommend adoption by Council.

Councillor Hiller introduced the report and moved the recommendations contained within. The Council was required by Section 349 of the Gambling Act to produce, adopt and publish the authority's Statement of Principles every three years. The Statement explained the way decisions were made and governed the administration of the Council's duties under that Act. A ten week consultation had been conducted between July and September 2015 and no comments had been received. In order to comply with statutory requirements, the Council was requested to adopt the Statement of Principles.

Councillor North seconded the recommendations.

Following a vote (unanimous) it was **RESOLVED** that Council adopt the revised Gambling Act 2005 Statement of Principles.

## **11. Questions on the Executive Decisions made since the last meeting**

Councillor Holdich introduced the report which detailed executive decisions taken since the last meeting including:

1. Decisions from the Cabinet Meeting held on 25 November 2015;
2. Decisions from the Cabinet Meeting held on 7 December 2015;
3. Use of the Council's call-in mechanism, which had not been invoked since the previous meeting;
4. Special Urgency and Waiver of Call-in provision, which had not been invoked since the previous meeting; and
5. Cabinet Member Decisions taken during the period 5 October 2015 to 30 November 2015.

The Mayor advised that the Cabinet decision on anti-social behaviour enforcement, taken at the meeting held on 7 December 2015, had been incorrectly recorded. The Cabinet had extended the enforcement scheme city wide and the decision was to be republished and would be subject to the relevant call-in procedures. Details of the amendment had been included within a briefing note which had been circulated to Members prior to the meeting.

### **Questions were asked about the following:**

#### Future of Wind and Solar Projects – America Farm

Councillor Sanders queried why £3m had been spent on the project and would there be an apology.

Councillor Holdich advised that the costs associated with the scheme could have brought in revenue if the scheme had gone ahead and if the project had not been ceased.

Councillor Harrington queried why the scheme had been allowed to proceed when it had been obvious it was the weakest of all those put forward.

Councillor Eisey advised that the scheme was far smaller than the other two proposed, it was on grade three land instead of being on grade one land and at the time that the other two proposals were pulled, it was still a potentially viable proposition. Therefore exploratory works had continued and up until the decision from the Government a short while ago, it could have still been a potentially viable proposition. The decision to reduce the subsidies even further that the Council would receive had made it clear that the scheme was no longer viable.

Councillor Murphy queried when there would be an apology in relation to the scheme.

Councillor Holdich stated that the former Leader had made an apology on the grounds that the initial consultations with the farmers and the local residents of Newborough and Peterborough had not been handled in the best manner. If this had been handled in a different way, the scheme may have gone ahead, albeit with a smaller scheme.

#### Peterborough City Council Procurement Strategy

Councillor Ferris advised that his original motion had called for a report back to Council on the development of an ethical investment and procurement policy and he sought clarification on when this update would be provided.

Councillor Seaton advised that a way forward had been agreed and he would look into the provision of an update report.

#### City Centre Anti-Social Behaviour Enforcement

Councillor Saltmarsh queried what enforcement action was proposed against beggars and buskers etc. Fines would not be appropriate as they would not be able to pay.

Councillor Holdich advised that the Scrutiny Committee meeting scheduled for 20 January 2016 would address these issues in detail.

Councillor Sandford queried what confidence could be held in the decision making process. The report had stated 'city centre enforcement' and the Cabinet had made a decision in relation to such, but Council had subsequently been told that the decision had been incorrectly recorded and had to be changed. What confidence could be held in the rigour of a decision making process that permitted that to happen?

Councillor Holdich advised that full confidence could be held in the process. The report was in two parts and it was quite clear from the discussions held at Cabinet that the proposals would be city wide.

Councillor Murphy queried whether the Leader shared his concerns with regards the demise of neighbourhood policing in Peterborough, for example the closure of Hampton Police Station and the loss of jobs. The full item should be allowed to go to Scrutiny for discussion.

Councillor Holdich reiterated that the proposals would be going to the Scrutiny Committee meeting in January 2016.

Councillor Sylvester queried whether the Leader agreed with her that the current Conservative Government had created the anti-social society in which we currently lived, and that the Government was anti-social in the extreme.

Councillor Holdich stated that the question did not relate to the decision.

#### Consultation on Selective Licensing Scheme

Councillor Thulbourn requested that exploration be undertaken into the most appropriate way of undertaking the consultation on the scheme.

Councillor Hiller advised that the consultation process was critical and would include all those who may be affected by the proposals. Without appropriate consultation none of the proposed areas could be designated as selective licensing schemes.

### Award of Contract for Car Leasing

Councillor Davidson queried why Northumbria Healthcare Trust had been awarded the contract and would a period of three years have been less of a risk on a leasing scheme rather than the five years. Furthermore, employees entering into a salary sacrifice scheme for cars could be affected in other areas such as working tax credit, child tax credit, child maintenance, mortgage and occupational pensions. Would this be fully explained to potentially interested employees and would all employees feel the benefit, and not just Northumbria Healthcare Trust, by being exempt under the de minimis grounds or would they incur additional tax liabilities?

Councillor Seaton stated that Northumbria Healthcare ran a scheme at the current time and it had been easier to go with them rather than to undertake a large tender exercise. Quite often it was three years for the lease of a car and therefore it made sense to go with five years as people would have the opportunity to renew before the end of the scheme. All implications would be explained to individuals.

## **COUNCIL BUSINESS TIME**

### **12. Motions on Notice**

#### **1. Motion from Councillor Sandford**

*Council welcomes initiatives by Peterborough City Council to set up joint working arrangements with other local authorities.*

*Council notes:*

- 1. Current moves to set up Combined Authorities in a number of areas of the country including Greater Manchester, South Yorkshire and the North East and that these combined authorities are receiving significant delegations of powers and budgets from central government.*
- 2. That "Greater Peterborough" has a travel to work area which includes parts of Cambridgeshire but also Rutland and parts of south Lincolnshire and east Northamptonshire. Peterborough also has strong historic links with Northamptonshire.*

*Council supports continuation of current discussions between PCC and neighbouring local authorities about the possibility of setting up a combined authority.*

*Council requests the Leader to ensure that:*

- 1. There should be no presumption that Cambridgeshire is our preferred partner in any future arrangements.*
- 2. Full consultation with councillors, key stakeholders and Peterborough residents take places before any final decisions are made.*

In moving his motion, Councillor Sandford advised that the purpose of the motion was to enable the important issue around combined authorities to be debated in a public forum. He advised of the work undertaken in Greater Manchester and the joint arrangements between Greater Manchester Councils which had been in place for a number of years. This had been taken forward as a combined authority and as a consequence, a large tranche of devolved powers had been secured from the Government which Councillor Sandford outlined.

More limited devolution proposals had since been agreed for the North East of England, for South Yorkshire and for Cornwall, all involving substantial amounts of government funding being devolved to these Local Authorities. It was a rapidly moving agenda and all authorities were likely to come under some pressure to consider becoming part of a combined authority.

Councillor Sandford stated that Peterborough had entered into a number of joint working arrangements with a number of other local authorities, but there were significant differences between combined authorities and joint working arrangements.

He thanked the Leader for keeping Group Leaders informed of discussions being undertaken with neighbouring authorities regarding joint arrangements and combined authorities and he advised that a workshop had been arranged for the New Year which would involve the Cambridgeshire authorities.

He further advised that he would like to see exploration into a Greater Peterborough Combined Authority, with Peterborough at the centre. The benefits of a combined authority could be great, however it needed to be ensured that any arrangements delivered better services for the people of Peterborough.

Councillor Davidson seconded the motion and reserved her right to speak.

Councillor Holdich addressed Council in response to the motion and in summary raised points including:

- The motion stated the obvious, that Peterborough City Council was not committed to a devolution deal with Cambridgeshire and that it would only be through proper discussion, consultation and as a decision of the Council that any devolution deal would be secured with Cambridgeshire or with any other Council;
- Councillor Holdich had been leading discussions with neighbouring authorities on how they may work together with Peterborough. These discussions were progressing and exploration was being undertaken into a collaboration regarding skills and economic development;
- There was already a collaboration in place with Fenland for Planning Services;
- Working together with the Councils would open up further opportunities for new investment;
- There were challenges faced in the area of 'skills and workforce to meet the needs of new business' and these challenges would benefit from closer collaboration between Councils;
- No decision had been made and any decision would go through the appropriate decision making route;
- Discussions had been taking place with Cambridgeshire County Council, District Councils, Clinical Commissioning Groups, the Police Commissioner, the Chief of the Police, the Fire Authority and other enterprise partnerships about the potential of a devolution to transfer powers to a single combined authority. The areas under discussion were Planning, Transport, Housing, Skills, Health, Social Care and Community Safety;
- Discussions were at the early stages and it had been made clear that although the Council was happy to be part of discussions, no commitment had been made to enter into any devolution deal with the Government;
- No commitment had been made at this stage owing to the lack of understanding of any benefits. Therefore further discussions needed to take place in order to find out what the benefits would be;

- The approach being taken had been agreed with Group Leaders and involvement of groups had been sought;
- The workshop due to take place in January 2016 would discuss next steps and how organisations and residents would be consulted with; and
- All Members would have the opportunity to understand the potential of obtaining devolution powers from the Government and no proposals would be taken forward without a full debate and vote at Full Council. The motion was therefore considered unnecessary.

Members debated the motion and in summary raised points including:

- The motion was premature, there were talks underway. The Leader had to be trusted at this stage and there was a workshop scheduled and this would have cross party involvement;
- The Leader had been open with regards any discussions that had taken place. Debate could be held at a later date;
- Transparency was the key issue and public involvement in any future decisions;
- Members were urged to talk to people in their wards in order to garner their viewpoints;
- It was important that Members ensured the best deal for Peterborough and its citizens; and
- The Leader of the Council was inclusive and kept people informed, and he should be permitted to go away and undertake the appropriate discussions.

Councillor Davidson exercised her right to speak as seconder of the motion stating that the Council should ensure that all options were kept open. It would be important to gain strong economic links with whomever the delegations and engagements were to be with; to ensure that the public were involved; to be accountable and transparent and to ensure the interests of the residents of Peterborough were at the forefront of any decision going forward.

Councillor Sandford summed up as mover of the motion stating that if a combined authority did happen, it would be the biggest change to Peterborough City Council's powers in its history. The levels of discussion around any such proposals were therefore important and people should be involved and consulted at an early stage.

A vote was taken (12 for, 33 against, 1 abstention) and the motion was **DEFEATED**.

### **13. Reports to Council**

#### **(a) Results of the West Ward By-Election**

Council received and noted a report which detailed the results of the West Ward By-Election held on Thursday 29 October 2015, where Councillor Lynne Ayres had been elected.

**(b) Allocation of Seats to Committees Following the West Ward By-Election**

Council received a report which requested it to review and agree the allocation of seats on Committees of the Council, following the West Ward By-Election in accordance with the statutory requirements concerning political balance. Councillor Holdich moved the recommendations in the report and this was seconded by Councillor Fitzgerald.

A vote was taken (unanimous) and it was **RESOLVED** that Council agree the allocation of seats on Committees of the Council subject to revised political balance seat arrangements following the West Ward By-Election.

**(c) Polling District Review**

Council received a report which requested it to consider the revised polling districts, polling places and polling stations following a recent Electoral Boundary Review, where new ward boundaries would be implemented for the elections in 2016.

The Mayor advised that there had been an additional consultation response circulated to Members prior to the meeting.

Councillor Holdich moved the recommendations in the report and in so doing expressed his gratitude to the Electoral Review Group who had spent time looking at the most appropriate places for polling stations in the new wards. The proposals had gone out to consultation on 11 November 2015 for one month and all stations had been checked for disability access and to make sure they were fully accessible. This was seconded by Councillor Fitzgerald.

Members debated the recommendations and in summary raised points including:

- The Queensgate Hotel had been included, however its feasibility was still being explored. A replacement site had yet to come forward and further discussions would be undertaken;
- The changes to the Gunthorpe polling station for district GUN5 were welcomed. There had been considerable concern expressed that the people in the Manor Drive area would have to travel a substantial distance. A mobile unit was now proposed for the area;
- The Hampton Community Sports Association was identified as the polling station for HAH1 and HAH4. A lot of residents lived a distance from this station, on the opposite side of the parkway.
- Clarification was sought as to whether the elector figures were up to date, or whether they were the previous year's figures. The Legal Officer advised that this point would be clarified; and
- All Members were encouraged to ensure their residents were on the electoral register.

Councillor Fitzgerald did not wish to exercise his right to speak as seconder of the recommendations.

Councillor Holdich did not wish to add anything further in summing up.

A vote was taken (unanimous) and it was **RESOLVED** that Council approve the changes to polling districts, places and stations as set out in the report to Council



**(d) Registration of the Mayor's Charity with the Charity Commission**

Council received a report which requested it to resolve to apply to the Charity Commission for charitable status of the Mayor's Charity and to appoint the role of Mayor as trustee of the charity. Councillor Holdich moved the recommendations in the report and this was seconded by Councillor Fitzgerald.

A vote was taken (unanimous) and Council **RESOLVED** to apply to the Charity Commission for charitable status of the Mayor's Charity and to appoint the role of the Mayor as trustee of the charity.

**(e) Alternative Governance Arrangements**

Council received a report which outlined the progress made by the Design and Implementation Working Group and requested that Council note the progress and that it agree that a further report be submitted in January 2016 to confirm the constitutional proposals required to implement the hybrid model and a proposed structure for Scrutiny Committees.

Councillor Holdich moved the recommendations in the report and this was seconded by Councillor Fitzgerald who reserved his right to speak.

Members debated the recommendations and in summary raised points including:

- The model being considered by the Design and Implementation Group differed substantially from the model operated by the London Borough of Wandsworth, this being the Council on which it was agreed that Peterborough's model would be based;
- It was proposed not to have a reference up function to Council and it was also proposed to retain individual cabinet member decision making. All of Wandsworth's decisions went through a scrutiny committee before going to Cabinet;
- Wandsworth had six Scrutiny Committees with 12 members sitting on each. Peterborough's model under consideration proposed only three Committees with 10 members;
- The model under consideration would lead to a large number of decisions not being scrutinised and a large number of Councillors would be excluded from the decision making process;
- Peterborough needed to devise a system that worked for it. There would be opportunity for debate on the proposals and amendments could be made if it was felt that the arrangements were not working; and
- The Working Group should consider daytime meetings, as numerous evening meetings put pressure on certain Officers.

Councillor Fitzgerald exercised his right to speak and advised that it was important that the arrangements were right for the city of Peterborough.

Councillor Holdich summed up and stated that the decision of the Council had been for a greater involvement in scrutiny, a Peterborough model, and that was what the Working Group had been looking at. There would be a number of discussions around the proposals and it would come back to Council at the end of January for debate.

A vote was taken (unanimous) and it was **RESOLVED** that Council:

1. Note the progress made by the Design and Implementation Working Group in designing the preferred model of alternative governance; a hybrid model of executive decision making with greater involvement of pre-scrutiny review (a Peterborough model); and
2. Agrees that the Design and Implementation Working Group should report their constitutional proposals to Council in January 2016.

The Mayor  
7.00pm – 9.56pm

## QUESTIONS AND ANSWERS

Questions were received under the following categories:

<b><u>PUBLIC PARTICIPATION</u></b>	
<b>7. <u>Questions from members of the public</u></b>	
1.	<p><b>Question from Charley Francis</b></p> <p>To Councillor North Cabinet Member for Communities and Environment Capital.</p> <p>Would it be possible for the Honeyhill football pitch to be moved into the middle of the field or at least be turned round 90 degrees?</p> <p>My reason for asking this is that we get a lot of footballs hitting our house which then results in people trespassing and damaging our property in the process. We have had to repair our fence on a number of occasions. My neighbour at 71 has also had escalated aggression which resulted in these people destroying her fence and shouting racist abuse. Number 69 has had to replace and reinforce his fence as a result of the damage caused. If we confront these people regarding the trespassing this has a negative effect and we have been threatened and had things thrown at the house.</p> <p>Also the mental anxiety has been unbearable. When the weather is nice they play all day and we cannot relax due to the constant threat of confrontation due to ball encroachment on our property.</p> <p><b>Councillor North responded:</b></p> <p>I do not know your area ever so well, so I have asked Officers to look into this and they tell me that the pitch cannot be moved be relocated because it occupies the only feasible location on the site. The rest of the playing field has been sold, so if the pitch were re-orientated by 90° only a small five a side pitch would be possible. That would impact on the usefulness of the pitch. There is already a high security fence behind the goal which is opposite the houses in question. Further physical alterations are not likely to be any more effective, so the Community Safety Team have been involved and they have been speaking to local residents to see if there is a solution to the behaviour issues. I would like to be involved myself and see exactly whether we can find a solution, so I will keep an eye on it and I will come out and have a look.</p> <p><b>Charley Francis did not have a supplementary question.</b></p>
2.	<p><b>Question from Tony Forster</b></p> <p>Councillor Elsey, Cabinet Member for Digital, Waste and Street Scene</p> <p>As Chair of Friends of Central Park, I would like to ask for clarification, for the record, of something raised on 14 October meeting by Councillor Elsey.</p>

	<p>In response to a question about Central Park from Councillor Ferris, which he was raising for Friends of Central Park, he said:</p> <p>"This is well known to The Friends of Central Park who have independently suggested that, if you regularly attended their meetings, you would be better informed".</p> <p>This is inaccurate and suggests that Friends of Central Park (FoCP) as a body has criticised one of our ward councillors, which we have not.</p> <p>Could Councillor Eley confirm that, whilst he may have had a conversation with an individual on which his remarks are based, that individual was not representing FoCP. Our minutes and correspondence are the record of FoCP and they make it clear that we appreciate the work all our ward councillors do for the park and its users, and we are a non-political group.</p> <p><b>Councillor Eley may have responded:</b></p> <p>Thank you Mr Mayor, yes I can.</p>
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## COUNCIL BUSINESS

### 9. Questions on notice to:

- a) The Mayor
- b) To the Leader or Member of the Cabinet
- c) To the chair of any Committee or Sub-committee

### 1. **Question from Councillor Sanders**

To Councillor Coles, Cabinet Member for Children's Services

Why has the serious case review into Child Sexual Exploitation within Peterborough not been published to date as was promised at September of this year?

**Councillor Coles responded:**

I can confirm that the Local Safeguarding Children Board has to date conducted two serious case reviews into the subject of Child Sexual Exploitation. They are now complete although there was a delay for some period of time whilst legal proceedings were taking place on the second case that was being dealt with. They have now been completed but that was a fairly significant delay which has probably caused the concern from Councillor Sanders about when the report would be received.

The overarching report has been compiled and was due to be signed off today by the Serious Case Review Panel and once that is finalised and signed off by the Peterborough Safeguarding Children Board at their next meeting on 20 January 2016, then it would be submitted to the Department for Education and then the National Panel of Serious Review Experts will see it and it will then be published for everyone to see.

**Councillor Sanders did not have a supplementary question.**

<p>2.</p>	<p><b>Question from Councillor Davidson</b></p> <p>To Councillor North, Cabinet Member for Communities and Environment Capital</p> <p>Please confirm what proportion of the PCSO will be transferring to PCC New community and enforcement teams and will they will be Integrated into that team or will they remain as PCSO's?</p> <p><b>Councillor North responded:</b></p> <p>There are currently 18 PCSO's in the Safer Peterborough Partnership. It is proposed to move 13 of these to the new Joint Community Enforcement Team. The PCSO's that are not moving into that team will continue to fulfil roles within the Safer Schools initiative, Operation Pheasant and licensing, which we need to maintain. Along with the 13 PCSO's there will be 14 warranted police officers in the Community Enforcement Team.</p> <p>The PCSO's will work alongside Council Enforcement Officers and will share the same line managers, however they will continue to wear the PCSO uniforms as they are employed by Cambridgeshire Constabulary. They will have varying additional powers over those of the Council Officers.</p> <p><b>Councillor Davidson asked the following supplementary question:</b></p> <p>PCSOs have been the visible face of the Constabulary in our wards, they have built good relations in our neighbourhoods. What measures are you going to introduce amidst mounting concerns from concerned residents with crime and disorder and maintaining its responsibility to keep the public safe, reduce crime and that promotes a real belief in public service focussing on what matters to the public and that will best serve their interests and finally, in house staff I believe will be undertaking some of these responsibilities. Will the in house staff understand the expectations and concerns of different communities?</p> <p><b>Councillor North responded:</b></p> <p>The PCSOs are still employed by Cambridgeshire Constabulary, I would anticipate a very close relationship in the various wards as of now. If you are asking about the staff that are going across to join with them, they will be working alongside, they will be trained properly and they will have access via radio communications with the PCSOs and with Police Officers should that be required, so I would anticipate a greater cover and it is anticipated, this needs to be decided it's got to go to Scrutiny next month, that they will be wearing very similar uniforms so I would see it as being increased public security because they will see more people in uniforms walking around the streets.</p>
<p>3.</p>	<p><b>Question from Councillor Ferris</b></p> <p>To Councillor North, Cabinet Member for Communities and Environment Capital</p> <p>The Cabinet member will be aware that verge and footpath parking continues to blight the lives of many Peterborough residents. The Cabinet member will also be aware that in the time of the former Dogsthorpe Partnership, bylaws were introduced in Dogsthorpe in an attempt to stop or reduce this nuisance. Will the Cabinet member consider the possibility of introducing similar bylaws in other parts of the City?</p>

	<p><b>Councillor North responded:</b></p> <p>Inconsiderate verge parking is a recognised problem, but there are no proposals at present to replicate similar restrictions over large areas of the city, and to do so would require a substantial financial commitment given that the Dogsthorpe scheme cost upwards of £500k. Prohibiting parking on verges and footways without providing some form of alternative parking can result in displacement of vehicles into more unsuitable and potentially unsafe or dangerous locations, with the risk of creating greater problems. However if there are particular hot spots where verge and footway parking is causing a repeated major issue then these can be addressed through enforcement where possible or works similar to those undertaken along Coneygree Road in Stanground, subject to available funding. The new Enforcement Team will be asked to look into this issue and pavement parking in general.</p> <p><b>Councillor Ferris did not have a supplementary question.</b></p>
4.	<p><b>Question from Councillor Fower</b></p> <p>To Councillor Serluca, Cabinet Member for City Centre Management, Culture and Tourism</p> <p>Could the relevant cabinet member please inform me who it was that signed off the decision to have a plastic tree erected in Cathedral Square this year? How much was actually spent on this and how much does it cost to power? Was the plastic used from a sustainable source and can the plastic be recycled? More importantly in these austere times, why are we not using a tree sourced locally?</p> <p><b>Councillor Serluca may have responded:</b></p> <p>Christmas is the most important time of the year for our city centre businesses. And for one of the fastest growing cities in the UK, a modern and energy efficient tree is the right choice for Peterborough.</p> <p>As we continue to develop the city centre as a regional shopping destination, festive displays help to encourage visitors to our city and support our local businesses and jobs. Just look at the thousands of people that attended the switch-on event. Many people think the tree is fantastic and have been coming into the city centre to view it and take their photograph by the tree – which is obviously the point. I for one think the tree looks great – especially when it lights up the square in the evening.</p> <p>We spent £41,662.50 on our new Christmas tree. Moreover we have purchased the tree to use over the next five years which spreads the cost and will produce savings to the council overall - while maintaining a fantastic festive display for residents and visitors.</p> <p>Now to answer your further questions.....</p> <p>You call this a plastic tree. The tree is aluminium with a steel frame and a wooden base. Obviously the wiring for the lights has plastic covering and connectors.</p> <p>It is an energy efficient tree - the cost of the electricity is estimated at just £100 for the duration of the six weeks display.</p>

	<p>Christmas trees in the past have been obtained from Elvedon Christmas trees and are usually bought in from Northumberland. There are no 'local' large Christmas tree plantations.</p> <p>Collectively the cabinet is very happy to take responsibility for this fantastic tree.</p>
5.	<p><b>Question from Councillor Davidson</b></p> <p>To Councillor Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development</p> <p>Can the Cabinet Member confirm whether a Risk Assessment has been conducted at Gunthorpe Road Primary School, there have been concerns raised by residents related primarily to issues of congestion, speed and inappropriate parking of cars.</p> <p><b>Councillor Hiller responded:</b></p> <p>I express sympathy with whoever has raised their concerns regarding the parking activities outside the school, it seems to be a problem outside schools often causing on occasions both safety issues and inconvenience to those residents living nearby. I regularly visit my own Ward's primary school in Northborough to monitor with teachers and parents the very same happenings. We speak with the less aware drivers on occasion who park on the double yellow lines installed along that facing street. I am happy to respond to the question by informing Councillor Davidson that our Officers have recently visited the Gunthorpe Road School area to witness whatever parking issues are prevailing and shall be engaged in consultation on the introduction of parking restrictions in due course. As you might be aware, the school has taken part in activities to promote road safety to its pupils and has distributed leaflets to all parents with children at the school regarding the need to park safely and considerately. I have to tell you that no issues have yet been raised regarding either speeding or congestion. So in summary Mr Mayor, a consultation will be happening on the need and the potential implementation of parking restrictions outside that school and I will ask officers to keep you fully informed Councillor Davidson about that consultation and the timings in order that you can personally promote the exercise.</p> <p><b>Councillor Davidson asked the following supplementary question:</b></p> <p>I am very pleased that consultation will be being conducted. Can you just clarify for me, did you say that the school is actually going to roll out some road safety material, education wise to support parents in not parking immediately outside the school? and also whilst this assessment or consultation is being done, can we have a risk assessment carried out on how parents are dropping their children off etc. then that way we can get a true evaluation of what the problems are being faced at Gunthorpe. I'm very pleased and satisfied that we've had the puffin crossing introduced on Gunthorpe Road but we are having very similar problems being done at Gunthorpe Primary School.</p> <p><b>Councillor Hiller responded:</b></p> <p>I was in attendance at the opening of that puffin crossing and I have to say it's a particularly fine bit of kit and I'm as pleased as you are no doubt that it has been installed and the kids seem to be using it properly. In answer to the first part of your question, the Officers have already visited Gunthorpe Road School area to witness</p>

	<p>whatever parking issues are prevailing and shall be engaged in consultation on the introduction of parking restrictions in due course. I'm sure a risk assessment could be part of that and the school has already partaken in the leaflets via their children to the parents regarding the need to park safely and considerately.</p>
<p>6.</p>	<p><b>Question from Councillor Sandford</b></p> <p>To Councillor North, Cabinet Member for Communities and Environment Capital</p> <p>“Sky Ride Local” is a programme of hundreds of free cycle rides all over the country put on with support from Sky Television and British Cycling, with the aim of enabling people to engage in healthy exercise and have fun at the same time.</p> <p>One of my constituents, Carl from Walton, emailed me to say he used to participate in some of these rides in Peterborough, where of course we have an extensive network of off road cycle ways and our Local Transport Plan includes a strong commitment to encouraging cycling in all parts of the City.</p> <p>Carl tells me he asked Sky Ride why he could not find any rides being organised this year in Peterborough on their website. He was disappointed to get the following response:</p> <p>“Our Sky Ride Local programmes take place as a partnership between Councils, Sky and British Cycling. Unfortunately Peterborough Council decided not to get back on board with Sky Ride Local which is why there were no guided rides there this year.”</p> <p>Could the relevant cabinet member please tell Carl and myself what is going on?</p> <p><b>Councillor North responded:</b></p> <p>In 2011 the Council in partnership with other organisations, agreed to part fund a series of Sky Ride programmes. Sadly, turnout was very low and the cost was £25,000 so it was decided that we would not continue to fund this initiative.</p> <p>The Council is however committed to promoting cycling. For example, this year alone we have hosted the Tour Series, held a number of engagement events including pedal powered cinemas, as well as carrying out extensive works with schools and one of those school projects won a national award.</p> <p>Further, this financial year through the Department for Transport funded Local Sustainable Transport Fund, we have been granted £226K which we have passed onto to Sustrans to deliver personalised travel information to at least 2,000 households, Bike-It officers to work with 23 schools in the city and a community led street design project where communities get together to discuss solutions to their streets and to make them safer and more attractive places to live.</p> <p>We have received a Bikeability grant from the Department for Transport since 2011 to provide cycle training for year five and six pupils. This year we plan to train 1,532 pupils.</p> <p>In addition we have been working with businesses and residents to promote sustainable transport to support our Environment Capital aspirations.</p>



**Councillor Sandford asked the following supplementary question:**

I think the gentleman that raised this with me may be slightly disappointed with the answer that the Cabinet Member has provided because I think he, like myself probably gets a number of emails almost on a weekly basis from Sky Ride urging us to take part in their rides but we find that there aren't any in the Peterborough area. Councillor North made some points about expenditure on cycling so I actually looked in our Council's Local Transport Plan in which it says that cycling and pedestrians should be the number one priority for Council expenditure. Could he tell me then why when I looked further on in the Local Transport Plan consultation that has just concluded, 13 of the 18 major schemes that were proposed were in relation to highway building not in relation to cycling. How does this show a council that treats cycling as its number one priority?

**Councillor North responded:**

Your feedback to your resident is 'it's £25k'. If a thousand people turned up then they would have to pay £25 each to make it balance. I do not consider it, if there is a low turnout, to be a good expenditure of Council funds. Following on from that you asked about road improvements. There are very good cycle ways in Peterborough and they are being improved constantly and we are always bidding for money, but as well as cyclists there are other road users and they need to be considered jointly.

**7. Question from Councillor Fower**

To Councillor North, Cabinet Member for Communities and Environment Capital

Can you tell me whether there are plans afoot for my ward (Werrington South) to see no more policemen on the beat, no more local police stations and no more visits to people's homes to discuss concerning issues, other than in certain prescribed circumstances and that the police will no longer take action if a resident happens to cycle down Bridge Street in a safe or environmentally friendly manner?

**Councillor North may have responded:**

Having spoken to my colleagues in the Constabulary they confirm that the Police will continue to respond to calls for service in the area and there is no change to the response to emergency calls. The Police are, however, seeking to find more efficient ways to discuss and address people's concerns in relation to non-emergency matters.

Of note, for the financial year to date Werrington South has seen a reduction in total crime of -8.2% and a reduction in ASB of -49.1%.

Police Inspector Kate Firman wrote to all local Councillors recently, advising them of the changes that have taken place regarding our response to community matters.

A separate email address has been set up for all Police-SPP matters: [policespp@cambs.pnn.police.uk](mailto:policespp@cambs.pnn.police.uk). This email contact address is for communities and colleagues to report concerns and issues for the partnership.

Community policing continues to be managed by the Safer Peterborough Partnership (SPP).

	<p>At least one team will be on duty every day. For example, if there is a youth ASB issue in Werrington they will dedicate their time to resolving that issue.</p> <p>The Police are also working with the Council to devolve powers to allow Council officers to deal with all aspects of low level ASB instead of just part of it as is presently the case.</p> <p>Finally, the police response to cycling in Bridge Street has not changed. We ask patrolling officers and PCSOs to use discretion in dealing with people cycling on the pavement anywhere, including in Bridge Street. In some cases it may be appropriate to give words of advice, on other occasions enforcement action may be more appropriate.</p>
8.	<p><b>Question from Councillor Yonga</b></p> <p>To Councillor Holdich, Leader of the Council and Cabinet Member for Education, Skills, University</p> <p>Now that Voyager Academy has a new Head in place, can the Cabinet Member please confirm what support they are going to be offered in order to ensure continued improved service delivery? The Head Teacher is actively engaging with the community and the Academy is improving. We are quick to blame the Head Teacher when things are going wrong but now that we have someone in place and we are seeing good results in the school and community, what are we going to do to support this and to keep it going?</p> <p><b>Councillor Holdich responded:</b></p> <p>As I am sure the Councillor is aware, the Voyager is an Academy School sponsored by the Comberton Academy Trust. I am delighted that the Councillor reports that the Head teacher is actively engaging with the community and feels that the Academy is improving. I look forward to this improvement continuing and being translated into improved outcomes for students at the school and being recognised by OfSTED and the Regional Schools Commissioner.</p> <p>The Council is ready and willing to offer further support to the school whenever invited to do so and Stewart Jackson MP and I have already met with the Minister for Education Nick Gibb to discuss the school. As the Councillor will know I have no right of direct intervention in an Academy school but am very open to the possibility of the school inviting us to provide or broker support where it is possible for us to do so.</p> <p><b>Councillor Yonga did not have a supplementary question.</b></p>
9.	<p><b>Question from Councillor Shaheed</b></p> <p>Councillor Eley, Cabinet Member for Digital, Waste and Street Scene</p> <p>Walking around the city I have noticed a marked increase in the amount of litter being dumped on the streets instead of the many refuse bins dotted about. I'm obviously most familiar with my ward and it really has become a blot on the landscape in Walton.</p> <p>I'm not saying it's fully their responsibility, but the level of litter does increase during school terms. I feel a good initiative would be to visit schools and communities to explain to them the cost and impact of not placing litter in the provided facilities.</p>

	<p>Are there any plans afoot to tackle what is a growing problem and could have a detrimental effect on people visiting this wonderful city in the future? If I were a stranger to the city and happened to drive into the town centre via Lincoln Road, the amount of litter strewn across the streets would make me think twice about revisiting the area.</p> <p>Also, a bit outside of the box, but would it be possible to give councillors the authority to issue on-the-spot fines to people they see littering the streets?</p> <p><b>Councillor Elsey responded:</b></p> <p>Over the past year, we have been taking steps to try and reduce the amount of street litter, which has included increased litter bin capacity across the city, removing smaller post mounted bins and replacing with large floor mounted capacity bins. We have invested in Gluttons and smaller mechanical sweepers to enable Amey operatives to more effectively and efficiently cleanse areas.</p> <p>Also as part of the ‘Clean and Green’ campaign we did targeted communication on littering and the potential costs to the authority, these messages were delivered through a poster campaign and social media.</p> <p>Amey currently carry out a number of school assemblies, these at present mainly focus on waste and recycling. I will ask Amey, moving forwards, to try and include in these assemblies an aspect on littering and the costs that this incurs.</p> <p>I am afraid it would not be possible to give Councillors the power to give “on the spot” fines for littering. We are looking to use the Community Safety Accreditation Scheme (CSAS) to expand the powers of council enforcement officers which unfortunately does not extend to councillors. The legislation states “This is a voluntary scheme under which chief constables can choose to accredit employed people already working in those roles that contribute to maintaining and improving community safety with limited but targeted powers.”</p> <p><b>Councillor Shaheed asked the following supplementary question:</b></p> <p>Outside of the contractual obligations as outlined in Peterborough City Council’s contract with Amey, can you tell me how much extra is spent by Peterborough City Council on clearing up the city wide pandemic litter issue, such as flytipping etc.</p> <p><b>Councillor Elsey responded:</b></p> <p>With respect, there is no way that I will have that information off the top of my head. If the Councillor wishes me to provide information like that I am happy to do so in writing.</p>
10.	<p><b>Question from Councillor Shearman</b></p> <p>To Councillor Holdich, Leader of the Council and Cabinet Member for Education, Skills, University</p> <p>The Cabinet member will be aware of the public disquiet over the poor levels of behaviour and educational outcomes at The Voyager Academy. In view of the fact it has been reported in the press that a new sponsor is being sought for The Voyager, could the Cabinet member provide an update on progress being made towards the</p>

	<p>appointment of a new sponsor, together with a timescale for the completion of this process.</p> <p><b>Councillor Holdich may have responded:</b></p> <p>I am aware, as the Councillor is, of statements which have been made in the press recently regarding this issue. Any decisions regarding the future governance of the school are for the Department for Education (DfE) and the Regional Schools Commissioner to make.</p> <p>To facilitate understanding of the issues the school faces, you have already heard that I attended a meeting recently together with Stewart Jackson MP and the Assistant Director for Education at the DfE to meet Nick Gibb the Minister for Education.</p> <p>The DfE were very clear in their statement to the press, quoted on 27<sup>th</sup> November 2015, that they are ... “actively looking at other sponsors but it’s inappropriate to comment further at this stage”.</p> <p>I can confirm that I am not aware of any further information than that released by the DfE regarding this matter having been communicated and/or finalised.</p>
11.	<p><b>Question from Councillor Murphy</b></p> <p>Councillor Elsey, Cabinet Member for Digital, Waste and Street Scene</p> <p>During my most recent walkabout in Ravensthorpe with Officers and representatives from our contractors, we came across many issues that needed action. One of these issues represented an immediate and serious health and safety hazard in the form of bushes and some trees which had been cut back along Brookfurlong and the debris left on a narrow cycle/footpath route that was poorly lit. Can the Cabinet Member let Council know who was responsible for creating this serious hazard?</p> <p><b>Councillor Elsey responded:</b></p> <p>This particular shrub bed is owned by the school and does not form part of the maintained land under the Amey contract. The contractor used for this work would have been directly sourced through the school.</p> <p>I am pleased to note though that when Amey were made aware of the health and safety issue on your recent ward walk they quickly responded to have the area cleared and made safe.</p> <p><b>Councillor Murphy asked the following supplementary question:</b></p> <p>I would like to thank the officers who immediately escalated it to an urgent matter. The actual route runs from Mountbatten Way, Bader Close, right through Ravensthorpe through Sandford and it was getting to Sandford, Hartwell Way and it was getting dark. The question I would like to ask is how much did it cost Amey to sort it out and who has paid for it?</p>

	<p><b>Councillor Elsey responded:</b></p> <p>Again Mr Mayor, how can I possibly have that information off the top of my head. I am happy to provide it in writing to the Councillor, but I can't have those facts and figures off the top of my head without any form of warning that they are going to be asked for.</p>
12.	<p><b>Question from Councillor Shearman</b></p> <p>To Councillor Holdich, Leader of the Council and Cabinet Member for Education, Skills, University</p> <p>Does the Leader of the Council agree with me that any statements of fact made by councillors at meetings of the council should be accurate. And does he further agree with me that when a councillor is made aware that he/she has misled the council, regardless of whether or not it was intentional, it is incumbent on that councillor to clarify the inaccuracy as soon as they became aware of it?</p> <p><b>Councillor Holdich may have responded:</b></p> <p>All Councillors are aware of their responsibilities under the Members Code of Conduct and are expected to comply with its requirements. If there are allegations that this is not being adhered to, this should be reported to the Monitoring Officer in line with the Constitution.</p>
13.	<p><b>Question from Councillor Sandford</b></p> <p>To Councillor North, Cabinet Member for Communities and Environment Capital</p> <p>The major changes in policing in Peterborough which were implemented on 1 November have significant knock on effects in terms of city council enforcement officers taking on new powers and responsibilities for plugging the gaps created in neighbourhood policing. Yet the first time these changes will be discussed in a public forum by councillors will be at a meeting of the Strong and Supportive Communities Scrutiny Committee on 20 January which will then, we assume, make recommendations to Cabinet.</p> <p>Could the relevant cabinet member please explain why the Council decision making to authorise the Council's involvement in these changes is taking place almost three months after the key decisions were effectively made by the Police? When did the cabinet member first know that the Police were planning these changes and why did he not insist on a period of public consultation and discussion before the Council was forced into accepting them?</p> <p><b>Councillor North responded:</b></p> <p>An open letter from Superintendent Melanie Dales to all Councillors on 9 November, confirmed that changes in the structure of policing were not due to a reduction in officer numbers, so it is wrong to say that the Council's enforcement team is plugging gaps in neighbourhood policing.</p> <p>The Neighbourhood Policing Team has existed for some time and prior to the 1 November structure, was split into two main areas.</p>

The decision was made by the police that the teams should be moved to Chief Inspector Robin Sissons in order to encourage greater partnership working within the Safer Peterborough Partnership. As the number of officers and PCSO's remain the same these changes have had no direct or negative impact on council enforcement or other officers, other than to enhance the way that solutions can be found to challenging issues and to build capacity across our community and safety services.

Separate to this, the Council has been looking for some time at the way in which we challenge and change, most importantly, behaviours relating to fly tipping, littering, graffiti, unlawful parking and other highly visible issues that blight our communities. An initial high level paper was presented to Cabinet earlier this month with the more detailed and comprehensive report on how officers propose to develop a new way of working to be taken through the scrutiny process in January. The changes in police operational management means that we can include police officers and resources within the proposed model and significantly enhance the impact it will have for our residents.

The Council is not therefore authorising operational changes made by the Police. This confuses the decisions made by the Police regarding their operations and the decision made by the Cabinet to look at an alternative enforcement model involving its own officers. The Police and Council teams are co-located together for improved efficiency of both teams. All members will have the opportunity to attend the Scrutiny meeting in January to review proposals.

**Councillor Sandford asked the following supplementary question:**

Is it not the case, because this is what we were told at a Group Leader's briefing on this on 12 October 2015, that a number of full time police officers are being taken off neighbourhood policing to work in central responsive teams at the Thorpe Wood Police Station and can he also comment on the sequence of events that took place because this new policing structure was implemented on 1 November 2015 before any letter had gone out to Councillors and without any public consultation and is he not also aware that what we were told was that this would be discussed by a Council Scrutiny Committee on 20 January 2016, but as I have mentioned earlier there was a Cabinet paper that went to the Cabinet on the 7 December 2015 which was about city centre enforcement, where the decision has now been rescinded and its now talking about enforcement across the whole city. Can I just say would he not agree with me that this constantly implementing the decisions before they have been consulted on, making decisions and then changing them, isn't that just a catalogue of incompetence and didn't we ought to expect a much more thorough decision making process on these issues which are important for law enforcement.

**Councillor North responded:**

This was first raised and first looked at this issue, way back in 2011, the new enforcement teams. It had no relationship to the Police reorganising the way they work and we have no authority as a Council to tell the Police what to do. Now just to be clear, the Cabinet decision was for the concept of whether to have the system or not, the detail relating to uniforms, command control etc. etc. will be discussed with Members and will be scrutinised in the Safer and Stronger Scrutiny Committee in January 2016 and the details can be discussed there, and that is open to any Member to attend of course.

14.

**Question from Councillor John Fox**

Councillor Elsey, Cabinet Member for Digital, Waste and Street Scene

Due to the increase of flytipping especially in the rural wards, would the cabinet member for the environment consider introducing an online process to apply for a permit to dump waste from a company marked van that is clearly not conveying commercial waste.

**Councillor Elsey responded:**

The current application process for weekly permits for vans and trailers for the Household Recycling Centre does include being able to apply online. Residents simply apply online and the permit is posted to an address within the Peterborough authority area only. If a permit is required instantly it can be issued at Bayard Place when proof of an address in Peterborough is provided for example a Council Tax bill or a utility bill.

**Councillor Fox asked the following supplementary question:**

I appreciate what you are saying, the problem is when you turn up, like I have done in a marked van, obviously a commercial van with stuff that is obviously not related to that commercial operation, and I know that the Council do not control the tip to a degree, you are turned away and you have to go all the way to Bayard Place to get a permit and that's probably why some people are not bothering. Common sense should prevail and they should look in the back and if it's a painter or decorator's van and there are settees in there, it's hardly commercial waste and I don't know if there is any way you can work with the tip to make sure that some of their officers that are down there use a bit of common sense and discretion, because there are a lot of people being turned away I believe.

**Councillor Elsey responded:**

I understand what you are saying Councillor Fox but the reality is that where do you draw the line, if people turn up without a permit when it is quite clearly advertised that if you are using a van or a trailer as such you need a permit to use the household facility, where do you draw the line between what you deem to be a few pots of paint and somebody else is using it as a means of disposing of their commercial waste, and the reason that it is only issued to people that have got a Peterborough address is because people travel significant distances to try and dispose of waste without having to incur any cost.

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<b>COUNCIL</b>	<b>AGENDA ITEM No. 4</b>
<b>27 JANUARY 2016</b>	<b>PUBLIC REPORT</b>

### **MAYOR'S ANNOUNCEMENTS**

#### **1. PURPOSE OF REPORT**

- 1.1 This report is a brief summary of the Mayor's activities on the Council's behalf during the last meetings cycle, together with relevant matters for information.  
(Events marked with \* denotes events attended by the Deputy Mayor on the Mayor's behalf).

#### **2. ACTIVITIES AND INFORMATION – From 14 December 2015 to 24 January 2016**

<b>Attending</b>	<b>Event</b>	<b>Venue</b>
Mayor and Mayoress	Visit to Royal Mail Peterborough Delivery Office	Peterborough Delivery Office and Mail Centre
Mayor and Mayoress	Meeting to discuss Mayor's Charity event	The Parlour
Mayor and Mayoress	Netherton Friendship Club Christmas Party	St Andrews URC Church Hall
Deputy Mayor	Green Square - opening media opportunity	Green Square
Mayor and Mayoress	Citizenship Ceremony	Council Chamber
Mayor and Mayoress	Thomas Deacon Academy's Christmas Carol Service	The Cathedral
Mayor and Mayoress	The King's School Christmas Concert	The Cathedral
Mayor, Mayoress and Deputy Mayor	Mayors Christmas Mince Pie Reception	Reception Room
Mayor, Mayoress and Deputy Mayor	Christmas Wreath Laying	War Memorial and the Reception Room
Mayor and Deputy Mayor	Planning meeting for Full Council Meeting	The Parlour
Mayor and Mayoress	Royal British Legion Christmas Dinner	Peterborough Sports and Leisure Club
Mayor	Update meeting for Full Council Meeting	The Parlour
Mayor, Mayoress and Deputy Mayor	Full Council Meeting	Council Chamber
Mayor and Mayoress	Live broadcast – BBC Radio Cambridgeshire mid-morning show	Queensgate
Mayor and Mayoress	City Market Xmas Hamper Giveaway	Town Hall
Mayor	Grand Pub Opening and Naming	Avery House Care Home
Mayor and Mayoress	Kenyan Independence Celebration Party	Club Caliente
Mayor and Mayoress	Santa Stroll and Run	Ferry Meadows
Mayor and Mayoress	Honeyhill Children's Centre Community Pantomime	Honeyhill Children's Centre
Mayor and Mayoress	Christmas Eve Carol Service	The Cathedral
Mayor and Mayoress	The Chairman of East Northamptonshire Council and the Mayors' of Higham Ferrers and Rushden Town Council - Revival Abba Tribute Night	Rushden Town Bowls Club
Mayor and Mayoress	Mayor's Charity Committee Meeting	The Parlour
Mayor and Mayoress	Inspiring Peterborough Radio Show	Radio Peterborough

<b>Attending</b>	<b>Event</b>	<b>Venue</b>
Mayor and Mayoress	Eye Community Association Annual Post-Christmas lunch	Manor Farm Community Centre
Mayor	Visit to Amey Depot	Nursery Lane
Deputy Mayor	Citizenship Ceremony	Council Chamber
Mayor and Mayoress	Show Home opening at Roman Fields, Peterborough	Roman Fields
Mayor, Mayoress and Deputy Mayor	Mayor's Charity Winter Supper	Ibrahimi Restaurant
Mayor and Mayoress	Visit to Children's Social Care	2nd Floor, Bayard Place
Mayor and Mayoress	Peterborough Folk Dance Club evening	Marholm Village Hall
Mayor and Mayoress	Sporting Saturday 2016	The Cresset

<b>COUNCIL</b>	AGENDA ITEM No. 10(a)
<b>27 JANUARY 2016</b>	<b>PUBLIC REPORT</b>

## **EXECUTIVE AND COMMITTEE RECOMMENDATIONS TO COUNCIL**

### **(a) CABINET RECOMMENDATION – FOURTH LOCAL TRANSPORT PLAN**

Cabinet, at its meeting of 18 January 2016, received a report which asked it to consider and recommend to Council the adoption of the fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026). It also asked that Cabinet consider the comments of the Sustainable Growth and Environmental Capital Scrutiny Committee, which had considered the proposals at its meeting on 6 January 2016 and had suggested further additions.

**IT IS RECOMMENDED** that Council:

Considers and adopts the Local Transport Plan 2016 to 2021 (LTP4) including the Long Term Transport Strategy 2011 to 2026 (LTTS) as set out in the report, subject to the following additions:

- i. Air quality be monitored in the fourth Local Transport Plan in a manner that is easy to understand and would allow Peterborough to be compared with other cities; and
- ii. The long term aspiration to support the addition of further stations along the Stamford and Spalding train lines be included within the Fourth Local Transport Plan and the Council will pursue these aspirations with the relevant rail authorities subject to these (a) being supported by Cabinet and (b) only where they do not take priority over existing proposals for the rail network.

The original Cabinet report and appendices follow this report.

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## ITEM 10(a) – FOR INFORMATION

<b>CABINET</b>	AGENDA ITEM No.
<b>18 JANUARY 2016</b>	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development
Contact Officer(s):	Andy Tatt, Head of Peterborough Highway Services <span style="float: right;">Tel. 453469</span>

### REVIEW OF THE FOURTH LOCAL TRANSPORT PLAN

R E C O M M E N D A T I O N S	
<b>FROM :</b> Head of Peterborough Highway Services Sustainable Growth and Environment Capital Scrutiny	<b>Deadline date :</b> 27 January 2016 (Full Council)
<p>That Cabinet:</p> <ol style="list-style-type: none"> <li>1. Considers the fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026), and makes recommendations for changes where appropriate.</li> <li>2. Considers the following recommendations from the Sustainable Growth and Environment Capital Scrutiny. The Committee recommended that:               <ul style="list-style-type: none"> <li>• <i>Air quality is monitored in the fourth Local Transport Plan in a manner that is easy to understand and would allow Peterborough to be compared to other cities; and</i></li> <li>• <i>The long term aspiration to support the addition of further stations along the Stamford and Spalding train lines be included within the Fourth Local Transport Plan and the Council will pursue these aspirations with the relevant rail authorities.</i></li> </ul> </li> <li>3. Recommends that Full Council consider and adopt the Local Transport Plan 2016 to 2021 (LTP4) including the Long Term Transport Strategy 2011 to 2026 (LTTS).</li> </ol>	

#### 1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet following the Sustainable Growth and Environment Capital Scrutiny Committee on 6 January 2016.

#### 2. PURPOSE AND REASON FOR REPORT

2.1 This report is being submitted as part of the democratic process leading to the adoption of the fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026) at Full Council in January 2016. The Local Transport Plan is a major policy framework document under Part 3 Section 1 of the Constitution which is reserved to Council for approval on the recommendation of Cabinet.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.1 To take collective responsibility for the delivery of all strategic Executive functions within the Council's Major Policy and Budget Framework and lead the Council's overall improvement programmes to deliver excellent services.

### 3. **TIMESCALE**

Is this a Major Policy Item/Statutory Plan?	<b>YES</b>	If Yes, date for relevant Cabinet Meeting	18 January 2016
Date for relevant Council meeting	27 January 2016	Date for submission to Government Dept <i>(please specify which Government Dept)</i>	N/A

### 4. **BACKGROUND INFORMATION**

- 4.1 Improving transport for everyone who lives, works or travels in Peterborough is a priority for the Council. To enable us to provide the best possible transport service in and around the city, we produce a Local Transport Plan (LTP) every five years which sets out how we will tackle existing and future transport issues.
- 4.2 The LTP4 supports Peterborough's existing and emerging Local Plan and sets out how the city's transport system will support the future growth and development of Peterborough. The LTP4 therefore sets out what the Council aspires to achieve and the mechanisms that will be considered to help meet those objectives.
- 4.3 The Long Term Transport Strategy has been reviewed to:
- Align with the Core Strategy which covers the time period up to 2026
  - Support the city's long term growth and employment aspirations
  - Give a long term vision for transport
  - Support the long term environmental aspirations of the Council to create the UK's Environment Capital and the goals in the Environment Capital Action Plan
  - The Council is currently preparing a new Local Plan that will replace the adopted Core Strategy and other Development Plan Documents. The Preliminary Draft version of the Plan will be published for consultation in January 2016. This version contains the emerging proposals for planning policies for the growth and regeneration of Peterborough and the surrounding villages over the next 20 years. Therefore, a further review of the Long Term Transport Strategy will be required at a later date to ensure it continues to support the future vision of Peterborough.

### 5. **CONSULTATION**

- 5.1 The consultation process for the LTP4 started in autumn 2015. In October all stakeholders and interested parties (254 in total, including statutory consultees) were contacted and sent a leaflet outlining what the proposals were for LTP4. The following lists some of the types of stakeholder and interest groups that were consulted:

- Bus Service providers
- Community Associations
- Councillors
- Disability and Accessibility Groups
- Environment Organisations
- Local Members of Parliament
- Neighbouring Local Authorities
- NHS Trust
- Parish Councils
- Partnering Organisations
- Police and other Emergency Services
- Other local groups for cycling, walking, senior citizens, rail and traders

- 5.2 For residents, hardcopies of the leaflets were available at the Town Hall and Bayard Place.

- 5.3 To further publicise the consultation, the council website and social media (Facebook and Twitter) were utilised alongside the placement of an advertisement in the local newspaper, Peterborough Telegraph and coverage on local radio. Dates were then set for consultation 'drop in' events, which were held at the Town Hall.

**Table– LTP consultation events**

<b>Date</b>	<b>Time</b>
29 October 2015	09:00 to 17:00
4 November 2015	09:00 to 17:00
10 November 2015	09:00 to 17:00
16 November 2015	17:00 to 20:30
19 November 2015	17:00 to 20:30
24 November 2015	17:00 to 20:30

- 5.4 The primary aim of the public consultation events was to give the general public an opportunity to provide feedback as well as asking officers questions regarding the document or transport issues. In addition to this, everyone who attended the consultation events was encouraged to complete the questionnaire. In order to accommodate the needs of everyone there were three events held during the day as well as three in the evening.

- 5.5 The LTP4 has been considered by the Sustainable Growth and Environment Capital Scrutiny Committee during its development. The first time was on 16 July 2015 when the Committee noted the report and requested that the consultation results be brought back to the Committee when available. The second time was on 6 January 2016 when the Committee recommended that:

- Air quality is monitored in the fourth Local Transport Plan in a manner that is easy to understand and would allow Peterborough to be compared to other cities; and
- The long term aspiration to support the addition of further stations along the Stamford and Spalding train lines be included within the Fourth Local Transport Plan and the Council will pursue these aspirations with the relevant rail authorities

- 5.6 There is a consultation chapter in LTP4 and consultation feedback has impacted on the LTP4 in the following ways:

- The monitoring regime has been designed to reflect the concerns identified through the consultation.
- Confirmed the policies and strategies of the LTP remain relevant and reflect the transport issues of Peterborough.
- Capital programme of works has been structured to reflect the priority given to walking and cycling improvements in the consultation feedback.
- Major and minor schemes finalised to ensure an appropriate balance of highway schemes and sustainable transport infrastructure improvements.

## **6. ANTICIPATED OUTCOMES**

- 6.1 For Cabinet to consider the fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026) and make recommendations for changes where appropriate.
- 6.2 For Cabinet to consider the recommendations made by the Sustainable Growth and Environment Capital Scrutiny Committee.
- 6.3 To approve the submission of the document to Full Council for consideration and adoption on 27 January 2016.

## **7. REASONS FOR RECOMMENDATIONS**

7.1 It is a statutory requirement that all local transport authorities outside of London produce a five year Local Transport Plan under the Transport Act 2000, as amended by the Local Transport Act 2008. It is also a major policy framework document under part 3 section 1 of the Constitution and as such it is required to be submitted to Full Council for adoption. Cabinet are asked to support the submission of this document to Full Council for consideration and adoption in January 2016.

## **8. ALTERNATIVE OPTIONS CONSIDERED**

8.1 The only other option considered was that the Council would not write and publish the fourth LTP. This was rejected as the LTP is a statutory document and the Council is required to prepare and publish the plan. The LTP is also essential to securing external funding for transport.

## **9. IMPLICATIONS**

9.1 The document sets out the transport strategy for Peterborough for the next 10 years with a detailed policy and plan for the next 5 years. Some of the key implications are summarised below:

### **Financial**

9.2 The LTP4 contains an indicative 5 year spending profile for transport funding but this is not a commitment on the Council to invest such funds.

### **Legal**

9.3 It is a statutory requirement that all local transport authorities outside of London produce a Local Transport Plan under the Transport Act 2000, as amended by the Local Transport Act 2008. The Council's current plan, LTP3, expires on 31 March 2016.

### **Corporate Priorities**

9.4 The document has been written in line with strategic priorities:

- Drive growth, regeneration and economic development
- Improve educational attainment and skills
- Safeguard vulnerable children and adults
- Implement the Environment Capital agenda
- Support Peterborough's culture and leisure trust Vivacity
- Keep all our communities safe, cohesive and healthy
- Achieve the best health and wellbeing for the city

### **Environment Capital**

9.5 The document identifies the Environmental Capital as a key aspiration and a number of policies in the document support this vision as well as the goals in the Environment Capital Action Plan.

### **Community Safety**

9.6 Road safety and reducing the fear of crime are key goals of this document.

### **Discrimination and Equality**

9.7 Local Transport Plans are required to have regard to the needs of disabled persons as defined by Section 1 of the Disability Discrimination Act 1995. In addition, the Equalities Act 2010 requires that Council's must have regard to the needs of those persons with protected characteristics in the formulation of policy. LTP4 has had an initial Equality Impact Assessment carried out on it and there are no specific impacts for groups with protected characteristics so a full Equality Impact Assessment is not required

The document has implications city-wide and is a Statutory and Key document for the Council



**10. BACKGROUND DOCUMENTS**

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

The fourth Local Transport Plan

Fourth Local Transport Plan - Equality Impact Assessment

**11. APPENDICES**

**Appendix 1** - Local Transport Plan 2016 to 2021 (LTP4) and the Long Term Transport Strategy 2011 to 2026 (LTTS).

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## 1. Introduction

This document presents Peterborough City Council's fourth Local Transport Plan 2016 to 2021 (LTP4) and the Long Term Transport Strategy 2011 to 2026 (LTTS). The LTTS sets out a high level transport strategy which is required to deliver the local growth agenda as outlined in the Peterborough Local Development Framework and also supports Peterborough's aspiration to create the UK's Environment Capital. The LTP4 is a more detailed document which shows the policies, strategies and programmes that will be in place for the next 5 years.

The Plan has been updated from the previous LTP3 (which was submitted to Government in 2011) in accordance with the Council's duty to maintain an up to date Local Transport Plan as set out in the Local Transport Act 2008.

The guidance states:

*'Good transport is a vital factor in building sustainable local communities. It contributes to achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aspirations are put at risk.'*

**Figure 1: Process for developing the Peterborough LTTS 2011 TO 2026.**

*Please note a graphic is to be inserted here*

### About Peterborough

Peterborough is a modern city located in eastern England, and is one of the fastest growing cities in the UK. Covering an area of 344 square kilometres, Peterborough is the sub-regional centre for North Cambridgeshire, South Lincolnshire and East Northamptonshire. Peterborough City Council achieved unitary status in April 1998, and is responsible for all local government services in the authority area. Peterborough borders Rutland, Cambridgeshire, Northamptonshire and Lincolnshire.

Peterborough was a small market town on the edge of the Fens, dating back to pre-Norman times and was awarded city status by Henry VIII in 1541. In 1968 Peterborough was designated a New Town, and the Peterborough Development Corporation was established to double the city's population in close partnership with the City Council. Peterborough Development Corporation's plan concentrated on development through four residential townships, each with a full range of social and economic facilities. The fourth township, Hampton, to the south of the city has contributed substantially to the city's growth between 1997 and the present date with the development of 7,000 homes and commercial space for 12,000 jobs.

Peterborough is one of the UK's fastest growing cities (Centre for Cities, Cities Outlook Report 2014) and we are also working to create the UK's Environment Capital. Therefore it is vital we have a transport system that supports this vision and the Local Transport Plan will be our blueprint that sets out how we will continue to develop and improve local transport.

Peterborough's Core Strategy, adopted in 2011, sets out to build 25,500 new homes and 20,000 new jobs by 2026. The City Council is committed to growing the right way and becoming an exemplar of sustainable growth. The Council is in the process of developing a new Local Plan for the period 2015-2036, the new Local Plan will set out the aspiration to build 23,907 homes and 22,024 jobs.

The Peterborough Infrastructure Delivery Strategy (IDS) identified the infrastructure projects that will be required to support the sustainable growth of the city to 2026 and beyond. The IDS is a live document and identifies likely funding sources, delivery agents, timescales and priorities.

Peterborough's transport links are a key strength for the city. Peterborough is 78 miles from London via the A1(M), and less than 20 miles from the A14, which links the east coast ports of Felixstowe and Harwich with the Midlands. Peterborough is on the East Coast Main Line (ECML) railway which links London with Leeds, York, the North-East and Scotland. The east-west railway links Peterborough with Norwich, Great Yarmouth, Leicester, Birmingham Nottingham, Sheffield, Manchester and Liverpool. In addition to the rail links, express coach services link Peterborough to other major cities and buses connect Peterborough to towns and villages in neighbouring areas.

Peterborough has an excellent Principal Road Network, a key element of this being the Parkway Network around the city. Built during the New Town phase of development this network represents an excellent asset to the area as it:

- Removes many through trips from the central area
- Removes the inter-urban lorry trips
- Reduces journey times for cross city journeys

The New Town development also introduced a comprehensive network of segregated cycleways and footways serving the new townships of Ravensthorpe, Bretton, The Ortons, Paston, Gunthorpe and Werrington. The Ortons and Werrington also have segregated bus routes connecting them to and from the city centre.

As a result of its excellent transport connections, Peterborough has been successful in attracting major employer investment over the last 20 years. Peterborough has successfully diversified in to a home for many services whilst retaining its manufacturing base. Peterborough's key employment sectors include information technology, financial services, distribution, printing and environmental businesses.

Peterborough was named as one of the UK's four environment cities in 1992 and has the largest cluster of environmental businesses in the UK. Peterborough plans to build the largest number of zero carbon homes in the UK and was one of six UK cities to take part in the Zero Waste Places project.

Peterborough has the potential to be a truly sustainable city. A city which has a thriving local economy, strong communities and a sustainable way of life. A city where our residents are healthy, happy and prosperous. A city regarded as the UK's Environment Capital. This is why in 2008 the city adopted the target of 'Creating the UK's Environment Capital', building on the city's long standing status as one of four UK Environment Cities.

In simple terms this means that the city is committed to doing things differently. If everyone on Earth lived as the average Peterborian, British or European citizen does, we would need three planets' worth of resources to sustain us. This means, on average, each of us is using too much of the world's resources to produce the food we eat, treat the waste we produce, and generate the energy we use. To put it simply, we only have one planet so creating the UK's Environment Capital means that we aim to change the way we do things by 2050 to ensure we can live within the resources of our planet.

The Environment Capital Action Plan was adopted by Full Council in April 2014. It aims to provide a clear vision for how Environment Capital will be delivered. The Plan is a city wide

document that has been developed with stakeholders from key organisations across Peterborough. It is broken down into ten themes, each containing a vision to 2050 and interim targets to 2016.

In 2012, the UK Government's innovation agency, Innovate UK (formerly the Technology Strategy Board), launched a UK-wide Future Cities competition to demonstrate how cities could take a new approach to how they run. By developing and testing innovative ideas, cities were called upon to shape smarter and more sustainable places.

With a bid developed with public, private and third sector partnership, Peterborough was awarded £3million. The Peterborough DNA programme was born: to implement the ideas, innovations and new systems that were put forward.

Peterborough DNA represents an innovative initiative to respond to city specific challenges in a collaborative way, with ambitious interlinked objectives of growth, innovation and sustainability.

Peterborough DNA is currently being developed by Peterborough City Council and the city's economic development company Opportunity Peterborough. Throughout the programme there continues to be strong collaboration with other local agents to develop various projects, ensuring they correctly address the challenge they are aiming to solve.

Through multi-faceted, inter-dependent and intrinsically cross-cutting strands, Peterborough DNA acts as a catalyst to foster a mind-set change towards an efficient and sustainable urban future. It uses a whole city laboratory approach to integrate the city's systems, building on its existing character and strengths. With transparency, participation and empowerment as core values, it operates through comprehensive partnerships, engagement and openness for each of its strands.

#### Figure 2: Location map of Peterborough

*Please note a graphic is to be inserted here*

### Highway Network

Peterborough is well connected to the strategic route network. To the west the A1(M) is the main access route for traffic entering the city from both the north and south of England. The A1(M) provides links with London and Leeds and connects Peterborough to large areas of England and the national motorway network.

Peterborough has a well-developed Parkway Network. The main strategic routes in Peterborough focus around the parkways (A1139, A15, A47, A1260 and A1179) which creates an orbital route around the city centre that facilitates strategic traffic movements through and around the Peterborough area.

Other strategic routes are the A47, A605 and A1139 which all provide access to the A1(M) from the west of Peterborough. The main strategic route to the north is the A15 linking Peterborough with Market Deeping, Bourne and on to Lincoln. The A15 route is an important link between Peterborough and the expanding market towns and villages in the South Kesteven region of Lincolnshire.

#### Figure 3: Peterborough unitary authority and principal transport network

*Please note a graphic is to be inserted here*

In the east there are the following strategic key routes which link Peterborough to its neighbours:

- A47 provides access to East Anglia (Wisbech, Kings Lynn and Norwich)
- A16 which links South East Lincolnshire to East of England for distribution of both agricultural and food processing freight and as a local commuter route
- A1139 west is a direct link to Northamptonshire and the strategic highway network in the Midlands
- A605 east forms a link between Peterborough and the Cambridgeshire market towns of Whittlesey and March

The map in **Figure 4** shows Peterborough's strategic road network. The strategic network comprises of

The primary route network (PRN), which includes motorways and trunk roads

- Major Principal Roads
- Secondary Route Network
- Rail
- River Nene

**Figure 4: Strategic road, river and rail network**

*Please note a graphic is to be inserted here*

### **Strategic Cycle Network**

Peterborough has built up an extensive network of over 250km of dedicated cycleways, with many segregated routes. The Primary Cycle Network (PCN) is a series of 11 key strategic cycleways 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:

- Signposted
- Mostly traffic free
- In rural locations
- Accessible to some of Peterborough's most picturesque countryside and villages

Over 100km in length, the Peterborough Green Wheel is a circular regional National Cycle Network route of cycleways, footpaths and bridleways that provide safe continuous route around the city with the Primary Cycle Network creating the 'spokes' that link the wheel to residential areas and the city centre.

**Figure 5: Peterborough cycle network**

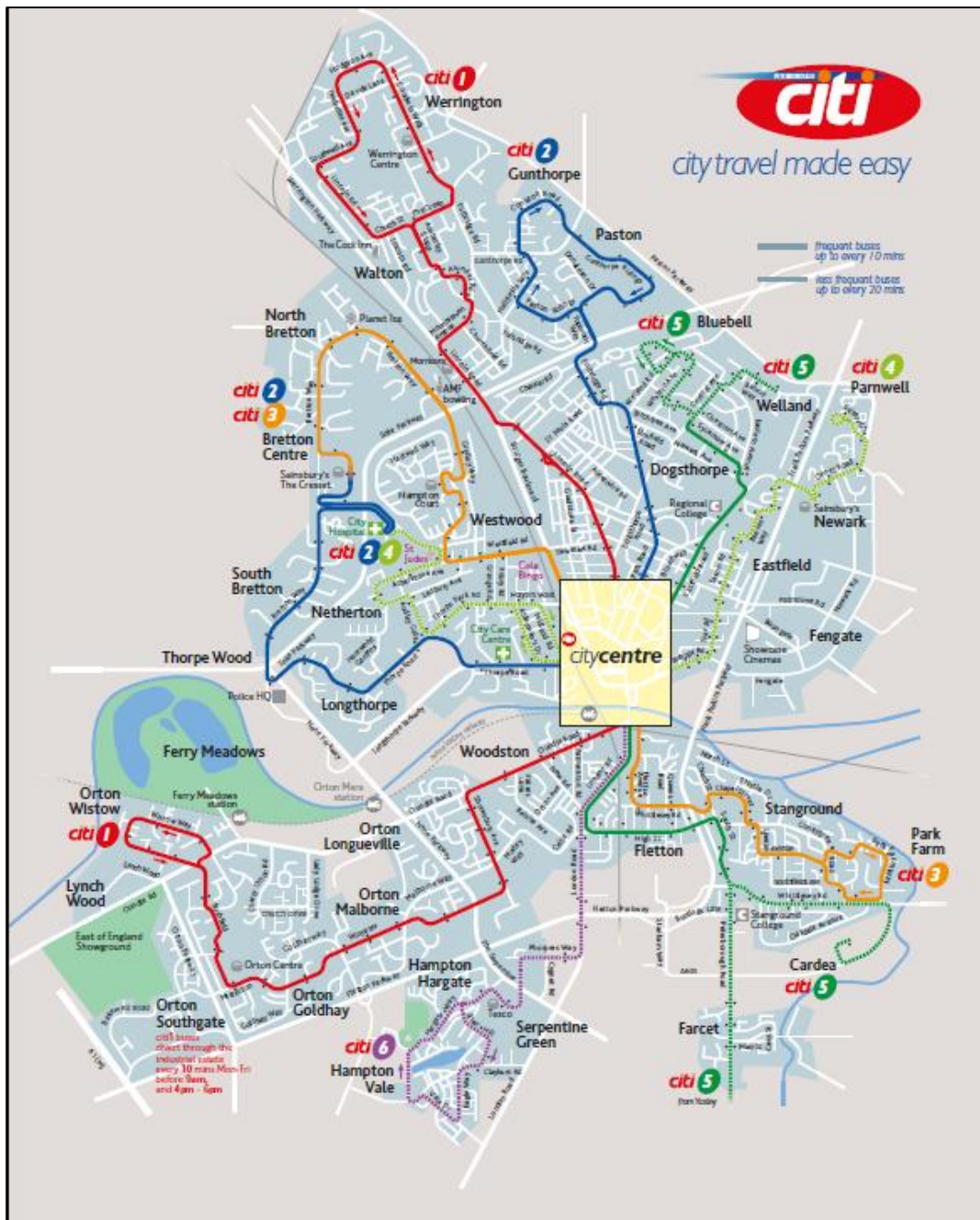
*Please note a graphic is to be inserted here*

## Core bus routes

The map in **Figure 6** shows the Core Bus Network in Peterborough as of **December 2015**. These routes carry the majority of bus passengers in the Peterborough authority area. For this reason they have been the focus of improvement works such as:

- Installation of Real Time Passenger Information (RTPI)
- Improved Information
- Bus Shelter Upgrades
- Raised kerbs and bus boarders

**Figure 6: Core bus routes**



## 2. Transport Policy & Wider Context

Peterborough is required by the Transport Act 2000, amended 2008, to produce a Local Transport Plan (LTP). The LTP is the overall transport planning document for local authorities and guides transport improvements and maintenance works.

Local transport planning needs to be 'joined up' with the wider planning and policy framework. Good transport is an important factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies.

### Introduction

Local transport authorities are tasked with preparing their LTPs in the context of wider national, regional and local objectives and policies. This context ensures that integrated transport and spatial planning are intrinsically linked and that the fourth Local Transport Plan (LTP4) will play a pivotal role in helping to achieve the policies set out within the land use planning system. It is equally important that the LTP4 is at the heart of delivering Peterborough City Council's strategic priorities.

LTP4 is developed against a similar backdrop to the previous plan (LTP3) with central spending cuts leading to a reduction in funding available to local authorities and an increased focus on delivering housing and economic growth. Transport improvements will have to continue to be cost effective and demonstrate extremely good value for money.

A focus around low cost sustainable transport options and making best use of existing infrastructure are a key focus for Peterborough. The growth aspirations of Peterborough will however require infrastructure improvements and these have been identified in both the Long Term Transport Strategy (LTTTS) and the LTP sections of this document.

### Policy Background

There are a number of national, regional and local documents that have been considered during the development of the LTTTS and LTP4. The table in Annex 1 gives a brief summary of the documents and web links for the documents to be explored further. The LTTTS and LTP4 have been aligned to the strategic priorities of these documents.

The list in Annex 1 is a guide and should not be taken as a complete list of relevant documents.

### National Transport Policy

At the time of writing (December 2015), the current Government has not published its transport policy.

However the previous Government set out its vision and priorities in the Department for Transport's Business Plan 2012-2015. The vision was:

*"Our vision is for a transport system that is an engine for economic growth and that makes Great Britain a great place to live."*



The priorities for delivering this vision were to:

- Promote UK growth
- Deliver the Coalition's commitment on high speed rail
- Improve the rail network
- Support sustainable travel
- Invest in our roads to promote growth, whilst reducing congestion, ensuring road safety and tackling carbon
- Promote sustainable aviation
- Reform the Coastguard and search and rescue helicopter capability
- Implement the Departments key cross cutting reform priorities

### **Greater Cambridgeshire Greater Peterborough Local Enterprise Partnership**

Peterborough is part of the Greater Cambridge Greater Peterborough Local Enterprise Partnership (GCGPLEP), which includes the following areas:

- Peterborough
- Cambridgeshire
- Cambridge City
- East Cambridgeshire
- Huntingdonshire
- South Cambridgeshire
- Rutland
- Fenland
- Parts of North Hertfordshire, Uttlesford, St Edmundsbury, Forest Heath, South Holland, King's Lynn and West Norfolk

The GCGPLEP was formed in October 2010 and it is focussed on bringing together local businesses, education providers, voluntary organisations, social enterprises and the public sector to tackle the key barriers to growth such as skills development, infrastructure issues and funding.

### **Strategic Economic Plan**

The vision and priorities of the GCGPLEP are set out in the Strategic Economic Plan (SEP), which was submitted in April 2014. The key ambitions of the SEP are:

- To be the UK's exemplar for digital connectivity
- Deliver a growth hub to support business
- Respond to existing pressure for growth and retention of business by facilitating the provision of additional innovation and incubator space
- Remove the skills barriers to continued growth

- A transport network, fit for an economically vital high growth area
- Alconbury weald enterprise campus

As highlighted above, the SEP identifies the key transport challenges and opportunities across the GCGPLEP area and outlines the importance of sustainable travel modes in facilitating economic growth and prosperity and the opportunities that walking, cycling and public transport improvements provide as an alternative to the car.

The SEP vision for transport is

*‘a transport network that is fit for this economically vital high growth area that helps to facilitate sustainable growth and enhance economic prosperity’.*

The aim reflects the importance of investment in infrastructure especially sustainable infrastructure which will enable the best use of the existing transport network to deliver housing and economic growth, tackle congestion and improve reliability. In addition it identifies that promoting sustainable travel, together with selected ‘pinch point’ highway improvements is the key to unlocking housing and economic growth on a transport network already operating at capacity across the Local Enterprise Partnership (LEP) area. The SEP also recognises that across the LEP area there would be need for a 30% increase in capital infrastructure investment in order to accommodate the Core Strategies across the LEP area if no sustainable travel improvements were delivered.

Together, Peterborough and Cambridgeshire are at the core of the functional economic area of the GCGPLEP. The LTTS and LTP4 will help inform priorities for investment through the GCGPLEP’s Strategic Economic Plan which will in turn inform the GCGPLEP’s negotiations for a growth deal with Government through the Single Local Growth Fund.

### **Peterborough Core Strategy**

The Peterborough Core Strategy was adopted in 2011, and establishes the principles for growth across Peterborough City Council area. The Core Strategy covers the period 2011-2026 and contains the following key elements:

- An overall vision (sometimes referred to as spatial vision) setting out how the area is expected to change over the plan period
- A set of objectives outlining the main policy directions that need to be pursued in order to realise the vision
- A spatial strategy and a series of core policies for addressing the vision and objectives
- An outline of the means of implementing the core strategy policies together with a set of indicators and targets to provide a basis for monitoring

The Core Strategy sets out to deliver 25,500 homes and 20,000 jobs by 2026, and identifies the importance of transport to support this growth.

The Council is now developing the Peterborough Local Plan which will cover the period 2015-2036. During this period, Peterborough will set out to deliver 23,907 homes and 22,024 jobs. The development strategy for the new Local Plan is to focus the majority of new housing development in, around and close to urban area of the city of Peterborough. Only a small percentage of

residential development will be allocated to the villages and rural area. Similarly, employment development will be focussed on the city centre, urban area or urban extensions.

The Local Plan will be supported through a refresh of the Infrastructure Delivery Schedule which identifies infrastructure projects that will support sustainable growth of the city.

As part of the development of the Local Plan, the spatial strategy will be tested to understand the impact on the transport network and identify schemes that may be required to support the growth allocations. As part of this work, the LTTS will be reviewed and updated as necessary to inform the development of the next Local Transport Plan (LTP5).

### **LTTS and LTP4 overarching vision**

The overall vision for Peterborough is stated in the Sustainable Community Strategy 2008-2021 and is summarised below:

*'A bigger and better Peterborough that grows the right way, and through truly sustainable development and growth*

*Improves the quality of life for all its people and communities and ensures that all communities benefit from growth and opportunities it brings*

*Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy safe and exciting place to live, work and visit, famous as the Environment Capital of the UK'*

Transport plays an important part in meeting this vision, therefore this statement is adopted as the overarching vision for the LTTS and LTP4.

### **LTTS and LTP4 strategic priorities**

The City Council has seven strategic priorities (as at September 2015) to deliver the vision set out in the Sustainable Community Strategy. The Council's priorities are:

- Drive growth, regeneration and economic development
- Improve educational attainment and skills
- Safeguard vulnerable children and adults
- Implement the Environment Capital agenda
- Support Peterborough's culture and leisure trust Vivacity
- Keep all our communities safe, cohesive and healthy
- Achieve the best health and well-being for the city

As with the vision, transport can play a role in meeting each of the Council's priorities, therefore they have been adopted as the overarching priorities for the LTTS and LTP4.

# 3. Transport Issues and Challenges

A number of issues and challenges will need to be overcome if Peterborough City Council is to meet the economic growth and Environmental Capital agenda. The issues and challenges were identified through:

- National, regional and local documents (see Annex 1)
- A review of existing transport studies and other evidential data
- Transport modelling
- Consultation

## Transport modelling

As part of the development of the Long Term Transport Strategy 2011 to 2026 (LTTS) and the third Local Transport Plan 2011-2016 (LTP3), the future situation was assessed for the year 2026 using the Peterborough Transportation Model (PTM). This model takes account of both committed development (developments with planning consent or under construction) and proposed development set out in Peterborough’s Core Strategy. The results identify issues on the network and specific areas that would require some type of transport intervention in the period up to 2026.

Transport modelling was undertaken and the results remain relevant for the development of LTP4. The Core Strategy for Peterborough and the growth allocations within it remain unchanged, therefore the conclusions of the modelling remain relevant. As part of the development for the new Local Plan, further transport modelling will take place to understand the impact on the transport network and identify infrastructure improvements. Once the Local Plan is adopted in 2018, a new LTTS will be developed.

## Consultation

The development of the LTTS in 2009 included a review of literature, studies and the model findings. The initial findings of this review were drawn together and discussed at the Transport Partnership. The final list of issues and challenges were then presented at a workshop held on the 1 April 2009, where stakeholders were asked for their views on the challenges facing Peterborough. The issues and challenges were grouped together to aid discussion under the headings shown in **Table 1** below.

**Table 1: Issues and challenges themes**

<b>Demographic Trends</b>	<b>Environmental Issues</b>	<b>Travel Patterns and Trip Rates</b>
<b>Economic Circumstances</b>	<b>Existing Transport Infrastructure Capacity</b>	<b>Air and Noise Pollution</b>
<b>Connectivity of Existing Networks</b>	<b>Stakeholder Views</b>	<b>Socio-Economic Profile</b>

The LTTS is still relevant and underpins the strategies and schemes outlined in LTP4, therefore the issues and challenges themes highlighted in **Table 1** above remain a key consideration.

# Summary of the LTTS development

The key observations of the development of the LTTS are summarised below:

- Planned housing growth of nearly 28,000 houses from 2006-2026, from a base of 76,580 houses, is equivalent to a growth of 36 per cent in the current housing stock
- There would be severe congestion hot spots on the Parkway Network
- Without intervention future typical peak period travel times could increase by some 59 per cent between 2006 and 2026
- Traffic growth will increase significantly as a result of population growth, housing growth, increasing car ownership and the simple desire to make more trips
- If nothing is done to encourage alternatives to travel by car there will be an increase in the extent and severity of congestion
- Journeys of all types will be longer and less reliable impacting on the economic wellbeing of the city
- Increased congestion will also have a detrimental impact on air quality
- An increase in congestion will result in more rat-running on minor roads, with implications for road safety and the quality of life in residential areas
- Bus services will also be adversely affected as congestion increases, leading to reduced reliability and increased operating costs, which would impact on fares and patronage levels

All of these challenges could jeopardise the vision for sustainable growth and regeneration in the city, and make the city less economically attractive. Doing nothing to tackle future transport challenges is simply not an option. Action will be needed to offer smarter travel options, to make best use of the existing transport network and to provide new infrastructure to support development.

These issues informed the development of the LTTS and LTP3.

## Transport challenges

**Table 2** below shows the list of key issues and challenges which the Long Term Transport Strategy (LTTS) and subsequent Local Transport Plans) will aim to tackle. This information was compiled as a result of the modelling exercise, the literature and study reviews.

**Table 2: Transport issues and challenges**

Transport Issues	Transport Challenges
Environment	
The adverse impacts of transport on climate change	Reduce the need to travel by fossil fuel vehicles to reduce forecast emissions in greenhouse gases
Planned increase in population will increase traffic and thus increase pollution	Continue the downward trend in both nitrogen dioxide and particles beyond 2015, particularly in the context of the growth agenda
The detrimental impact of transport on the	Reduce city centre traffic

environment	Improve the urban landscape and environment
	Improve air and reduce noise
Health	
Health related problems due to inactivity	Improve cycling / walking opportunities
Health related problems due to transport emissions and noise	Improve air quality and reduce noise
	Encourage the use of low emission vehicles

Transport Issues	Transport Challenges
Walking and Cycling	
Walking and cycling trips are made more complex by features such as River Nene, railway lines, dual carriageways and roundabouts	Improve cycling / walking opportunities
	Reduce physical and psychological barriers to encourage more walking and cycling
Most roads create both psychological and physical barriers to pedestrian movement with limited at-grade crossings	
Public Transport	Transport Challenge
Lack of public transport information provision	Improve availability and types of public transport information
Poor interchange between the city's bus and railway station	Improve surface access, integration and interchange arrangements at and between all modes of travel
Lack of integration between cycles, taxi, private hire vehicles and the public transport network	Provision of infrastructure to allow integration of modes
Lack of public transport provision in some areas. Orbital bus routes around the city centre can result in correspondingly long journey times for orbital movements	Improve public transport opportunity / coverage / affordability
Transport Safety	
Road casualties amongst male drivers in the 17 to 25 year age range form a significant proportion of the total road traffic casualties	Secure improved road safety and reduce the number of conflict points
Road safety quick wins have been delivered. Challenge in tackling more	

diffuse accident problems, and traffic flow will continue to grow	
Fear regarding personal safety	Reduce the fear of crime

Transport Issues	Transport Challenges
Strategic Road Network	
The Parkway Network is nearing capacity compromising its ability to cater for future growth in trips. In particular A1139 Frank Perkins Parkway Junction 4-5 and A1260 Nene Parkway Junction 32-33	Tackle congestion and improve journey time reliability, particularly for traffic (including buses) on the Parkway Network
Increased traffic congestion reduces journey time reliability for all modes of transport	Improve resilience of network to the impact of accidents, roadwork's and weather
	Improve journey time reliability for movement of goods and business users
	Reduce productivity impacts of congestion by improving journey time reliability (including buses) and reducing delays
	Reduce vulnerability of network to terrorist attack and natural disaster
Highways and Parking	
Car park accesses can be the focal point of congestion on the network	Reduce congestion on approaches to car parks
	Improve signage
Circulating traffic looking for car parking can increase congestion	Reduce circulating traffic
Growth agenda will further accelerate traffic growth across the city. Increased traffic congestion will jeopardise growth agenda	Ensure sufficient capacity to accommodate growth agenda
Freight	
Heavy Good Vehicles (HGVs) travelling through rural communities and residential areas	Ensure HGVs stay on the Parkway Network (where practical)
HGVs laying up over night inappropriately, on existing industrial estate roads, and residential areas	Ensure HGVs use appropriate lay-over areas

## 4. Transport Vision

***A sustainable transport system that allows Peterborough to deliver its growth strategy in line with Peterborough City Council's vision statement set out in the Sustainable Community Strategy 2008-2021***

Peterborough City Council's vision statements that are set out in the Sustainable Community Strategy are:

*"A bigger and better Peterborough that grows the right way, and through truly sustainable development and growth:*

*Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings.*

*Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK."*

A series of vision statements for future transport up to 2026 in Peterborough are laid out below. These describe the aspirations for the development of all modes of travel and the integration of those modes. The vision statements:

- Promote sustainability
- Accommodate Peterborough's growth aspirations
- Confront the challenges facing Peterborough, and
- Meet the national, regional and local transport goals

The statements are accompanied by a series of goals which are further developed in Local Transport Plan 4 (LTP4) strategy tables in **Section 8** of this document.



## Smarter Choices

***Peterborough will provide a package of Smarter Choices measures that encourage and promote sustainable travel to all people travelling in and around Peterborough therefore influencing their travel choice***

To realise this vision the City Council will concentrate on the following objectives:

- To continue to build upon the success achieved during the sustainable travel demonstration town period and Local Sustainable Transport Fund by promoting Travelchoice and increasing use of sustainable modes, including electric vehicles as an alternative to car travel
- To maintain an efficient and effective transport network through use of modern technology
- To investigate the potential of emerging communications technology to provide travel information and promote sustainable forms of transport

## Walking

***Peterborough will increase the number of walking trips through well developed and safe pedestrian connections throughout the city***

***Peterborough will have a strong pedestrian core in the city centre and pedestrians will be given priority whenever possible in line with the transport user hierarchy***

To realise this vision the City Council will concentrate on the following objectives:

- To reduce physical and psychological barriers to walking
- To improve walking connections to public transport facilities and recognise that walking forms a part of almost all trips
- To encourage and promote walking by providing and enhancing safe routes
- To highlight the health benefits of walking

## Cycling

***Peterborough will increase the number of cycling trips throughout the authority area  
Peterborough will be home to a well developed and safe network of cycle routes, cycle hubs, cycle parking, and other supported facilities***

In order to realise this vision the City Council will concentrate on the following objectives:

- To increase the number of cyclists in Peterborough
- To reduce physical and psychological barriers to cycling
- To increase safety and security for Peterborough's cyclists
- To highlight the health benefits of cycling

## Accessibility

***Peterborough will endeavour to ensure that all residents are able to access employment, health care, education, leisure facilities and healthy food by improving access to key services and facilities through the integration of different modes of travel and supporting growth with sustainable travel solutions***

In order to realise the vision for accessibility the City Council will concentrate on the following objectives:

- To improve access for those with mobility difficulties
- To improve access to key services and facilities
- To provide quality information to improve knowledge of available travel options

## Public Transport

### Bus

***Peterborough will have a high quality, reliable, easy to access and simple to understand public transport system, operating a fleet of lower emission vehicles that serve the whole authority***

To realise this vision the City Council will concentrate on the following objectives:

- To increase bus usage and encourage the expansion of commercial services throughout the authority area
- To improve punctuality and reliability of services
- To encourage the development of a zero or low emission fleet of vehicles
- To encourage provision of comfortable, clean and safe vehicles to attract passengers
- To prioritise buses across the network in line with the road user hierarchy
- To reduce crime and / or fear of crime on buses (including hate crime)

### Hackney Carriages and Private Hire Vehicles

***Robust Hackney Carriage (Taxi) and Private Hire Vehicle (PHV) licensing to protect the public and to provide reasonable access to Taxi and PHV  
Taxi and PHV are encouraged to move towards more sustainable fuel sources and low emission fuels***

In order to realise this vision the City Council will concentrate on the following objectives:

- To promote and support the uptake of electric and ultra-low emission taxis and PHV
- To have taxis and PHV readily available for passengers in Peterborough and offering a safe and comfortable journey
- To limit the negative impacts of taxis and PHV on the environment and street scene
- To ensure licensing standards result in a high level of service from taxis and PHV
- To improve taxi and PHV driver awareness of disability issues through driver training
- To work with authorities in Cambridgeshire to harmonise taxi and PHV standards across the county

## Rail

***Peterborough will have a modern railway station suitable for the 21<sup>st</sup> century that enhances the city's Environment Capital agenda and is fully integrated into the city  
A network and connectivity that meet the needs of both passengers and freight users will be sought***

In order to realise this vision the City Council will concentrate on the following objectives:

- To continue improvements to the railway station
- To enhance level crossing safety and operation
- To maximise trains stopping at and connecting through Peterborough
- To further improve pedestrian and cycle links to the railway station
- To further improve provision of cycle facilities
- To improve public transport information at the station including information on interchanging between different transport modes
- To support new development on surplus and underused land around the station

## Electric and low emission vehicles

***To develop the infrastructure to promote the adoption of electric and low emission vehicles by residents, businesses and visitors***

In order to realise this vision the City Council will concentrate on the following objectives:

- To continue to develop an extensive network of recharging points throughout the authority area
- To promote and facilitate the development of public and commercial fleets of low emission vehicles
- To promote the installation of electric vehicle ready infrastructure and recharging points in commercial and residential development
- To continue to promote and encourage the market for electric vehicles
- To continue to promote and encourage electric vehicles for Taxi and PHV

## Travel Plans

***Residents, schools and employees in Peterborough should be able to make informed decisions and choose to travel by sustainable modes***

In order to realise this vision the City Council will concentrate on the following objectives:

- To engage with new and existing local businesses and all schools to encourage development and implementation of a travel plan
- To continue the mandatory requirement for developers and new businesses employing more than 50 staff to create a travel plan
- To ensure developers will continue to write a travel plan for developments of multiple dwellings and provide home travel packs containing information on sustainable modes and travel incentives via Section 106/CIL requirements
- To seek planning obligations or contributions from developers to implement measures contained in travel plans for new businesses, new residential developments, district centres and schools

## School travel

***To promote and facilitate the use of travel by sustainable and active modes by young people, families and school staff and provide information so they are able to make informed transport decisions***

In order to realise this vision the City Council will concentrate on the following objectives:

- To engage with all Peterborough schools supporting individual travel needs to increase sustainable and active travel on the school journey
- To work with all schools to encourage development and implementation of a travel plan
- To continue to run Bikeability, subject to the Government funding being available

## Rural transport

***All journeys made to and from key rural villages to have a sustainable alternative to the private vehicle and to ensure rural environments will be protected from the unnecessary impacts of traffic***

In order to realise this vision the City Council will concentrate on the following objectives:

- To reduce road traffic casualties and collisions in rural areas
- To improve road safety amongst all road users through education, training and publicity
- To engage with schools in rural areas and support individual travel needs to increase safe and sustainable travel on the school journey
- To deliver education, training and publicity to raise awareness of safe and sustainable transport and the benefits of active travel
- To continue to support Call Connect service in rural areas

## Intelligent Transport Systems

***Peterborough will use Intelligent Transport Systems (ITS) and an expanded Urban Traffic Management Control (UTMC) to collect data, manage the network and provide high quality accurate travel data to network users to inform their travel decisions before and during journeys***

***Peterborough will ensure an efficient use of the existing and future roadway and transport network; having a positive impact on both the operation and the environment***

In order to realise this vision the City Council will concentrate on the following objectives:

- To provide travel information to the public, including online, Variable Message Signs (VMS) at gateway locations, text messaging, and at key bus stops and interchanges
- To use ITS to collect and monitor traffic flow data on the network and collect journey time, origin and destination data and distribute incident information to drivers
- To use real time information to adjust network operation to reduce congestion and maximise efficiency
- To encourage and facilitate the use of sustainable modes of travel by enhancing the data available to the travelling public
- To improve junction capacity through the introduction of intelligent signal control systems such as MOVA

- To consider the use of Average Speed Cameras as a speed control measure where appropriate

## Automatic traffic counter locations

The map in **Figure 7** shows the locations of Automatic Traffic Counters (ATC) in Peterborough. The Vehicle ATC sites collect information such as:

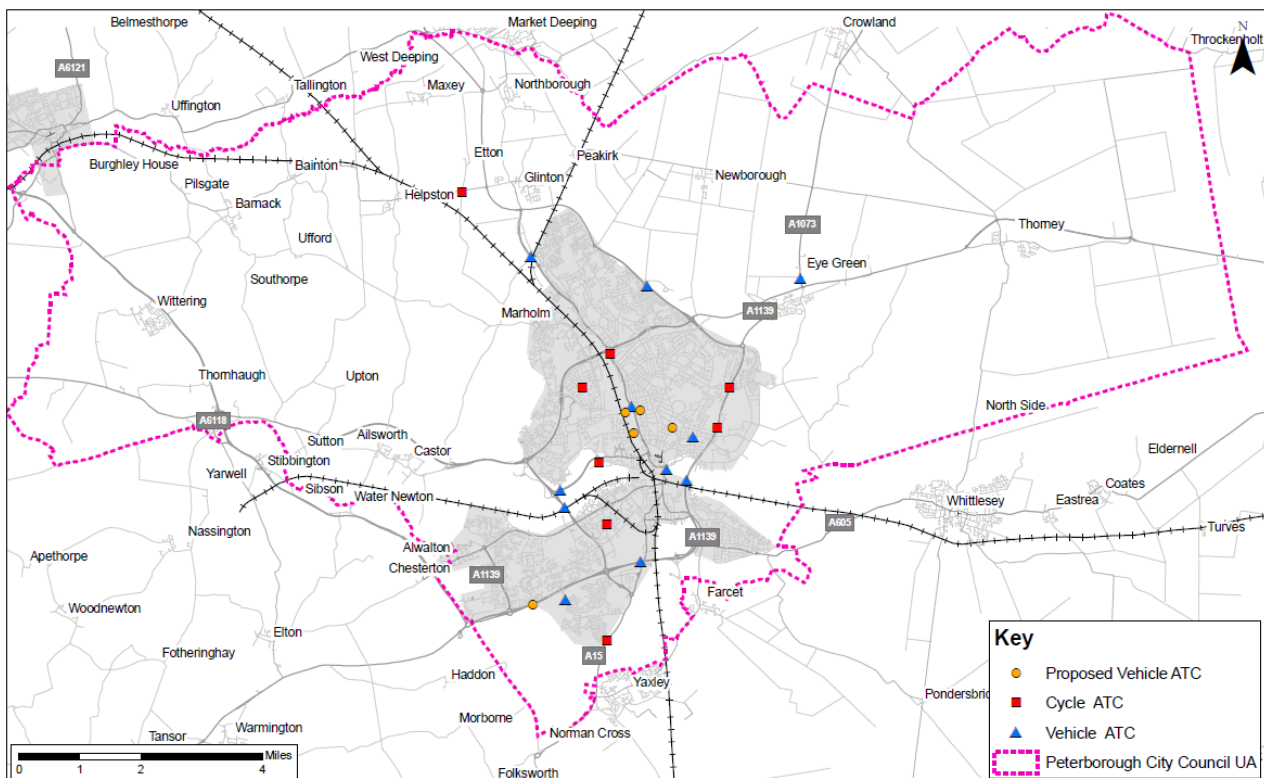
- Traffic flow
- Traffic speed
- Vehicle type

The cycle ATC's collect information on the volumes of cycles and are located on segregated cycleways throughout Peterborough. All the ATCs are operational 24 hours a day and seven days a week.

The data collected by the ATCs is used to provide information to:

- Identify the need for schemes
- Scheme design
- Examine the impact of implemented schemes and projects
- Supply data for the update of the transport model
- Aid developers who use it to produce a traffic assessment
- Update the Common Database

**Figure 7: Automatic traffic counter locations**



# Road safety

## Create a safer and more efficient transport network

In order to realise this vision the City Council will concentrate on the following objectives:

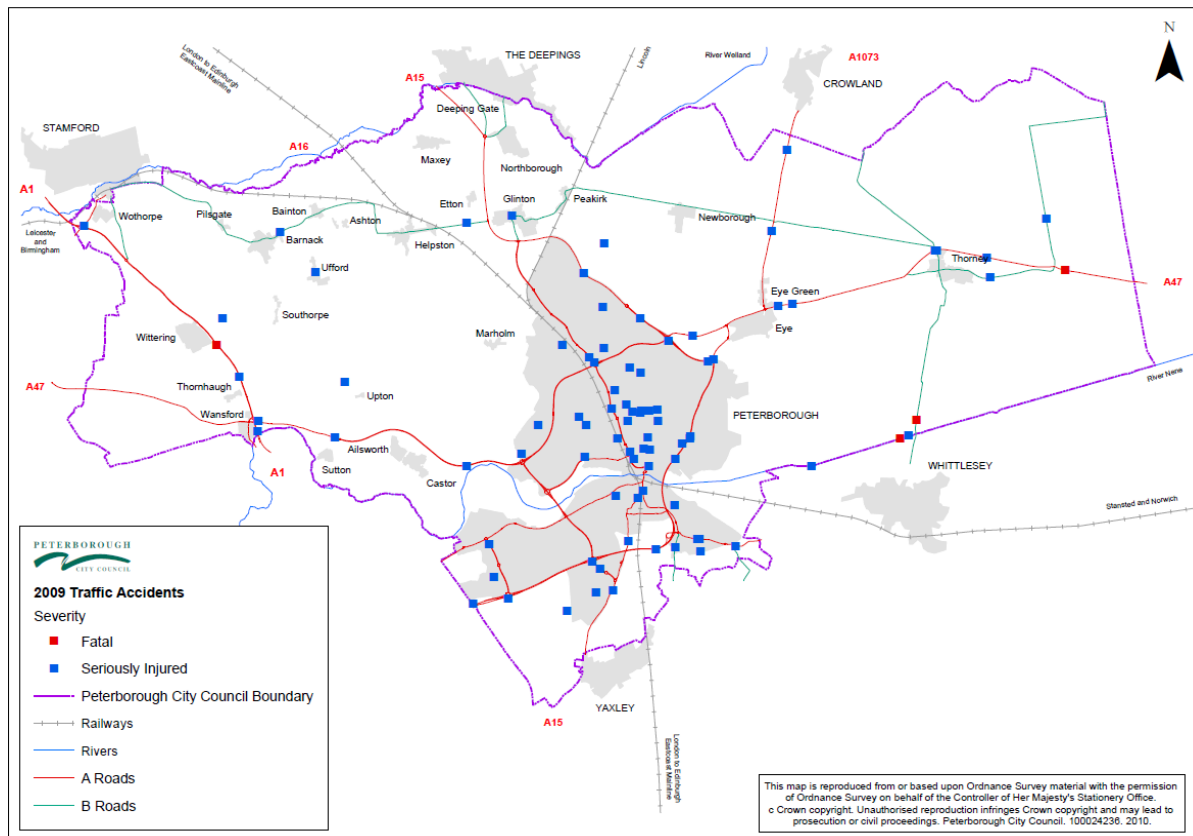
- To reduce road traffic casualties amongst all road users on Peterborough roads
- To be a partner in the Cambridgeshire and Peterborough Road Safety Partnership and deliver the associated 2015-2020 strategy and delivery plan
- To engage with all Peterborough schools supporting individual travel needs to increase safe and sustainable travel on the school journey
- To deliver education, training and publicity programmes to raise awareness of safe and sustainable transport and the benefits of active travel
- To improve perception of road safety amongst all road users through education, training and publicity
- To continue to work with Highways England to improve accident statistics on trunk roads within the authority boundary
- Use collision data to identify any trends and implement appropriate measures

## Traffic accidents

The map in **Figure 8** shows the location of accidents on the Peterborough road network in **2015**. The accidents are broken down into fatal accidents and those where someone was seriously injured. For up to date information on traffic accidents visit [http://www.cambridgeshire.gov.uk/info/20081/roads\\_and\\_pathways/136/road\\_safety](http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/136/road_safety)

*An updated graphic will be inserted to replace following*

**Figure 8: Traffic accidents 2015**



## Traffic management

***To ensure the safe and efficient movement of all modes of transport in and through the authority***

In order to realise this vision the City Council will concentrate on the following objective:

- To have a transport network that is well managed and maintained to allow the safe and efficient movement of all modes of transport
- To minimise and mitigate the impacts of congestion
- To minimise the impact of roadworks
- To assist the good functioning of sustainable modes including buses

## Motorcycles and powered two wheelers

***Promote the safe use of motorcycles and powered two wheelers and improve the provision of secure motorcycle parking***

In order to realise this vision the City Council will concentrate on the following outcome:

- Reduce the number of motorcycle casualties and collisions involving motorcyclists
- To recognise that motorcycles are used by a diverse group of people with different needs, riding styles and attitudes
- To recognise that motorcycles are used for a wide variety of different trips and that in terms of road safety motorcyclists are a more at risk group

## Strategic road network

***A well maintained highway network that supports the transport user hierarchy, encourages sustainable modes, and promotes low and zero emission vehicles while supporting the economic functions of the city and the region***

In order to realise this vision the City Council will concentrate on the following objectives:

- To maintain the network to an agreed standard
- To improve safety
- To reduce environmental impacts
- To make full use of the opportunities offered by Intelligent Transport Systems (ITS)
- To improve driver information
- To monitor and manage vehicles throughout the network
- To implement the recommendations of the Strategic Road Network Review where possible

## Freight

***Peterborough will embrace opportunities to increase the amount of freight on the railway and reduce lorry impacts on the local network to reduce the environmental impacts of the movement of freight whilst supporting economic activity***

In order to realise this vision the City Council will concentrate on the following objectives:

- To recognise the importance of freight
- To work towards reducing the impact of freight movements on people's lives and the environment

- To improve signage for freight traffic
- To support a shift to more sustainable modes of transport for freight
- To identify and publicise key freight routes and destinations
- To encourage freight to use the Parkway Network as much as possible until final destination

## Car parking

***To provide a parking system that supports economic vitality while promoting sustainability and Peterborough's environmental aspirations***

In order to realise this vision the City Council will concentrate on the following objectives:

- To reduce illegal parking, improve enforcement and improve commercial competitiveness
- To increase the availability of land in the city centre for public realm improvements and development
- To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development
- To reduce the physical and visual impacts of structure and surface parking
- To support a vibrant, commercial successful city centre, promote sustainable and active travel while ensuring accessibility for those with impaired mobility and disabilities
- To reduce costs of car park operation, and improve enforcement to discourage inappropriate parking
- Undertake a strategic review of car parking in the city centre

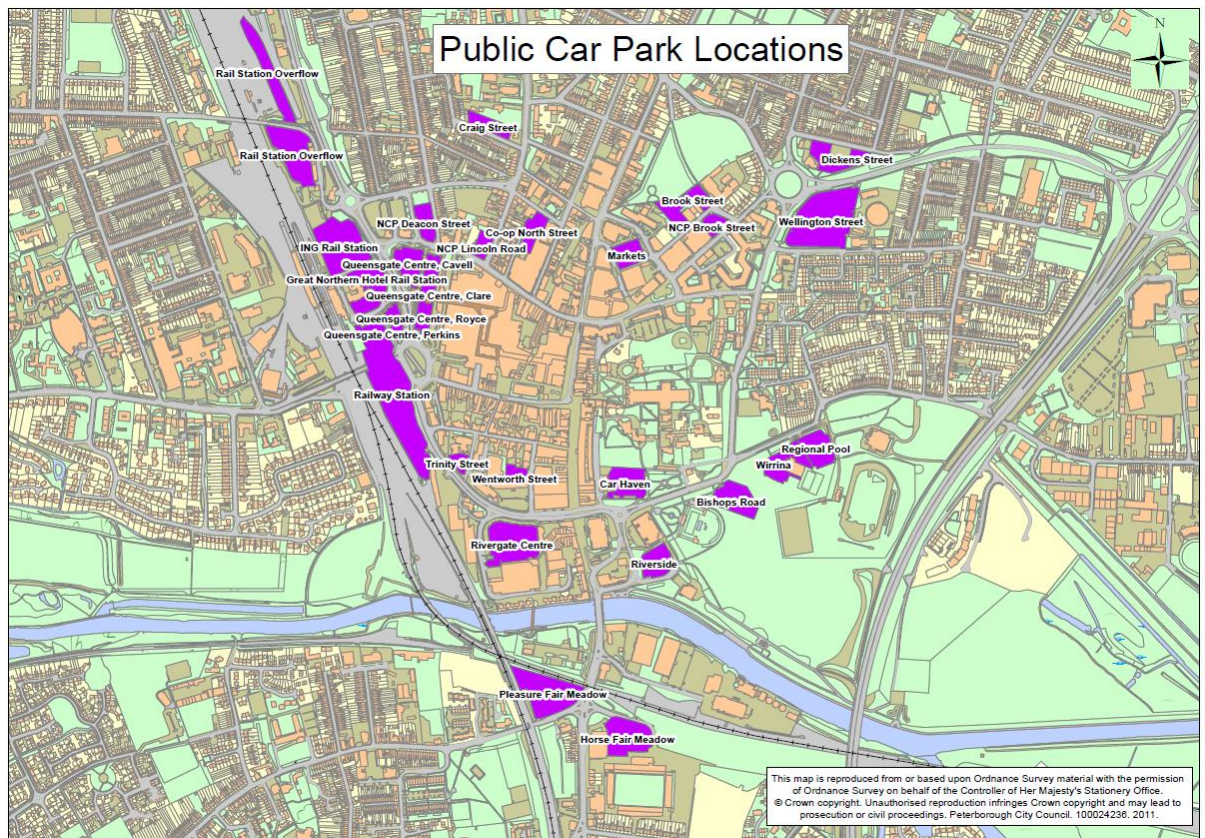
### Public car park locations

The map in **Figure 9** shows the location of car parks in Peterborough core and city centre. As of **December 2015** these car parks are available for use by the public.

*An updated graphic will be inserted to replace following*



**Figure 9: Location of public car parks in Peterborough**



## Air quality and noise pollution

***Peterborough will have an integrated free flowing, sustainable network that has limited impact on air quality ensuring consideration of noise pollution is given to new infrastructure***

In order to realise this vision the City Council will concentrate on the following objectives:

- To reduce the number trips made by fossil fuelled vehicles
- To minimise the effects of noise created by vehicles using the Peterborough road network
- To promote and support electric and low emission vehicles

## Summary

The challenges that face Peterborough are understood and the vision, strategic objectives and goals of the Long Term Transport Strategy (LTTs) have been identified. A series of options were assessed to identify a transport strategy (up to 2026) with an action plan for Peterborough to be delivered through subsequent local transport plans. The next section identifies the options that were considered for inclusion in the Integrated Development Plan (IDP) and LTP's. The IDP and LTP's set out in broad terms the programmes of work required to deliver the LTTs vision and objectives identified earlier in Section 2. This work has also been used to inform the programme of works required in LTP4.

# 5. The Transport Options

## Option generation

As part of the development of the Long Term Transport Strategy 2011 to 2026 (LTTS) and to inform subsequent Local Transport Plans (LTP's), a list of options was required to overcome the issues and challenges that were identified in the previous section. The list of options and sub options were derived in a number of ways:

- Through a literature review of existing documents
- Through a number of transport planning studies
- A review of best practice
- By using the Peterborough Transport Model (PTM) to identify where transport interventions would be required to accommodate the growth set out in the Core Strategy
- Consultation with the Transport Partnership, interested parties and stakeholders (concluding with the Workshop held on the 1 April 2009)

**Table 3** below outlines the mode of transport that the issue and the challenge best relate to and the high level option available as an intervention.

**Table 3: Transport issues, challenges and options**

Mode	Transport Issue	Transport Challenge	Option
Smarter Choices	Reduce the adverse impacts of transport on climate change	Reduce the need to travel by fossil fuel vehicles hence reducing forecast emissions in greenhouse gases	Smarter Choices Reduce the need to travel by fossil fuelled car
	Increase in population will increase traffic and thus increase in pollution		
Walk / Cycle	Walking and cycling trips are made more complex by features such as River Nene, railway lines, dual carriageways and roundabouts	Improve cycling / walking opportunities	Pedestrian / cycle route improvement
	Most roads create both psychological and physical barriers to pedestrian movement with limited at-grade crossings	Reduce both physical and psychological barriers to sustainable transport modes	Pedestrian / cycle crossings

Mode	Transport Issue	Transport Challenge	Option
Public Transport	Public transport information	Improve public transport information	Travel Information and Interchange
	Interchange between the city's bus and railway station	Improve surface access and interchange arrangements at and between all modes of travel	
	Lack of integration between taxi, private hire vehicles (PHV) and the public transport network		Interchange Improvements
	Lack of public transport provision in some areas. Orbital bus routes around the city centre can result in correspondingly long journey times for orbital movements	Enhance public transport opportunity / coverage	Enhanced Transit Systems
	Bus punctuality		
	Bus frequency		
	Rural bus services are not as frequent as those for urban areas		Other Bus Service Improvements
Bus reliability can be compromised in the peak periods, when buses enter mixed traffic routes closer to the city centre	Reduce impact of congestion during peak periods on public transport	Bus Priority Measures	

Mode	Transport Issue	Transport Challenge	Option
Strategic Road Network	The parkway system is nearing capacity, compromising its ability to cater for future growth in trips. In particular A1139 Frank Perkins Parkway Junction 4-5 and A1260 Nene Parkway Junction 32-33	Tackle congestion and improve journey time reliability, particularly along the parkway system	Demand Management & Information Systems
	Increased traffic congestion reduces journey time reliability	Improve resilience of network to impact of accidents, roadwork's and weather	
		Improve journey time reliability for movement of goods and business users	Parkway "congestion hotspot" Improvements
		Reduce productivity impacts of congestion by improving journey time reliability and reducing delays	
		Reduce vulnerability of network to terrorist attack and natural disaster	Demand Management & Information System
Highways and Parking	Car Park accesses can be the focal point of congestion on the network	Reduce congestion on approaches to city centre car parks	Reduce the need to travel by car Smarter Choices
	Circulating traffic looking for car parking can increase congestion	Reduce circulating traffic	Car Park Guidance Systems
	Growth agenda will further accelerate traffic growth across the city	Ensure transport capacity to accommodate growth agenda	Development Accesses
	Increased traffic congestion will jeopardise growth agenda		Other Highway Improvements
	Increase in population will increase traffic and thus increase pollution	Continue the downward trend in both nitrogen dioxide and particles beyond 2015, particularly in the context of the growth agenda	Reduce the need to travel by car Smarter Choices Smarter Vehicles

Mode	Transport Issue	Transport Challenge	Option
Highways and Parking	The negative effect of transport to the environment	Through traffic removed from city centre	City Centre Improvements
		Improve the urban landscape & environment	Traffic Management - Reduce traffic flow in sensitive areas
		Improve air and noise quality	
	Increased traffic congestion affects journey time reliability	Improve journey time reliability, particularly along the parkway system	Reduce the need to travel by car - Smarter Choices, Demand Management & Information Systems, Improve highway
	Road casualties amongst male drivers in the 17 to 25 year age range form a significant proportion of the total road traffic casualties	Secure improved road safety	Traffic Management - Education
	Road safety quick wins have been delivered. Challenge in tackling more difficult accident problems, and traffic flow will continue to grow		Traffic Management
	Air and Noise issues		Traffic Management
	General Safety concerns		Reduce fear of crime
		Reduce vulnerability of network to terrorist attack and natural disaster	Demand Management & Information Systems
	Health	Health related problems due to inactivity	Improve cycling / walking opportunities
Health related problems due to transport emissions and noise		Improve air and noise quality	Smarter Choices
		Encourage the use of low emission vehicles	

## Definitions for information in table 3

Smarter Choices in **Table 3** refers to the technique of encouraging car drivers onto more Sustainable Travel Modes (STM), such as public transport, cycling and walking through a combination of travel information and judicious improvements to these STM.

Smarter Vehicles refers to vehicles with more efficient engines, hybrids and fully electric vehicles. Evidence is available that together they can reduce the whole life carbon emission by some 40% (over 2006 emissions per vehicle kilometre travelled).

## Sub options

For each option shown in **Table 3** above a further exercise was carried out in order to determine more detailed transport interventions that should be considered as a sub option to the high level options. This was undertaken by:

- Identifying what measures have been successful in Peterborough in the past
- Identifying options put forward during the consultation
- Review of best practice literature
- Discussions with other authorities

A list of the transport interventions (sub options) can be seen in **Table 4** below.

**Table 4: Transport options and sub options**

Mode	Options	Sub Options
Smarter Choices	Smarter Choices Reduce - the need to travel by fossil fuelled car	Travel Plans (school, business, residential and village / rural)
		Travelchoice Centre
		Social marketing / research
		New technology (advances in technology and best practice)
		Travelchoice website
		Integrated land use planning
		Smarter Vehicles
		Electric car charging points
		Car sharing
Walk / Cycle	Pedestrian / cycle route improvement	Strategic Walking Network expansion and consolidation
		Cycle hub
		Park and Cycle
		Quiet Lanes in rural areas
		Footpaths between rural villages

Mode	Options	Sub Options
		Primary Cycle Network (PCN) expansion
		Expansion of pedestrian areas
	Pedestrian / cycle crossings	District Hospital site improvements
		Primary Cycle Network (PCN) crossing improvements
		City Centre Improvements
		Improvements identified in the walk and cycle friendly report
		Fletton Quays access improvements
Public Transport	Travel Information and Interchange	Real Time Passenger Information (RTPI - linked to UTMC and other emerging technology)
		Better integration between the bus station and rail station
		Travelchoice Centre
		Integrated transport hub
		Accessible for all link between bus and railway station
	Enhanced Transit System	Extended Primary Public Transport Corridor (PPTC)
		Support innovative ticketing measures (including smartcard)
		Min 10min frequency and additional core network
	Bus Priority	Bus priority measures
	Railway	Passenger and Freight
Level Crossing closures/enhancements		
Werrington grade separated junction between East Coast Main Line (ECML) and Peterborough - Spalding line		
Rail freight improvements		
Freight	Freight improvements	Freight Logistics - Quality Partnership
		Hybrid or rail transshipment
Strategic Road Network	Trunk Road Improvements	A47 dualling between A1 and Sutton
		A1 Wittering Junction Improvement
	Parkway "Congestion Hotspot"	A1/A605 Oundle Road (Alwalton) junction improvement
		A1139 Fletton Parkway Junction 2 improvements

Mode	Options	Sub Options
	Improvements	A1139 Fletton Parkway Junction 3 improvements
		A1139 Fletton Parkway Junction 3 - 3a widening
		A1139 Fletton Parkway Junction 3a improvements
		A1139 Fletton Parkway Junction 4 improvements
		Frank Perkins Parkway Junction 4 - 5 widening and junction improvements
		A1260 Nene Parkway Junction Stage 2 Junction 15 (A47) improvements
		A47/A15 Lincoln Road Junction 18 improvements
		A47/A15 Paston Parkway Junction 20 Improvements
		A15 Paston Parkway Junction 21 improvements
		Dualling of A15 Paston Parkway between Junction 22 and Glinton Roundabout (Junction 23)
		A15 Junction 23 Improvements
		A1260 Nene Parkway Junction 32 - 33 widening (within carriageway)
		A1260 Nene Parkway Junction 33 improvements
		Highways and Parking
Automated Traffic Management (ATM)		
Variable Message Signs (VMS)		
Car Park demand management		
City Centre Improvements	Crescent Bridge / Bourges Boulevard Improvements	
	Rivergate Gyratory improvements	
	Other improvements	
	East Embankment - Boongate dualling	
	East Embankment - Fengate capacity improvements	



	Other Highway Improvements	Dualling A15 Glington Bypass between B1524 (Deepings) and Junction 23
		A605 Junction with B1095 Improvements
		Junction 68 Stanground fire station roundabout improvements with public transport priority
	Development Accesses	Norwood Access
		A16 dualling Norwood to A47
		Eastern Industries access
		Parnwell Way dualling (as part of Eastern Industries) between Junction 8 and Junction 70
	Traffic Management	Education
		Reduce traffic speeds
		Reduce traffic flows in sensitive areas

**Table 4** is used to provide information for

- Assessments
- Delivering the high level LTTS
- Further consultation (including LTP4 and subsequent Local Transport Plans)

More information on the variety of methods that will be taken forward in the next five years can be found in the LTP4 strategy in **Section 8** of this document.

## Assessment and Appraisal

Assessment is an essential part of the decision making process required to develop a LTTS. This was originally completed for LTP3 and has been reviewed and updated for LTP4. The process quantifies the impacts of the options and provides the evidence base to allow the following outcomes:

- Measures to be included
- Measures to be excluded
- Determination of the preferred long term strategy (LTTS)
- Refinement of options into a five year plan (LTP4 strategy tables - **Section 8**)

The following assessments have been undertaken on all the options and sub options shown in **Table 4**:

- Policy Fit (does the option meet policy objectives of the strategy)
- Cost/ Benefit Analysis (does the option offer value for money)
- Key Performance Indicator and Scenario Testing
- Equality Impact Assessment (EqIA, see summary in Annex 5)

- Strategic Environmental Assessment (SEA, see summary in Annex 6)
- Habitats Regulation Assessment (HRA, see summary in Annex 7)

The diagrams in Annex 8 give a brief explanation of the assessment and a summary of the results. The full assessment documentation for Policy Fit, Cost/Benefit Ratio, Key Performance Indicator and Scenario Testing is available on request. A summary of the SEA, HRA and EIA can be found in the annexes of this document and the full versions can be viewed on line at [www.peterborough.gov.uk/ltp](http://www.peterborough.gov.uk/ltp).

## 6. Long Term Transport Strategy

In previous sections of this document the development of the Long Term Transport Strategy (LTTS) has been summarised. The document has identified the following:

- Overarching vision for transport in line with the Sustainable Community Strategy
- Strategic priorities for transport in line with the overall corporate objectives
- The key challenges and issues that Peterborough City Council would like to tackle

The vision for each of the key areas of a transport strategy is also outlined including:

- Smarter Choices
- Walking
- Cycling
- Accessibility
- Public Transport
  - Bus
  - Taxi and Private Hire Vehicles (PHV)
  - Rail
- Electric Vehicles
- Travel Plans
- School Travel
- Rural Transport
- Intelligent Transport Systems (ITS)
- Road Safety
- Traffic Management
- Motorcycles and Powered Two Wheelers
- Strategic Road Network
- Freight
- Car Parking
- Air Quality and Noise Pollution

Various options for transport interventions have been collated through:

- A literature review of existing documents and transport studies
- Consultation with key officers and partners in transport and other departments and organisations
- Assessment of the highways using the Peterborough Transport Model (PTM)

All options have been assessed and appraised to ensure that only those that contribute towards the transport vision, priorities and goals of the City Council remain in the strategy.

The LTTS initially covered a 15 year period from 2011 to 2026 but has now been updated to cover the period 2016 to 2026. The LTTS also identifies some transport interventions where preparation will be developed within the life of the strategy but implementation may happen beyond 2026. As the LTTS covers such a long period of time, schemes have been assessed and categorised for likelihood of programme delivery and funding over the short term (2016 to 2021), medium term (2021 to 2026) and long term (2026 and beyond) periods. The timescale for each intervention was identified by taking the pattern and pace of growth outlined in the Core Strategy and ensuring that the right interventions are in place at the right time to allow the growth to be delivered. The LTTS is therefore broken down into three distinct timescales:

- Short term (2016 to 2021)
- Medium term (2021 to 2026)
- Long term (2026 and beyond)

The five year timescale blocks were deliberately chosen to reflect the traditional length of a Local Transport Plan (LTP). This allows the focus of the high level LTTS to be separated into stages where a five year period can be lifted from the strategy and be worked up into more detail and create a LTP. The schemes categorised as short term will therefore form the LTP4 (2016-2021). Many of these schemes are focused on encouraging modal shift from fossil fuelled vehicles to sustainable travel modes such as walking, cycling and public transport. Other schemes are designed to accommodate growth or ease existing network congestion, leading to improved public transport journey times and better air quality.

The LTTS enables the city council to outline its strategic focus for 15 years, with a more detailed five year plan, yet be flexible enough to adapt to changes in the development pattern and pace of the city. It is worth noting therefore that some elements of the LTTS may be brought forward or put back in time to reflect the real life development pace and pattern of the city.

The LTTS was summarised and published in Peterborough's Integrated Development Programme (IDP). The IDP was produced to support the Peterborough Core Strategy (2011-2026) and outlines a diverse range of infrastructure requirements of which, transport forms a key part. The purpose of the IDP document is to:

- Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement each other
- Set out what infrastructure and support Peterborough needs for the next 15 years or so, why we need it, who will deliver it, and what it might cost. For a variety of audiences, it shows, and gives confidence to them that the city council have a coordinated plan of action on infrastructure provision
- Form a basis for bidding for funding from numerous sources including: Government, Government Agencies, Local Enterprise Partnership, charities, private sector investment and developer contributions (S106/CIL)

LTP4 has taken the short-term period from the updated LTTS and developed it in to a more detailed plan. This plan outlines what the city council seeks to achieve in the next five years and what transport interventions will be considered to bring forward those objectives.

The updated LTTS can be seen in the [Table 5](#) below:

**Table 5: Peterborough LTTS**

Type	Scheme	Time Scale				Funding Source							
		Up to 2016	Short term (2016 to 2021)	Medium Term (2021 to 2026)	Long Term (2026 and beyond)	Developer Specific	CL Neighbourhood	CL City Wide	PCC Corporate Funding	Other Funding			
										LTP	Highways England	Local Growth Fund	Rail
Committed Scheme	<b>LTP3 (upto 2016) including</b>												
	Smarter Choices	✓	✓	✓	✓					✓			
	o Travelchoice Centre (Queensgate)	✓	✓	✓	✓					✓			
	o Travelchoice initiatives inc website	✓	✓	✓	✓					✓			
	Intelligent Transport Systems (ITS)	✓	✓	✓	✓					✓			
	o Urban Traffic Management Control (UTMC)	✓	✓	✓	✓					✓			
	o Real Time Passenger Information (RTPI)	✓	✓	✓	✓					✓			
	Primary Public Transport Corridor (PTTC)	✓	✓	✓	✓					✓			
	Primary Cycle Network (PCN)	✓	✓	✓	✓					✓			
	Strategic Walking Network	✓	✓	✓	✓					✓			
A15 Paston Parkway/A47 Soke Parkway Junction 20 Improvements	✓	✓										✓	
City Centre Improvements	✓	✓										✓	
Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)												
	o Western Relief Road		✓					✓					
	o Yaxley Loop Road		✓					✓					
	o ECML Bridge		✓					✓					
	Junction 17 (A1(M) / A1139 Fletton Parkway/A605) Improvements		✓					✓					
	A1139 Fletton Parkway Junction Improvements Junction 1		✓					✓					
	A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 2 Improvements		✓					✓					
A1139 Fletton Parkway Junction Stage 1 Improvements Junction 3a		✓					✓						
Smarter Choices	<b>Travelchoice including:</b>												
	o Travel Plans (school, business, residential and village/rural)		✓	✓	✓	✓	✓	✓		✓			
	o Social marketing / research		✓	✓	✓	✓	✓	✓		✓			
	o New Technology - advances in technology and best practice		✓	✓	✓	✓	✓	✓		✓			
	o Travelchoice initiatives inc website		✓	✓	✓	✓	✓	✓		✓			
Walk / Cycle	<b>Walking and Cycling</b>												
	Strategic Walking Network expansion and consolidation		✓	✓	✓	✓	✓	✓		✓			
	Cycle hub		✓	✓	✓	✓	✓	✓		✓			
	Cycle parking		✓	✓	✓	✓	✓	✓		✓			
	City Centre Improvements		✓	✓	✓	✓	✓	✓		✓			
	Quiet lanes in rural areas		✓	✓	✓	✓	✓	✓		✓			
	Footpaths and cycleways between rural villages		✓	✓	✓	✓	✓	✓		✓			
	Expansion of pedestrianisation		✓	✓	✓	✓	✓	✓		✓			
	Primary Cycle Network expansion and consolidation		✓	✓	✓	✓	✓	✓		✓			
	London Road River bridge phase 3		✓				✓						✓
South Bank railway and river footbridges		✓				✓		✓				✓	
Pedestrian and cycle bridge in vicinity of Crescent Bridge					✓	✓	✓	✓				✓	
Public transport	<b>Bus</b>												
	Extended Primary Public Transport Corridor (PPTC)		✓	✓	✓	✓		✓		✓			
	Innovative ticketing measures, including smartcard		✓	✓	✓	✓		✓	✓	✓			
	Min 10min frequency and additional core network		✓	✓				✓					
	<b>Other Bus Improvements</b>												
	Improve rural bus service - demand responsive service		✓					✓	✓		✓		
	Improve cross boundary bus service		✓					✓	✓		✓		
Extend timetable of bus services at evenings and weekends		✓	✓	✓			✓	✓					
<b>Bus Priority</b>													
Bus priority measures		✓	✓	✓			✓	✓		✓			

Type	Scheme	Time Scale				Funding Source								
		Up to 2016	Short term (2016 to 2021)	Medium Term (2021 to 2026)	Long Term (2026 and beyond)	Developer Specific	CiL Neighbourhood	CiL City Wide	PCC Corporate Funding	Other Funding				
										LTP	Highways England	Local Growth Fund	Rail	
Highway	<b>Demand and Traffic Management Systems</b>													
	Car park strategy	✓	✓	✓		✓				✓				
	Active Traffic Management (ATM)	✓	✓	✓		✓		✓	✓	✓		✓		
	Variable Message Signs (VMS)	✓	✓	✓		✓	✓	✓	✓	✓		✓		
	Car Sharing	✓	✓	✓		✓		✓		✓				
	Electric car charging points	✓	✓	✓		✓		✓	✓	✓				
	Car Park demand management	✓	✓	✓		✓		✓		✓				
	<b>City Centre Improvements</b>													
	Rivergate Gyratory improvements	✓				✓		✓	✓				✓	
	City Centre Improvements	✓				✓		✓	✓				✓	
	East Embankment - Boongate Dualling			✓		✓		✓					✓	
	East Embankment - Fengate Capacity Improvements	✓				✓		✓					✓	
	Town Bridge Improvements	✓				✓		✓					✓	
	<b>Parkway Highway Improvements</b>													
	A1/A605 Oundle Road (Alwalton) Junction			✓		✓								
	A1139 Fletton Parkway Junction Improvements Jn 2			✓		✓								
	A1139 Fletton Parkway Junction Improvements Jn 3	✓				✓		✓					✓	
	A1139 Fletton Parkway Junction Improvements Jn 3 - 3a			✓		✓		✓					✓	
	A1139 Fletton Parkway Junction Improvements Jn 3a			✓		✓		✓					✓	
	Nene Parkway Junction Stage 2 Improvements Jn 15			✓		✓		✓					✓	
	A47/A15 Lincoln Road Jn 18 Improvements	✓				✓		✓					✓	
	A15 Junction improvements Jn 21			✓		✓		✓						
	Dualling of Paston Parkway between Jn 22 and Glinton Roundabout (Jn 23)			✓		✓		✓						
	A15 Junction Improvements to Jn 23 inc PT Priority			✓		✓		✓						
	Nene Parkway Widening - Jn 32 - 33 (with 50mph speed limit)	✓				✓		✓		✓			✓	
	Nene Parkway Junction Improvements Jn 33	✓				✓		✓					✓	
	<b>Other Highway Improvements</b>													
	Dualling A15 Glinton Bypass between B1524 (Deepings) and Jn 23				✓	✓								
	A605 Junction with B1095 Junction improvements	✓											✓	
	Jn 68 Stanground Fire station Improvements with PT priority			✓		✓								
	<b>Trunk Road Improvements</b>													
	A47 Dualling between A1 and Sutton			✓									✓	
	A1 Wittering Junction Improvement	✓											✓	
	<b>Development Access</b>													
	Norwood Access			✓		✓		✓						
	A16 dualling Norwood to A47			✓		✓		✓						
	Eastern Industries access	✓				✓		✓					✓	
	Parnwell Way dualling (as part of Eastern Industries) between Junction 8 and Junction 9	✓				✓		✓					✓	
	Freight	Freight Logistics - Quality Partnership	✓	✓	✓		✓		✓		✓			✓
		Hybrid or rail trans shipment	✓				✓							✓
	Railway	Peterborough station enhancement		✓										✓
		Level Crossing closures/enhancements	✓	✓										✓
Werrington Grade Separated Junction - ECML and Spalding Line		✓	✓										✓	
Rail freight improvements		✓	✓	✓		✓							✓	

# 7. Local Transport Plan 4

## Introduction

Improving transport for everyone who lives, works or travels in Peterborough is a priority for Peterborough City Council. To enable the City Council to provide the best possible transport infrastructure in and around the city, a Local Transport Plan (LTP) is produced every five years which sets out how the authority will tackle existing and future transport issues.

The fourth LTP (LTP4) supports Peterborough's Core Strategy and City Centre Plan and sets out how the city's transport system will support the future growth and development of Peterborough.

The LTP4 sets out what the City Council aims to achieve and how to meet those objectives.

The remaining sections of this document outline the following:

- This Section: Introduction to LTP3
- Section 8: Transport Policy and Strategy
- Section 9: Major and Minor Schemes
- Section 10: Cross Boundary Issues
- Section 11: Consultation Summary
- Section 12: Monitoring
- Section 13: Financing
- Section 14: Dependencies
- Section 15: Risks

## The relationship between LTTS and LTP

The first part of this document has established the Long Term Transport Strategy (LTTS) for Peterborough. The LTTS was prepared in 2010/11 as part of the development of LTP3. The LTTS covers the period 2011-2026.

The document has set out the specific visions for each of the key areas of transport in Section 4 and has evaluated the options for transport intervention.

The LTTS has been broken down into four distinct time frames:

- Short Term 2011-2016
- Medium Term 2017-2021
- Long Term 2021-2026
- Beyond 2026

The LTP4 builds upon transport interventions identified as required in the medium term timescale of the LTTS, but will also include those short-term time scale interventions which were not delivered in LTP3.

The LTTS has been set as a result of the growth aspirations set out in the Core Strategy. The Core Strategy sets out the expected pace and pattern of the growth up to 2026. Consequently the LTP4 has been formulated to accommodate variable growth in a sustainable manner. Some of the transport interventions identified for the long term may be brought forward during the life of this LTP and some may put back to a later date or be reconsidered as the pace and pattern of growth in Peterborough becomes apparent. Such uncertainty means that the City Council cannot

guarantee that all the objectives and transport interventions within LTP4 will be delivered by 2021, or that other interventions will not be considered.

**Table 6** shows the transport interventions that have been identified to be taken forward from the LTTS and have been expanded in this section for the five year time period of the LTP4. These interventions have been highlighted in yellow. The LTP Policy Table, Strategy Tables and the major scheme section have all been developed from the high level interventions identified in the LTTS.



**Table 6: Short term interventions from the LTTS carried forward in LTP4**

Type	Scheme	Time Scale				Funding Source							
		Up to 2016	Short term (2016 to 2021)	Medium Term (2021 to 2026)	Long Term (2026 and beyond)	Developer Specific	CL Neighbourhood	CL City Wide	PCC Corporate Funding	Other Funding			
										LTP	Highways England	Local Growth Fund	Rail
<b>Committed Scheme</b>	<b>LTP3 (upto 2016) including</b>												
	Smarter Choices	✓	✓	✓	✓					✓			
	o Travelchoice Centre (Queensgate)	✓	✓	✓	✓					✓			
	o Travelchoice initiatives inc website	✓	✓	✓	✓					✓			
	Intelligent Transport Systems (ITS)	✓	✓	✓	✓					✓			
	o Urban Traffic Management Control (UTMC)	✓	✓	✓	✓					✓			
	o Real Time Passenger Information (RTPI)	✓	✓	✓	✓					✓			
	Primary Public Transport Corridor (PTTC)	✓	✓	✓	✓					✓			
	Primary Cycle Network (PCN)	✓	✓	✓	✓					✓			
	Strategic Walking Network	✓	✓	✓	✓					✓			
A15 Paston Parkway/A47 Soke Parkway Junction 20 Improvements	✓	✓										✓	
City Centre Improvements	✓	✓										✓	
<b>Secured Developer Lead Schemes</b>	Hampton Road Network (Development Trigger)												
	o Western Relief Road		✓			✓							
	o Yaxley Loop Road		✓			✓							
	o ECML Bridge		✓			✓							
	Junction 17 (A1(M) / A1139 Fletton Parkway/A605) Improvements		✓			✓							
	A1139 Fletton Parkway Junction Improvements Junction 1		✓			✓							
	A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 2 Improvements		✓			✓							
A1139 Fletton Parkway Junction Stage 1 Improvements Junction 3a		✓			✓								
<b>Smarter Choices</b>	<b>Travelchoice including:</b>												
	o Travel Plans (school, business, residential and village/rural)		✓	✓	✓	✓	✓	✓		✓			
	o Social marketing / research		✓	✓	✓	✓	✓	✓		✓			
	o New Technology - advances in technology and best practice		✓	✓	✓	✓	✓	✓		✓			
	o Travelchoice initiatives inc website		✓	✓	✓	✓	✓	✓		✓			
<b>Walk / Cycle</b>	<b>Walking and Cycling</b>												
	Strategic Walking Network expansion and consolidation		✓	✓	✓	✓	✓	✓		✓			
	Cycle hub		✓	✓	✓	✓	✓	✓		✓			
	Cycle parking		✓	✓	✓	✓	✓	✓		✓			
	City Centre Improvements		✓			✓		✓	✓	✓			
	Quiet lanes in rural areas		✓	✓	✓	✓	✓			✓			
	Footpaths and cycleways between rural villages		✓	✓	✓	✓	✓			✓			
	Expansion of pedestrianisation		✓	✓	✓	✓	✓	✓					
	Primary Cycle Network expansion and consolidation		✓	✓	✓	✓	✓	✓		✓			
	London Road River bridge phase 3		✓			✓			✓			✓	
South Bank railway and river footbridges		✓			✓			✓			✓		
Pedestrian and cycle bridge in vicinity of Crescent Bridge				✓	✓	✓	✓				✓		
<b>Public transport</b>	<b>Bus</b>												
	Extended Primary Public Transport Corridor (PPTC)		✓	✓	✓	✓		✓		✓			
	Innovative ticketing measures, including smartcard		✓	✓	✓	✓		✓	✓	✓			
	Min 10min frequency and additional core network		✓	✓		✓		✓					
	<b>Other Bus Improvements</b>												
	Improve rural bus service - demand responsive service		✓			✓		✓		✓			
	Improve cross boundary bus service		✓			✓		✓		✓			
Extend timetable of bus services at evenings and weekends		✓	✓	✓	✓		✓						
<b>Bus Priority</b>													
Bus priority measures		✓	✓	✓	✓	✓		✓		✓			

Type	Scheme	Time Scale				Funding Source								
		Up to 2016	Short term (2016 to 2021)	Medium Term (2021 to 2026)	Long Term (2026 and beyond)	Developer Specific	CiL Neighbourhood	CiL City Wide	PCC Corporate Funding	Other Funding				
										LTP	Highways England	Local Growth Fund	Rail	
Highway	<b>Demand and Traffic Management Systems</b>													
	Car park strategy	✓	✓	✓		✓				✓				
	Active Traffic Management (ATM)	✓	✓	✓		✓		✓	✓	✓		✓		
	Variable Message Signs (VMS)	✓	✓	✓		✓	✓	✓	✓	✓		✓		
	Car Sharing	✓	✓	✓		✓		✓		✓				
	Electric car charging points	✓	✓	✓		✓		✓	✓	✓				
	Car Park demand management	✓	✓	✓		✓		✓		✓				
	<b>City Centre Improvements</b>													
	Rivergate Gyratory improvements	✓				✓		✓	✓				✓	
	City Centre Improvements	✓				✓		✓	✓				✓	
	East Embankment - Boongate Dualling			✓		✓		✓					✓	
	East Embankment - Fengate Capacity Improvements	✓				✓		✓					✓	
	Town Bridge Improvements	✓				✓		✓					✓	
	<b>Parkway Highway Improvements</b>													
	A1/A605 Oundle Road (Alwalton) Junction			✓		✓								
	A1139 Fletton Parkway Junction Improvements Jn 2			✓		✓								
	A1139 Fletton Parkway Junction Improvements Jn 3	✓				✓		✓						✓
	A1139 Fletton Parkway Junction Improvements Jn 3 - 3a			✓		✓		✓						✓
	A1139 Fletton Parkway Junction Improvements Jn 3a			✓		✓		✓						
	Nene Parkway Junction Stage 2 Improvements Jn 15			✓		✓		✓						✓
	A47/A15 Lincoln Road Jn 18 Improvements	✓				✓		✓						✓
	A15 Junction improvements Jn 21			✓		✓		✓						
	Dualling of Paston Parkway between Jn 22 and Glinton Roundabout (Jn 23)			✓		✓		✓						
	A15 Junction Improvements to Jn 23 inc PT Priority			✓		✓		✓						
	Nene Parkway Widening - Jn 32 - 33 (with 50mph speed limit)	✓				✓		✓		✓				✓
	Nene Parkway Junction Improvements Jn 33	✓				✓		✓						✓
	<b>Other Highway Improvements</b>													
	Dualling A15 Glinton Bypass between B1524 (Deepings) and Jn 23				✓	✓								
	A605 Junction with B1095 Junction improvements	✓												✓
	Jn 68 Stanground Fire station Improvements with PT priority			✓		✓								
	<b>Trunk Road Improvements</b>													
	A47 Dualling between A1 and Sutton			✓									✓	
	A1 Wittering Junction Improvement	✓											✓	
	<b>Development Access</b>													
	Norwood Access			✓		✓		✓						
	A16 dualling Norwood to A47			✓		✓		✓						
	Eastern Industries access	✓						✓						✓
	Parnwell Way dualling (as part of Eastern Industries) between Junction 8 and Junction 9	✓						✓						✓
	Freight	Freight Logistics - Quality Partnership	✓	✓	✓		✓		✓		✓			✓
		Hybrid or rail trans shipment	✓				✓							✓
	Railway	Peterborough station enhancement		✓										✓
		Level Crossing closures/enhancements	✓	✓										✓
		Werrington Grade Separated Junction - ECML and Spalding Line	✓											✓
		Rail freight improvements	✓	✓	✓	✓	✓							✓

# Transport user hierarchy

The Peterborough Transport User Hierarchy was developed for the first LTP (LTP1) and supported by key stakeholders and elected members. It was a key theme of the second LTP (LTP2) and third LTP (LTP3) and remains so in LTP4. The hierarchy was updated in LTP3 by including a higher priority for electric and other low emission vehicles.

**Table 7: The transport user hierarchy**

<p>In all matters of land use and transportation planning, consideration will be given where practical to the needs of user groups in the following priority order:</p> <ul style="list-style-type: none"><li>• Pedestrians and those with mobility difficulties</li><li>• Cyclists</li><li>• Public transport including coaches and taxis / private hire vehicles (PHV) (higher priority for electric and low emission vehicles)</li><li>• Motorcycles (higher priority for electric and low emission vehicles)</li><li>• Rail freight</li><li>• Commercial and business users including road haulage (higher priority for electric and low emission vehicles)</li><li>• Car borne shoppers and visitors (higher priority for electric and low emission vehicles)</li><li>• Car borne commuters (higher priority for electric and low emission vehicles)</li></ul>
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## Integrating land use and transport

Land use planning is an essential component that needs to be integrated with the transport strategy. Land use and transport planning must be clearly linked so as to minimise the need for travel and address barriers to accessibility. New developments will be encouraged to be designed to support sustainable economic growth and recognise the physical location of services and facilities is fundamental to their level of accessibility.

Opportunities should be taken to design developments in a holistic way to co-ordinate common infrastructure, to pool funding resources and to integrate new developments with existing built-up areas. Developments must be designed to maximise the opportunity to travel by foot and cycle, by locating housing developments within easy reach of schools, doctors, libraries and shops and ensuring no psychological and physical barriers to travel are present.

Developments should also be designed to maximise the opportunities to travel by public transport by ensuring that all parts of a development are normally within 400m of a high-frequency bus stop.

## Integrating all modes of travel

Priority will be given to integrating the different modes of travel, between walking, cycling, buses, rail, and the car to allow transfers between different types of transport. Integration between walking, cycling, bus, rail and cars will continue to be improved. Walking improvements are important to the success of all other types of travel as walking forms a component of every trip. Together, these improvements will allow the would-be traveller to choose the most appropriate form of transport for each stage of a journey.

## Right of Way Improvement Plan

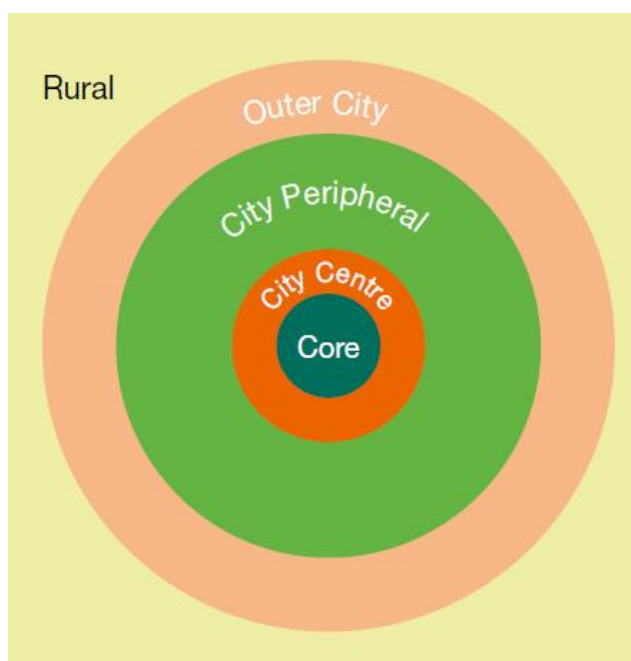
The Rights of Way Improvement Plan (ROWIP) has been updated for the period 2016 and 2026. The updated ROWIP can be found in [Annex 2](#) of this document.

## Spatial strategy

Department for Transport (DfT) guidance on the development of LTP suggests the creation of specific spatial components to aid formulation and explanation of the plan. The spatial strategy is shown in [Figure 10](#), below. The spatial component of the plan divides the authority into five areas:

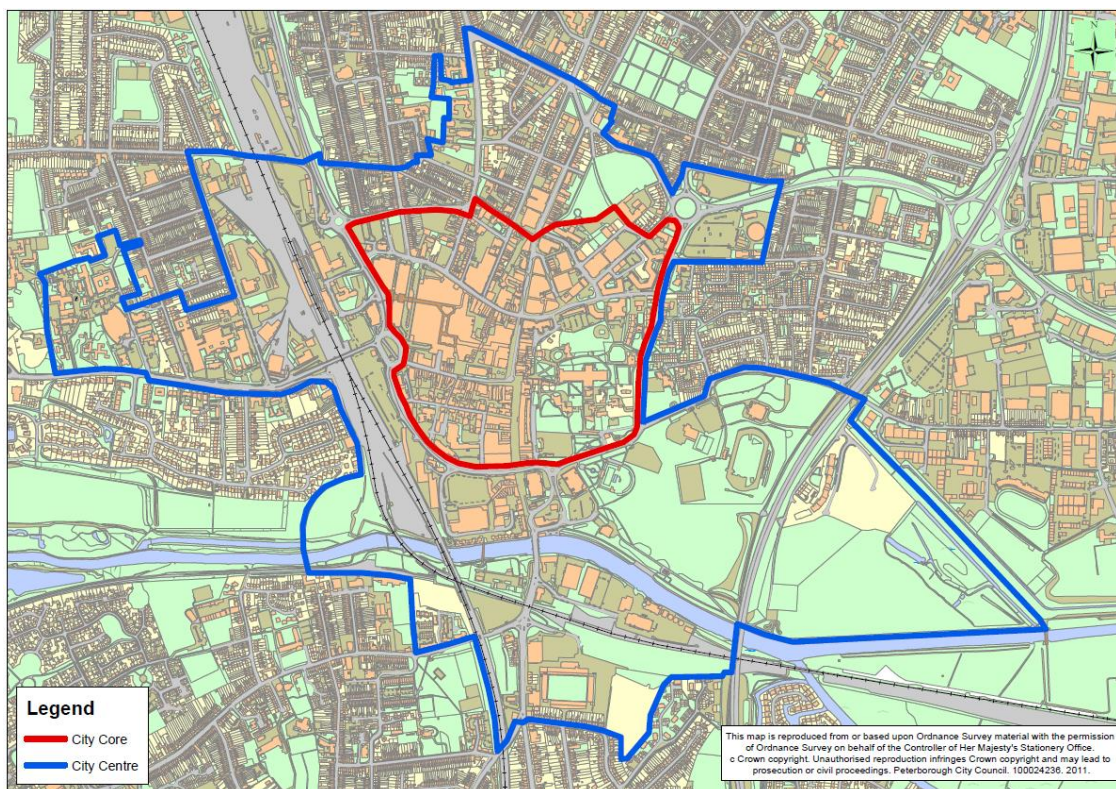
- The Core (a subsection of the City Centre, see [Figure 11](#) below)
- The City Centre (the rest of the Central Business District including Rivergate, the station and embankment, see [Figure 11](#) below)
- City Peripheral (the urban area within the Parkway Network, bounded by the Soke Parkway, Nene Parkway and Fletton / Frank Perkins Parkway)
- Outer City (the urban areas outside of the Parkway Network)
- Rural

**Figure 10: Peterborough spatial strategy diagram**



The boundaries of the city centre core and the city centre are outlined in the **Figure 11**.

**Figure 11: Core and city centre boundaries**



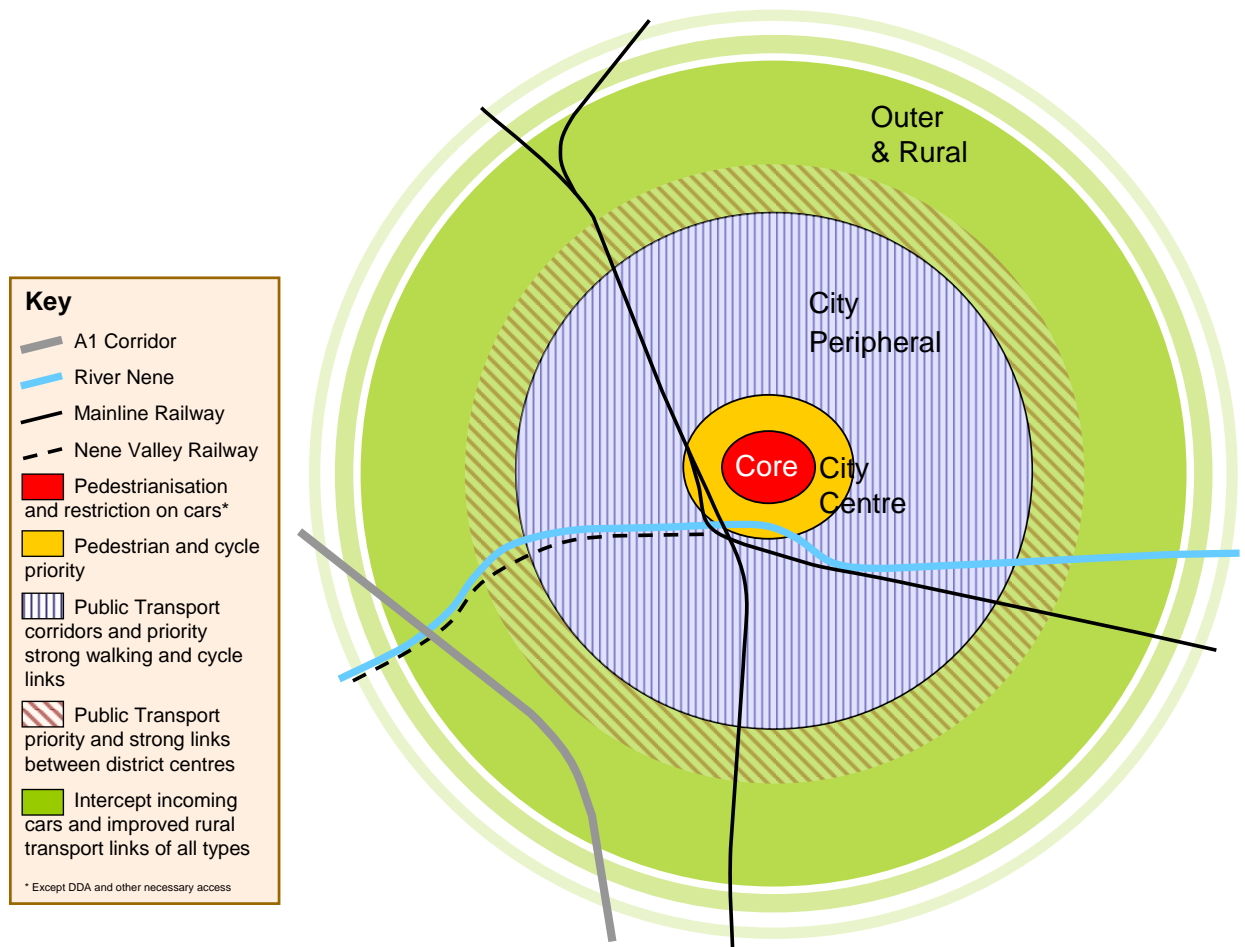
The purpose of this spatial strategy is to focus on the different characteristics and needs of the areas. The improvements that are to be made in each area are set out in the Transport Policy section below. The transport interventions that will be considered to meet those objectives are set out in the Strategy Tables.

## Mode priorities

The City Council has identified mode priorities for each of the spatial areas it would like to bring forward in the LTP4. The mode priorities are shown in **Figure 12** and **Table 8** below.

The mode priorities for each of the areas are also reflected in the improvements set out later in this document within **Table 9** Transport Policy.

**Figure 12: Mode priority for each area identified in the spatial plan**



A simple explanation of the mode priorities are given in the table below:

**Table 8: Mode priorities**

City Centre Core	Reduction of cars and car parking in the core area with a strong emphasis on pedestrians and cycles, but also promoting and accommodating public transport
City Centre	Reduction of car use in the city centre would be supported by parking policy generally and by public transport
City Periphery	The city periphery would encourage walking and cycling with improved facilities and develop strong public transport corridors to enhance these modes
Outer City	The public transport links will be strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to ensure that all trips are directed onto the most appropriate routes into the city centre to ensure that the network is being used as efficiently as possible

Rural	The public transport links will be strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to ensure that all trips are directed onto the most appropriate routes into the city centre to ensure that the network is being used as efficiently as possible
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In both city centre core and city centre blue badge holders access will be maintained.

# 8. Transport Policy and Strategy

## Transport policy

Peterborough City Council's transport policy has been identified and prioritised in relation to the spatial areas identified early in the document. The transport policy is outlined as a set of improvements in the Transport Policy table below:

**Table 9: Transport Policy**

Area	Improvements
City Core	<p>We want to make the heart of the city centre cleaner and greener. To achieve this we want to:</p> <p>Reduce the number of vehicles (except buses) driving through the core of the city centre</p> <p>Continue to enhance walking and cycling routes and increase the number of bike racks and other facilities to encourage people to cycle more</p> <p>Improve signs in the city centre to make it easier for people to find the quickest route to where they need to go</p> <p>Improve Real Time Passenger Information (RTPI) to make it easier for you to access bus and rail times</p> <p>Provide interactive travel information to give people the choice of travel options</p> <p>Look to create fixed loading times for lorries and freight vehicles outside of peak shopping times</p> <p>Make the heart of the city more user-friendly for all ages but focusing on older people and those with those with disabilities</p> <p>Improve access to and around the city centre for those with mobility difficulties</p> <p>Implement public realm improvements</p>
City Centre	<p>We also want to reduce the amount of traffic in the wider city centre by:</p> <p>Giving priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around</p> <p>Creating better cycle routes and walkways around the city centre to give cyclists and pedestrians priority access</p> <p>Relocating car parks to free up land to create more city centre for public realm improvements and development opportunities</p> <p>Improving city taxi ranks</p> <p>Improving RTPI to make it easier for people to access bus and train times</p> <p>Providing interactive travel kiosks to give people information about the choice of</p>



Area	Improvements
	<p>travel options</p> <p>Look to create fixed loading times for lorries and freight vehicles outside of peak shopping times</p> <p>Make the city centre more user-friendly for all ages but focusing on older people and those with those with disabilities</p> <p>Improving access to and around the city centre for those with mobility difficulties</p> <p>Support the uptake of electric and ultra-low emissions vehicles</p> <p>Implementing public realm improvements</p>
<p>City Periphery (inside of the Parkway Network)</p>	<p>We want to make it easier for people travelling in and around the city to leave their car at home to help ease congestion on city roads and make the whole city cleaner and greener. To achieve this we will:</p> <p>Improve footpaths and cycle ways around the city centre</p> <p>Give priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around</p> <p>Encourage traffic on to the Parkway Network</p> <p>Improve major roads for all transport users</p> <p>Encourage more schools to get families to 'Park and Stride' to school as part of school travel plans</p> <p>Direct freight onto the strategic network to limit impact on residential neighbourhoods</p>
<p>Outer City (outside of the Parkway Network)</p>	<p>We also want to reduce congestion outside of the city centre by:</p> <p>Improving footpaths and cycle links around the city by making them cleaner, greener and safer</p> <p>Improve major roads for all transport users</p> <p>Using SMART technology to maximise efficiencies on the Parkway Network</p> <p>Improve major roads for all transport users</p> <p>Encourage more schools to get families to 'Park and Stride' to school as part of school travel plans</p> <p>Direct freight onto the strategic network to limit impact on residential neighbourhoods</p>
<p>Rural</p>	<p>We are rightly proud of our rural areas and want to make it easier for residents and visitors to travel to, from and around them by:</p> <p>Improving pedestrian and cycle routes as well as bridleways and byways through the Rights of Way Improvement Plan (ROWIP) and on the Green Wheel</p> <p>Working with Network Rail and local communities to close level crossing subject to</p>

Area	Improvements
	<p>acceptable mitigation measures.</p> <p>Improving sustainable transport links from rural areas and to connect to transport hubs</p> <p>Directing HGVs onto the major roads to limit impact on rural communities</p>
Authority Wide	<p>Our priorities across Peterborough are to:</p> <p>Maximise the use of Intelligent Transport Systems (ITS)</p> <p>Reduce unnecessary street clutter</p> <p>Reduce road casualties (Killed and Seriously Injured and Slight Injuries amongst all road users, particularly at black hot spot sites)</p> <p>Promote all forms of sustainable transport in line with the transport hierarchy</p> <p>Reduce the impact of freight vehicles on residential areas</p>

# Transport strategy

The following tables set out the transport interventions which will be considered to bring forward the improvements identified in the Policy Table overleaf. The transport interventions have been considered in relation to which parts of the spatial plan areas they will have the most impact. Each strategy table is therefore set out with interventions identified in the same spatial manner as the Policy Table. A strategy table has been created for the following transport themes:

- Smarter Choices
- Walking
- Cycling
- Accessibility
- Bus
- Taxi and Private Hire Vehicles (PHV)
- Rail
- Electric and Low Emission Vehicles
- Travel Plans
- School Travel
- Rural Transport
- Intelligent Transport Systems (ITS)
- Road Safety
- Traffic Management
- Motorcycles and Powered Two Wheelers
- Freight
- Car Parking
- Air and Noise pollution

## Smarter Choices (Travelchoice) strategy

Vision	<i>Peterborough will provide a package of Smarter Choices measures that encourage and promote sustainable travel to all people travelling in and around Peterborough therefore influencing their travel choice</i>
Goals	<p>To continue to build upon the successes achieved during the sustainable travel demonstration town period and Local Sustainable Transport Fund by promoting Travelchoice and increasing use of sustainable modes, including electric vehicles as an alternative to car travel</p> <p>To maintain an efficient and effective transport network through use of modern technology</p> <p>To investigate the potential of emerging communications technology to provide travel information and promote sustainable forms of transport</p>
City Core	<p>To seek to improved wayfinding for all residents and visitors</p> <p>To continue to improve connections between the railway station, bus station and the city core</p> <p>To seek to provide real time travel information points at key locations throughout the city centre</p> <p>To continue to provide a Travelchoice Centre at the bus station</p>
City Centre	<p>To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate</p> <p>To continue to improve connections between the railway station, bus station and the city centre</p>
City Periphery	To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate
Outer City	<p>To endeavour to provide Variable Message Signs (VMS) on key routes to key destinations</p> <p>To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate</p>
Rural	<p>To promote the Green Wheel cycle network</p> <p>To promote the use of car share and investigate the latest technology that supports it</p>

To undertake a high quality, targeted marketing and publicity campaign promoting sustainable travel, including but not limited to:

- Car sharing
- School and business engagement
- Cycling and walking events
- Travelchoice website
- Journey planning
- Community events
- Personalised Journey Planning

To continue working with partners to promote the wider benefits of sustainable travel such as health, economic, environmental and safety

To seek continued expansion of Real Time Passenger Information (RTPI) network

To work with developers, schools and businesses to develop effective travel plans

To continue to promote and take part in national campaigns such as “Bikeability”, “Walk to School Day”, “car free days” etc.

To continue to promote local campaigns such as “Good Going”

To continue to work with local public transport providers to promote smartcard technology and ticketing

To seek to offer travel training to both children and adults through both curriculum activities and specific campaigns

To seek to provide and expand walking and cycling network to create attractive routes for both commuting and leisure purposes that link to district centres and key transport interchanges such as the bus and railway stations

To endeavour to improve the condition of and removal of barriers (where appropriate) on walking and cycling routes to make them more attractive to those with access and mobility difficulties

To seek to improve public transport facilities to make them more accessible and attractive for all especially those with access and disability difficulties

Walking strategy	
Vision	<p><i>Peterborough will increase the number of walking trips through well developed and safe pedestrian connections throughout the city</i></p> <p><i>Peterborough will have a strong pedestrian core in the city centre and pedestrians will be given priority whenever possible in line with the transport user hierarchy</i></p>
Goals	<p>To reduce physical and psychological barriers to walking</p> <p>To improve walking connections to public transport facilities and recognise that walking forms a part of almost all trips</p> <p>To encourage and promote walking by providing and enhancing safe routes</p> <p>To highlight the health benefits of walking</p>
City Core	<p>To continue to develop walking routes that improve pedestrian connections through the city centre</p> <p>To continue to increase the level of pedestrianisation in the core</p> <p>To continue to investigate accessibility improvements between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)</p>
City Centre	<p>To continue to investigate accessibility improvements between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)</p> <p>To promote and increase pedestrians flows across Bourges Boulevard to the Embankment and Fletton Quays</p> <p>To support and encourage free-flowing pedestrian movement along the north-south axis of the city centre</p>
City Periphery	<p>To seek to improve walking connections to district centres, travel hubs and key services</p>
Outer City	<p>To seek to improve walking connections to district centres, travel hubs and key services</p> <p>To endeavour to develop recreational walking routes</p>
Rural	<p>To identify potential investment streams to invest in footpaths connecting rural villages</p> <p>To continue with bridleway and byway improvements identified in the Rights of Way Improvement Plan (ROWIP)</p> <p>To seek to maintain and improve footpath links between rural villages (public rights of way and roadside) and to connect to other sustainable transport links and hubs</p> <p>To seek to improve walking routes to bus stops</p> <p>To work with Parish Councils to investigate opportunities for Quiet Lanes</p>

To seek to improve walking routes across the authority to develop:

- Safer routes in general
- Safer routes to schools
- Aid sustainable transport options
- Access to key services and facilities
- Access to recreational areas
- Support the retail economy
- Promote tourism
- Integrate new residential areas
- Development of walking corridors

To prioritise the walking improvements on the Strategic Walking Network where practicable

To promote improvements to travel security through improvements to lighting, CCTV and underpasses

To ensure that key walking routes are accessible for all

To seek to improve wayfinding including considering the use of solar wayfinding studs

To seek to improve access to key tourist destinations and services

To continue to promote tourism walking routes by working with local organisations such as Nene Park Trust

To continue promotion of walking in Peterborough

## Cycling strategy

Vision	<p><i>Peterborough will increase the number of cycling trips throughout the authority area</i></p> <p><i>Peterborough will be home to a well developed and safe network of cycle routes, cycle hubs, cycle parking, and other supported facilities</i></p>
Goals	<ul style="list-style-type: none"> <li>Continue to increase the number of cyclists in Peterborough</li> <li>To reduce physical and psychological barriers to cycling</li> <li>To increase safety and security for Peterborough's cyclists</li> <li>To highlight the health benefits of cycling</li> </ul>
City Core	<ul style="list-style-type: none"> <li>To seek to provide a north-south cycle route through the city</li> <li>To seek to improve cycle parking and cycle parking provision</li> <li>To investigate the provision of a cycle hub (secure cycle parking, cycle repairs, changing and showering facilities)</li> </ul>
City Centre	<ul style="list-style-type: none"> <li>To investigate the development of city cycle</li> <li>To seek to improve cycle interchange between modes particularly at the railway station and other key facilities and services</li> </ul>
City Periphery	<ul style="list-style-type: none"> <li>To seek to improve cycle links to the railway station</li> <li>To investigate the possibility of giving cycles priority where practicable</li> <li>To seek to improve cycling connections to district centres</li> </ul>
Outer City	<ul style="list-style-type: none"> <li>To continue to improve the Green Wheel</li> <li>To seek to increase local trips to local centres</li> <li>To seek to improve cycling connections to district centres</li> </ul>
Rural	<ul style="list-style-type: none"> <li>To endeavour to develop cycle parking at key bus stops to improve transport options for rural locations</li> <li>To continue to improve the Green Wheel</li> <li>To seek to improve connections between rural villages identified in the Rights of Way Improvement Plan (ROWIP)</li> </ul>



To identify the missing links in the cycle network and develop a programme of works to complete the Primary Cycle Network (PCN)

To endeavour to maintain the cycle network to a high standard

To seek to improve interchange between cycle and other modes of transport

To ensure that cycling needs are considered at the design stage of any highways and transport improvement schemes

To ensure that new developments show how cycling will be integrated into schemes via travel planning and development control

To promote safety improvements and initiatives such as improved lighting, driver and rider education

To continue cycle training for children and adults through the “Bikeability” programme

To encourage the development of high quality cycle facilities at work places including cycle parking, showering and changing facilities

To provide advice to businesses who want to encourage employees to cycle to work and promote the cycle to work scheme

To promote the cycle hire schemes

To continue to develop and update the Peterborough cycle map

To support cycle events across the city

## Accessibility strategy

<b>Vision</b>	<i>All residents in Peterborough will be able to access employment, health care, education, leisure facilities and healthy food by improving access to key services and facilities through the integration of different modes of travel and supporting growth with sustainable travel solutions</i>
<b>Goals</b>	<ul style="list-style-type: none"> <li>To improve access for those with mobility difficulties</li> <li>To improve walking, cycling and bus access to key services and facilities</li> <li>To provide quality information to improve knowledge of available travel options</li> </ul>
<b>City Core</b>	<ul style="list-style-type: none"> <li>To continue to investigate accessibility improvements between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)</li> <li>To continue to maintain and improve disabled accessible parking</li> <li>To seek to provide more and improved cycle parking</li> <li>To seek to install electronic information points to provide live details of bus and train timetables and departures</li> </ul>
<b>City Centre</b>	<ul style="list-style-type: none"> <li>To seek to improve walking and cycling connections throughout the city centre</li> <li>To continue to investigate accessibility improvements between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)</li> <li>To continue to maintain and improve disabled accessible parking</li> <li>To seek to provide more and improved cycle parking</li> <li>To seek to install electronic information points to provide live details of bus and train timetables and departures</li> <li>To endeavour to improve signage and wayfinding where needed</li> </ul>
<b>City Periphery</b>	<ul style="list-style-type: none"> <li>To engage with Safer Journeys to Schools (SJTS) to identify potential network improvements to encourage sustainable travel to education sites</li> <li>To seek to improve walking and cycling connections to key services and facilities</li> <li>To seek to improve and provide more cycle parking at district centres</li> <li>To continue to install electronic information points to provide live details of bus and train timetables and departures</li> <li>To endeavour to improve signage and wayfinding</li> </ul>
<b>Outer City</b>	<ul style="list-style-type: none"> <li>To engage with SJTS to identify potential network improvements to encourage sustainable travel to education sites</li> <li>To identify improvements to demand responsive services</li> <li>To seek to improve walking and cycling connections to key services and facilities</li> <li>To seek to improve cycle parking at district centres</li> <li>To continue to install electronic information points to provide live details of bus and train timetables and departures</li> </ul>
<b>Rural</b>	<ul style="list-style-type: none"> <li>To promote demand responsive services</li> <li>To engage with SJTS to identify potential network improvements to encourage sustainable travel to education sites</li> <li>To seek to improve connections between rural villages identified in the Rights of Way Improvement Plan (ROWIP)</li> </ul>

- To identify routes where accessibility to key services and facilities can be improved
- To ensure that all accessibility improvement measures take into account the needs of those with disability and mobility difficulties and are compliant with the DDA
- To ensure that new commercial and residential developments implement measures identified in travel plans to ensure access to key services and facilities is available via sustainable modes
- To continue to support and promote demand responsive community transport
- To endeavour to implement bus priority measures
- To seek to maintain, improve and expand walking, cycling and public transport infrastructure to improve connectivity to key services and facilities
- To continue to install tactile paving at new dropped crossing points where appropriate
- To continue promotion of the Travelchoice website and information
- To reduce where possible street furniture and signage on cycleways and footpaths to improve the local environment
- To seek to use modern wayfinding technologies to ensure information is available for the visually impaired
- To continue to promote smart phone applications that promote sustainable transport

## Bus strategy

<b>Vision</b>	<i>Peterborough will have a high quality, reliable, easy to access and simple to understand public transport system, operating a fleet of lower emission vehicles that serve the whole authority</i>
<b>Goals</b>	<ul style="list-style-type: none"> <li>To increase bus usage and encourage the expansion of services throughout the authority area</li> <li>To improve punctuality and reliability of services</li> <li>To encourage the development of a zero or low emission fleet of vehicles</li> <li>To encourage provision of comfortable, clean and safe vehicles to attract passengers</li> <li>To prioritise buses across the network in line with the road user hierarchy</li> <li>To reduce crime and / or fear of crime on buses (including hate crime)</li> </ul>
<b>City Core</b>	<ul style="list-style-type: none"> <li>To ensure provision for bus access to key routes and locations in the city centre is maintained and that accessibility to the key facilities in the city core is maintained for bus users</li> <li>To investigate opportunities to improve the relationship and connection between the railway station and bus station improving access for all pedestrians and cycles</li> <li>To seek to provide information points at key origins and destinations</li> </ul>
<b>City Centre</b>	<ul style="list-style-type: none"> <li>To investigate opportunities to improve the relationship and connection between the railway station and bus station improving access for pedestrians, the mobility impaired, people with disabilities and cycles</li> <li>To seek to introduce bus priority measures in the city centre to improve punctuality and reliability</li> <li>To continue provision of coach drop off points at appropriate locations in the city centre; identify and seek to provide coach parking in the city and ensure that these sites are accessible to all</li> </ul>
<b>City Periphery</b>	<ul style="list-style-type: none"> <li>To seek to introduce bus priority measures on key routes to improve bus reliability and punctuality, and endeavour to integrate with city Intelligent Transport Systems (ITS), Real Time Passenger Information (RTPI) and other technology solutions as appropriate</li> <li>To seek to develop transport interchanges and hubs that provide facilities for transfer between modes and bus services</li> <li>To endeavour to promote bus links between district centres; reviewing provision in line with growth and development</li> <li>To identify and seek to develop Cycle and Ride locations on key routes to intercept internal trips to the city centre</li> </ul>
<b>Outer City</b>	<ul style="list-style-type: none"> <li>To seek to develop transport interchanges and hubs that provide facilities for transfer between other forms of transport and bus services</li> <li>To endeavour to promote bus links between district centres; reviewing provision in line with growth and development</li> <li>To identify and seek to develop Cycle and Ride locations on key routes to intercept internal trips to the city centre</li> </ul>

Rural

To continue to support the Call Connect service into the east of the authority with partner organisations, and work with partners to identify funding streams for enhanced services

To continue to work with neighbouring authorities and other partners to coordinate and improve cross-boundary services where possible

Authority Wide

To improve accessibility through public and community transport

To promote the smooth operation of bus services by:

- Endeavouring to improve partnership arrangements to reduce of roadworks impacts on bus services
- Seeking to continue bus service operation through roadworks where appropriate
- Taking account of the potential impacts of physical traffic calming measures on core bus routes
- Seeking to provide additional enforcement to tackle illegal parking in bus stops throughout the authority

To seek to improve bus punctuality and service reliability

To work with bus operators to promote and provide low emission and more comfortable bus fleets

To continue to install and promote RTPI boards, or appropriate technology across the public transport network where possible

To continue installation and upgrading of shelters, lighting, RTPI and provision of other facilities to meet standards where possible

To continue to promote the benefits of improved driver awareness of disabilities to operators

To investigate the introduction of integrated ticketing, smartcard and pre-boarding tickets and other new technological developments as they arise

To review concessionary fares in line with Government guidance/policy

To review the potential for voluntary partnerships to improve bus services and provision

To continue to engage with passengers, providers and partners on service quality and needs

To investigate the future of public transport in Peterborough including future bus and rapid transit

To seek to enhance existing bus station operation and facilities where and when possible including considering the location of the bus station in any developments in and around the city centre

To work in partnership with bus operators, community safety and the Police to increase travel security and reduce the perception and fear of crime particularly for vulnerable groups

To continue to promote the positive elements of bus travel through the Travelchoice programme

## Hackney Carriage and Private Hire Vehicle strategy

Vision	<p><i>Robust Hackney Carriage (Taxi) and Private Hire Vehicle (PHV) licensing to protect the public and to provide reasonable access to Taxi and PHV</i></p> <p><i>Taxi and PHV are encouraged to move towards more sustainable fuel sources and low emission fuels</i></p>
Goals	<p>To have taxis and PHV readily available for passengers in Peterborough and offering a safe and comfortable journey</p> <p>To limit the negative impacts of taxis and PHV on the environment and street scene</p> <p>To ensure licensing standards result in a high level of service from taxis and PHV</p> <p>To improve taxis and PHV driver awareness of disability issues through driver training</p> <p>To work across Cambridgeshire to harmonise taxi and PHV standards across the county</p>
City Core	<p>To maintain access for taxis and PHV in the city core acknowledging the role they play in aiding people who do not have access to a car or cannot use bus services</p>
City Centre	<p>To investigate improvements to taxi ranks including:</p> <ul style="list-style-type: none"> <li>• CCTV</li> <li>• Energy efficient lighting</li> <li>• Pedestrian barriers</li> <li>• Weather shelters</li> <li>• Improved signage</li> <li>• Seats</li> <li>• Modification to kerb or road treatment</li> <li>• Creating wayfinding hubs with mapping and other travel information</li> </ul> <p>To encourage where appropriate developers to provide taxi ranks</p> <p>To investigate improvements to PHV waiting facilities</p>
City Periphery	<p>To consider allowing taxis to use bus lanes where available but not PHV due to their similarity to private vehicles and the consequent difficulties of enforcement</p>
Outer City	<p>To consider allowing taxis to use bus lanes where available but not PHV due to their similarity to private vehicles and the consequent difficulties of enforcement</p>

To continue to ensure that all taxis should be accessible to all users

To continue to work with Peterborough Hackney Carriage and other relevant organisations to raise issues and determine best practice

To encourage taxi and PHV drivers to become ambassadors for the city providing information to residents and visitors

Promoting the benefits of electric and hybrid vehicles as taxis and PHV, and where appropriate consider providing infrastructure to support them

To encourage innovative usages of taxi and PHV including:

- Shared advance booking
- Shared taxi immediate hiring
- Taxi buses
- Demand responsive vehicles

Vision	<p><i>Peterborough will have a modern railway station suitable for the 21<sup>st</sup> century that enhances the city's Environment Capital agenda and is fully integrated into the city</i></p> <p><i>A network and connectivity that meet the needs of both passengers and freight users will be sought</i></p>
Goals	<p>To continue improvements to the railway station</p> <p>To enhance level crossing safety and operation</p> <p>To maximise trains stopping at and connecting through Peterborough</p> <p>To further improve pedestrian and cycle links to the railway station</p> <p>To further improve provision of cycle facilities</p> <p>To improve public transport information at the station including information on interchanging between different transport modes</p> <p>To support new development on any surplus and underused land around the station</p>
City Core	<p>To continue to investigate accessibility improvements between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)</p>
City Centre	<p>To continue to investigate accessibility improvements between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)</p> <p>To seek to further improve the railway station in partnership with Network Rail and Virgin Trains East Coast and pursue improvements to the Station Quarter development area</p> <p>To improve interchange between different transport modes at the station through cycle parking, taxi ranks, enhanced Real Time Passenger Information (RTPI) and bus interchange</p> <p>To seek to further improve surface access to the station</p> <p>To investigate western access into the railway station</p>
City Periphery	<p>To seek to further improve surface access to the station</p> <p>To endeavour to improve bus links to the railway station</p>
Outer City	<p>To work with stakeholders to:</p> <ul style="list-style-type: none"> <li>• To investigate the closure of level crossings</li> <li>• Develop the GN/GE Joint Line to limit its environmental impacts</li> </ul> <p>To endeavour to improve bus links to the railway station</p>
Rural	<p>To work with stakeholders to:</p> <ul style="list-style-type: none"> <li>• To investigate the closure of level crossings</li> <li>• Develop the GN/GE Joint Line to limit its environmental impacts</li> </ul> <p>To endeavour to improve bus links to the railway station</p>



To investigate the possibility of additional stations in partnership with Network Rail and train operating companies

To continue to work with train operating companies and Network Rail on future improvement works

To continue to recognise and support the railway station in its aim to remove car trips from the national road network

To seek to improve rail information to encourage more people to use public transport

To support measures that integrate bus and rail travel through integrated ticketing and 'PlusBus'

## Electric and low emission vehicles strategy

Vision	<i>To develop the infrastructure to promote the adoption of electric and low emission vehicles by residents, businesses and visitors</i>
Goals	<p>To continue to develop an extensive network of charging points throughout the authority area</p> <p>To promote and facilitate the development of public and commercial fleets of low emission vehicles</p> <p>To promote the installation of electric vehicle ready infrastructure and charging points in commercial and residential development</p> <p>To continue to promote and encourage the market for electric vehicles</p>
City Core	<p>To continue to install on-street, highly visible charging posts in the core area to raise awareness of electric vehicles</p> <p>To continue to install charging posts in key car parks and at key destinations</p> <p>To consider preferential access for electric vehicles in the short-term to promote their use</p>
City Centre	<p>To continue to install charging posts in key car parks and at key destinations</p> <p>To consider preferential access for electric vehicles in the short-term to promote their use</p>
City Periphery	<p>To install charging posts at key destinations</p> <p>Install charging posts at new developments as specified in planning policy</p>
Outer City	<p>To install charging posts at key destinations</p> <p>To install charging posts at new developments as specified in planning policy</p> <p>To consider electric vehicles being given access to bus lanes or similar to promote their use</p>
Rural	<p>To install charging posts at key destinations</p> <p>To install charging posts at new developments as specified in planning policy</p>
Authority Wide	<p>To continue to develop a fleet of Council electric vehicles or other low emission fuels as appropriate and investigate options to share vehicle pools with other agencies</p> <p>To continue to encourage commitment to install electric vehicle infrastructure by partners and local businesses and work with major retailers, businesses and other organisations to encourage the installation of electric vehicle charging infrastructure at their facilities</p> <p>To continue to provide promotion, marketing and information about electric vehicles and charging infrastructure</p> <p>To promote and encourage an electric or other fuelled bus fleet and taxi fleet</p>

## Travel Plans strategy

Vision	<p><i>Residents, schools and employees in Peterborough should be able to make informed decisions and choose to travel by sustainable modes</i></p>
Goals	<ul style="list-style-type: none"> <li>To engage with new and existing local businesses, organisations and schools to encourage development and implementation of a travel plan</li> <li>To continue the mandatory requirement for developers and new businesses employing more than 50 staff to create a travel plan</li> <li>To ensure developers will continue to write a travel plan for developments of multiple dwellings and provide home travel packs containing information on sustainable modes and travel incentives via Section 106 requirements</li> <li>To seek Section 106 contributions from developers to implement measures contained in travel plans for new businesses, new residential developments, district centres and schools</li> <li>To ensure travel plans are monitored at specific points throughout their lifespan and to ensure travel plans are being updated by the appropriate Travel Co-ordinators.</li> </ul>
Authority Wide	<ul style="list-style-type: none"> <li>To implement measures identified in travel plans to ensure all new developments are built with a high level of accessibility</li> <li>To seek to undertake an annual travel to school survey in order to monitor mode of travel to school</li> <li>To ensure that all schools have a travel plan, either new or evaluated to ensure actions and measures are still appropriate</li> <li>To support promotional and marketing events to raise awareness of travel planning and Travelchoice website and Travelchoice information</li> <li>To engage with Safer Journeys to School (SJTS) programme to maximise the benefits of implementing a successful transport plan</li> <li>To actively encourage existing businesses to create travel plans and encourage small businesses and business parks to create joint travel plans where appropriate</li> <li>To monitor and track success of modal shift as a direct result of issuing travel plans</li> <li>To create travel plans for residential dwellings in areas outside of new developments</li> <li>To continue the production of travel plans for new developments with multiple dwellings</li> <li>To investigate software that allows members of the public to create their own travel plans using the Travelchoice website</li> <li>To encourage new businesses and organisations to invest in an electric vehicle fleet and electric vehicle charging facilities</li> <li>To encourage all businesses, organisations, schools and developers to install infrastructure that promotes sustainable travel</li> </ul>

## School Travel strategy

Vision	<p><i>To promote and facilitate the use of travel by sustainable modes by young people, families and school staff and provide information so they are able to make informed transport decisions</i></p>
Goals	<p>To engage with all Peterborough schools supporting individual travel needs to increase sustainable travel on the school journey</p>
Authority Wide	<p>To ensure that all schools have an up to date travel plan to ensure actions and measures continue to be appropriate</p> <p>To work with Safer Journeys to Schools (SJTS) project to identify and implement infrastructure measures in at least one school per year to make the journey to school safer and more accessible using sustainable modes</p> <p>To work with the Road Safety Team on providing education and training to reinforce road safety messages when walking and cycling</p> <p>To seek to undertake the annual travel to school survey in order to monitor mode of travel to school</p> <p>To identify and set up Park and Stride locations and Walking Buses where appropriate</p> <p>To continue to deliver the “Bikeability” cycle training to pupils in years 5 and 6</p> <p>To continue to deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travel</p> <p>To work with high profile campaigns to raise awareness of sustainable transport for schools, students, families and the local community</p> <p>To use promotional and marketing events to raise awareness of travel planning, travel choices and the Travelchoice website</p> <p>To seek to increase the proportion of eligible secondary school pupils travelling to school by public transport and car sharing, where walking or cycling to school is not possible</p> <p>To investigate and implement improvements to the quality of school transport</p> <p>To maintain high quality drivers and escorts through an induction and training programme</p> <p>To investigate ways for schools to continue independent travel training</p> <p>To encourage schools to use a variety of means to promote appropriate standards of behaviour on the school journey, particularly when preparing pupils moving from primary to secondary school</p> <p>To monitor all incidents of misbehaviour on school transport services, identifying any trends and acting on these as appropriate</p> <p>To work with transport operators, parents and schools to increase compliance of the Student Behaviour Policy</p> <p>To proactively work with transport operators, pupils, parents and schools to encourage positive relationships</p> <p>To actively promote and encourage car-sharing at all schools for staff, pupils and parents</p>

## Rural Transport strategy

Vision	<p><i>All journeys made to and from the rural areas to have a sustainable alternative to the private vehicle and to ensure rural environments will be protected from the unnecessary impacts of traffic</i></p>
Goals	<ul style="list-style-type: none"> <li>To reduce road traffic casualties and collisions in rural areas</li> <li>To improve road safety amongst all road users through education, training and publicity</li> <li>To engage with schools in rural areas and support individual travel needs to increase safe and sustainable travel on the school journey</li> <li>To deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travel</li> <li>To investigate the potential to expand the Call Connect service in rural areas</li> </ul>
Outer City	<ul style="list-style-type: none"> <li>To seek to improve sustainable transport links to transport hubs from rural areas</li> </ul>
Rural	<ul style="list-style-type: none"> <li>To seek to adopt casualty reduction measures at known accident sites</li> <li>To investigate conducting a speed review and where necessary speed reduction measures on rural roads where speeding is deemed to create safety issues</li> <li>To seek to expand Real Time Passenger Information (RTPI) to rural villages and to provide additional transport and community information</li> <li>To continue to improve the local walking network including maintenance</li> <li>To endeavour to improve the local and national cycle network including maintenance and signage</li> <li>To endeavour to improve cycle links between villages</li> <li>To continue with bridleway and byway improvements identified in the Rights of Way Improvement Plan (ROWIP)</li> <li>To continue and seek expansion of the Call Connect service</li> <li>To seek to improve sustainable transport links from rural areas and to connect to transport hubs</li> <li>To seek to improve provision of cycle parking at rural bus stops</li> <li>To seek reduction of unnecessary traffic signs</li> <li>To work with various agencies and organisation where road safety has been identified as an area of concern by residents by continuing to work as part of the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP) to look at the causes of road accidents, understand current data and intelligence regarding the county's roads and develop multi-agency's solutions to help prevent future accidents and reduce collisions.</li> <li>To promote through the Travelchoice website and other published information sustainable transport options in rural areas</li> <li>To continue to promote smart phone applications that can be used to obtain information and send notifications about sustainable transport such as public transport and demand responsive services, car sharing opportunities and walking and cycling routes</li> <li>To continue to investigate the expansion of Quiet Lanes in rural areas working closely with Parish Councils</li> </ul>

## Intelligent Transport Systems strategy

Vision	<p><i>Peterborough will use Intelligent Transport Systems (ITS) and an expanded Urban Traffic Management Control (UTMC) to collect data, manage the network and provide high quality accurate travel data to network users to inform their travel decisions before and during journeys</i></p> <p><i>Peterborough will ensure an efficient use of the existing and future roadway and transport network; having a positive impact on both the operation and the environment</i></p>
Goals	<p>To provide travel information to the public including online, Variable Message Signs (VMS) at gateway locations, text messaging, and at key bus stops and interchanges</p> <p>To use ITS to collect, monitor and share traffic flow data on the network and collect journey time, origin and destination data</p> <p>To use real time information to adjust network operation to reduce congestion and maximise efficiency</p> <p>To encourage and facilitate the use of sustainable modes of travel by enhancing the data available to the travelling public</p> <p>To improve junction capacity through the introduction of intelligent signal control systems such as MOVA</p>
City Core	<p>To seek to provide information points for travel advice including information on bus and rail, roadworks and traffic congestion</p> <p>To investigate and trial the use of CCTV to monitor pedestrian and cycle movements within the city centre to determine desire lines and key destinations</p> <p>To use ITS to improve passenger experience and access to information at the bus station</p>
City Centre	<p>To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks</p> <p>To continue the installation of Real Time Passenger Information (RTPI) at bus stops and at information points</p> <p>To introduce signalised pedestrian crossings to improve pedestrian accessibility around the City Centre</p> <p>To introduce signalised junctions to improve network capacity and operational efficiency where other measures are not appropriate</p>
City Periphery	<p>To investigate installing CCTV to monitor congestion on the network in real time to enable a faster response and more effective management of incidents</p> <p>To consider VMS at gateway locations around Peterborough to inform motorists of:</p> <ul style="list-style-type: none"> <li>• Congestion</li> <li>• Closures due to accidents, events or natural disasters</li> <li>• Roadworks</li> </ul> <p>To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks</p>
Outer City	<p>To consider VMS at gateway locations around Peterborough to inform motorists of:</p> <ul style="list-style-type: none"> <li>• Congestion</li> <li>• Closures due to accidents, events or natural disasters</li> <li>• Roadworks</li> </ul> <p>To continue further developing partnering with Highways England and neighbouring authorities for more integrated working on the areas of the highway network where responsibility shifts between these organisations</p>

Rural

To seek to implement RTPI in rural locations

To seek to have RTPI displays and ITS equipment powered by solar technology and other renewable energy sources

Authority Wide

To use the ITS control room to manage, monitor and collect data for the Peterborough transport network

To collate information from all ITS systems on the common database

To further implement the provision of bus priority at ITS signalised junctions to improve journey times for public transport passengers

To further develop online facilities to allow public access to information regarding the highway network including:

- A network of key junction cameras to show real time traffic conditions
- Roadwork locations
- A display of congestion on the network and the use of data to predict future congestion
- Estimated journey times on some parts of the network using anonymised data from Automatic Number Plate Recognition (ANPR) cameras
- Accidents and incidents on the network
- Arrival and departure information for public transport services
- Car park occupancy information
- Journey planning facility via a link to Traveline

To collect data via automatic traffic counters, RTPI, ANPR, Satellite Navigation Data and traffic signal loop detectors to monitor traffic performance and inform decision making

To maintain existing ANPR cameras in partnership with the Police to:

- Monitor and predict journey times with anonymised data
- Aid crime detection and tracking of vehicles for improved resilience against terrorist attacks

To continue to develop RTPI to:

- Provide public transport information at key stops, interchanges, business and school premises, residential premises and new developments
- Use RTPI data to aid bus punctuality improvements and identify 'pinch points' on the network

To consider the use of Average Speed Cameras as a speed control measure where appropriate

To explore the use of solar power and other forms of renewable energy and energy efficient technology to support ITS based systems

## Road safety strategy

### Vision

*Create a safer and more efficient transport network*

### Goals

To work as part of the joint Cambridgeshire and Peterborough Road Safety Partnership to deliver the strategy and delivery plan ([Annex 3](#))

To reduce road traffic casualties amongst all road users on Peterborough roads

To engage with all Peterborough schools supporting individual travel needs to increase safer and sustainable travel on the school journey

To deliver education, training and publicity to raise awareness of safe and sustainable transport and the benefits of active travel

To improve perception of road safety amongst all road users through education, training and publicity

To continue to work with the Highways England to improve accident statistics on trunk roads within the authority boundary



To continue to engage with local communities and implement in partnership with Cambridgeshire Constabulary “Speed Watch” initiative

To continue to analyse casualty data and identify any emerging trends

To make best use of software applications when evaluating and developing road safety initiatives

To continue to work in partnership on high profile initiatives that raise awareness of road safety issues including:

- Young drivers
- Seatbelts
- Motorcyclists
- Drink/Drug Driving
- Individuals that drive for work
- Speeding
- Distraction
- Safer pedestrians
- Safer Cycling

To continue to deliver on road cycle training through “Bikeability” To seek to deliver a comprehensive education, training and publicity programme

To seek to treat routes with high numbers of casualties

To use Road Safety Audits of engineering projects to ensure compliance to current regulations and guidance

To continue to work with schools and Safer Journeys to Schools (SJTS) programme implementing infrastructure measures to compliment walking and cycling routes to schools

To work with different and organisations to investigate and implement measures where road safety has been identified as an area of concern by residents

To continue to work as part of the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP) to look at the causes of road accidents, understand current data and intelligence regarding the county’s roads and develop multi-agency’s solutions to help prevent future accidents and reduce collisions.

To continue to work with the Highways England to improve accident statistics on trunk roads within the authority boundary

## Traffic management strategy

<b>Vision</b>	<i>To ensure the safe and efficient movement of all modes of transport in and through the authority</i>
<b>Goals</b>	<ul style="list-style-type: none"> <li>To have a transport network that is well managed and maintained to allow the safe and efficient movement of all modes of transport</li> <li>To minimise and mitigate the impacts of congestion</li> <li>To minimise the impact of roadworks</li> <li>To assist the good functioning of sustainable modes including buses</li> </ul>
<b>City Core</b>	<ul style="list-style-type: none"> <li>To review and rationalise the current loading restrictions to reflect modern shopping patterns</li> <li>To support and encourage events within the core for the benefit of Peterborough as a whole</li> <li>To reduce the amount of unnecessary street clutter and street furniture including traffic signs</li> <li>To endeavour to provide route branding on key routes to aid with wayfinding and in particular routes between public transport interchange, such as the bus and railway station</li> </ul>
<b>City Centre</b>	<ul style="list-style-type: none"> <li>To reduce the amount of unnecessary street clutter including traffic signs</li> <li>To support and encourage events within the city for the benefits of Peterborough as a whole</li> <li>To endeavour to provide route branding on key routes to aid with wayfinding and in particular routes between public transport interchange, such as the bus and railway station</li> </ul>
<b>City Periphery</b>	<ul style="list-style-type: none"> <li>To seek to provide car parking availability and directional signage to ease congestion at car park entrances.</li> <li>To seek to expand the use of VMS signs to provide information about the Peterborough transport network (journey times, roadworks and events) for drivers at key gateways on the transport network</li> <li>To reduce the amount of unnecessary street clutter including traffic signs</li> <li>To work in conjunction with local communities to identify and endeavour to resolve local traffic management issues</li> </ul>
<b>Outer City</b>	<ul style="list-style-type: none"> <li>To seek to expand the use of VMS signs to provide information about the Peterborough transport network (journey times, roadworks and events) for drivers at key gateways on the transport network</li> <li>To reduce the amount of unnecessary street clutter including traffic signs</li> <li>To work in conjunction with local communities to identify and resolve local traffic management issues</li> <li>To ensure that desired development and growth contributes appropriately to mitigate the impacts on the existing network</li> </ul>
<b>Rural</b>	<ul style="list-style-type: none"> <li>To reduce the amount of unnecessary street clutter including traffic signs</li> <li>To work in conjunction with local communities to identify and resolve local traffic management issues</li> <li>To ensure that desired development and growth contributes appropriately to mitigate the impacts on the existing network</li> </ul>

To seek to manage congestion via:

- Network infrastructure improvements focusing on areas of delay in the network
- Major infrastructure improvements when identified as being needed to aid delivery of the growth agenda
- Travel plans
- Promotion of public transport
- Public transport priority at key junctions and bus gates where appropriate

To seek enforcement of parking in car parks, on street parking including residents parking

To continue to co-ordinate streetworks and joint working where possible and ensuring a reasonable alternative is available when works are being carried out

To seek to maintain access for public transport through roadworks, where possible and appropriate to do so

To seek greater co-operation with outside agencies regarding incidents on the network

To support events on the highway for the greater benefit of Peterborough manage the traffic impact of events as best as possible

To review reclassification of routes following major developments of the city

To progress recommendations of the Tourism Strategy with regard to signing of tourist designations

## Motorcycles and powered two wheelers strategy

Vision	<p><i>Promote the safe use of motorcycles and powered two wheelers and improve the provision of secure motorcycle parking</i></p>
Goals	<p>To reduce the number of motorcyclist casualties and collisions involving motorcycles          To recognise that motorcycles are used by a diverse group of people with different needs, riding styles and attitudes          To recognise that motorcycles are used for a wide variety of different trips and that in terms of road safety motorcyclists are a more at risk group</p>
City Core	<p>To retain access to the core for motorcycle and powered two wheelers in recognition that they are efficient in their parking space usage</p>
City Centre	<p>To ensure that motorcycle parking will be considered within the parking strategy          To seek to provide high quality secure motorcycle parking</p>
Authority Wide	<p>To consider allowing motorcycles and powered two wheelers to use bus lanes where appropriate          To seek to ensure that the number of manhole covers on roundabouts will not increase          To investigate accident data to determine the cause of motorcycle accidents and implement appropriate measures through the Cambridgeshire and Peterborough Road Safety Partnership to reduce this number.          To seek to support the Wheels 2 Work scheme to help people access employment when public transport cannot meet their needs</p>

Strategic road network	
Vision	<i>Adopting a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers</i>
Goals	<p>Maintain the network to an acceptable standard in the most cost effective and efficient way possible including carriageways, foot and cycleways, street lighting, bridges and other structures as defined in the Transport Asset Management Plan</p> <p>Continually look to refine and improve upon the use of asset management principles, in all aspects of the Highway Network</p> <p>Maximise safety of the network for all highway users and road workers</p> <p>Reduce the level of claims associated with footway and highway maintenance issues</p> <p>Endeavour to reduce costs by innovation and implementation of best practice</p> <p>Support and contribute towards Peterborough's role as "Lead Local Flood Authority" in line with the requirements of the Flood and Water Management Act 2010</p>
City Core	Endeavour to maintain key areas of public realm to the highest standard within available resources
City Centre	Endeavour to maintain key areas to give a more visual impact of maintenance techniques employed within available resources
Outer City	To use, where appropriate, low noise negative textured surfacing on Peterborough's primary Parkway Network as the opportunity arises during major highway maintenance programmes
Authority Wide	<p>Implement the Peterborough Transport Asset Management Plan (TAMP) and continue to implement the Street Lighting Strategy and provide more efficient energy saving lighting</p> <p>Engage with Neighbourhoods, Parish and Ward Councils to identify and understand maintenance and accessibility issues affecting local communities</p> <p>Maintain a comprehensive highway inspection regime</p> <p>Implement the authorities winter service gritting programme</p> <p>Continue to investigate and introduce innovative and environmentally beneficial material technologies where appropriate</p> <p>Implement the recommendations from the Strategic Network Review where possible</p> <p>Pursue a programme of de-cluttering signage and street furniture to improve accessibility and the appearance of our roads and streets</p> <p>Ensure that planned maintenance is programmed with other works to minimise delays and cost wherever possible.</p>

Standards

Specific levels of service to customers are identified in the TAMP

Studies /  
Strategies

Transport asset management plan (TAMP)  
Strategic network review (SRN)

Freight strategy	
Vision	<i>Peterborough will embrace opportunities to increase the amount of freight on the railway and reduce lorry impacts on the local network to reduce the environmental impacts of the movement of freight whilst supporting economic activity</i>
Goals	<ul style="list-style-type: none"> <li>To recognise the importance of freight</li> <li>To work towards reducing the impact of freight movements on people's lives and the environment</li> <li>To improve signage for freight traffic</li> <li>To support a shift to more sustainable modes of transport for freight</li> <li>To identify and publicise key freight routes and destinations</li> <li>To encourage freight to use the Parkway Network as much as possible until final destination</li> </ul>
City Core	<ul style="list-style-type: none"> <li>To seek to restrict traffic from travelling thorough the city core and city centre</li> <li>To seek to develop freight routes to aid drivers delivering to key locations</li> <li>To seek to rationalise delivery times in the city core and city centre to benefit both freight operators and other road users by reducing the amount of congestion</li> </ul>
City Centre	<ul style="list-style-type: none"> <li>To seek to restrict traffic from travelling through the city core and city centre</li> <li>To seek to develop freight routes to aid drivers delivering to key locations</li> <li>To seek to rationalise delivery times in the core and city centre to benefit both freight operators and other road users by reducing the amount of congestion</li> </ul>
City Periphery	To encourage freight traffic to use suitable routes on the Primary Route Network (PRN) through clear signage and other information
Outer City	To encourage freight traffic to use suitable routes on the PRN through clear signage and other information
Rural	To encourage freight traffic to use suitable routes on the PRN through clear signage and other information
Authority Wide	<ul style="list-style-type: none"> <li>To seek to create a freight map showing the freight suitable routes, key destinations and lorry parking and rest areas</li> <li>To seek to provide mapping and other information online and so to link with satellite navigation systems to communicate information to drivers and to the Intelligent Transport Systems (ITS)</li> </ul>

Car parking strategy	
Vision	To provide a parking system that supports economic vitality while promoting sustainability and Peterborough's environmental aspirations
Goals	<ul style="list-style-type: none"> <li>To reduce illegal parking, improve enforcement and improve commercial competitiveness</li> <li>To increase the availability of land in the city centre for public realm improvements and development</li> <li>To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development</li> <li>To reduce the physical and visual impacts of structure and surface parking</li> <li>To support a vibrant, commercial successful city centre; promote sustainable travel while ensuring accessibility for those with impaired mobility and disabilities</li> <li>To reduce costs of car park operation, and improve enforcement to discourage inappropriate parking</li> </ul>
City Core	<ul style="list-style-type: none"> <li>To give priority access for blue badge holders and electric vehicles</li> <li>To focus existing parking provision on the mobility impaired, electric vehicles and operational needs</li> <li>To reduce publicly available spaces in the core and reallocate to the periphery of the city centre</li> <li>To reduce allowance for private non-residential parking in the core through planning policy and focus on operational needs only</li> <li>To discourage long-term parking in the core area through a pricing regime that is competitive with the prevailing market</li> <li>To establish a city centre parking forum</li> </ul>
City Centre	<ul style="list-style-type: none"> <li>To consolidate parking in the city centre and accommodate spaces reallocated from the core</li> <li>To encourage short-term parking and discourage long-term parking in the city centre area through a pricing regime that is competitive with the prevailing market</li> <li>To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development</li> <li>To identify and develop coach parking locations</li> <li>To establish a city centre parking forum</li> </ul>
City Periphery	To prioritise residential parking, and review cost of permits to reflect value of parking spaces
Outer City	To utilise VMS signage at locations on the Parkway Network to provide advice on suitable parking locations



To encourage a migration of long-term spaces from the city centre to the periphery and outer areas

To investigate residential parking requirements, parking at district centres, and community facilities to inform provision and enforcement of parking to reflect issues

To use Intelligent Transport Systems (ITS) and Variable Message Signs (VMS) to guide vehicles, particularly blue badge users, to available spaces and parking alternatives

To introduce pay-on-exit revenue collection to reduce enforcement requirements

To investigate and deploy alternative payment methods

To monitor car park usage and adjust provision and operational aspects accordingly

To consider the extension of verged footway parking and enforce inappropriate parking behaviour

To identify and develop sites for Park and Stride associated with schools and, hence reduce parking in the vicinity of schools, to improve safety, promote sustainable modes and promote health

To ensure minimum provision of Disability Discrimination Act (DDA) / blue badge and accessible spaces

## Air quality and noise pollution strategy

Vision	<p><i>Peterborough will have an integrated free flowing, sustainable network that has limited impact on air quality ensuring consideration of noise pollution is given to new infrastructure</i></p>
Goals	<ul style="list-style-type: none"> <li>To reduce the number trips made by fossil fuelled vehicles</li> <li>To minimise the effects of noise created by vehicles using the Peterborough road network</li> <li>To continue to develop a Council fleet of electric or low emission vehicles</li> <li>Explore the opportunities to introduce short term measures to reduce exposure to traffic related air pollution.</li> </ul>
Authority Wide	<ul style="list-style-type: none"> <li>To promote sustainable travel modes as a solution for the increasing demand for travel to reduce the impact on local air quality</li> <li>To continue to seek contributions from new developments to implement measures identified in travel plans to support sustainable travel</li> <li>To encourage new and existing businesses to embrace the use of an electric vehicle fleet</li> <li>Work with private bus companies to reduce emissions from the public transport fleet.</li> <li>Consider introducing Incentives for low emission vehicles for taxis. To develop a fleet of Council electric vehicles or other low emission fuels as appropriate investigate options to share vehicle pools with other agencies</li> <li>To continue to monitor air quality and traffic levels at sensitive locations</li> <li>To endeavour to plan roadworks in residential areas as much as is possible to minimise the effects of noise generated</li> <li>To implement noise mitigation measure in line with current legislation when noise levels are expected to rise as a direct result of any road traffic scheme</li> <li>To use where appropriate low noise negative textured surfacing materials during major highway maintenance programmes To continue to expand network of Quiet Lanes in rural areas</li> </ul>

# 9. Major and Minor Schemes

## Introduction

Peterborough City Council has identified a number of proposals for major transport schemes over the next five year period that will support the planned housing and employment growth (as set out in the Core Strategy). This section provides a brief outline of the major schemes programme for Peterborough, and particularly for schemes that are planned for delivery in the fourth Local Transport Plan 2016-2021 (LTP4).

The Long Term Transport Strategy (LTTS) identifies the major infrastructure requirements that are needed to address the existing problems and capacity constraints on Peterborough's transport network, and the further infrastructure that is required to cater for the transport demand associated with planned growth.

The Strategic Environmental Assessment (SEA) Environmental Report states that as major schemes come forward, they should undergo an Environmental Impact Assessment (EIA) to identify any environmental issues and associated mitigation measures that may be required. Therefore as part of the transport planning work required for the major schemes an EIA will be undertaken. In addition, a Health Impact Assessment (HIA) will also be undertaken at the relevant stage to evaluate the potential health benefits of adverse effects to users and local populations.

## Funding

This section sets out the strategic transport infrastructure needed to support the planned growth in Peterborough to 2021 and beyond, and the infrastructure that is likely to be needed to ensure that the network can support growth in the longer term.

The current funding environment is challenging with money from traditional sources in decline. Currently Peterborough receives in the order of £1.5M per annum of Integrated Transport Programme funding for small scale transport improvements across the authority area, but funding from this source could change. However there are new opportunities for funding including the Local Growth Fund which will be the primary source of new funding for transport infrastructure to support growth and will be available for bids for funding through the Local Enterprise Partnerships.

In addition, key transport interventions have been identified in the Community Infrastructure Levy, which will provide an alternative funding opportunity. Where infrastructure is a direct requirement of a new development, the City Council will ensure a Section 106 Agreement is in place to secure its provision.

## Major Schemes

### **City Centre Improvements**

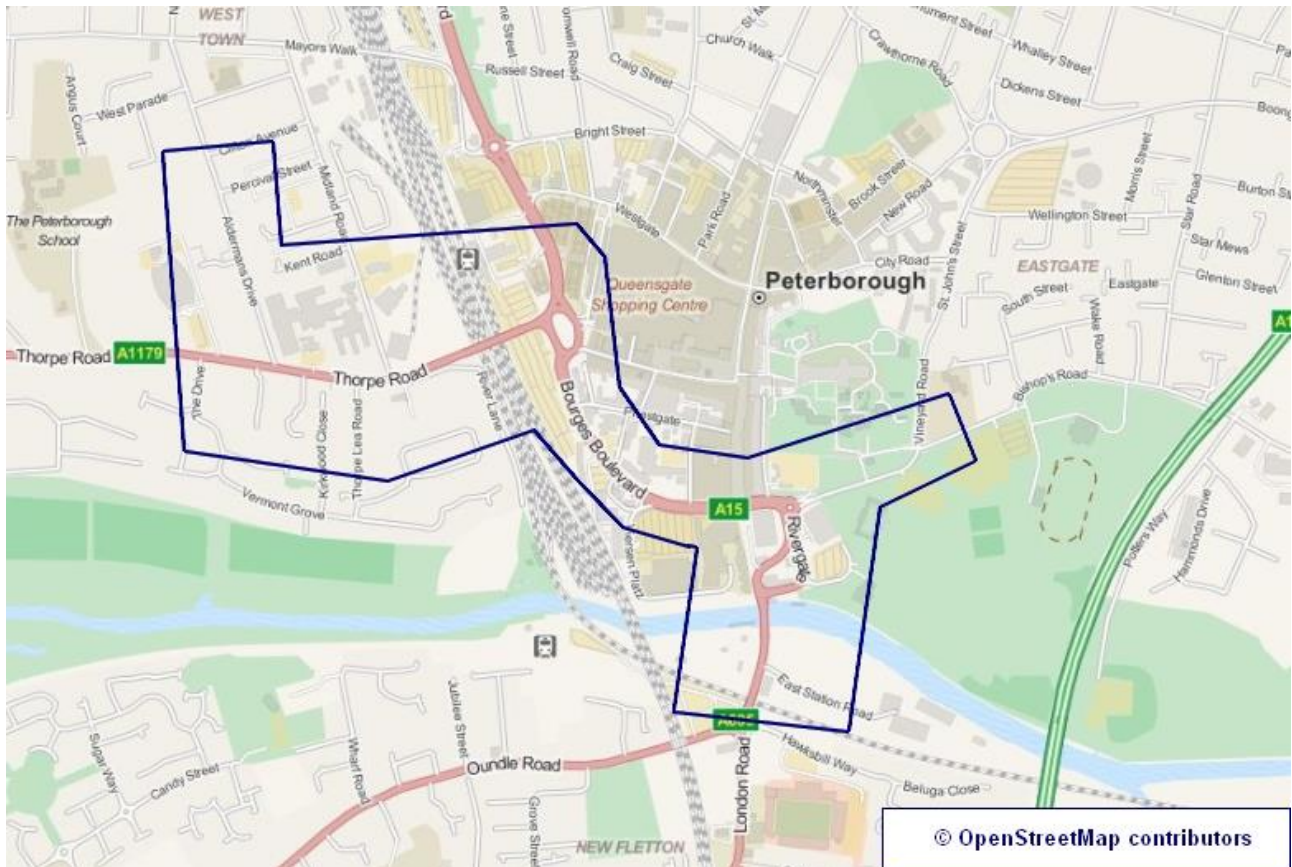
Bourges Boulevard and Crescent Bridge Roundabout present a major barrier to movement between the retail core and the river, therefore presenting a barrier to the future development of the city.

Crescent Bridge Roundabout is a key junction within the city centre, it provides access from the west via A1179 Thorpe Road and from the north and south via A15 Bourges Boulevard. In addition the railway station, the shopping centre car parks and bus station are all accessed via this junction. There are limited pedestrian and cycling crossing points, with subways beneath the roundabout to access Cowgate and a signalised crossing point to the south on Bridge Street.

The proposed scheme will unlock congestion and significantly reduce delay at several critical City Centre locations, improving the operational performance of the City Centre network, particularly from Crescent Bridge Roundabout to Rivergate Roundabout. These improvements, along with public realm improvements along the corridor will facilitate identified housing and economic growth and contribute toward the redevelopment of the City Centre.

The scheme follows on from the Bourges Boulevard Phase I improvements that have recently been completed, and have significantly transformed Bourges Boulevard in the vicinity of the rail station and shopping centre car parks. Work on the Phase I improvements began in spring 2014 and were completed in summer 2015 and consisted of the following elements:

- Creation of an all movement signalised junction at Bourges Boulevard / Station Road;
- Installation of two pedestrian crossings over Bourges Boulevard (Waitrose and Great Northern Hotel);
- Installation of a pedestrian crossing over Bright Street;
- Improvements to public realm, including creation of a widened shared use footway along the western side of the carriageway,
- Significant landscape improvements, including tree planting along the central reservation and re-paving throughout the area.



**Figure 13 – Bourges Boulevard Corridor Improvements**

The Bourges Boulevard improvements scheme consists of the following proposals:

- Creation of two lanes eastbound along Bishops Road between Rivergate Roundabout and Bishops Road Roundabout (and one lane westbound);
- Widening the southern footpath along Bishops Road (between Rivergate Roundabout and Bishops Road Roundabout) to become shared space and accommodate cyclists;

- Re-location of the Bishops Road pedestrian crossing approximately 65 metres to the east;
- Upgrade the signalised junction of the A15 London Road / East Station Road to include a two lane exit from East Station Road;
- Refurbishment of the underpass between Lower Bridge Street and the Embankment;
- Refurbishment of paving and streetscape along Lower Bridge Street and the Bridge Street pedestrian crossing;
- Repaving of the footpaths on either side of Bourges Boulevard between the Bridge Street pedestrian crossing and the junction of Bourges Boulevard / Viersen Platz (Asda Junction);
- Creation of an all movement signalised junction at Bourges Boulevard / Viersen Platz (Asda Junction), including pedestrian crossing facilities over both roads, and;
- Signalisation of the Thorpe Road approach to Crescent Bridge Roundabout and opposing circulatory.

The South Bank development is severed by the Peterborough to Ely railway line and separated from the city centre by the River Nene to the north, and contained by the A15 London Road to the west, making travel by sustainable modes on a north-south axis potentially unattractive due to additional travel distances required to cross the railway and river via the A15 London Road.

A footway/cycle crossing across the railway would provide a short cut between the Vista development and Fletton Quays. A bridge from Fletton Quays to the Embankment would further improve connectivity.

This will necessitate the construction of a visually sensitive structure to carry the footway/cycleway across the River Nene.

Work has already been undertaken in 2006 to make structural repairs to the Town Rail Bridge over the railway which facilitated direct access into the South Bank area off London Road. This included a new footway/cycleway across the western side of Town Rail Bridge. The next phase is to extend the western footway/cycleway from Town Rail Bridge northwards towards the Rivergate retail area.

Funding from the Greater Cambridgeshire Greater Peterborough Local Enterprise Partnership has been agreed, and the scheme will start on site in Spring 2016.

## Fletton Quays



Figure 14 – Fletton Quays

Fletton Quays is a 6.4 hectare development located on the south bank of the River Nene, consisting of housing, offices and leisure facilities. The development offers the opportunity to regenerate a neglected City Centre site in a prime location, and will contribute significantly to the wider regeneration of the City Centre. The scheme promoter (Peterborough Investment Partnership) have confirmed that the development will consist of:

- 280 high-quality homes;
- 166,000 square feet of office space;
- 160 bed hotel;
- Restaurant, leisure and retail opportunities, and;
- Cycle and pedestrian links along the south bank.

To directly assist the development, in which Peterborough City Council are a partner, the scheme will upgrade the junction of A15 London Road / East Station Road and improve pedestrian and cycle links from the development.

As well as the direct works to assist the development, the works carried out on Bourges Boulevard will facilitate the development of the Fletton Quays site by improving the operational performance of the City Centre network and removing a significant amount of congestion and lost capacity, particularly on the A15 London Road.

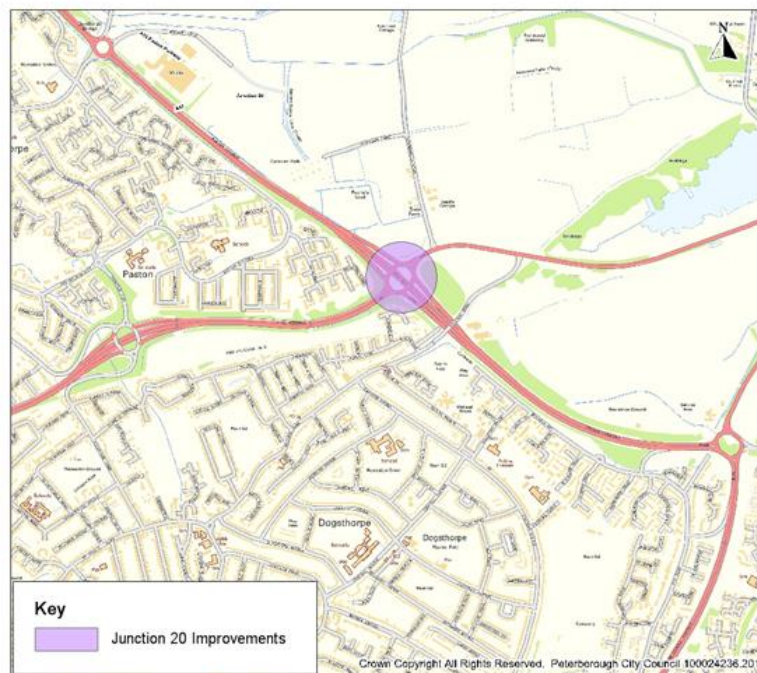
### **Midgate, Broadway and Northminster public realm improvements**

During LTP3, public realm improvements have been successfully delivered on Bridge Street, Cathedral Square, Cowgate and Long Causeway, improving the public realm within the city centre.

During LTP4, Midgate, Broadway, Wheel Yard and Northminster will be considered, and public realm improvements delivered in the area where feasible. These areas are currently dated and traffic dominated, which can be intimidating to pedestrians shopping in the area. The proposed scheme will consider making improvements to vehicular routes as well as improving the pedestrian environment.

## **Parkway Network**

## A47/A15 Junction 20 Improvements



**Figure 15: Junction 20**

Junction 20 is a roundabout located to the north-east of Peterborough at the intersection between the A47 and A15 Paston Parkway. The junction was constructed as part of the New Town phase of development and comprises part of the Peterborough Parkway network. The junction represents a key traffic interchange used by local traffic as well as through-traffic travelling through Peterborough on both the A47 and the A1139 to access East Anglia and the ports on the East Coast, and Lincolnshire to the North

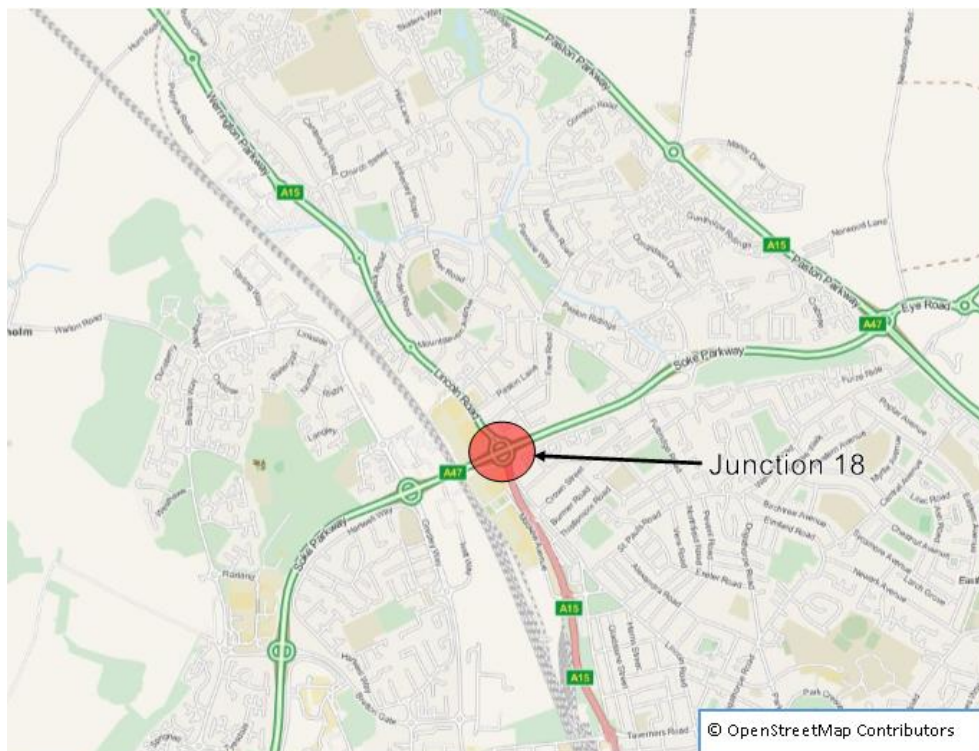
The volume of traffic using this junction has increased dramatically in recent years, of which part may be contributable to the completion of the A1073 improvement scheme and subsequent creation of the A16. The roundabout is often subject to extensive and sporadic queuing during the peak hours, particularly on the A15 approaches.

The City Council, in partnership with Highways England, will implement full signalisation of the junction and increase the number of approaches and circulatory lanes. Implementation of the scheme will result in improved journey time reliability for road users, will directly assist in reducing congestion and also provide additional capacity to facilitate the delivery of the Paston Reserve and Norwood residential developments (total 3,200 dwellings).

Funding from the Greater Cambridgeshire Greater Peterborough Local Enterprise Partnership has been agreed, and the scheme will start on site in spring 2016.

## A47 Junction 18

Junction 18 is a key interchange, located to the north of Peterborough on the A15 Lincoln Road. The junction was constructed as part of the New Town phase of development and comprises part of the Peterborough Parkway Network. The junction represents a key traffic interchange used by local traffic using nearby retail facilities as well as through-traffic travelling through Peterborough on both the A47 and the A15 to access East Anglia and the ports on the East Coast and Lincolnshire to the North.



**Figure 16 – Junction 18**

The roundabout is currently fully signalised, and the proposed scheme will incorporate additional capacity enhancements to enable the junction to accommodate traffic growth. In addition, the scheme will see the removal of the pedestrian and cycle bridge over Junction 18 and under the A47. This footbridge will be replaced with at-grade pedestrian/cycle crossings, incorporated into the traffic signals on Junction 18.

The pedestrian/cycle bridge currently requires significant maintenance work each year and the cost of these works is rising year on year. If nothing is done the maintenance works alone will be insufficient and the bridge will have to be closed.

### **A1139 Fletton Parkway Junction 3-3a Improvements**

The A1139 runs from the A1(M) to the west of Peterborough to the A47 to the east of Peterborough. Between the A1(M) and Junction 4 (Stanground) the A1139 is known as Fletton Parkway, from Junction 4 to the A47 it is known as Frank Perkins Parkway.

The A1139 is a primary route that forms part of the Parkway Network. Fletton Parkway also provides a link between the A14 (via the A605) and the A1 to the A47 and A16. The A1139 Fletton Parkway carries a significant number of vehicles between Junction 3 and 3a. Observations have shown that there is queuing on the westbound carriageway in the morning peak.

The solution to overcome these problems could be to widen the carriageway to three lanes in both directions, however at this location there is a bridge across the East Coast Main Line. Therefore the proposed scheme could be to reduce the lane width available to create 3 lanes, and introduce a lower speed limit.

Junction 3 is a key junction between A1139 Fletton Parkway and A1260 Nene Parkway, as well as being the main gateway to Hampton which comprises residential, commercial and retail land uses. In 2008, a scheme was delivered to widen the Fletton Parkway between Junction 2 and 3. As part of this improvement scheme, Junction 3 was partially signalised to improve the capacity of the junction and facilitate traffic growth from Hampton.



The junction is now coming under pressure again due to increased traffic levels, particularly in the PM peak, when traffic on the A1260 Nene Parkway approach and A1260 Serpentine Way approach forms long queues.

Although further investigation of improvements needs to be undertaken, improvement works could include;

- widening of the westbound off slip
- improvements to the Nene Parkway entry
- full signalisation of the junction

## **A1260 Nene Parkway Junction 33-3 Improvements**

The A1260 Nene Parkway is a dual carriageway which runs from Junction 3 (A1139 Fletton Parkway) in the south to Junction 15 (A47 Soke Parkway) in the north.

The A1260 is a primary route that forms part of the Parkway Network. Nene Parkway provides a key link across the River Nene, one of only 3 in the city, which results in high traffic flows and congestion at peak times. The busiest section is between Junction 32 and 33 where existing flows are joined by traffic from the A605 Oundle Road and A1179 Longthorpe Parkway. Queuing on this section, particularly in peak hours is frequent, and in the AM peak the queuing can extend back from the Oundle Road junction to the on-slip from Longthorpe Parkway.

A possible solution to overcome these problems would be to widen the carriageway to three lanes in both directions, however the presence of the River Bridge makes this problematic. In addition a wider study looking at the interaction of this section of parkway, Oundle Road, Junction 3 and Fletton Parkway also needs to be considered to formulate an appropriate solution.

## **A1260 Nene Parkway Junction 15 Improvements (Stage 2)**

The A1260 Nene Parkway is a dual carriageway which runs from Junction 3 (A1139 Fletton Parkway) in the south to Junction 15 (A47 Soke Parkway) in the north.

The A1260 is a primary route that forms part of the Parkway Network. Nene Parkway provides a key link across the River Nene, one of only three crossings in the city which results in high traffic flows and congestion at peak times. Junction 15 at the northern end of Nene Parkway is a key interchange between the Nene Parkway and the A47.

In 2008, partial signalisation was implemented by Highways England on the A47 slip roads to improve capacity and journey time reliability. However the junction is coming under pressure from increased number of vehicles using the junction, and in the AM peak long queues can form along Nene Parkway, sometimes back to the junction with Longthorpe Parkway.

Further investigation is needed to determine what improvements will be required at the junction, but significant capacity improvements are required to cater for existing and predicted future demand.

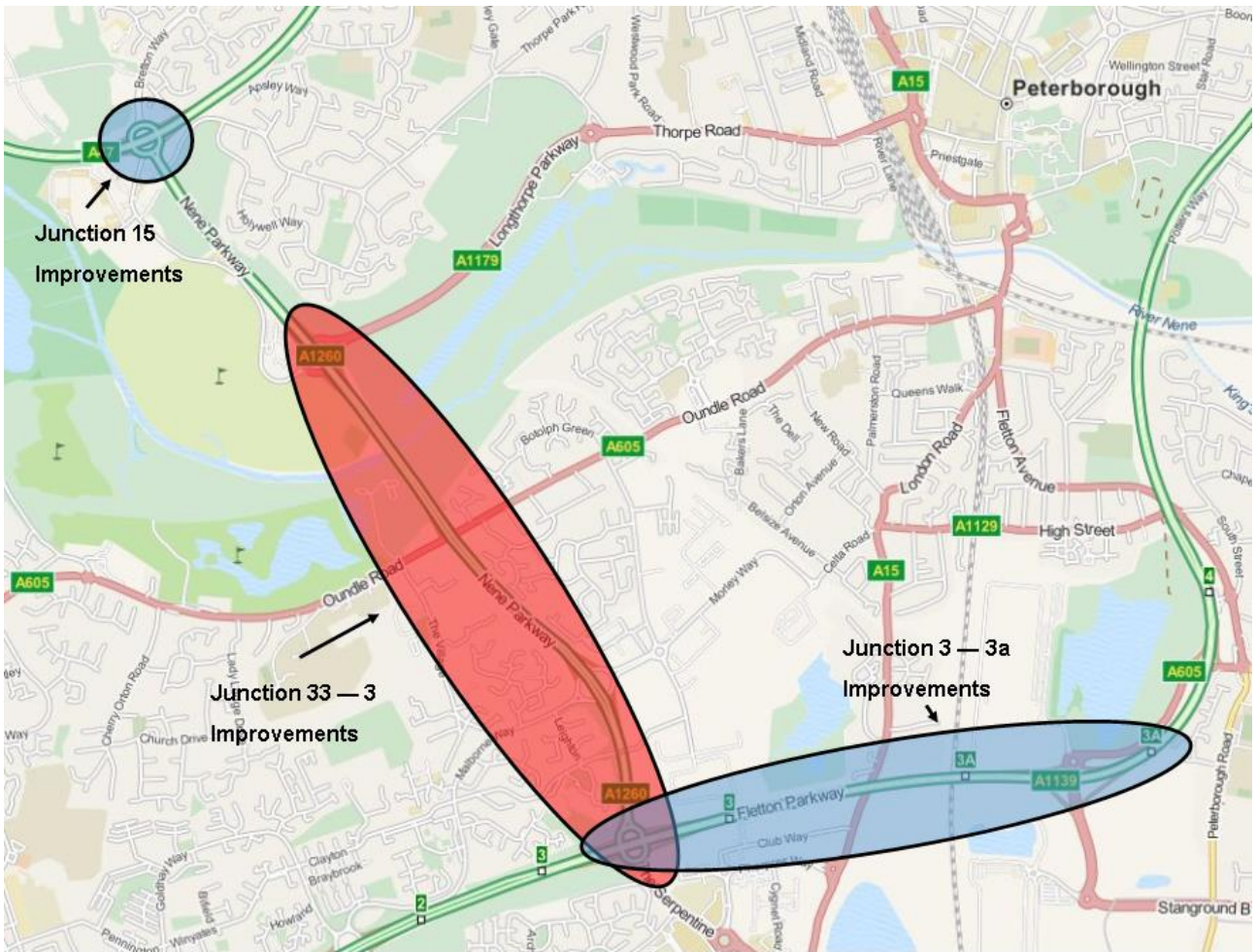


Figure 17 – Parkway Improvements

### **A15 Paston Parkway Junction 22 to Glinton Roundabout Dualling**

The A15 Paston Parkway is a dual carriageway route which runs from Junction 8 in the south to Junction 23 in the north, and forms part of the Parkway Network around Peterborough.

The parallel traffic route, A15 Lincoln Road is identified as a key public transport corridor where a step change in the public transport provision along the route to the city centre could be provided. Dualling of A15 Paston Parkway between Glinton Roundabout and Junction 22 would divert traffic from Lincoln Road and on to the dualled Paston Parkway, thereby assisting the future delivery of bus priority measures on Lincoln Road between Glinton Roundabout and the A47.

### **A15 Paston Parkway Glinton Roundabout (Junction 23) Improvements**

Junction 23 improvements are intrinsically linked with the scheme detailed above, A15 Paston Parkway Junction 22 to Glinton Roundabout Dualling.

Improvements to the junction would be required to enable public transport priority along A15 Lincoln Road and encourage traffic to use A15 Paston Parkway.

## A15 Paston Parkway Junction 21 Improvements

Junction 21 is currently operating close to capacity, with future growth anticipated in the area, and the potential increase in traffic if the route is dualled between Glinton Roundabout and Junction 22 would require improvements to be made to the junction.

## Other Highway Schemes

### Eastern Industries – Fengate Capacity and Parnwell Way Improvements

The Peterborough Core Strategy allocates the 30ha Red Brick Farm development site as the natural extension to the Fengate employment area and capable of supporting a high-tech Business Park and other commercial uses.

However in order to facilitate the proposed development site, significant transport connections and improvements are required. The proposed site can be accessed via Junction 5 (Boongate) of the Parkway Network, and via local roads in Fengate, or via Junction 8 (Parnwell) of the Parkway Network. The proposed scheme is to enhance the key routes to the site through the following interventions:

- Phase 1 Fengate Access: Improvements to Fengate Road, Fengate-Boongate Junction, Boongate-Newark Road, Boongate East, and Parkway Junction 5.
- Phase 2 Parnwell Way Access: New link road (between Eyebury Road and Eye Road) and associated transport connections, potential to dual Parnwell Way.



Figure 18 – Eastern Gateway Improvements

The new transport infrastructure will ensure efficient connectivity to Peterborough's strategic Parkway Network and the wider regional and UK road infrastructure (A1(M), A47, A15, A16).

The proposed scheme is currently at initial stages, and further detailed transport planning studies are required to understand the infrastructure requirements of the proposed development.

### Stanground Access

The A605 with B1095 (Milk and Water Drove) is a simple priority junction, where the B1095 gives way to the A605. During peak periods, traffic travelling from Peterborough has difficulty turning right to the B1095, and can cause queuing on the A605. This congestion quickly builds to block

the nearby roundabout on the Stanground Bypass, with queues sometimes extending along the bypass and through Stanground itself.

The congestion is magnified when the parallel North Bank is closed due to flooding, making the A605 the only effective route between Whittlesey and Stanground.

This scheme would see improvements at the junction of the A605 and the B1095 to the east of Stanground.

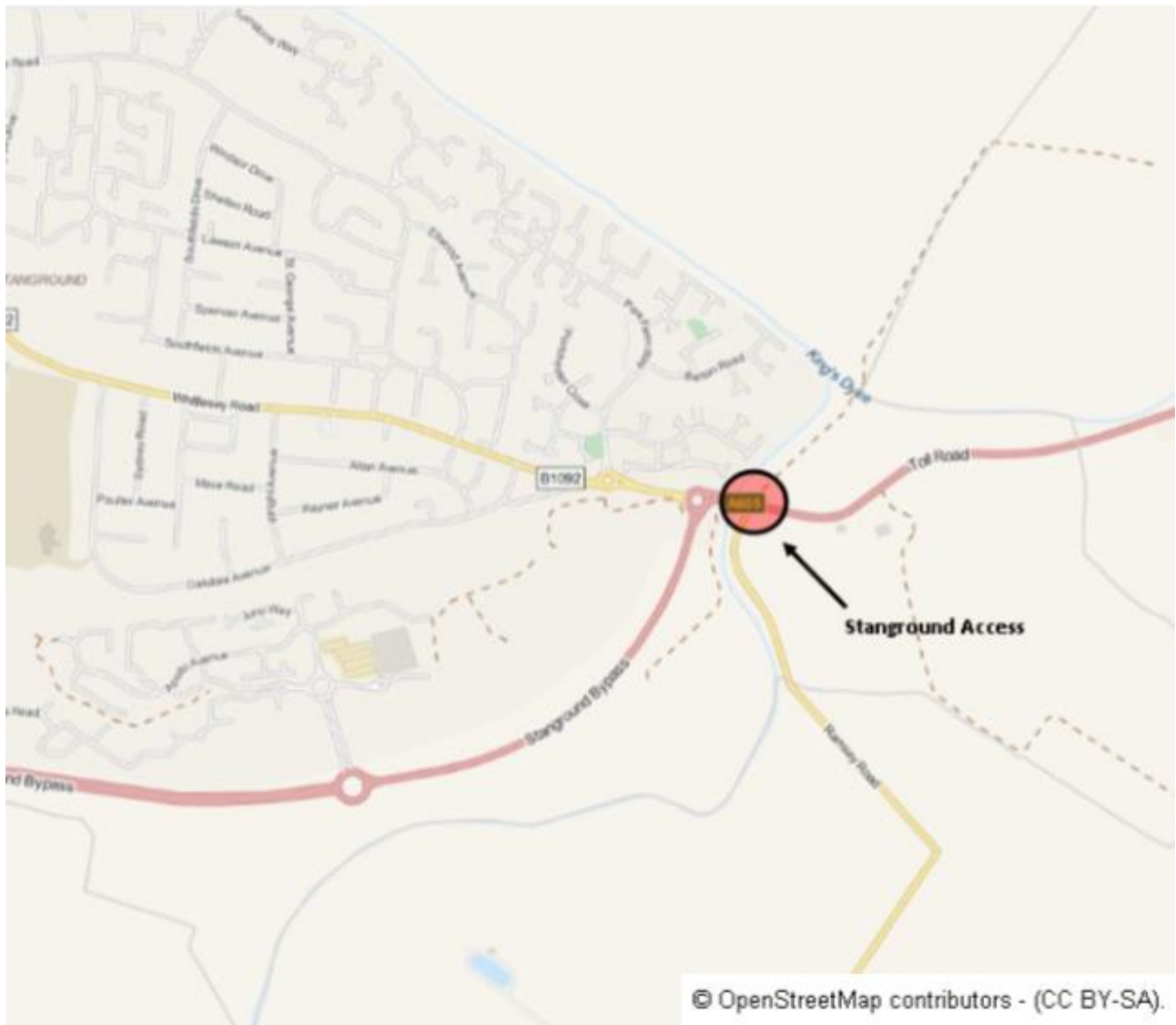


Figure 19 – Stanground Access

## **Stanground Bypass Dualling – Eastern End**

Stanground Bypass was constructed as part of the scheme to provide access to the Cardea development to the south of Stanground. The scheme provided dualling at the western end, and a single carriageway road at the eastern end. The proposed scheme would look to increase capacity of the route through the dualling of the eastern end.

## **Junction 68 Stanground Fire Station Improvements**

Junction 68 is a local highway junction which links the local roads from Stanground, Farcet and Yaxley with Junction 4 of the Fletton Parkway as well as a local route to the City Centre (Fletton Avenue/London Road). Although the completion of the Stanground Bypass has removed a significant amount of traffic using the junction and the local route (Whittlesey Road) through Stanground to access Whittlesey, there is still congestion on the approach to the junction, particularly from Farcet which can cause delay and reliability issues to public transport.

Further work is required to identify the appropriate solution for this junction, but the improvements are likely to be low scale creating a small increase in capacity.

## **A47 Wansford to Sutton**

Dualling the A47 between the A1 and Peterborough which was announced in the Government's Autumn Statement in 2014 and is part of the Road Investment Strategy within Control Period 5 (up to 2020). The A47 is the most important east-west route in the north of the city area, and carries up to 42,000 vehicles a day around Peterborough. The mix of functions and the varying quality of the route leads to delay and to unreliable journey times. Significant levels of growth along the route including housing and employment development are unlikely to come forward without improvements to the A47. A fully dualled A47 would significantly improve safety and journey reliability and the Council will work closely with Highways England to deliver improvements to the A47.

## **Peterborough Sustainable Future**

As part of the transport strategy for Peterborough, it is recognised that a series of complementary measures are required to accommodate the growth set out in the Peterborough Core Strategy. This includes encouraging the use of sustainable modes of travel and making the best use of our existing assets, as well as making improvements to key links and interchanges on the Parkway Network.

During LTP4, introduction of Intelligent or 'Smart' transport systems across Peterborough's strategic road network will be investigated and developed. The solutions could enable the introduction of Active Traffic Management (ATM) on parts of Peterborough's Parkway Network which is already operating at capacity, and where the cost of widening would be prohibitive both financially and environmentally. The existing strategic Parkway Network is very susceptible to incidents such as accidents, vehicle breakdown and even flooding. ATM will allow incidents to be managed more effectively by providing information to drivers to make decisions at key points about which route they wish to take.

The scheme would reduce the impact of congestion during peak periods and enable incidents on the network to be managed.

## **Level Crossing Closures**

The East Coast Main Line passes through the authority, with a number of level crossings. The City Council will support the closure of level crossings across the East Coast Main Line provided that the necessary mitigation measures are introduced to satisfy community concerns.

## Minor Schemes

Each year the Council implements a programme of schemes funded through the Integrated Transport Programme Funding. The schemes vary year on year but are focussed around the following key themes:

- Public Transport – bus stop improvements, real time passenger information, improvements to core bus routes
- Walking and Cycling – improvements to the walking and cycling network, cycle parking and crossing schemes
- Network Management – congestion ‘hot spot’ schemes, small highway improvement schemes
- Safer Roads – local safety schemes, safer journey to school schemes
- Accessibility – dropped kerbs, accessibility improvements

# 10. Cross Boundary Issues

Peterborough City Council recognises that the transport network does not stop at its boundary and many journeys start or end outside of Peterborough. Many people travel from outside the Peterborough authority area to work, shop or for leisure. The City Council maintains strong links with Highways England regarding trunk road issues and works in partnership on other issues as appropriate.

The City Council meets with neighbouring authorities to discuss cross boundary transport matters. The neighbouring authorities include Lincolnshire, Cambridgeshire, Northamptonshire and Rutland. The City Council also liaises with neighbouring authorities to discuss planning issues that have possible cross boundary impacts.

Some of the key cross boundary transport issues are outlined below:

- Freight and inland port developments issues
- Making sure that preferred routes for heavy good vehicles (HGV) link up across boundaries
- Location of freight facilities such as distribution centres and lorry parking areas

The City Council also works with neighbouring authorities to improve cross boundary public transport as there are people living on the council boundaries in rural locations who rely on services provided by other local authorities. The City Council actively engages with neighbouring authorities and makes use of the Lincolnshire based Call Connect demand responsive services.

Where appropriate the City Council will share data gathered from Intelligent Transport Systems (ITS) and other traffic surveys with neighbouring authorities. The City Council is a member of the Real Time Passenger Information (RTPI) consortium comprising of Cambridgeshire County Council, Bedford Borough Council, Central Bedfordshire Council, Luton Borough Council and Northamptonshire County Council.

Accident data is currently provided under a service agreement by Cambridgeshire County Council; who along with Peterborough City Council and Cambridgeshire Constabulary are all members of the Cambridgeshire and Peterborough Road Safety Partnership.

Peterborough co-ordinates road maintenance and winter gritting routes with its neighbours to make sure that the network is most effectively covered.

Major cross boundary roads in Peterborough include the A1 (M), A15, A605, A47 and the City Council will continue to work in partnership with other organisations to ensure that these operate correctly. An example would be the A605 and B1095 (Milk and Water Drove) where the City Council will work closely with Cambridgeshire County Council to deliver a scheme to reduce congestion.

Discussion will continue regarding issues around the resilience of the network with special regard to strategic diversionary routes.

Peterborough will continue to work in partnership to ensure a positive outcome from any issues arising in the wider area as part of the Greater Cambridge Greater Peterborough Local Enterprise Partnership (GCGPLEP), which includes the following areas:

- Peterborough City Council
- Cambridgeshire County Council
- Cambridge City Council
- East Cambridgeshire District Council
- Huntingdonshire District Council
- South Cambridgeshire District Council

- Fenland District Council
- Rutland County Council
- Parts of North Hertfordshire, Uttlesford, St Edmundsbury and Forest Heath; South Holland and King's Lynn & West Norfolk District Council's



# 11. Consultation Summary for the fourth Peterborough Local Transport Plan

## Background

Improving transport for everyone who lives, works or travels in Peterborough is a priority for Peterborough City Council. To enable us to provide the best possible transport service in and around the city, we produce a Local Transport Plan every five years.

In preparation for the fourth Local Transport Plan (LTP4), the council carried out a consultation exercise to obtain the views of all interested parties from stakeholders to members of the public. This section will review the feedback we had received, the first part summarises written responses from stakeholders and the general public. The second part summarises responses received from questionnaires returned from the consultation leaflet.

## Responses from stakeholders and residents

The consultation process for the LTP4 started in autumn 2015. In October all stakeholders and interested parties (254 in total) were contacted and sent a leaflet outlining what the proposals were for LTP4. The following lists some of the types of stakeholder and interest groups that were consulted:

- Bus Service providers
- Community Associations
- Councillors
- Disability and Accessibility Groups
- Environment Organisations
- Local Members of Parliament
- Neighbouring Local Authorities
- NHS Trust
- Parish Councils
- Partnering Organisations
- Police and other Emergency Services
- Other local groups for cycling, walking, senior citizens, rail and traders

For residents, hardcopies of the leaflets were available at the Town Hall and Bayard Place.

To further publicise the consultation, the council website and social media (Facebook and Twitter) were utilised alongside the placement of an advertisement in the local newspaper, Peterborough Telegraph and coverage on local radio. Dates were then set for consultation 'drop in' events, which were held at the Town Hall. Details of events are listed in [Table 10](#).

**Table 10 – LTP consultation events**

Date	Time
29 October 2015	09:00 to 17:00
4 November 2015	09:00 to 17:00
10 November 2015	09:00 to 17:00

16 November 2015	17:00 to 20:30
19 November 2015	17:00 to 20:30
24 November 2015	17:00 to 20:30

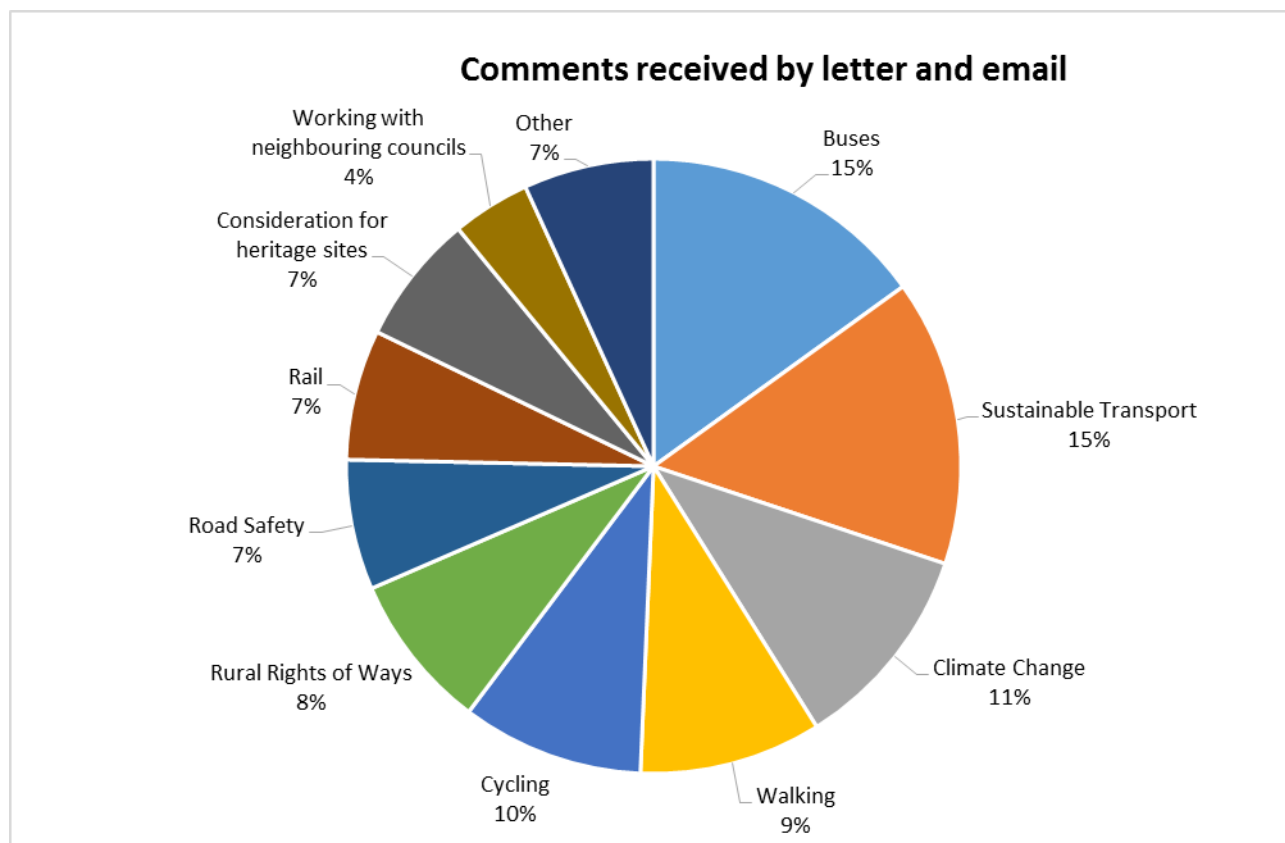
The primary aim of the public consultation events was to give the general public an opportunity to provide feedback as well as asking officers questions regarding the document or transport issues. In addition to this, everyone who attended the consultation events was encouraged to complete the questionnaire. In order accommodate the needs of everyone there were three events held during the day as well as three in the evening.

Over this period a vast amount of comments were gathered from various parties, these comments have been summarised and separated by those received in the post/email and those received at the consultation events. All comments have been kept anonymous.

## Letters and emails

The response rate from the stakeholders was low compared to the response rate for LTP3 and the following graph shows the type of issues that were raised by those who had responded:

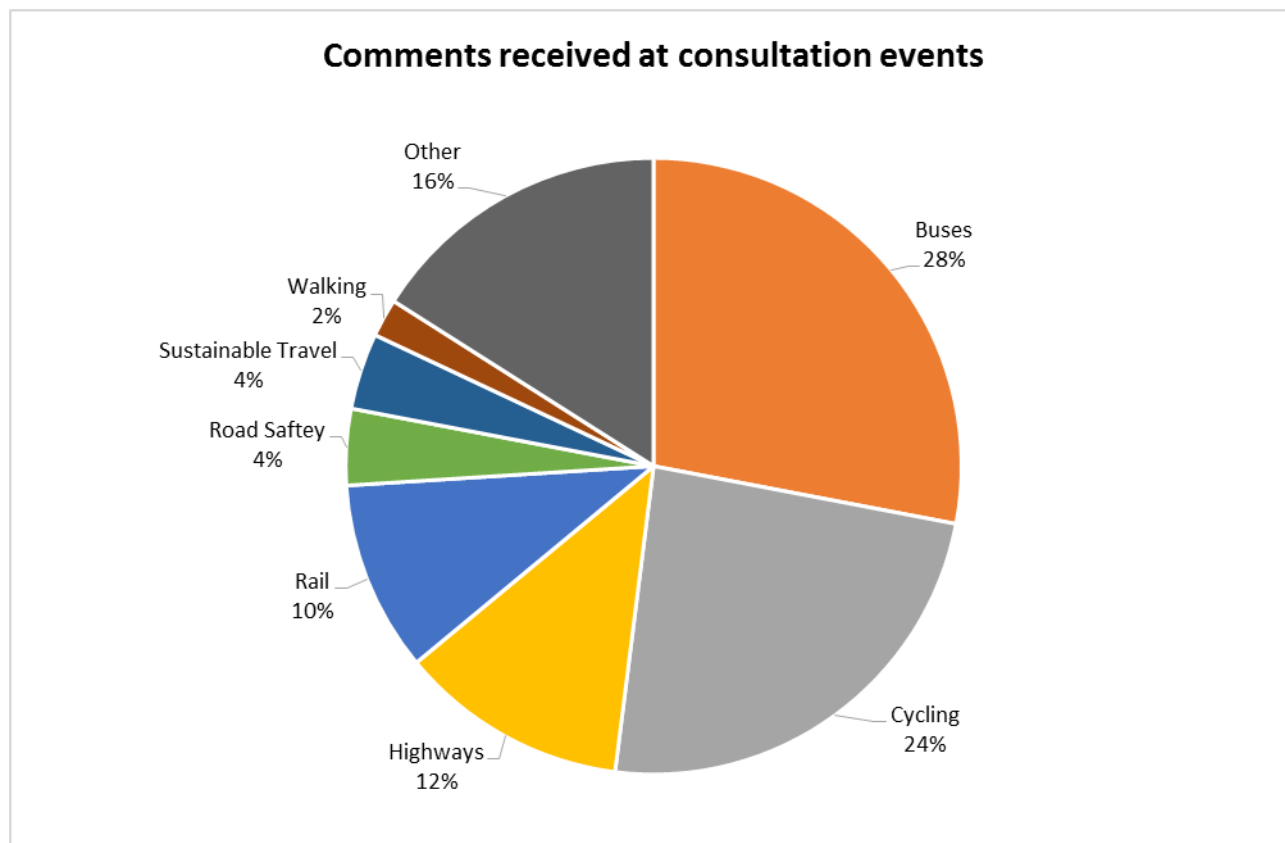
**Figure 20: Differences in the types of comments received by letter and email**



## Consultation Events

A wide variety of issues were raised at all six consultation events and the following graph shows the type of issues that were raised by those who had attended:

**Figure 21: Differences in the types of comments received at consultation events**



## Questionnaire responses

The consultation leaflet included a short questionnaire for readers to complete and return using the freepost address. Additionally, the leaflet was also made available on the city council website along with the questionnaire. The consultation concluded on the 1<sup>st</sup> of December 2015, thereafter all completed questionnaires were reviewed and analysed. The following sections summarise the most significant results.

### Demography and geography

The questionnaire sought to gather basic demographic and geographic data from the respondents. This information was obtained in order to determine the following:

- If there is a strong difference in the level of responses between particular age groups or genders
- If there are areas within the authority that responded more or less than other areas
- If there are areas of common concern between different groups and areas, or if there are marked differences in concerns

The data gathered consisted of:

- A determination of gender: male or female

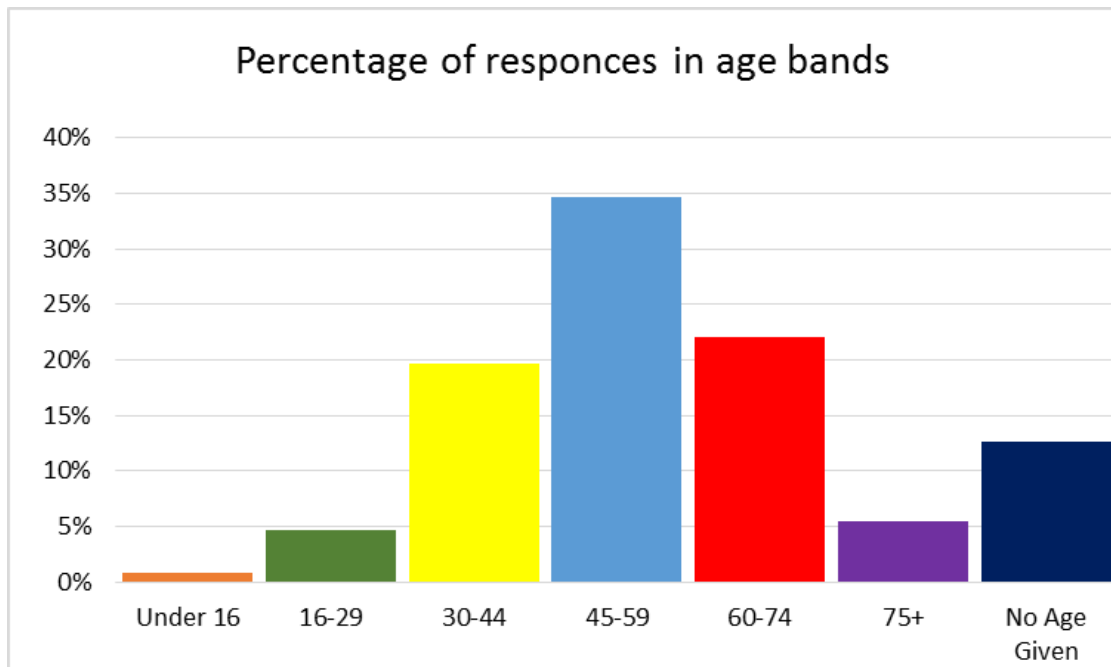
- Age of responder, grouped into six bands: under 16, 16-29, 30-44, 45-59, 60-74, and 75+
- Post code area: first half only

The responses collated are not representative of all of this data. In the following analysis as much data as is available has been used. Consequently some responses have been captured in parts of the analysis but not in others. In all cases the number of included responses over total response received has been included and is reported as the response rate: a percentage of total responses. Generally, the differences are low as the number of respondents that gave partial demographic and geographic data was small; the vast majority gave all the requested responses and a few gave none.

### Age of Respondents

Majority of the respondents confirmed which age band they belonged to, however 12% did not provide any information.

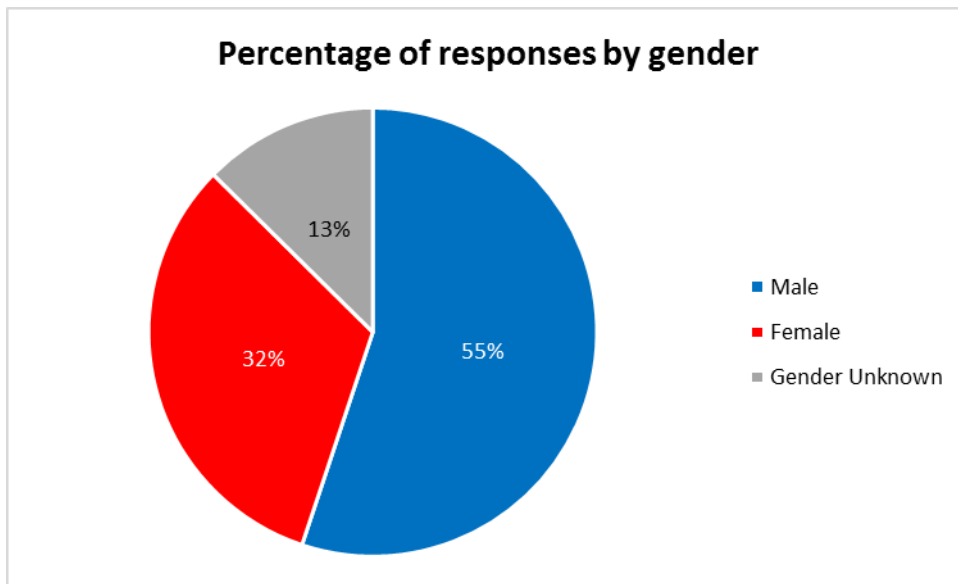
**Figure 22: Number of responses in age bands**



### Gender

Many of the respondents stated what gender they were, however 13% did not confirm. The figures below show the overall gender split.

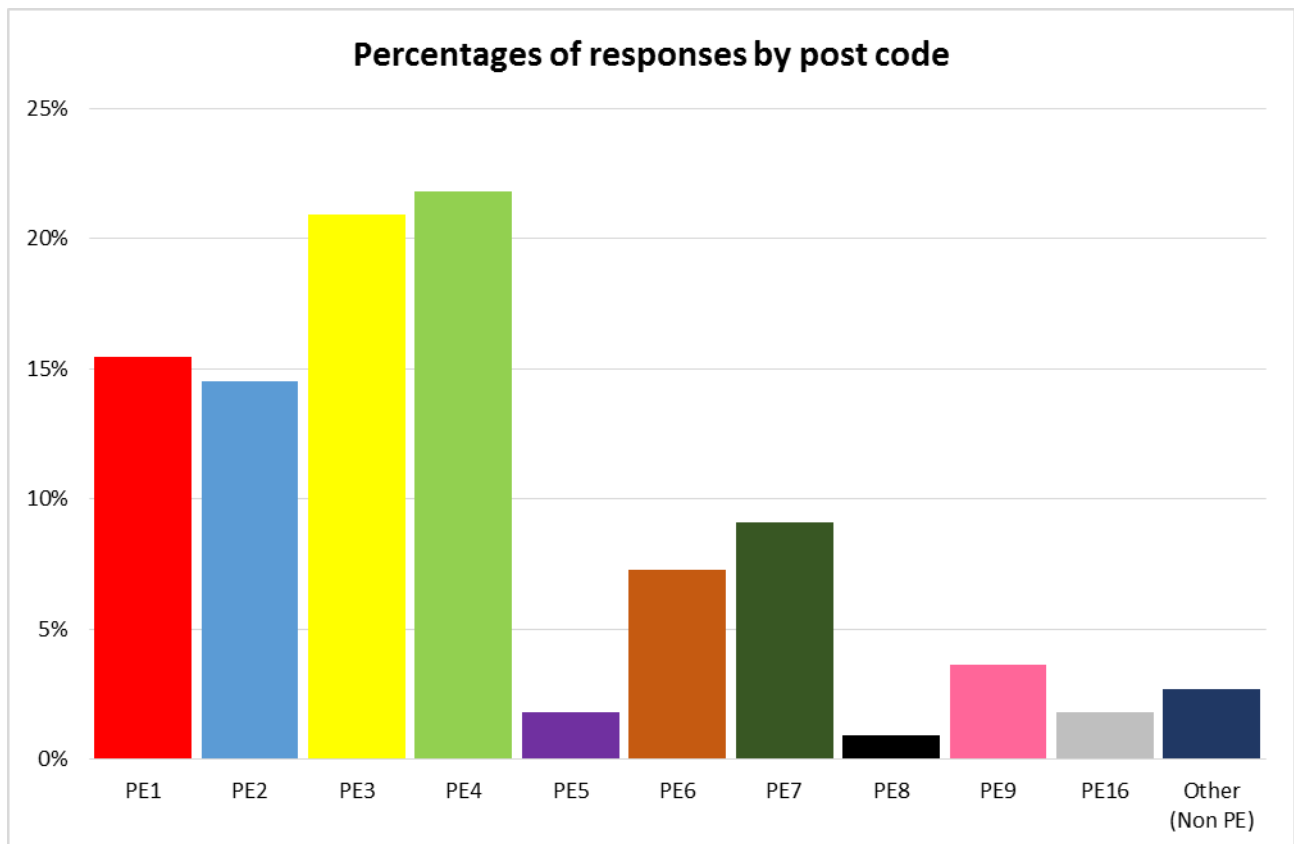
**Figure 23: Percentage of responses by gender**



### Post Code

Many of the respondents stated which post code they were from, however 13% did not confirm. The graph below shows where responses came from.

**Figure 24: Percentage of responses by post code**



# Responses to questions

The LTP4 Questionnaire asked two questions of recipients relating to goals and priorities. These questions provided tick-boxes and a ranking system respectively. The following summarises responses to the two questions:

## Goals and objectives

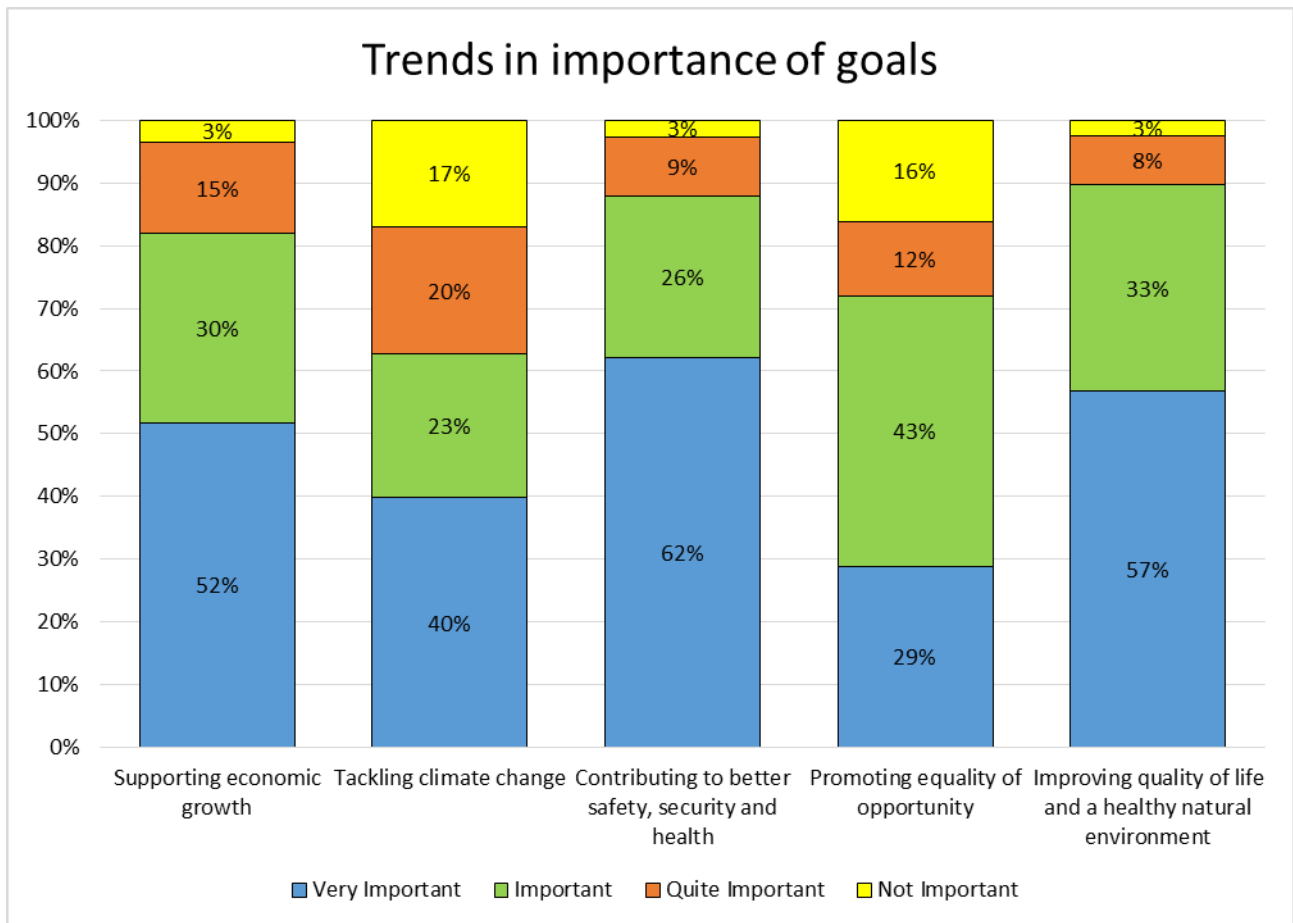
- Question: “How important do you think the five goals and objectives are?”

The goals for the LTP4 are defined in the LTTs and are:

- Supporting economic growth
- Tackling climate change
- Contributing to better safety, security and health
- Promoting equality of opportunity
- Improving quality of life and a healthy natural environment

The recipients were asked to rate each of these goals as either, very important, important, quite important and not important. The level of response for this question was 93%.

**Figure 25: Trends in importance of goals**



## Transport improvements

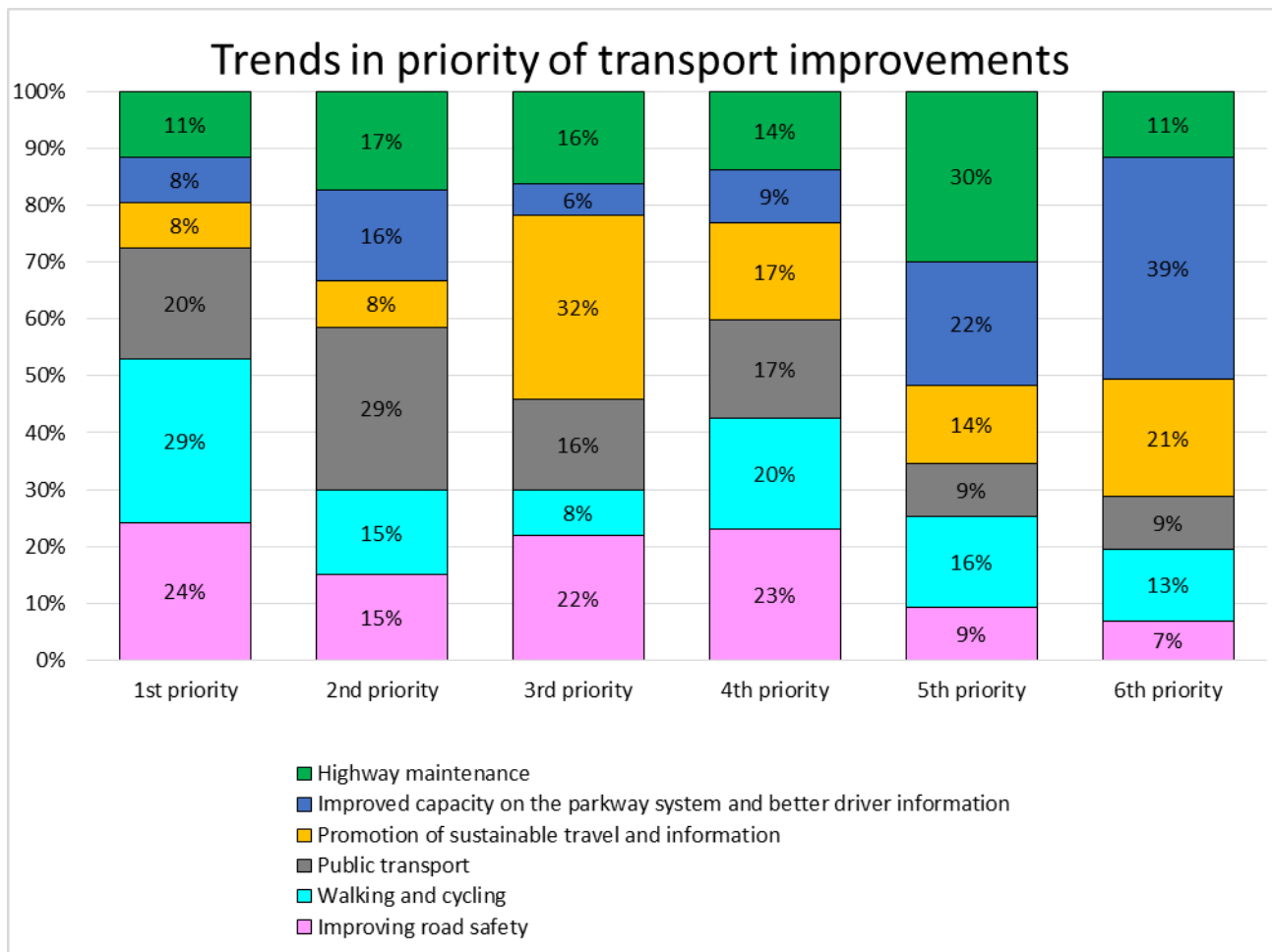
Question: “How important do you think the following are?”

Responders were asked to rate six groups of transport improvements in order of priority. The most important rated 1 and the least important was to be rated 6. The six groups were:

- Improving road safety
- Walking and cycling
- Public transport
- Promotion of sustainable travel and information
- Improved capacity on the parkway system and better driver information
- Highway maintenance

The level of response for this question was 69% based on the number of responses that completed a continuous ranking form 1 through 6. Responses that did not include a continuous ranking are excluded from the analysis.

**Figure 26: Trends in priority of transport improvements**



## Comments

The questionnaire offered responders the opportunity to comment on the proposals for the LTP4 and transport in Peterborough. The opportunity to comment was taken by 61% of responders.

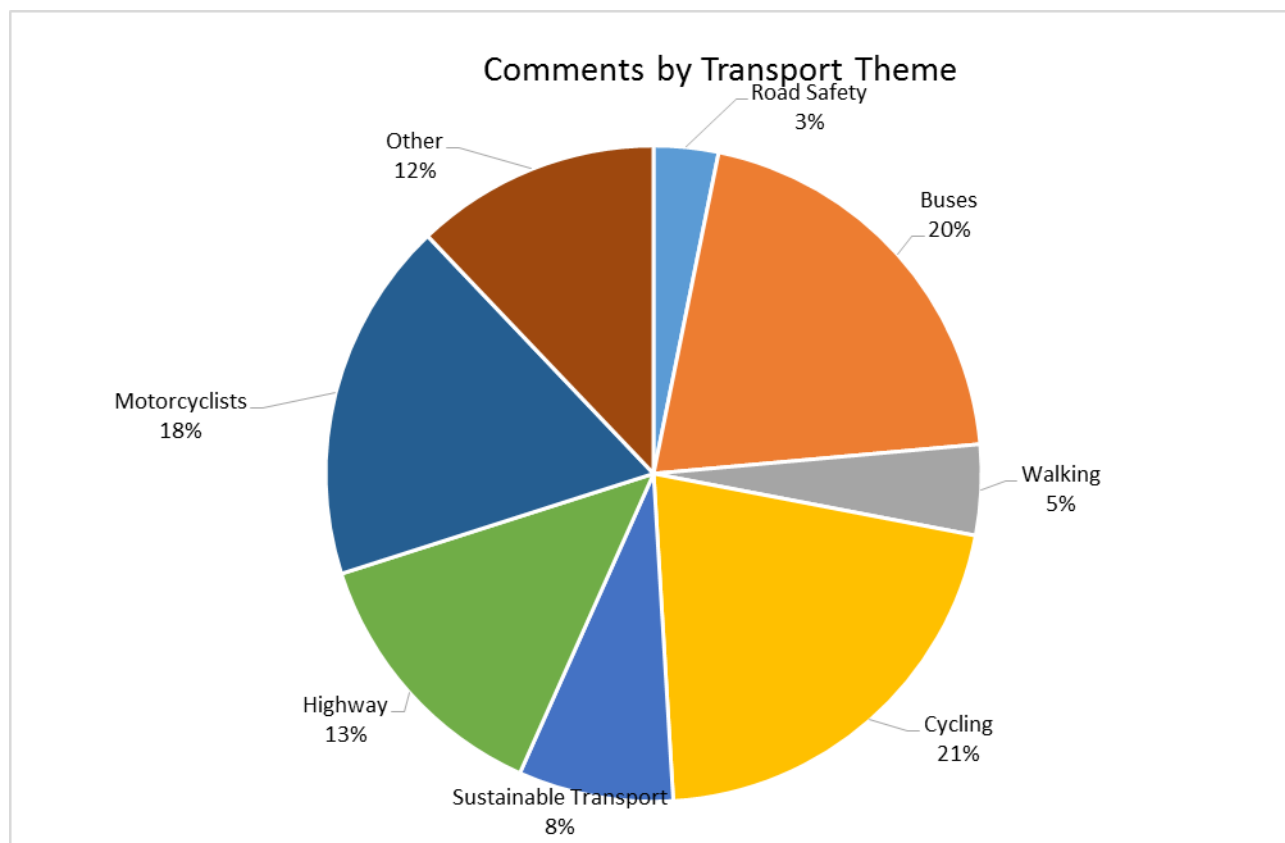
The comments range from transport specifics through to generalities about Peterborough as a whole.

## Analysis of comments

The comments were recorded and an analysis performed on them. Each comment was read, categorised and assigned to a specific theme.

The chart below gives an overview of the responses.

**Figure 27: Comments by transport theme**



## Summary

The LTP4 will be a key document for Peterborough. It will outline what the city council plans to do over the next five years to improve and enhance the transport infrastructure. The LTP4 will affect all individuals who live and work in the city, therefore it was important provide the opportunity to consult and engage with all to ensure everyone was given an opportunity to express their views.

Consultation responses were received in a wide variety of ways, many completed questionnaires whilst others attended the consultation events. There were a number of interesting findings and recurring issues identified during the process. The following list shows the most frequently requested improvements based upon the data collected and analysed:

- More recognition for motorcyclists in LTP4
- More motorcycle parking in city core
- Implement schemes that will address climate change and improve air quality
- Promote Travelchoice and alternatives to the car, sustainable transport
- More bus services for the rural areas



- More bus services outside of peak hours
- More schemes for the disabled
- Reduce congestion on the road network
- Introduce 20mph zones
- Further investment for electric vehicle infrastructure
- More subsidised bus fares and services
- Alternative routes for bus services
- Introduce buses that are electric/more environmentally friendly
- Work with developers to ensure new developments are well connected to existing transport network (walking, cycling and public transport)
- Improve walking network in rural areas
- Improve rights of way network in rural areas
- Need for traffic calming in rural areas
- Work more closely with neighbouring councils
- Provide safer and more accessible alternatives when closing level crossings.
- Major Schemes are road projects not sustainable transport focused
- Improve access between the bus and railway stations
- Cycle enforcement to prevent cyclist riding on pavements
- Implement a TRAM system
- More consideration towards historical assets/heritage sites in the city
- Improvements to north south cycle routes
- More investments to be made on the cycle network infrastructure and maintenance

With regards to the goals and objectives that had been outlined in the consultation leaflet the two that received the most support were:

- Contributing to better safety, security and health
- Improving quality of life and a healthy natural environment

In terms of transport improvements, walking and cycling was chosen as the first priority out of the six areas listed. This was clearly evident in many of the comments that had been received.

## **Impact of consultation on LTP4**

The consultation feedback has impacted on the LTP4 in the following ways:

- The monitoring regime has been designed to reflect the concerns identified through the consultation
- Confirmed the policies and strategies of the LTP remain relevant and reflect the transport issues of Peterborough
- Capital programme of works has been structured to reflect the priority given to walking and cycling improvements in the consultation feedback
- Major and minor schemes finalised to ensure an appropriate balance of highway schemes and sustainable transport infrastructure improvements

# 12. Monitoring

## Indicators and targets

Monitoring the effectiveness of our strategy is a key part Local Transport Plan 4 (LTP4). The city council wants to ensure that the delivery of the Plan is as effective as possible and is providing value for money. The targets and indicators set out in this section will enable the city council to identify measurable outcomes from its transport strategy, set out in [Section 8](#), and from the spending programme set out in [Section 13](#).

A number of performance indicators will be used to monitor progress as detailed in [Table 11](#).

Each indicator will be monitored over the lifetime of the LTP4, unless it is removed or replaced in the indicator set as a result of changes to national or local policy or monitoring practice. Where targets have been set, they are based on a realistic assessment of what we can achieve given the current position and past trends, funding available and the planned impact of the LTP4.

The data for all indicators monitored will be made available annually on the Peterborough City Council website:

[www.peterborough.gov.uk/LTP](http://www.peterborough.gov.uk/LTP)

## Making use of the evidence base

It is critical that the targets for Peterborough are both achievable and challenging if a meaningful impact on key transport outcomes is to be achieved. The targets have therefore been developed on the basis of robust evidence. The city council has examined, in detail, data on performance to date in delivering its LTP3 programme and targets, and used the Peterborough Transportation Model (PTM), to examine future trends of travel in the city.

**Table 11: LTP4 indicators and targets**

Please note for all of the following indicators, data from 2014/15 has been used for the baseline as data for 2015/16 was not available at the time of writing the draft LTP4.

Indicator	Reference	NI	Definition		Year	Value
Principal Road Condition	BV223	NI168	Percentage of the local authority principal road network where structural maintenance should be considered	Base Data	2014/15	1
				Target	2020/21	2
				Units		%
Non-Principal Classified Road Condition	BV224a	NI169	Percentage of non-principal road network where structural maintenance should be considered	Base Data	2014/15	7
				Target Data	2020/21	8
				Units		%
Unclassified Road Condition	BV224b		Percentage of unclassified road network where structural maintenance should be considered	Base Data	2014/15	16
				Target Data	2020/21	18
				Units		%
Footway Condition	BV187		The percentage of the footway network requiring structural maintenance works for categories 1, 1a and 2 footways	Base Data	2014/15	43
				Target Data	2020/21	42
				Units		%
Total Killed and Seriously Injured	BV99x	NI47	No more than 84 people killed or seriously injured per annum by 2020.	Base Data	2014/15	75
				Target Data	2020/21	84
				Units		No.

Indicator	Reference	NI	Definition		Year	Value
Child Killed and Seriously Injured	BV99y	NI48	No more than 10 children (0-15 years) killed or seriously injured per annum by 2020.	Base Data	2014/15	9
				Target Data	2020/21	10
				Units		No.
Total Slight Casualties	BV99z		No more than 750 slight casualties per annum by 2020. No increase in slight casualties against a background of traffic growth on the network	Base Data	2014/15	601
				Target Data	2020/21	750
				Units		No.
Public Transport Patronage	BV102	NI177	At least 13,818,000 persons boarding per annum in 2020/21 (15% increase on 2014/15 baseline)	Base Data	2014/15	12,016
				Target Data	2020/21	13,818
				Units		Thousand passenger journeys

Indicator	Reference	NI	Definition		Year	Value
Change in Area Wide Road Traffic	LTP2		No more than 1,607 million vehicle kilometres in 2020	Base Data	2014/15	1,397
				Target Data	2020/21	1,607
				Units		Million veh.km
Bus Punctuality	LTP5	NI178a	The percentage of non-frequent buses on time (fewer than 6 buses per hour), measured by whether the bus departs within its "on-time" window of 1 minute 0 seconds early to 5 minutes 59 seconds late	Base Data	2014/15	93
				Target	2020/21	95
				Units		%
		NI178b	The average excess waiting time for frequent services (6 or more buses per hour). Measured by the excess waiting time experienced by passengers over and above what might be expected with a service that was always on time	Base Data	2014/15	0.85
				Target Data	2020/21	1.25
				Units		minutes
Congestion	LTP7	NI167	Average journey time per mile during the morning peak (flow weighted)	Base Data	2013/14	1.66
				Target Data	2020/21	1.75
				Units		mins/secs
Air Quality	LTP8	NI194	Not applicable	Base Data		
				Target Data		

Indicator	Reference	NI	Definition		Year	Value
				Units		
Modal Shift to Sustainable Transport Modes	LTP11		Car drivers/car passengers transferring to cycling, walking and public transport modes	Base Data	2014/15	40.7
				Target Data	2020/21	42.5
				Units		%
Bikeability training			Teach year 5 and 6 primary school children cycle riding skills at Level 1 and 2	Base Data	2015/16	1,532
				Target Data	2020/21	1,762
				Units		No.
Businesses with a travel plans			Total number of businesses with a Travel Plan (an increase of five per annum)	Base Data	2015/16	57
				Target Data	2020/21	82
				Units		No

# 14. Finance

Table 12: LTP4 funding programme 2016-2021

Integrated Transport Programme (£ 000)		2016/17	2017/18	2018/19	2019/20	2020/21	Total
Public Transport	Core Bus Routes	100	100	100	100	100	500
	Interchange and Bus Stop Improvements	60	60	60	60	60	300
	Real Time Passenger Information (RTPI)	80	80	80	80	80	400
	Bus Station Capital Enhancements	30	30	30	30	30	150
Walking and Cycling	Cycle Network	100	100	100	100	100	500
	Cycle Parking	30	30	30	30	30	150
	Walking Infrastructure Schemes	100	100	100	100	100	500
	Signalised Crossing Schemes	80	80	80	80	80	400
City Centre		50	50	50	50	50	250
Intelligent Transport Systems (ITS)	Urban Traffic Management Control (UTMC)	150	150	150	150	150	750
Network Management	Congestion "Hot Spot" Treatment	100	100	100	100	100	500
Safer Roads	Local Safety Schemes	110	110	110	110	110	550
	Engineering safety improvements	100	100	100	100	100	500
Accessibility	City Centre Accessibility Improvements	50	50	50	50	50	250
	Mobility Improvements	50	50	50	50	50	250
	Safer Journeys To School (SJTS)	100	100	100	100	100	500
	Travel Security	30	30	30	30	30	150
	Dropped Kerbs	37	37	37	37	37	185
	Rights of Way Improvement Plan (ROWIP) Implementation	20	20	20	20	20	100
	Innovative Travel	30	30	30	30	30	150
<b>Total</b>		<b>1,407</b>	<b>1,407</b>	<b>1,407</b>	<b>1,407</b>	<b>1,407</b>	<b>7,035</b>
<b>Capital Maintenance Programme (£ 000)</b>		<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Highways Maintenance Block		2,616	2,537	2,340	2,340	2,340	12,174
Street Lighting Block		70	68	56	56	56	305
Bridge Maintenance Block		488	473	390	390	390	2,132
<b>Total</b>		<b>3,174</b>	<b>3,078</b>	<b>2,786</b>	<b>2,786</b>	<b>2,786</b>	<b>14,610</b>
<b>Other Capital Funding (£ 000)</b>		<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Corporate	Bridges	150	150	150	150	150	750
Corporate	Street Lighting	245	245	245	245	245	1,225
Corporate	Gully Replacement	65	65	65	65	65	325
Corporate	Other	437	533	825	825	825	3,445
Corporate	Footway Budget	230	230	230	170	170	1,030
Corporate	Street Column Replacement	870	870	870	870	870	4,350
Corporate	Drought Damage	303	-	-	-	-	303
LEP/SEP/LTB/LTP	Bourges Boulevard Crescent Bridge Roundabout	3,000	4,500	-	-	-	7,500
Corporate	Bishop's Road/Boongate Bridge	600	-	-	-	-	600
Corporate	Continuation of Public Realm	2,000	1,750	-	-	-	3,750
Corporate	Extreme Weather Damage	500	-	-	-	-	500
Corporate	A1139 Frank Perkins Parkway (River Nene Bridge to Jct8)	250	250	250	250	-	1,000
Corporate	Highways Capitalisation	120	-	-	-	-	120
Corporate	Intelligent Transport Systems Infrastructure	500	250	250	-	-	1,000
Corporate	LEP Match Funding Bid	2,000	2,000	2,000	2,000	-	8,000
Corporate	Longthorpe Footbridge (A1260)	300	-	-	-	-	300
Corporate	A1179 Longthorpe Parkway (Jct33 A1260 to Jct 34)	1,500	-	-	-	-	1,500
Corporate	A47/A15 Lincoln Road Junction 18 Improvements	-	2,500	-	-	-	2,500
Corporate	Nene Bridge Bearing Replace	-	4,000	-	-	-	4,000
Corporate	A1260 Nene Parkway Jct 3- 15	1,500	1,500	-	-	-	3,000
LEP/SEP/LTB/LTP	A47/A15 Paston Parkway Junction 20 Improvements	5,000	-	-	-	-	5,000
Corporate	Removal of Parkway Street Lighting	1,000	1,000	1,000	-	-	3,000
Corporate	Refurbishment of Traffic Signal sites nearing end of life	100	100	100	100	100	500
Corporate	Strategic Network Review	100	100	-	-	-	200
<b>Total</b>		<b>20,770</b>	<b>20,043</b>	<b>5,985</b>	<b>4,675</b>	<b>2,425</b>	<b>53,898</b>
<b>Grand Total</b>		<b>25,351</b>	<b>24,528</b>	<b>10,178</b>	<b>8,868</b>	<b>6,618</b>	<b>75,543</b>

Note \* Figures represent budget allocations as stated by Central Government in December 2014. Allocations will be reviewed and determined \* 18/19 & 20/21 are based on indicative allocation figures from Central Government.

# 14. Dependencies

The implementation of the transport interventions outlined in the Long Term Transport Strategy (LTTTS) and Local Transport Plan 4 (LTP4) rely upon several factors referred to as dependencies.

## Development dependencies

The implementations of some transport interventions are reliant on the expected growth coming forward as set out in the existing Core Strategy and the forthcoming Local Plan.

Some transport schemes rely on specific developments coming forward; if the development does not come forward then neither will the transport scheme.

## Funding dependency

The outcomes of the LTTTS and LTP4 in terms of the targets set in the monitoring section are dependent on schemes being implemented and those interventions can only come forward if the necessary funding is available. Peterborough City Council will attempt to fund transport interventions from a number of sources including:

- Local Growth Fund
- Developer Funding
- Developer Site Specific (Section 106 and Planning Conditions)
- Community Infrastructure Levy
- Rail Sources

## Smarter Choices

The outcomes of the LTTTS and LTP4 in terms of the targets set in the monitoring section are also dependant on:

- The continued success of Smarter Choices locally known as (Travelchoice)



# 15. Key Risks

The key risks to bringing forward the transport interventions and achieving the outcomes of the Long Term Transport Strategy (LTTS) and Local Transport Plan 4 (LTP4) and targets set in the monitoring section are:

## **Development dependency**

A transport scheme wholly dependent on a development coming forward, with the scheme secured either through planning obligation or planning condition, but if the development does not come forward then neither will the transport scheme.

## **Landownership**

If third party land is required, not in the control of either the highway authority or a developer then Compulsory Purchase Order (CPO) powers might be required to acquire the land. However, if a development is wholly dependent on the acquisition of such land then a ransom equal to a third of the value of that development might be payable (whether or not such a transport scheme would be in the public interest, necessary for CPO powers to be used).

## **Planning consent**

The transport scheme might require planning consent and / or necessary traffic regulation orders.

## **Priority**

A transport scheme might be unacceptable, given the balance of other non transport issues.

## **Funding**

Funding might not be available, given competing transport priorities both locally and nationally.

## **Smarter Choices**

The continuation and success of Smarter Choices is essential to meet the objectives of this plan.

# 16. Glossary

ATM	Active/Automated Traffic Management
DfT	Department for Transport
HOV	High Occupancy Vehicle Lanes, traffic lanes dedicated to multi occupancy vehicles
KPI	Key Performance Indicator
LTTS	Long Term Transport Strategy
MSBC	Major Scheme Business Case
PTM	Peterborough Transportation Model
RTPI	Real Time Passenger Information
STM	Sustainable Travel Modes (walk, cycle, public transport) – amended order of words
VMS	Variable Message Sign
PRN	Primary Route Network
CCAAP	City Centre Area Action Plan
IDP	Integrated Development Programme
PCN	Primary Cycle Network
LEP	Local Enterprise Partnership
PHV	Private Hire Vehicle
ITS	Intelligent Transport System
UTMC	Urban Traffic Management Control
ATC	Automatic Traffic Counters
DDA	Disability Discrimination Act
PPTC	Primary Public Transport Corridor
LRT	Light Rapid Transit
ECML	East Coast Main Line
HoV	High Occupancy Vehicle
SEA	Strategic Environmental Assessment
HRA	Habitats Regulation Assessment
EIA	Equality Impact Assessment
VKM	Vehicle Kilometres Travelled
AA	Appropriate Assessment
TAMP	Transport Asset Management Plan
HAMP	Highway Asset Management Plan
ROWIP	Rights of Way Improvement Plan
ANPR	Automatic Number Plate Recognition
LEP	Local Enterprise Partnership
SMEs	Small and Medium Enterprises
SCANNER	Surface Condition Assessment for the National Network of Roads
UKPMS	UK Pavement Management System

KSI Killed or Seriously Injured  
CPO Compulsory Purchase Order  
CIL Community Infrastructure Levy

## Annex 1 National, Regional and Local Documents

Level	Title	Key Features
National	<p>Creating Growth Cutting Carbon; Making Local Sustainable Transport Happen</p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf</a></p>	<p>Since 2010 the Government's existing White Paper on transportation focussed on the following key themes;</p> <ul style="list-style-type: none"> <li>• Decentralising power to groups and Local Authorities</li> <li>• Managing traffic to reduce carbon and congestion</li> <li>• Enabling Sustainable Transport choices</li> <li>• Making Public Transport more attractive</li> </ul>
National	<p>Door to Door- A strategy for improving sustainable transport integration</p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/142539/door-to-door-strategy.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/142539/door-to-door-strategy.pdf</a></p>	<p>Following on from "Creating Growth, Cutting Carbon" the Department for Transport published this document in order to provide the vision for integration between modes, transport hubs and a public/sustainable transport user's eventual destination.</p>
National	<p>Road Investment Strategy for the 2015/2016-2019/2020 Road Period</p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408514/ris-for-2015-16-road-period-web-version.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408514/ris-for-2015-16-road-period-web-version.pdf</a></p>	<p>This government strategy outlines where capital investment will be targeted on the strategic road network nationally. The A roads surrounding Peterborough are mentioned and anticipated to be targeted as part of the investment</p>
National	<p>Driving the future today, a strategy for ultra-low emission vehicles in the UK</p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/239317/ultra-low-emission-vehicle-strategy.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/239317/ultra-low-emission-vehicle-strategy.pdf</a></p>	<p>This strategy is designed to facilitate and give an indication of how the government intends to facilitate the projected increase in ULEV from members of the public throughout the UK.</p>
National	<p>National Planning Policy Framework (2012)</p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf</a></p>	<p>This document sets out the Governments planning policies for England. With regards to transportation. Sustainable travel is encouraged as are ways to reduce the need to travel and reduce congestion.</p>
Regional	<p>Greater Cambridge Greater Peterborough Strategic</p>	<p>The Greater Cambridge, Greater Peterborough Local Enterprise Partnership was created in 2010 and comprises local Councils and businesses. This document outlines the</p>

Level	Title	Key Features
	<p>Economic Plan</p> <p><a href="http://www.gcgp.co.uk/wp-content/uploads/2013/10/GCGP-Strategic-Economic-Plan_WEB.pdf">http://www.gcgp.co.uk/wp-content/uploads/2013/10/GCGP-Strategic-Economic-Plan_WEB.pdf</a></p>	<p>vision in order to boost growth and competitiveness within the area. This includes housing, innovation, skills and transportation.</p>
Regional	<p>Network Rail's Route Utilisation Strategies</p> <p><a href="http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/east%20midlands/east%20midlands%20rus%20draft%20for%20consultation.pdf">http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/east%20midlands/east%20midlands%20rus%20draft%20for%20consultation.pdf</a></p>	<p>The East Coast Main Line Route Utilisation Strategy (RUS) was published by Network Rail in February 2008. The East Midlands RUS Draft for Consultation was published December 2010. Both strategies identify challenges based mainly on the volume of traffic and reliability of services. There are a number of solutions identified in these strategies to help close various 'gaps' on the network.</p>
Local	<p>Peterborough Sustainable Community Strategy</p> <p><a href="https://www.peterborough.gov.uk/upload/www.peterborough.gov.uk/council/strategies-polices-and-plans/StrategicPriorities-SustainableCommunityStrategy200821.pdf?inline=true">https://www.peterborough.gov.uk/upload/www.peterborough.gov.uk/council/strategies-polices-and-plans/StrategicPriorities-SustainableCommunityStrategy200821.pdf?inline=true</a></p>	<p>The development of Peterborough is guided by the overarching strategy laid out in Sustainable Communities Strategy 2008 – 2021, June 2008 (SCS), originally developed by the Greater Peterborough Partnership (GPP).</p> <p>The stated vision for Peterborough is:</p> <p>“A bigger and better Peterborough that grows the right way, and through truly sustainable development and growth”:</p> <p>Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings.</p> <p>Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.</p> <p>The SCS lists four priorities that are needed to achieve the vision for Peterborough:</p> <p>Creating strong and supportive communities (SSC)</p> <p>Creating the UK's environmental capital (EC)</p> <p>Creating opportunities , tackling inequalities (OI)</p> <p>Delivering substantial and truly sustainable growth (GO)</p>
Local	<p>Core Strategy DPD (2011) 2009-2026</p> <p><a href="https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_CoreSt">https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_CoreSt</a></p>	<p>The Core Strategy sets out the general spatial vision and strategic objectives for growth and development in Peterborough over the period of the plan.</p>

Level	Title	Key Features
	<a href="#">ategy</a>	
Local	Site Allocations DPD <a href="https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_SiteAllocations">https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_SiteAllocations</a>	This identifies sites and allocates land for residential, employment and mixed use developments/ and allocated sites for other uses including safeguarding land for key infrastructure in order to deliver the scale of growth and development set out in the Core Strategy.
Local	Planning Policies DPD <a href="https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_PlanningPolicies">https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_PlanningPolicies</a>	This DPD identifies detailed planning policies to help in determining planning applications and contributes to delivering the overarching strategic principles established in the Core Strategy
Local	City Centre DPD (2014) <a href="https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_CityCentre">https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_CityCentre</a>	The DPD sets out the Council's long term vision and objectives for the city centre and includes places that will direct new development and regeneration.
Local	Peterborough City Council Carbon Management Action Plan <a href="http://www.peterborough.gov.uk/pdf/env-cc-climatestrategy.pdf">http://www.peterborough.gov.uk/pdf/env-cc-climatestrategy.pdf</a>	This includes a set of measures that the Council should take to address climate change within its own areas of operation. It also provides suggestions for measures that businesses and residents can take.
Local	Creating the UK's Environment Capital Action Plan <a href="http://www2.peterborough.gov.uk/pdf/Environment-EnvironmentCapital-ActionPlanDocJan2014.pdf">http://www2.peterborough.gov.uk/pdf/Environment-EnvironmentCapital-ActionPlanDocJan2014.pdf</a>	This sets out the key themes and actions required to create the UK's environment capital

Level	Title	Key Features
Local	Housing Strategy (2011-2015) <a href="https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/strategic-housing/#StrategicHousing_housingstrategy">https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/strategic-housing/#StrategicHousing_housingstrategy</a>	The Housing Strategy sets out our housing-related agenda and identifies the objectives as follows: to support the delivery of substantial yet truly sustainable growth to secure the regeneration of and improvements to Peterborough's housing stock to meet existing and future housing need to create mixed and sustainable communities.
Local	Peterborough Integrated Development Programme (2009)	Based on a comprehensive database of required infrastructure, this sets out a programme of infrastructure priorities. Prepared by OP/ R Kay for adoption by PCC
Local	Public Realm Strategy (not SPD)	This sets out a framework for the transformation of an improved network of the city's streets and spaces.
Local	Peterborough's Green Grid	The strategy brings together data on environmental assets, analyses these to identify gaps and opportunities in the ecological and recreational networks and makes recommendations for priority projects.
Local	Peterborough Waterways Strategy <a href="https://www.peterborough.gov.uk/council/planning-and-development/flood-and-water-management/water-data/">https://www.peterborough.gov.uk/council/planning-and-development/flood-and-water-management/water-data/</a>	Environment Agencies strategy for managing river Nene
Local	Infrastructure Delivery Strategy	Outlines the infrastructure requirements to support the growth set out in the Peterborough Core Strategy
Local	Draft Local Plan 2015-2036 <a href="http://democracy.peterborough.gov.uk/documents/s25636/7.%20Appendix%201%20-%20Peterborough%20Preliminary%20Draft%20Local%20Plan.pdf">http://democracy.peterborough.gov.uk/documents/s25636/7.%20Appendix%201%20-%20Peterborough%20Preliminary%20Draft%20Local%20Plan.pdf</a>	New Local Plan for Peterborough, which is going to public consultation in January 2016. The new Local Plan will set out the city council's policies for growth and development across Peterborough.

## **Annex 2 Rights of Way Improvement Plan 2016 to 2026**

The Countryside and Rights of Way Act 2000 requires all highways authorities in England and Wales to publish a Rights of Way Improvement Plan (ROWIP) for their area. The ROWIP dictates how a local authority will manage the local Rights of Way network in line with its existing duties to:

- Maintain and keep a definitive Map and Statement of Public Rights of Way
- Ensure that the Rights of Way are adequately signposted, maintained and free from obstruction

The plan also identifies how it intends to improve the network for current and future needs of all people. Rights of Way are highways forming a central part of the transport network and include:

- Public Footpaths
- Public Bridleways
- Byways open to all traffic
- Roads used as public paths (all roads used as public paths in Peterborough have been reclassified as either byways open to all traffic or as bridleways)

Peterborough's ROWIP identifies actions which contribute to improving access and condition, increasing use, improving safety and improving communication and understanding between land owners and users as to how the Rights of Way network is managed.

The ROWIP is currently being updated and will cover a 10 year period from 2016-2026. The final document will be available at [www.peterborough.gov.uk/ltp](http://www.peterborough.gov.uk/ltp)



## **Annex 3 Cambridgeshire and Peterborough Road Safety Partnership Strategy and Delivery Plan**

The Strategy outlines a 5-year strategy to underpin the activity of the Cambridgeshire and Peterborough's Road Safety Partnership. The strategy examines the evidence of need and outlines the Partnership's vision and delivery model from 2015-2020.

The strategy outlines five aims for future activity in Cambridgeshire and Peterborough:

- To prevent road users from being killed or seriously injured (KSI) through enabling behaviour change, delivering better education and delivering road engineering schemes
- To reduce the social impact of road casualties, at an individual, family and community level
- To reduce the cost to public agencies in dealing with the impact of road collisions including identifying invest to save opportunities
- To undertake targeted road safety enforcement as part of a strategy to reduce KSI's
- To develop a financially sustainable model of delivering road safety activity across Cambridgeshire and Peterborough

The five year Delivery Plan sets out some of the most common causes of road accidents and how the partnership aims to tackle these issues to ensure that everyone who uses the county's road can do so safely.

The work of the CPRSP focuses on attempting to change the behaviour of all road users to reduce human error that can be the cause of a road accident. The Delivery Plan states that the following groups are more likely to be involved in an accident that results in them being killed or seriously injured:

- Young drivers (16-25) are at much higher risk of crashing than older drivers. Research shows that the combination of youth and inexperience puts younger drivers at risk. Their inexperience means they are less likely to spot hazards and their age means they are more likely to take risks.
- Cyclists - Level of cycling in Cambridgeshire have increased around 50% over the last ten years, compared with an increase of 31% in pedal cyclist KSI casualties over the same time period. Promoting safer cycling is a key part of our delivery plan.
- Motorcyclists - Injuries to motorcyclists are disproportionate to their presence on our roads. Motorcyclists make up just 1% of total road traffic, but account for 23% of all road user KSIs. They are roughly 38 times more likely to be killed in a road traffic accident than car occupants per mile ridden.
- Road users in rural locations - access to services, education and employment is often reliant on being able to drive. Crashes on rural roads are also more likely to be serious or fatal because of the higher speeds involved and these two factors increase the risk, particularly for young people.

The Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020 and Delivery Plan documents can be found at

[http://www2.peterborough.gov.uk/safer\\_peterborough/priorities/road\\_safety.aspx](http://www2.peterborough.gov.uk/safer_peterborough/priorities/road_safety.aspx)

## Annex 4 Rural Vision and Parish Charter 2015

The Rural Vision aims to provide a framework for achieving sustainable and viable rural communities in Peterborough and outlines how Peterborough City Council will work in partnership with Parish Councils to ensure that services are delivered more effectively and meet the needs of the local rural (and urban) communities.

The objectives of the vision are:

- To recognise and promote current activities and programmes that support rural communities
- To identify the priorities within rural communities to inform linked strategies and plans
- To provide baseline data and information from which to measure success
- To develop, implement, monitor and evaluate an annual action plan to ensure continuous alignment and ability to influence strategic priorities locally and across the city
- To develop a Parish Charter for Peterborough to 'Improve joint working between the city council and Parish Councils so that services are delivered more efficiently and meet the needs of the local community'

Common strategic priorities will be captured in the action plan under the following themed headings:

- Transport, Utilities and Communications (incorporating: transport networks; public realm; waste management; electricity, water, gas and ICT connections; public transport; road safety and traffic calming)
- Education and Skills (incorporating: pre-school, primary, secondary and post-16 education; apprenticeships)
- Environmental Sustainability (incorporating: flood risk management; carbon emissions reduction; strategic green open spaces; biodiversity conservation; built environment conservation)
- Community and Leisure (incorporating: affordable housing; community buildings; community safety; parks and open spaces; sports and recreational facilities; crematorium and burial grounds; libraries, museums and lifelong learning; public footpaths and bridleways)
- Health and Wellbeing (incorporating: Primary Health Care facilities; emergency services)
- Economics (incorporating: social and micro enterprises; farm diversification and productivity; tourism, culture and heritage; support for village shops and pubs; maintenance of rural character)

The rural vision and charter is currently at draft stage, the final document will be available at [www.peterborough.gov.uk](http://www.peterborough.gov.uk)

## **Annex 5 Non-Technical Equalities Impact Assessment - Summary**

The Equality Impact Assessment (EIA) systematically assesses the effects the fourth Peterborough Local Transport Plan (LTP4) is likely to have on groups or individuals in respect to the equality categories set out below:

- Race
- Disability
- Religion and beliefs
- Gender including gender reassignment
- Sexual orientation
- Age

The assessment was completed to pre-empt the possibility that LTP4 could affect some groups unfavourably and allows the opportunity to consider alternative means of achieving the same outcome that will cause no or less adverse impacts. There are two levels of EIA, an initial assessment and a full assessment. All policies are subject to an initial assessment and should the outcome suggest that any groups are likely to be affected differentially a full assessment must be carried out.

All policy areas of the LTP were assessed against each equality heading and whilst a number of strategy items are targeted at specific groups, for example improving driving practice of young drivers and offering cycle training pupils in years 6, 7 and 8, it was not felt that this was to the detriment of others. As a result of this conclusion LTP4 will not need to progress to a full EIA.

# **Annex 6 Non-Technical Strategic Environmental Assessment - Summary**

## **Strategic Environmental Assessment**

The objectives of the Strategic Environmental Assessment (SEA) Directive are to provide high level protection of the environment, and to contribute to the integration of environmental considerations into the preparation and adoption of plans, with a view to promoting sustainable development.

The SEA is required by European Directive 2001/42/EC 'On assessment of the effects of certain plans and programmes on the environment' (known as the 'SEA Directive'). The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on factors specified in Annex 1(f) of the Directive.

The SEA of the fourth Peterborough Local Transport Plan (LTP4) has been carried out in accordance with Department for Transport (DfT) guidance. The guidance outlines the main stages of the SEA from scoping to monitoring.

## **The Scoping Report**

The first stage of the SEA process is to establish a baseline condition, identify the potential problems and issues, layout the objectives, propose indicators and monitoring, and plan for the next steps including the structure of the Draft Environmental Report. The Scoping Report addressed this requirement and was used to consult national organisations with responsibility for protecting and enhancing the environment.

The Scoping Report described the process, scope and timetable for the SEA of the LTP4. It set out:

- Other relevant plans and programmes to be considered
- Baseline data
- Key environmental issues and challenges
- SEA objectives
- Consultation

The Scoping Report was produced and circulated for consultation in September 2015. Consultation feedback was used to guide the development of the Draft Environmental Report.

## **The Environmental Report**

After the Scoping Report consultation period was complete the Draft Environmental Report was developed. The report includes:

- Revised and expanded baseline data
- An analysis of problems and issues related to transport projects and development
- An assessment process that develops alternatives and determines what effects will be analysed
- An assessment of the plan against SEA objectives, singularly and cumulatively

The Draft Environmental Report went out to public consultation in December 2015 for a period of 6 weeks.

The plan will be monitored in order to assess its success and measure its impacts. The methods of assessment, data collection and reporting regime will be identified in this report.

## **Outline of the Plan**

The future of transport in Peterborough is described in two documents: The Long Term Transport Strategy (LTTS, 2011 to 2026) and the LTP4. The LTP4 will detail the delivery plan for the five year period 2016 to 2021.

## **Integration with the SEA**

Peterborough is seeking to create the UK's Environment Capital and to this end the LTTS has been written to promote sustainable travel modes (walking, cycling, and public transport) and reduce the need to travel and tackle points of high congestion that cause, not only delay but, deterioration in local air quality and increased emissions associated with idling and stop-start traffic. Congestion will also impact on public transport services increasing delays and compromising reliability.

The SEA is being produced in parallel with the LTP4 and shares many of the same objectives as the LTTS. This is because environmental concerns are central to the vision of Peterborough and much of the LTTS and LTP4 are about improving health, protection and enhancement of the environment and tackling climate change.

## **Other Supporting Assessments**

### **Health Impact Assessment**

A Health Impact Assessment (HIA) is required by a number of UK White Papers on public health strategy. Further emphasis has been given by the introduction of the Local Government and Public Involvement in Health Act 2007 and a specific requirement for HIA in the DfT LTP3 guidance published in 2009. The HIA for the LTP4 is going to be carried out as an independent assessment.

### **Habitats Regulation Assessment**

A Habitats Regulations Assessment (HRA) is required of the LTP4 to demonstrate that there is no adverse effect by any one part of the plan, or combination of parts on sites of designated International or European importance. Although the SEA and HRA are independent assessments, they will be reported together in the Environmental Report.

### **Equality Impact Assessment**

Producing an Equality Impact Assessment (EIA) is an integral part of devising an LTP. The EIA process should ensure that the LTP4 addresses anti-discrimination and equalities legislation and encompasses race, gender, disability, age, religion & belief and sexual orientation issues. The EIA will for LTP4 will be undertaken as an independent assessment.

## **Baseline Data and Impacts**

Baseline information identifies the environmental condition in Peterborough and the issues that should be considered and addressed in the LTP4. The baseline information and impacts are grouped under the following SEA topic headings:

- Population, Communities and Health
- Historic Environment
- Landscape and seascape
- Soils
- Water
- Air and Climatic Factors

- Critical Infrastructure and material assets
- Biodiversity (including flora and fauna)

## **Objectives**

Objectives for the SEA have been developed based on the national transport goals, relevant objectives described in the LTTS, and with reference to the third Peterborough Local Transport Plan (LTP3) SEA objectives. Specific SEA objectives have been developed to ensure that all environmental concerns have been adequately considered. The plan is assessed against these objectives.

## **Assessment**

The assessment found the majority of likely environmental effects arising from LTP4 are neutral or negligible. Positive effects associated with the LTP4 occur primarily in relation to air quality and climatic factors, critical infrastructure and population, communities and human health.

These benefits are associated with a range of different strategies within LTP4, predominantly those associated with promoting sustainable transport modes.

## **Monitoring**

The monitoring of the SEA Objectives will be carried out as part of the LTP4 monitoring regime and by collating other relevant monitoring conducted by others.

Targets based on national and local indicators have been identified and these have been aligned to the SEA Objectives. Sources of information and monitoring carried out by external agencies has also been identified and will be reviewed regularly as an additional means of assessing the environmental condition in Peterborough

The SEA Environmental Report and the Non-Technical Summary can be found at [www.peterborough.gov.uk/ltp](http://www.peterborough.gov.uk/ltp)

## **Annex 7 Habitats Regulation Assessment - Summary**

A Habitats Regulations Assessment (HRA) is aimed at protecting those sites of European and International importance for wildlife conservation. HRA is required of the fourth Peterborough Local Transport Plan (LTP4) to demonstrate that there is no adverse effect on those sites by the plan in isolation or in combination with other plans or projects.

### **Site Designations**

There are several types of site that fall under the remit of the HRA. These are:

- Special Areas of Conservation (SAC) are designated under the Habitats Directive. They are areas where designated habitats and species are found and whose conservation requires the designation of an SAC
- Special Protection Areas (SPA) are classified under the 'Birds Directive'. They are intended to protect wild birds and habitats, particularly those rare and vulnerable species detailed in the Birds Directive
- Ramsar Sites The Convention on Wetlands of International Importance, especially as Waterfowl Habitat (Ramsar Convention) adopted in Ramsar Iran 1971 is an international treaty dedicated to the conservation of wetlands

### **Stages of the Habitats Regulations Assessment**

The HRA is potentially a four stage process ranging from identifying if there is a potential impact (Stage 1: Screening) to developing mitigation measures to lessen the impact of a scheme (Stage 4: Assessment where no alternative solutions remain and where adverse impacts remain). The aim of the HRA is to identify potential impacts and mitigate them by alternation of the plan where possible; Stage 4 only being reached in exceptional circumstances where there is overriding public interest.

### **Sites**

The HRA will investigate the impacts of the LTP4 on three groups of sites of European / International importance:

- Sites wholly or partially within Peterborough unitary authority boundary: Barnack Hill & Holes, Nene Washes and Orton Pit
- Sites within 15km of the authority boundary - this distance is required to account for the mobility of species maintained in protected habitats: Baston Fen, Fenland - Woodwalton Fen, Grimesthorpe Park and Rutland Water
- Wetland sites located downstream of the Peterborough unitary authority area that could potentially be impacted upon: Ouse Washes and The Wash

### **Environmental Impacts of Transport**

Transport can have a significant influence on the condition of the environment. Although roads are responsible for many of the negative impacts, all forms of transport can have adverse effects on the environment, even those promoted as 'green'. There can certainly be a conflict between wider positive aims of a project, such as, reducing CO2 by increasing rail travel, and the local impacts of

construction, land take, noise and vibration. The most important impacts of transport on the environment are described below:

### **Water Quantity**

Transport projects can introduce large areas of impermeable surfaces. These generate a large volume of run-off that can deluge into rivers and wetlands causing excessive flood conditions. Conversely drainage systems can result in retention of water, both alter the normal cycle of water levels. High flows can increase erosion and silting. All of these can cause alterations in habitats threatening some species.

### **Water Quality**

Transport infrastructure and vehicles in combination can lead to pollutants entering water courses, especially in the event of accidents and spillage. Drainage run-off can carry solid and dissolved pollutants into water courses. This run-off can include hydrocarbons, heavy metals and other chemicals. Increases in run-off and erosion can increase sediments in the water course and increase turbidity and silting.

### **Soil Pollution**

The construction of infrastructure leads to the removal of vegetation and hence an increased likelihood of erosion. Soils can be polluted by heavy metals and other chemicals from vehicles, salt and grit used to treat roads. These pollutants can be poisonous to wildlife, flora and fauna and damage habitats.

### **Noise Vibration and Light**

Noise, vibration and light disturb animals and generally increases stress on local species impacting feeding, breeding and migration. Noise can mask warning calls and mating calls of birds and animals.

### **Air Quality**

Air pollutants impact wildlife through, inhalation, ingestion (of particles or solubles in water or food) and absorption through the skin. The tolerance of an individual varies widely from species to species, and depends on the pollutant, exposure and intake.

### **Climate Change**

Transport is a major source of carbon dioxide (CO<sub>2</sub>) and nitrous oxide (N<sub>2</sub>O) emissions and is therefore a significant contributor towards climate change. Increased volatility in weather and increased global temperature pose a major threat to habitats and species.

### **Disturbance**

Increases in human activity on or around a site can disturb and damage habitats and species. Transport projects can potentially cause disturbance in two ways: during construction where access to a project and requirements for material storage requires significant land area and also where a project improves or encourages accessibility to a vulnerable site.

### **Land Take, Severance and Accidents**

Construction can result in the destruction of habitats and a coincident reduction in habitat and species. Infrastructure can cause severance and fragmentation limiting access to food, shelter and breeding sites. Roads and other corridors themselves pose a significant risk of accidental death as animals attempt to cross them.



## **Assessment of Plan Impacts on Sites**

The screening process was conducted in two parts. The first part (Part A) assessed the transport options being considered for the next five years to determine whether the measure will have any physical impact at all - where there was a physical impact if it had a negative effect on the environment. The second part (Part B) looked at those options that might have a possible negative impact and assessed if they have the potential to affect one or more of the protected sights.

## **Conclusions – Next Steps**

The LTP is a strategic level document. Consequently there is insufficient detail of the schemes to conduct a more meaningful detailed analysis at this time.

There are several areas that will determine the nature and impact of projects that are not yet known. The triggers for many projects are proposed developments and:

- The timing of these developments is yet to be finalised
- The size and nature of these developments is not yet finalised
- Access arrangements and requirements are not yet determined

Consequently:

- The extent and operational requirements of schemes is not known
- The final locations for scheme sites are not yet determined

Generally until further understanding is possible the likelihood and magnitude of impacts to the sites identified (in table above) cannot be reasonably determined. It is the intention of the city council to conduct appropriate project level investigations to assess the environmental impacts of schemes. Particular attention will be paid to establishing their impact, if any, on the designated sites.

Where potential impact is identified all possible steps will be taken to modify the project to eliminate impacts and mitigate their effects.

The requirement to further study and consider impacts of the above projects is written into the LTP.

## **Annex 8 Assessment and Appraisal**

Assessment is an essential part of the decision making process required to develop both a Long Term Transport Strategy (LTTS). The process quantifies the impacts of the options and provides the evidence base to allow the following outcomes:

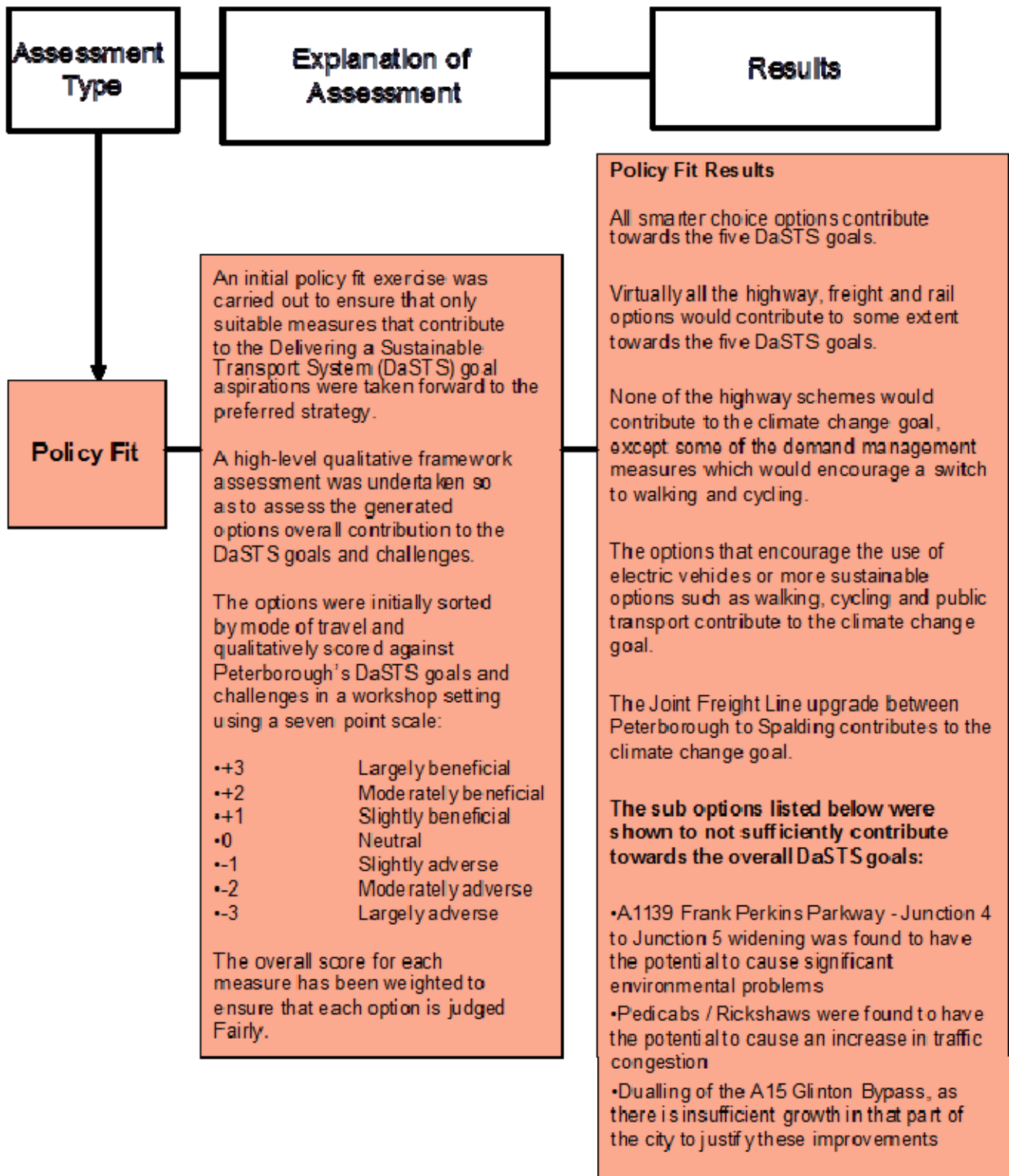
- Measures to be included
- Measures to be excluded
- Determination of a preferred long term strategy (LTTS)
- Refinement of options into a five year plan (LTP)

The assessments have been undertaken on all the options and sub options shown in Table 5 in the last section of this document. The following assessments were carried out for the:

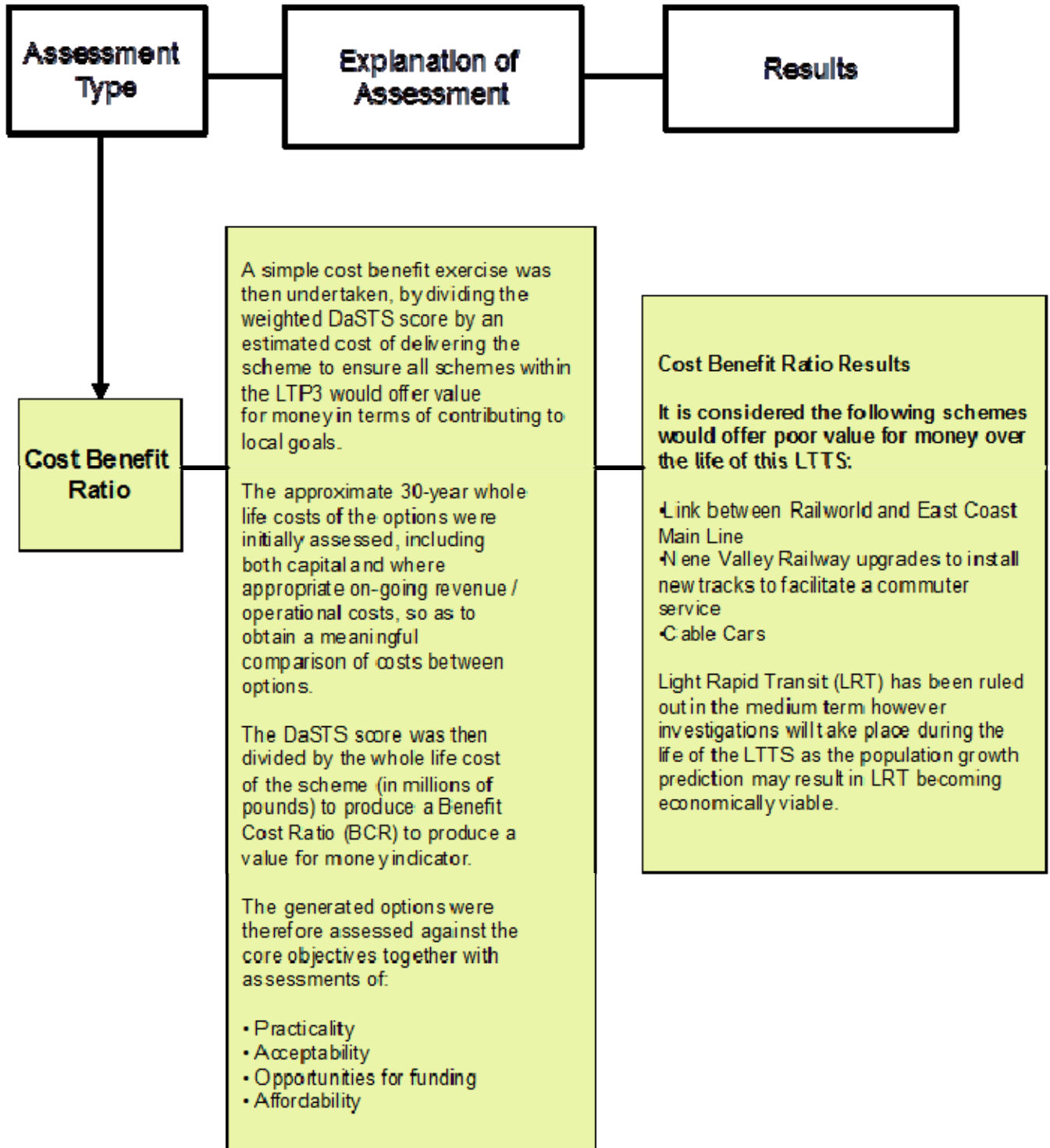
- Policy Fit (does the option meet policy objectives of the strategy)
- Cost/ Benefit Analysis (does the option offer value for money)
- Key Performance Indicator and Scenario Testing
- Equality Impact Assessment (EIA, see summary in Annex X)
- Strategic Environmental Assessment (SEA, see summary in Annex X)
- Habitats Regulation Assessment (HRA, see summary in Annex X)

The following diagrams give a brief explanation of the assessment and a summary of the results. The full assessment documentation for Policy Fit, Cost/Benefit Ratio, Key Performance Indicator and Scenario Testing is available on request.

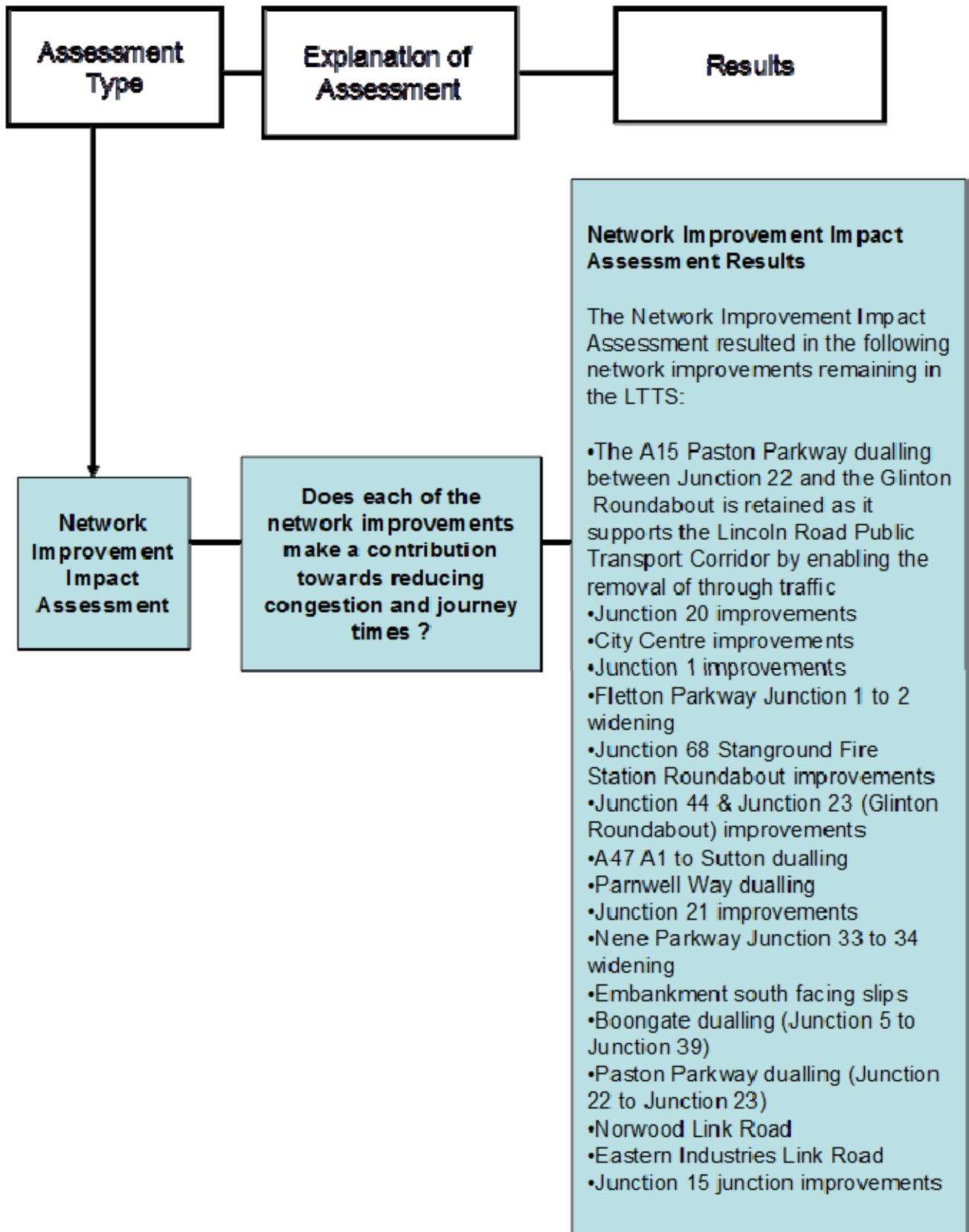
Policy fit



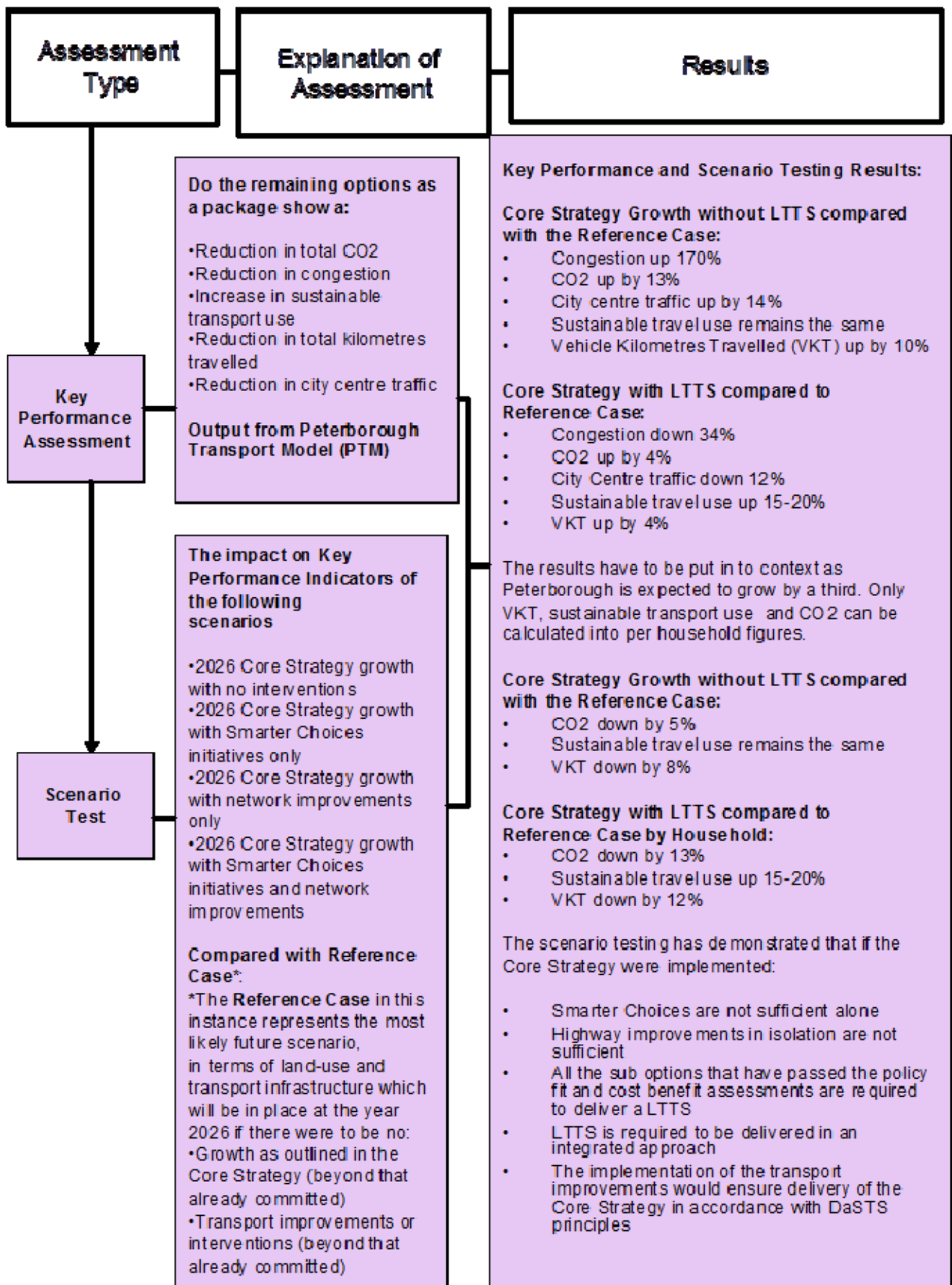
Cost benefit ratio



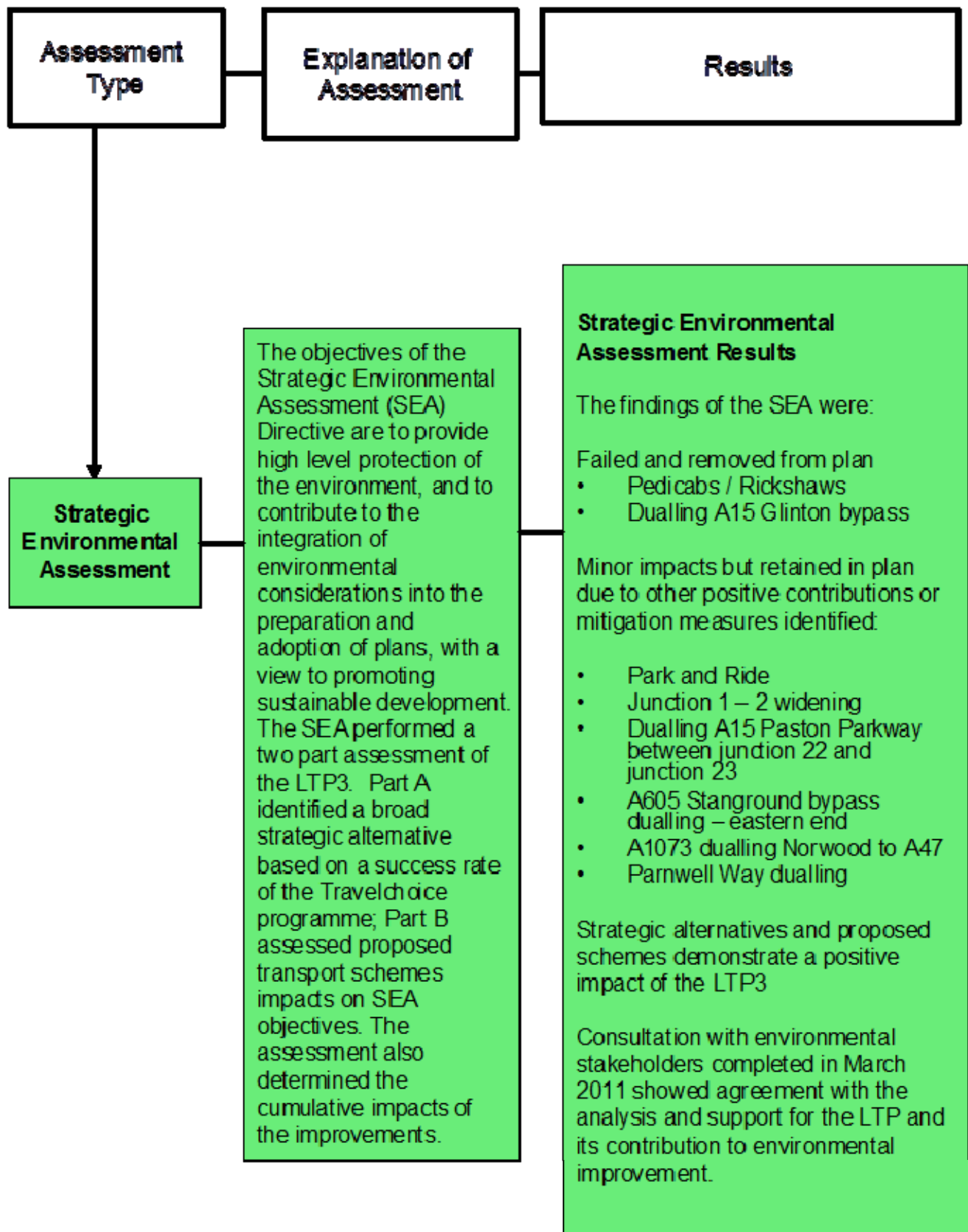
**Network improvement impact assessment**



Key performance and scenario testing

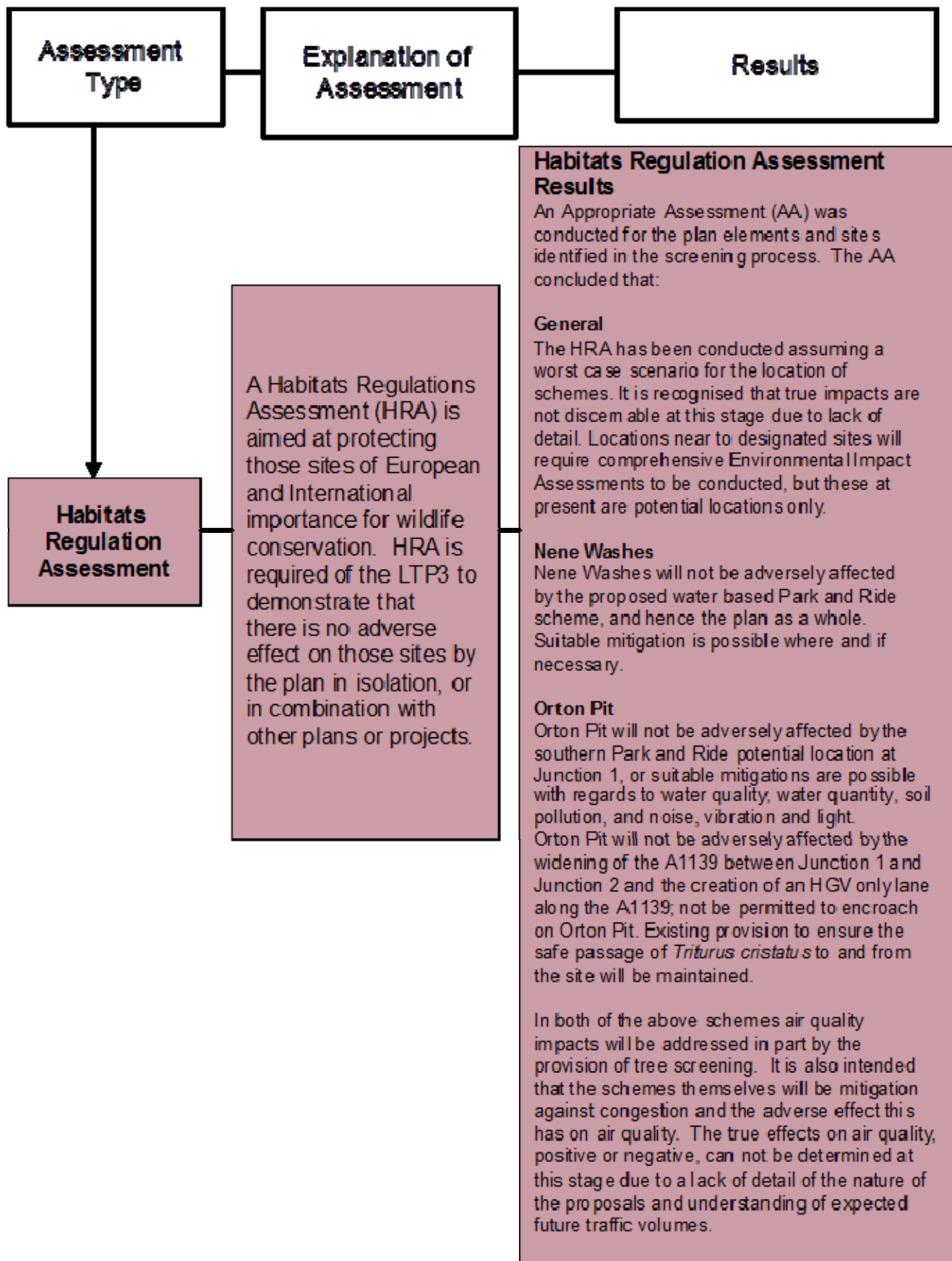


Strategic Environmental Assessment

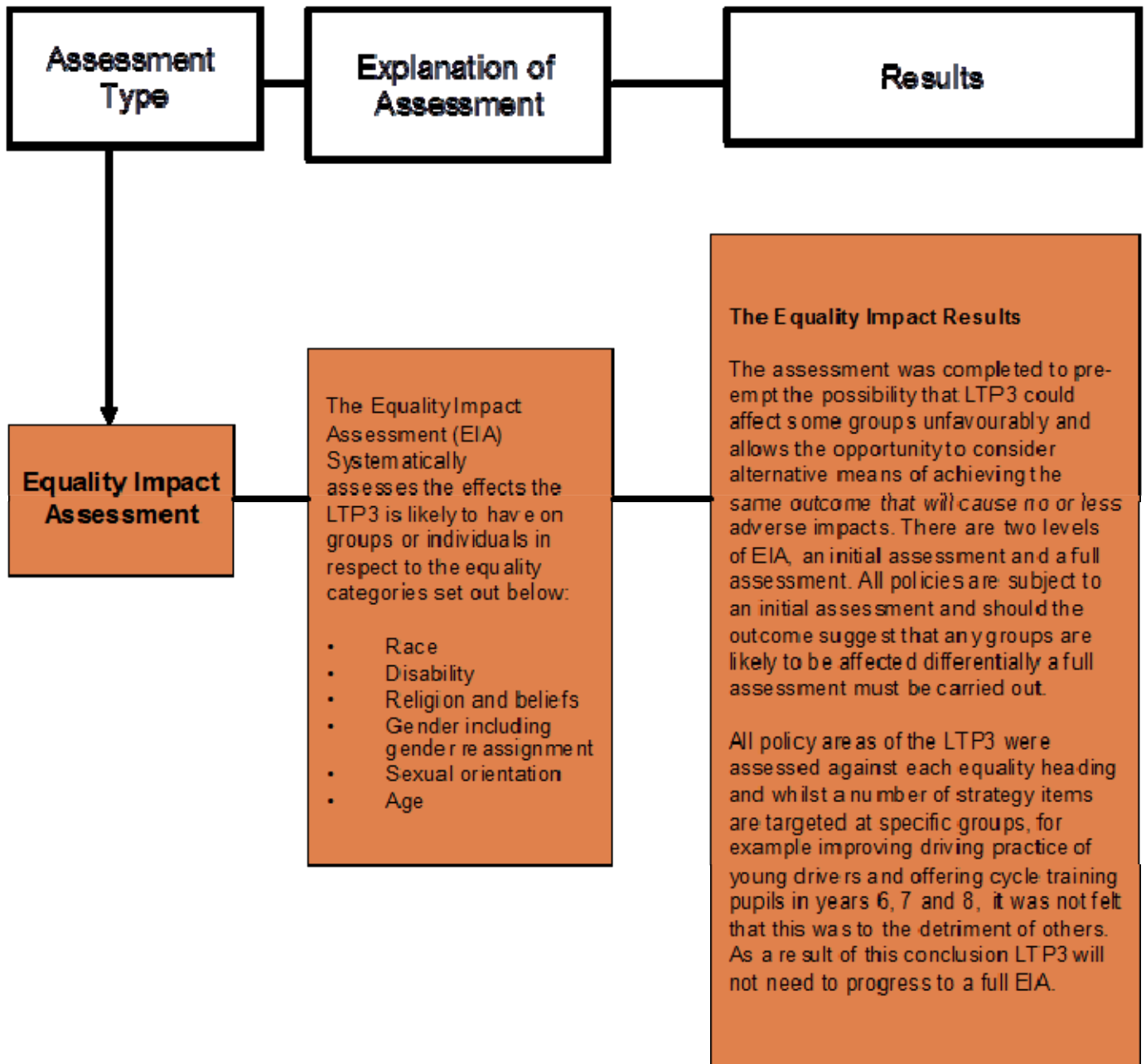




Habitat Regulation Assessment



## Equality Impact Assessment



<b>COUNCIL</b>	AGENDA ITEM No. 10(b)
<b>27 JANUARY 2016</b>	<b>PUBLIC REPORT</b>

## **EXECUTIVE AND COMMITTEE RECOMMENDATIONS TO COUNCIL**

### **(b) CABINET RECOMMENDATION – COUNCIL TAX SUPPORT SCHEME**

Cabinet, at its meeting of 18 January 2016, received a report on proposals for the Council Tax Support Scheme 2016/17, including the outcome of public consultation and discussions at the Joint Budget Scrutiny on 26 November 2015.

The purpose of the report was for Cabinet to make a recommendation to Council on the Council Tax Support Scheme to be implemented in Peterborough from April 2016 and to approve the introduction of a council tax discretionary hardship policy.

**IT IS RECOMMENDED** that Council:

Approves a Local Council Tax Support Scheme for Peterborough that contains the following components, as set out in the report:

- a) No change to the existing scheme reduction of 30% for all eligible working age claimants;
- b) Aligns the Council tax support scheme to Housing Benefit rules making it less complicated for claimants, namely to:
  - i) Limit backdating of council tax support to one month; and
  - ii) Removes family premiums from all new claimants, or existing claimants who would otherwise have had a new entitlement to the premium, with effect from 1 May 2016.

The original Cabinet report, appendices and supplementary information follow this report.

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## ITEM 10(b) – FOR INFORMATION

<b>CABINET</b>	AGENDA ITEM No.
<b>18 JANUARY 2016</b>	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor David Seaton, Cabinet Member for Resources	
Contact Officer(s):	John Harrison, Corporate Director: Resources Steven Pilsworth, Service Director Financial Services	Tel. 452520 384564

### COUNCIL TAX SUPPORT SCHEME

R E C O M M E N D A T I O N S	
<b>FROM</b> : Corporate Director: Resources	<b>Deadline date</b> : 8 January 2016
<ol style="list-style-type: none"> <li>1. That Cabinet considers the feedback received to date on the consultation on proposed changes to the council tax support scheme, including the updates to be tabled at the meeting.</li>   <li>2. That Cabinet recommends to the meeting of Council on 27 January 2016 a Local Council Tax Support scheme for Peterborough that contains the following local components:               <ol style="list-style-type: none"> <li>a) No change to the existing scheme reduction of 30% for all eligible working age claimants</li> <li>b) Aligns the council tax support scheme to Housing Benefit rules making it less complicated for claimants, namely to:                   <ol style="list-style-type: none"> <li>i. Limit backdating of council tax support to one month</li> <li>ii. Removes family premiums from all new claimants, or existing claimants who would otherwise have had a new entitlement to the premium, with effect from 1 May 2016</li> </ol> </li> </ol> </li>   <li>3. That Cabinet approve the introduction of a council tax discretionary hardship policy with effect from 1 April 2016.</li> </ol>	

#### 1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following consultation to date on proposals for the Council Tax Support Scheme 2016/17 including discussion at the Joint Budget Scrutiny on 26 November 2015.

#### 2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to make a recommendation to Council on the Council Tax Support Scheme to be implemented in Peterborough from April 2016 including the introduction of a council tax discretionary hardship policy.
  
- 2.2 This report is for Cabinet to consider under its Terms of Reference Number 3.2.1 which states 'to take collective responsibility for the delivery of all strategic Executive functions within the council's Major Policy and Budget Framework and lead the council's overall improvement programmes to deliver excellent services.'

### 3. **TIMESCALE**

Is this a Major Policy Item/Statutory Plan?	<b>YES</b>	If Yes, date for relevant Cabinet Meeting	18 January 2016
Date for relevant Council meeting	27 January 2016	Date for submission to Government Dept – Communities and Local Government	31 January 2016

### 4. **BACKGROUND**

#### **Council Tax Support Scheme (CTSS)**

- 4.1 Since April 2013 council tax benefit was abolished by Government and replaced with a localised Council Tax Support Scheme (CTSS). This meant councils had to develop a local scheme, and had less funding to do so. This change meant that:
- Some people who did not have to pay any council tax will now have to pay something
  - Some people who have some help may have to pay more
- 4.2 Following extensive consultation in Autumn 2012 by the council on a localised CTSS on a range of options, the level of council tax benefit was reduced by 30% after being deemed the best option to implement with the aim of the scheme being cost neutral (i.e. the cost of local government grant reductions would be offset by changes in the benefit scheme).
- 4.3 Following further grant reductions in 2015/16, the council consulted on whether to change the scheme to 35% or 40%. Ultimately the scheme remained at 30%. The further grant reductions planned for 2016/17 will affect the grant provided for council tax support (which is now subsumed within the councils main grant – which is due to phased out by 2019/20).
- 4.4 By the 31 January preceding the forthcoming financial year, the council is statutorily required to approve the council tax support scheme parameters that will be applicable, consulting on any amendments. For the financial year 2016/17, the council will need to approve a council tax support scheme by 31 January 2016. Failure to do so would mean that the default national scheme would apply, with no reduction in benefit. This would cost the Council, Police and Fire around £2.4m.

#### **Council tax discretionary hardship policy**

- 4.5 The council can introduce a council tax discretionary hardship policy under current legislation that would operate alongside the operation of council tax. Claimants would need to meet policy eligibility criteria to qualify for a reduction in council tax.
- 4.6 The council acts responsibly in collecting council tax and recognises that in some instances people may struggle to pay their council tax. In March 2014, the council signed up to the Citizen's Advice Bureau (CAB) Collection of Council Tax Arrears Good Practice Protocol. The protocol confirms the commitment by the council to do all it can to support people struggling with debt to help them avoid becoming in arrears.

### 5. **PROPOSED CHANGES CONSULTED UPON**

#### **Council Tax Support Scheme (CTSS) 1 April 2016 to 31 March 2017**

- 5.1 Peterborough City Council's Council Tax Support Scheme (CTSS) is based on the Council Tax Reduction Default Scheme Regulations amended each year through changes to the government regulations. Government announced earlier this year that it was proposing changes to Housing Benefit rules and tax credits. The current scheme will therefore no longer be aligned to other benefits. By aligning the council tax support scheme to Housing Benefit rules will make it less complicated for claimants and enable an easier transition to implementing Universal Credit.

5.2 This report sets out the proposed local components to Peterborough's CTSS for financial year 2016/17 to mirror the proposed changes to Housing Benefit and would equally apply to Universal Credit namely:

- a) Maintains an overall reduction in entitlement of 30% for all eligible working age claimants
- b) Limits backdating of housing benefit to one month instead of six months
- c) Removes family premiums from all new claimants, or existing claimants who would otherwise have had a new entitlement to the premium, with effect from 1 May 2016. This change is subject to amendments being made by the supplier of the council tax IT system that the council use.

5.3 Universal Credit is being rolled out nationally which replaces a number of benefits into a single benefit called Universal Credit. This will impact the Peterborough area by 1 April 2016 and therefore the local scheme will equally apply these changes to Universal Credit working age claimants.

5.4 The government proposed to make changes to tax credits as part of the Summer Budget announcement. The council forecast an additional pressure of £0.3m as a result of these changes. However, the Autumn Statement announcement made clear that these changes would not be implemented and therefore the council no longer has a pressure of £0.3m.

5.5 There remains an unquantifiable risk on changes to the benefit cap. This will reduce the income available to affected households and may affect their entitlement to council tax support.

#### **Council tax discretionary hardship policy**

5.6 In light of these amendments proposed on the local scheme and the current operation of the local scheme, Cabinet is proposing to introduce a council tax discretionary hardship policy (Appendix 1) with effect from 1 April 2016. Primarily the policy scheme would:

- a) Exist for those experiencing significant financial hardship
- b) For those in receipt of council tax support
- c) Is discretionary and would be subject to demonstrating that effort has been made to control finances and sought advice
- d) Would apply from the point of introduction, and not for arrears

5.7 It is suggested that any such scheme should link into the council's Peterborough Community Assistance Scheme (PCAS) arrangements. This scheme provides other support and advice to those experiencing financial hardship. It is suggested that applications are only made following an appointment with Peterborough Citizens Advice Bureau to discuss all support available. The decision will be made by the council on whether the application is successful and the level of reduction in council tax that is awarded.

5.8 Council approved the phase 1 Budget proposals on 17 December 2015, including a maximum of £50,000 to cover the scheme and associated administration costs per annum.

5.9 The proposed scheme is included in Appendix 1.

## **6. CONSULTATION APPROACH AND FEEDBACK**

6.1 The proposed changes outlined in this report will having regard feedback from consultation will become Peterborough's council tax support scheme for 1 April 2016 – 31 March 2017 including an introduction of a discretionary hardship policy. Cabinet launched the consultation after 25 November 2015 and will be remain open until 25 January 2016. This report considers feedback received to date.

6.2 An online consultation document is available to respond to the consultation and hard copies are available on request in the Town Hall and Bayard Receptions and Central Library. Members' scrutiny was undertaken as part of the scrutiny meeting set aside for phase one budget discussion. Cabinet also wrote to the following organisations to raise awareness of the consultation:

- a) Peterborough Community Assistance Scheme (PCAS) Board consisting of:
  - i. Peterborough Citizen's Advice Bureau
  - ii. Kingsgate Community Church
  - iii. Credit Union
  - iv. MIND
  - v. Disability Peterborough
  - vi. Age UK Peterborough
- b) Cambridgeshire Police and Crime Commissioner
- c) Cambridgeshire Fire Authority

6.3 To date, Cabinet have received four completed on line responses, a response from Peterborough Citizen's Advice Bureau and consulted Scrutiny members. Appendix 2 provides a breakdown of the responses, noting that Scrutiny members did not raise any concerns. There has been no adverse commentary with the majority of feedback recognising the reasons for the proposed amendments to the scheme including the introduction of a council tax discretionary housing policy and therefore on considering the responses received to date, Cabinet is recommending to approve the changes outlined in section 5 of this report.

6.4 The consultation remains open. An update will be provided to Cabinet at their meeting, and the final picture will be reported to Council.

## **7. ANTICIPATED OUTCOMES**

7.1 The November Cabinet report launched the consultation for the council tax support scheme from 1 April 2016 and the discretionary council tax hardship policy as part of the formal budget process outlined in the council's Major Policy and Budget Framework. The consultation responses will inform the design of the operational scheme and any financial implications arising from the final design will be factored into the medium term financial strategy.

7.2 Based on the responses received to date, that Cabinet recommends to Council the Council Tax Support Scheme. Cabinet is recommending approval of a council tax discretionary hardship policy with effect from 1 April 2016.

7.3 The council tax support scheme can be found on the council tax support pages of the council's website.

## **8. REASONS FOR RECOMMENDATIONS**

8.1 The council is statutorily required to approve a council tax support scheme by the 31 January 2016 having had regard for the council's financial position and feedback from responses to the consultation. As part of this consultation, the council is consulting on a council tax discretionary hardship policy.

## **9. ALTERNATIVE OPTIONS CONSIDERED**

9.1 The council is statutorily required to approve a local scheme by 31 January. Cabinet have discussed the current 30% council tax support scheme with the cross party Budget Working Group as part of ongoing budget discussions. Options discussed were:

- One option would be to increase the 30% scheme, however this would have a negative impact on low income households with claimants having to pay more council tax.



- Another option would be to reduce the 30% scheme, however, this would require the council to find savings of up to £2.4m from elsewhere in the budget.

## **10. IMPLICATIONS**

- 10.1 In maintaining a scheme with a 30% reduction, the Council will need to cover the reduction in grant referred to in paragraph 4.3 through savings elsewhere in the Council's budget. This will be dealt with in the overall budget proposals.
- 10.2 Published alongside the November Cabinet report was a draft equality impact assessment to assess the implications that may arise from the proposed technical changes. Feedback received during the consultation so far does not require any revisions to the equality impact assessment and is included in Appendix 3 of this report. However, the assessment does remove reference to tax credits that previously would have given the council a budget pressure following a decision by Government not to amend tax credits as announced in the Autumn Statement 2015.

## **11. BACKGROUND DOCUMENTS**

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

The Council Tax Reduction Schemes (Default Scheme) (England) Regulations 2012

The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2013

The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) (No. 2) Regulations 2014

The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2015

The Housing Benefit (Abolition of the Family Premium and date of claim amendment) Regulations 2015 (S.I. 2015 No. 1857).

## **12. APPENDICES**

**Appendix 1** – Council Tax Discretionary Hardship Policy

**Appendix 2 (a&b)** – Consultation Responses

**Appendix 3** – Equality Impact Assessment

## Appendix 1 – Council Tax Discretionary Hardship Policy

A person who is liable to pay council tax on a property has the right to apply to the local council for a reduction in the amount of council tax due to be paid. This is included in legislation and is stated in Section 13A of the Local Government Finance Act 1992.

The council has the power to award a discount for a period of time it thinks is reasonable and it can choose to reduce the amount of council tax payable. The Council can also decide if necessary to reduce liability to nil.

The council has the right to choose whether to use its powers on a case by case basis or it also has the right to specify a class of use. A class of use is where several people who pay council tax fall into a group because their circumstances are similar – for example; council tax payers that have had to leave their homes due to flooding.

Section 13A(1)(c) of the Local Government Finance Act 1992 (as inserted by Section 76 of the Local Government Act 2003) states

*Where a person is liable to pay Council Tax in respect of any chargeable dwelling and day, the billing authority for the area in which the dwelling is situated may reduce the amount which s/he is liable to pay as respects the dwelling and the day to such extent as it thinks fit.*

*a. The power under subsection 1) above includes the power to reduce an amount to nil.*

*b. The power under subsection 1) may be exercised in relation to particular cases or by determining a class of case in which liability is to be reduced to an extent provided by the determination.*

1. This policy comes into effect from 1 April 2016
2. An application for a reduction will not be considered from any applicant who has been prosecuted and convicted for any welfare benefit fraud, including Administrative Penalty or a Sanction in the six years prior to the application
3. There are financial implications to awarding discounts other than those currently available under the statutory legislation, and the financial burden of Section 13A discounts has to be met through an increase in the general level of council tax for other payers.
4. As a consequence of this the council will only consider using its powers to reduce council tax liability for any council tax payer or class of payers in exceptional circumstances. The council will treat all application on their individual merits, but some or all of the following criteria must be met in each case:
  - There must be evidence of financial hardship or personal circumstances that justify a reduction in council tax liability
  - The council tax payer must satisfy the Council that all reasonable steps have been taken to resolve their situation prior to application
  - The customer has applied for council tax support where applicable. The localised Council Tax Support Scheme exists the ensure that those on a low income receive financial support with their council tax
  - All other statutory discounts/reliefs have been awarded
  - The council tax payer does not have access to other assets that could be used to pay council tax
  - The situation and reason for the application must be outside of the council tax payer's control
  - The amount outstanding must not be the result of wilful refusal to pay or culpable neglect

- In the case of an unoccupied property it must not be the sole or main residence of the council tax payer, and the applicant must show that they have made reasonable efforts to sell the property or return the lease.
- Priority will be given to those applicants who are under the age of 22 and were formerly in social services care under section 20 or 31(1)(a) of the Children Act 1989
- The council's finances allow for a reduction to be made. If the fund is exhausted, acceptance will only be in exceptional circumstances

### **Claiming Discretionary Relief**

5. In the first instance, the council tax payer seeks advice from Peterborough Citizens Advice Bureau
6. Requests for reductions in council tax liability will be required in writing from the council tax payer, their advocate/appoints or a recognised third party acting on their behalf.
7. The application should be in such form as required by the council
8. The application should relate to the current council tax year, unless the liable person has just received an account following late valuation for previous year(s).
9. The council may request any reasonable evidence in support of an application, including a financial statement and evidence of income and outgoings
10. The applicant must agree to repay any discretionary discount believed to have been overpaid for whatever reason

### **Decision Making**

11. Decisions in respect of Section 13A applications will be recorded for transparency. Annual information regarding claims and awards will be submitted to the Chief Financial Officer.
12. Decision will be made by the Corporate Director: Resources, or delegated nominee on their behalf)

### **Discount Period**

13. Any award will cease either at the end of the financial year or earlier if there is a change to the council tax payer's circumstances that mean s/he is no longer entitled to the discount *or such other restrictions on time/maximum award as agreed to be the policy for the council*
14. The discount is intended as short term help. It is not the intention to award or re-award in perpetuity

### **Amount of Discount**

15. The discount will be calculated against the daily council tax liability after deducting any other reliefs, discounts and council tax support and will not exceed that figure
16. The discount to be awarded is entirely at the discretion of the council
17. Any discount will be applied to the relevant council tax account to reduce liability

### **Notification of a Decision**

18. The applicant will be notified of the decision in writing

19. The decision notice will include the reasons for the decision
20. If a discount is granted the notice will include the amount of the discount and the period for which it is granted

### **Review of Decision**

21. Under the Local Government Finance Act 1992 there is a right of appeal. In the first instance the aggrieved person must serve written notice on the council stating the grounds for the grievance.
22. Where the aggrieved person is notified in writing by the council that grievance is not well founded and s/he is still aggrieved s/he may appeal to the Valuation Tribunal

### **Fraudulent Claims**

23. If a reduction has been made as a result of a false or fraudulent claim the council reserves the right to withdraw the award thereby increasing the amount of council tax payable
24. Examples of false or fraudulent claims include, but are not limited to:
  - Misrepresentation or failure to disclose a material fact, whether fraudulently or otherwise
  - Failure to notify any relevant change in circumstances, whether fraudulently or otherwise
25. Where a discount is granted, applicants are required to notify the council of any relevant changes in their circumstances that could affect the award. Examples of changes include, but are not limited to
  - Change of address
  - If the applicant or a member of the household leaves the dwelling temporarily or permanently
  - If the applicant's or a member of their household's income or capital changes
  - If the number and/or circumstances of others in the household changes
  - If there is a change to any factor that caused or contributed to their hardship
  - If hardship ends
  - If there is any change to circumstances that were included in the application for the discount
26. The council will consider prosecuting any applicant who makes a false statement or provides fraudulent evidence in support of an application

### **Equalities Statement**

27. The council is committed to equality and fairness. Equality is about ensuring that people are treated fairly and given fair chances. It is also about ensuring that people receive fair outcomes in the standard of service they receive from the council. This incorporates everyone, regardless of their race, gender, age, religion or belief, sexual orientation and/or disability

## Appendix 2(a) - On line consultation responses

Italics denote officer responses to comments

	Do you agree with maintaining an overall reduction in entitlement of 30 per cent from all working age claimants?		Do you agree with the proposed amendment to limit backdating of council tax support to one month?		Do you agree with the proposed amendment to remove family premiums from all new claimants with effect from 1 May 2016?		Do you agree that the council should implement a council tax discretionary hardship policy?
	Response	If not, why not?	Response	If not, why not?	Response	If not, why not?	Response
1	Yes		Yes		Yes		No
2	Yes	I think it should be dependent on income level, some people should have full benefit as long as they are working.	No	Because there will definitely be circumstances whereby people have not been able to claim or reclaim because of their ability (disability - and marginalisation) and lack of support, even from council services. 3 months would be more acceptable; hopefully by that time it would have been picked up by a professional somewhere that they are not paying their rent.	No	£17.40 per week? That is a lot of money that a family will need. Rising costs of all basic needs and including rent because of the new laws on taxing people with second homes. £50 a month is a lot of money. If this is inevitable, could this be reduce over 2-3 years?	Yes
3	No	Make it 50% reduce the deficit quicker. Make pensioners pay 30%	Yes		No	Remove family premium for ALL claimants from April 2016	Yes
4	Yes		Yes		Yes		Yes

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<p><i>In assessing the scheme for 2016/17, council officers and Cabinet considered a range of options including level of benefit against the council's budget position and how it may impact on households.</i></p> <p><i>The council believes changes proposed for next year strike the right balance in difficult choices that the council has to make in setting its budget for next year, minimising the impact on vulnerable people and creating opportunities to get people into work and therefore come off benefit.</i></p> <p><i>Under legislation, pensioners are protected and therefore not eligible under the council tax support scheme</i></p>	<p><i>The council believes that aligning the council tax support scheme to Housing Benefit Rules will make it easier and simpler for claimants to understand and claim for benefits in which they are entitled to.</i></p> <p><i>The backdating issue always requires people to submit a claim as soon as possible, because the qualifying condition is that there has to be continuous good cause for the delay in applying</i></p>	<p><i>The council believes that aligning the council tax support scheme to Housing Benefit Rules will make it easier and simpler for claimants to understand and claim for benefits in which they are entitled to</i></p> <p><i>This amendment would only apply for new claimants from 1 May 2016 and due to the technical criteria and claimant circumstances it is unlikely to impact on many claimants for several years</i></p>
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# Peterborough Citizens Advice Bureau

16 - 17 St Mark's Street, Peterborough PE1 2TU



Councillor David Seaton  
Cabinet Member for Resources  
Peterborough City Council  
Town Hall  
BridgeStreet  
Peterborough,  
PE1 1HG

8<sup>th</sup> December 2015

Dear David,

**Re: Council Tax Support Scheme 2016/17 Consultation**

Thank you for your letter of the 4<sup>th</sup> December outlining the proposals for Council Tax Support for the next fiscal year.

In times of financial constraint we all need to be pragmatic about finance and resource and I am pleased that the existing scheme reduction of 30% for all eligible working age claimants is to be retained.

The alignment of the CTS scheme to Housing Benefit rules does simplify the scheme and we have no issues with the change but would request the your website and literature clearly highlight the proposed change to backdating of claims.

As regards the removal of family premiums for new or existing claimants from 1 May 2016. We understand the reasoning for this change and have no issues but again would like the changes clearly publicised for new and existing claimants who will be impacted by the scheme change.

To close I would like to say how forward thinking the Council's approach is in introducing a discretionary hardship scheme for those facing little prospect of reducing their liability; this scheme has our full support.

Yours sincerely,

A handwritten signature in black ink that reads "Keith Jones".

Keith Jones  
Chief Executive

**Patron: The Right Reverend Donald Allister, Bishop of Peterborough**

Peterborough Citizens Advice Bureau is an operating name of Peterborough Citizens Advice Bureau Limited. Charity registration number: 1068198. VAT number: 706 5479 22.  
Company Limited by Guarantee. Registered number: 3507549 (England and Wales). Registered Office: 16-17 St Mark's Street, Peterborough PE1 2TU.

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



Contracted with the  
Legal Aid Agency



## Equality Impact Assessment: Full assessment

### Name/title of the policy area/strand or programme with which this assessment is concerned

Further potential changes to Council Tax Support (formerly Council Tax Benefit) in Peterborough in 2016/17

### Description/summary of the policy area/strand or programme

See Appendix C for further guidance

Previously CTB was a means tested benefit which compared the claimant's income and capital against needs assessment of how much they need to live on with 100% of any benefit awarded reimbursed to Peterborough City Council by the Government (individual households paying less or no council tax).

In the 2010 spending review the Government announced its plans to abolish Council Tax Benefit (CTB) and localise support for council tax from 2013-14, reducing expenditure by 10%. This meant Peterborough City Council had around £2.4m less to help low income households with their council tax. The Welfare Reform Act 2012 contained provision for the abolition of CTB and the Local Government Finance Act 2012 enabled billing authorities to construct Local Council Tax Support (CTS) schemes by 31 January 2013 for implementation by 1 April 2013.

The Department for Communities and Local Government produced an impact assessment on the original policy of localising support for council tax which can be found through the following link: <http://www.communities.gov.uk/publications/localgovernment/lgfblocalisingcounciltax>

During the second half of 2012, PCC consulted and developed a scheme that would see a reduction in council tax support of 30% for working age claimants (originally consulted at 35%, but improved funding enabled this to be reduced).

As part of this project, an initial and Full EIA (EIA-12-0048) were developed and can be found at the link below:

[http://www.peterborough.gov.uk/council\\_and\\_democracy/equalities/equality\\_impact\\_assessment.aspx?&EIA=59](http://www.peterborough.gov.uk/council_and_democracy/equalities/equality_impact_assessment.aspx?&EIA=59)

The original consultation proposals included an option to protect recipients of disability premiums, in the same manner as pensioners, so that these households had no reduction in benefit. Such protection would have meant higher reductions for working age claimants to keep the scheme self-funding in line with the MTFs strategy. Rather than the 30% reduction proposed, the reduction in benefit for working age claimants would have been 7.5% higher at 37.5%. If the protection were not covered by working age claimants, it would have cost the Council around £0.5m to protect all.

Given the additional impact on working age claimants, or the costs to the Council if funded directly, it was not recommended that the protection is included. It should be noted that when the means testing is undertaken to assess whether the claimant is eligible for benefit the applicable

amount is increased by the amount of any disability premium that the disability benefit attracts. As such the system does already have an element of protection built in for such claimants.

Further details can be found in the Cabinet report from January 2013:

<http://democracy.peterborough.gov.uk/ieListDocuments.aspx?CId=116&Mid=2856&Ver=4>

The original EIA and decision remain relevant to the proposed draft scheme for consultation. The proposed amendments to the scheme are as follows:

1. Makes no changes to the existing 30% reduction for eligible working age claimants
2. Aligns to governments proposed changes to Housing Benefit rules which would equally apply to Universal Credit
3. Introduces a council tax discretionary hardship policy

The 30% scheme has been in place since its introduction in April 2013 and every year since. During this time there has been no representations that impact the original equality impact assessment.

**The evidence base** (list the principal sources of relevant evidence, both quantitative and qualitative. [See Appendix C for further guidance](#))

**Quantitative evidence:**

Currently 10,913 working age households receive council tax support.

Information relating to equalities groups are not held on the council tax system as a matter of course. There is some proxy information in the case of disabilities.

The number of households receiving disability premiums as part of their council tax benefit is outlined below. As outlined above, it should be stressed this can only be a proxy for whether there is a disabled resident for the following reasons:

- It should be noted that households can claim more than one of these benefits, so the numbers do not necessarily relate to individual households (one household could be in receipt of disability premium and Enhanced Disability premium).
- Some households may not claim a premium – this can potentially happen if the case has been ‘passported’ through by DWP

The current position is as follows:

- 418 claim the Disability premium
- 95 claim the Disabled Child premium
- 900 claim the Enhanced Disability premium
- 871 claim the Severe Disability premium

**What the evidence shows – keys facts** [See Appendix C for further guidance](#)

**Particular Age Groups:**

- Up to 10,418 working age claimants will be disadvantaged by the new CTS scheme
- Under Council Tax Law the following groups are not included or treated differently in the council tax calculation:
  - Children under 18 years old
  - Apprentices
  - 18 and 19 year olds in full-time education
  - Full-time college and university students
  - People under 25 years old receiving funding from the Skills Funding Agency or Young Peoples Learning Agency
- People who have reached pension credit age are protected and not affected by the new scheme



**Disabled people:**

- The initial consultation included options for additional protection of households in receipt of disability premia – ultimately this was not recommended
- Current levels claiming premia are outlined in the evidence section above
- Under Council Tax Law the following groups are not included or are treated differently in the council tax calculation:
  - People who have a severe mental impairment
  - Live-in carers who look after someone (not a partner, spouse or child)
- The consultation process will include the disability forum

**Married couples or those entered into a civil partnership:**

- Not affected; Marriage, civil partnerships and polygamous marriages will continue to be recognised by the new CTS scheme as they currently are under CTB

**Pregnant women or women on maternity leave:**

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

**Particular Ethnic Groups:**

- May be affected by these changes if the communications are not clear and available in a format that is easily understood and presented

**Those of a particular religion or who hold a particular belief:**

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB – for example, members of religious communities are not included or treated differently in the council tax calculation

**Male/Female:**

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

**Gender reassignment:**

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

**Sexual orientation:**

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

**Challenges and opportunities**

(indicate the policy's potential to reduce and remove existing inequalities)

- Public and direct consultation will take place until 25 January 2016
- The negative impact is to align government's proposed amendments to the Housing Benefit rules, however this will make it easier for claimants to understand if the scheme contains the same criteria as Housing Benefit criteria. The scheme would also align to Universal Credit which is due to be rolled out within the Peterborough area over the next few years
- A neutral or positive impact those affected is the introduction of a council tax discretionary hardship policy for claimants that are experiencing significant financial hardship and sought financial advice on their debt

**Summary of Equality Impact Assessment**

[See Appendix C for further guidance](#)

Adverse impact for those in receipt of council tax support but consulting on the draft scheme as a whole can be justified. Cabinet will need to consider all feedback in making their recommendation, including revisiting the EIA as necessary.

**Next steps** See Appendix C for further guidance

This Equality Impact Assessment as a whole is a living document that will be revised and updated as appropriate in the light of further evidence, discussions and representations.

This will include the consultation, which will be open to the public will also be communicated directly to:

- a) Peterborough Community Assistance Scheme (PCAS) Board consisting of:
  - i. Peterborough Citizen's Advice Bureau
  - ii. Kingsgate Community Church
  - iii. Credit Union
  - iv. MIND
  - v. Disability Peterborough
  - vi. Age UK Peterborough
- b) Cambridgeshire Police Authority
- c) Cambridgeshire Fire Authority

The next steps are:

- o Arrange direct consultation with the affected groups up to January 25
- o Include as part of the phase 1 budget consultation joint scrutiny on 26 November 2015
- o Collate and consider the consultation feedback from all sources
- o Report all feedback to Cabinet in January, to enable a recommendation to be made to the Council meeting of 27 January
- o Use this data to formulate an updated CTS scheme for Peterborough City Council to approve by 31 January 2016

<b>Policy review date</b>	<b>Autumn 2016</b>
<b>Assessment completed by</b>	<b>Steven Pilsworth</b>
<b>Date Full EqIA completed</b>	<b>Original scheme - 10 September 2012 Revised EIA published – November 2015 Final EIA published – January 2016</b>
<b>Signed by Head of Service</b>	

## How to have your say

We are seeking your views and comments on the proposed changes which can be submitted by either using the online form on our website, or completing the following questions below and returning via one of the methods listed:

1a) Do you agree with maintaining an overall reduction in entitlement of 30 per cent from all working age claimants? Yes  No

1b) If not, why not?

Council tax is one of the most regressive forms of taxation in the country and is only very tenuously linked to income and ability to pay. What you are proposing will target the least well off members of the city.

2a) Do you agree with the proposed amendment to limit backdating of housing benefit to one month? Yes  No

2b) If not, why not?

If they haven't got the cash to pay their council tax to begin with, they won't have the cash to pay their arrears. The cost of court action, bailiffs etc will far outweigh the amount of additional income recovered.

3a) Do you agree with the proposed amendment to remove family premiums from all new claimants with effect from 1 May 2016? Yes  No

3b) If not, why not?

All it will do is put families with children into further hardship, making them draw upon other council services further which will cost more money. Net result will be higher council expenditure.

4a) Do you agree that the council should implement a council tax discretionary hardship policy? Yes  No

4b) If not, why not?

Discretionary policies seek to return this country to the nineteenth century with the ideals of the worthy poor and unworthy poor.  
**JUST PUT COUNCIL TAX UP!**

The consultation will remain open until Monday 25 January 2016.

Please hand this completed questionnaire in to either the reception desks of the Town Hall or Bayard Place or at Central Library. Alternatively they can be returned by emailing [budget@peterborough.gov.uk](mailto:budget@peterborough.gov.uk) or by post to: Head of Finance, Peterborough City Council, Town Hall, Bridge Street, Peterborough, PE1 1HG

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<b>COUNCIL</b>	<b>AGENDA ITEM No. 11</b>
<b>27 JANUARY 2016</b>	<b>PUBLIC REPORT</b>

## **RECORD OF EXECUTIVE DECISIONS MADE SINCE THE LAST MEETING**

### **1. REPUBLISHED DECISION FROM CABINET MEETING HELD ON 7 DECEMBER 2015**

#### **i. CITY CENTRE ANTI-SOCIAL BEHAVIOUR ENFORCEMENT**

Cabinet received a report the purpose of which was to outline proposed measures that changed the way enforcement and compliance activity of Peterborough City Council was delivered.

Cabinet considered the report and **RESOLVED** to change the way that enforcement and compliance activity was delivered, in order to protect the city from anti-social behaviour.

### **2. DECISIONS FROM CABINET MEETING HELD ON 18 JANUARY 2016**

***THESE DECISIONS ARE SUBJECT TO CALL-IN WHICH EXPIRES ON THURSDAY 21 JANUARY, MIDNIGHT.***

#### **i. CHANGES TO THE COUNCIL'S ADULT SOCIAL CARE CHARGING POLICY**

Cabinet received a report which was submitted following the recent consultation on proposals for Adult Social Care charging; a referral from the Scrutiny Commission for Health Issues and a referral from the Corporate Management Team meeting held on 11 November 2015.

The purpose of the report was to provide information for consideration on a number of proposed changes to the Council's Adult Social Care Charging Policy; for Cabinet to receive responses and comments from a recent public consultation; to receive responses, comments and recommendations from the Scrutiny Commission for Health Issues and to seek Cabinet's approval of the recommended changes to the charging policy and for the method of implementation of these changes.

Cabinet considered the report and **NOTED**:

1. The proposed changes to the Adult Social Care charging policy and the recommended option, this being option 4.7(a), as set out in the Cabinet report;
2. The responses and feedback received from the public consultation on the charging proposals;
3. The comments and recommendations of the Scrutiny Commission for Health Issues on the charging proposals, these being that:
  - i. Option 4.7(a) in respect of the charging policy proposals was the preferred approach; and
  - ii. That income generated from the Adult Social Care Charging Policy should be ring-fenced for re-investment in adult social care services.

And **RESOLVED**:

4. To approve the proposed changes to the charging policy, as set out in option 4.7(a) within the report to Cabinet, to take effect from the earliest available opportunity as part of the routine financial assessment.
5. In approving the policy, Cabinet **NOTED** the recommendation from the Scrutiny Commission for Health Issues 'that income generated from the Adult Social Care Charging Policy be ring-fenced for re-investment in adult social care services' and confirmed that this was the case.

**ii. TREATMENT OF WAR DISABLEMENT PENSIONS – ADULT SOCIAL CARE CHARGING**

Cabinet received a report which was submitted following a motion moved by Councillor John Fox, the Council's Armed Forces Community Champion, to Full Council on 14 October 2015, which had its origins in the Royal British Legions 'Insult to Injury' campaign.

The purpose of the report was to seek approval from Cabinet for a proposed change to the Council's Adult Social Care Charging Policy in response to Councillor Fox's motion.

Cabinet considered the report and motion as moved by Councillor John Fox, as unanimously supported by Council at the meeting held on 14 October 2015, and

**RESOLVED**:

1. To approve that the Adult Social Care Charging Policy be amended to fully disregard the war disablement pension in the social care financial assessment, effective from February 2016, in accordance with the motion moved by Councillor Fox; and
2. To support the Local Government Association's call for additional funding to be provided by Central Government to ensure that such a policy change is financially sustainable.

**iii. REVIEW OF THE FOURTH LOCAL TRANSPORT PLAN**

Cabinet received a report asking it to consider and recommend that the Council adopt the fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026). It also considered the recommendations of the Sustainable Growth and Environment Capital Scrutiny Committee meeting held on 6 January 2016.

Cabinet considered the report and **NOTED**:

1. The fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026) together with the minor amendments to the Plan as outlined in the report;
2. The recommendations from the Sustainable Growth and Environment Capital Scrutiny Committee, these being that:
  - i. Air quality was monitored in the fourth Local Transport Plan in a manner that was easy to understand and would allow Peterborough to be compared to other cities; and
  - ii. The long term aspiration to support the addition of further stations along the Stamford and Spalding train lines should be included within the Fourth Local Transport Plan and the Council should pursue these aspirations with the relevant rail authorities.

And **RESOLVED:**

3. To endorse recommendation (i) and (ii) of the Sustainable Growth and Environment Capital Scrutiny Committee for inclusion within the Plan, but in relation to recommendation (ii) these (a) being supported by Cabinet and (b) only where they do not take priority over existing proposals for the rail network.

And **RESOLVED TO RECOMMEND TO COUNCIL:**

4. To consider and adopt the Local Transport Plan 2016 to 2021 (LTP4) including the Long Term Transport Strategy 2011 to 2026 (LTTS) as set out in the report, subject to the following additions:
  - i. Air quality be monitored in the fourth Local Transport Plan in a manner that was easy to understand and would allow Peterborough to be compared to other cities; and
  - ii. The long term aspiration to support the addition of further stations along the Stamford and Spalding train lines should be included within the Fourth Local Transport Plan and the Council should pursue these aspirations with the relevant rail authorities subject to these (a) being supported by Cabinet and (b) only where they do not take priority over existing proposals for the rail network.

#### iv. **COUNCIL TAX SUPPORT SCHEME**

Cabinet received a report on proposals for the Council Tax Support Scheme 2016/17 including discussion at the Joint Budget Scrutiny on 26 November 2015 and the results of public consultation.

The purpose of the report was for Cabinet to make a recommendation to Council on the Council Tax Support Scheme to be implemented in Peterborough from April 2016 and approve the the introduction of a council tax discretionary hardship policy.

Cabinet considered the report and **NOTED:**

1. The feedback received to date on the consultation and proposed changes to the council tax support scheme, including the additional consultation response as tabled at the meeting;

And **RESOLVED TO RECOMMEND TO COUNCIL:**

2. To approve a Local Council Tax Support Scheme for Peterborough that contains the following components, as set out in the report:
  - a) No change to the existing scheme reduction of 30% for all eligible working age claimants;
  - b) Aligns the Council tax support scheme to Housing Benefit rules making it less complicated for claimants, namely to:
    - i) Limit backdating of council tax support to one month;
    - ii) Removes family premiums from all new claimants, or existing claimants who would otherwise have had a new entitlement to the premium, with effect from 1 May 2016.

Cabinet further **RESOLVED:**

3. To approve the introduction of a council tax discretionary hardship policy with effect from 1 April 2016.

**v. COUNCIL TAX BASE, BUSINESS RATES AND COLLECTION FUND DECLARATION 2016/17**

Cabinet received a report which formed part of the preparation for setting the council's budget. It needed to be considered so that figures for the tax base, the Collection Fund and the amount of business rates to be collected could be used in setting the Council Tax and business rate income and could be notified to other affected authorities.

Cabinet considered the report **RESOLVED:**

1. That the calculation of the Council Tax Base for 2016/17 should be set at a level of 54,100.4 Band D equivalent properties based on a council tax support scheme of 30% and delegated authority of final confirmation of the Band D equivalent properties to the Corporate Director: Resources following approval of the council tax support scheme by Council on 27 January.

And **NOTED:**

2. The estimated position on the Collection Fund in respect of Council Tax as at 31 March 2016 being:

Council Tax	£1.816m surplus
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3. The estimated position on the Collection Fund in respect of Business Rates as at 31 March 2016 being:

Business Rates	£0.832m deficit
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Cabinet further **RESOLVED:**

4. To delegate to the Corporate Director: Resources authority for approving and returning the final NNDR1 return to the Secretary of State by 31 January 2016, to include any further revision to the business rates position 2015/16 and Business Rate income 2016/17.

**3. CALL-IN BY SCRUTINY COMMITTEE OR COMMISSION**

Since the publication of the previous report to Council, the call-in mechanism has been invoked once.

- i. This was in respect of the decision taken by Cabinet on 7 December 2015, and republished on 31 December 2015, relating to 'City Centre Anti-Social Behaviour Enforcement'. The call-in request will be considered by the Strong and Supportive Communities Scrutiny Committee on 20 January 2016 and as a result the outcome will be included in the report to Council on 9 March 2016.

**4. SPECIAL URGENCY AND WAIVER OF CALL-IN PROVISIONS**

Since the publication of the previous report to Council, the waive of call-in provisions have not been invoked.



**5. CABINET MEMBER DECISIONS**

<b>CABINET MEMBER AND DATE OF DECISION</b>	<b>REFERENCE</b>	<b>DECISION TAKEN</b>
<p>Cabinet Member for Growth, Planning, Housing and Economic Development</p> <p>Councillor Peter Hiller</p> <p>7 December 2015</p>	<p>DEC15/CMDN/110</p>	<p><b>Extension to the Longthorpe Conservation Area</b></p> <p>The Cabinet Member approved a boundary change to the Longthorpe Conservation Area, as set out in Appendix 1 to the report.</p>
<p>Leader of the Council and Cabinet Member for Education, Skills and University</p> <p>Councillor John Holdich</p> <p>10 December 2015</p>	<p>DEC15/CMDN/111</p>	<p><b>St Michaels Expansion</b></p> <p>The Cabinet Member, in consultation with the Cabinet Member for Resources:</p> <ol style="list-style-type: none"> <li>1. Authorised the Corporate Director Resources to approve the construction of new school buildings and minor refurbishment of existing building to accommodate the expansion of St Michaels Church School up to the value of the budget sum of £4.3m, subject to the Council obtaining consent pursuant to section 77 of the School Standards and Framework Act 1988. This sum shall include the anticipated design and build contract costs of and funding for Information and Communications Technology (ICT), all site surveys and project management and technical advisers fees.</li> <li>2. Authorised the Corporate Director Resources to award the design and build contract to Carillion Construction Limited, subject to the recommendations of the value for money report.</li> <li>3. Authorised the Director of Governance or delegated officers to enter into any other legal documentation on behalf of the Council in relation to this matter, including the design and build contract and early works agreement.</li> </ol>
<p>Deputy Leader and Cabinet Member for Integrated Adult Social Care and Health</p> <p>Councillor Wayne Fitzgerald</p>	<p>JAN16/CMDN/01</p>	<p><b>Appointments to Outside Organisations - Peterborough Investment Partnership (Fletton Quays) Limited And Peterborough Investment Partnership (Pleasure Fairs) Limited</b></p> <p>The Cabinet Member:</p> <ol style="list-style-type: none"> <li>1. Approved Peterborough Investment Partnership (Fletton Quays) Limited and Peterborough Investment Partnership (Pleasure Fairs) Limited as</li> </ol>

<b>CABINET MEMBER AND DATE OF DECISION</b>	<b>REFERENCE</b>	<b>DECISION TAKEN</b>
5 January 2016		<p>additional external organisations to which appointment opportunities have arisen;</p> <ol style="list-style-type: none"> <li>2. Approved nominations for appointment vacancies to the board Peterborough Investment Partnership (Fletton Quays) Limited and Peterborough Investment Partnership (Pleasure Fairs);</li> <li>3. Approved the categorisation of the appointments referred to in recommendations 1 and 2 as Council owned companies and arrange for amendment of the Council's partnership database; and</li> </ol> <p>in accordance with Part 3, Section 5 of the Constitution;</p> <ol style="list-style-type: none"> <li>4. Confirmed that appointment of Councillors to the Peterborough Investment Partnership, the parent company, includes appointment to any subsidiary companies set up by the parent company and where the parent company appoints them to these boards.</li> </ol>

<b>COUNCIL</b>	<b>AGENDA ITEM No. 12</b>
<b>27 JANUARY 2016</b>	<b>PUBLIC REPORT</b>

### **MOTIONS ON NOTICE**

The following notices of motion have been received in accordance with the Council's Standing Order 13.1:

#### **1. Motion from Councillor John Holdich**

That Council:

1. Acknowledges that there is increasing concern being raised amongst the general public and other organisations including the fire service, the police and the RSPCA, in relation to the release of sky lanterns and the mass release of balloons, and the potential risks they pose.
2. Acknowledges that the release of sky lanterns and the mass release of balloons has the potential for serious impact upon public safety, wildlife and the environment, including:
  - Fire risk from sky lanterns. Unexpired sky lanterns pose a fire hazard to residential properties, in particular thatched properties, business premises, hazardous material sites, livestock, agriculture and camping activities. An example being the immense fire in 2013 at the plastics recycling plant in Smethwick which was started by a sky lantern;
  - Danger to wildlife. Through entanglement, ingestion or entrapment. Marine life is also at risk from lanterns and balloons falling into the sea;
  - Environmental issues. Although some lanterns and balloons may be classed as 'biodegradable', some elements may take years to degrade. This leads to an increase in litter and waste, both on land and in the sea;
  - Danger to humans. Through hazardous metal waste being left behind from non-biodegradable sky lanterns;
  - Loss of resources. Lanterns can be mistaken for distress flares or aircraft and can lead to the police and the coastguard suffering a loss of resources whilst having to deal with these false alarms.
  - Hazard to aircraft. There is a danger of both lanterns and balloons being sucked into aircraft engines and the Civil Aviation Authority has a policy in place which provides guidance for individuals or organisations wishing to conduct displays of 'directed light, fireworks, toy balloons and sky lanterns' within UK airspace.
3. Acknowledges that although there are guidelines available around both sky lantern and mass balloon releases, there are no plans in the foreseeable future for the Government to make any changes in legislation relating to their use.

Therefore taking all issues into account, that Council:

4. Agrees that the release of sky lanterns and mass balloon releases be prohibited from Council occupied land and properties;
5. Agrees that the release of sky lanterns and mass balloon releases be prohibited from taking place as part of projects or events over which the Council has control, in consultation with the Assistant Director of Legal and Democratic Services and the Licensing Service as appropriate; and
6. Encourages the use of alternative and original ways to commemorate events rather than the release of sky lanterns or the mass release of balloons.

## **2. Motion from Councillor Julia Davidson**

1. Council notes that our current Local Transport Plan (LTP3: 2011-2016) contains the following policy objectives:
  - Promotion of public transport;
  - To seek to increase the proportion of eligible secondary school pupils travelling to school by public transport, where walking or cycling to school is not possible;
  - To seek Section 106 contributions from developers to implement measures contained in travel plans for new businesses, new residential developments, district centres and schools; and
  - To implement measures identified in travel plans to ensure all new developments are built with a high level of accessibility.

This has not happened in Manor Drive.

2. Council therefore regrets the fact that the Manor Drive development in Gunthorpe, including thousands of houses and significant industrial and commercial premises, appears to have been developed with no regard to providing services for a community, in particular the development has been delivered without any bus service, despite the fact that it is separated from existing bus services by a considerable distance and a busy parkway.
3. Council requests the relevant Cabinet Member to arrange urgent discussions with ward councillors, relevant officers and bus operators to find ways of providing some public transport to this rapidly growing area of the city.

<b>COUNCIL</b>	<b>AGENDA ITEM. 13(a)</b>
<b>27 JANUARY 2016</b>	<b>PUBLIC REPORT</b>

## **ALTERNATIVE GOVERNANCE ARRANGEMENTS**

<b>R E C O M M E N D A T I O N S</b>
<b>FROM : Chairman of the Design and Implementation Working Group</b>
<p>(1) That in accordance with paragraph 9KC of Schedule 2 of the Localism Act 2011,</p> <ul style="list-style-type: none"> <li>(a) the Council resolves to make changes to its constitutional arrangements to a hybrid model of executive decision making with a greater involvement of pre-scrutiny recommendations as set out in the report of the Design and Implementation Working Group (Appendix 1) to take effect from the Annual Meeting of the Council in May 2016.</li> <li>(b) That copies of the Design and Implementation Working Group's report setting out the provisions of the arrangements should be made available at the Town Hall, and details of the proposals be published in one or more newspapers circulating in the area.</li> </ul> <p>(2) That Council approves the following changes to the Constitution to take effect from the Annual meeting of the Council in May 2016:</p> <ul style="list-style-type: none"> <li>(a) Overview and Scrutiny Article 7 (Part 2:Section 7)</li> <li>(b) Overview and Scrutiny Functions (Part 3:Section 4)</li> <li>(c) Scrutiny Committee Procedure Rules (Part 4: Section 8)</li> </ul> <p>(3) That the Council notes that the proposed changes to the Cabinet Procedure Rules will be reported to a future meeting of Cabinet for approval and Council for adoption.</p> <p>(4) That the following further consequential changes to the Constitution will be brought to the Council meeting in March:</p> <ul style="list-style-type: none"> <li>(a) Cabinet Procedure Rules (Part 4: Section 7)</li> <li>(b) Budget &amp; Policy Framework Procedure Rules (Part4: Section 6)</li> </ul> <p>(5) That a review should be undertaken prior to the Annual Meeting in May 2017 to ensure the proposed scrutiny structure is effective.</p>

### **1. PURPOSE AND REASON FOR REPORT**

- 1.1 On 15 July 2015 the Council agreed to adopt an alternative form of governance to take effect from the Annual Council meeting in 2016. It noted that the preferred model was a hybrid model of executive decision making with a greater involvement of pre-scrutiny review (a Peterborough model). A 'hybrid' model of governance is where the executive (Cabinet and Leader) is retained but the scrutiny function alters its focus to become an advisory body to the executive in addition to providing its post scrutiny functions. It

also agreed to set up a Design and Implementation Working Group to report their detailed constitutional proposals to Council.

- 1.2 This report sets out the Working Group's proposals for implementing the hybrid model and on a proposed structure for scrutiny committees (Appendix 1). It also includes proposed changes to the Council's Constitution to implement the proposals.
- 1.3 In accordance with paragraph 9KC of Schedule 2 of the Localism Act 2011, the Council must advertise any changes to its governance arrangements and details must be available for public inspection.

## **2. BACKGROUND**

- 2.1 Peterborough City Council has operated executive arrangements since 2001 under a Leader and Cabinet model with delegated decision making resting with the Cabinet or individual Cabinet members according to their portfolios. Traditionally Peterborough has operated a member-led decision making model with limited delegation to officers for non-key executive decisions. The Council retains some principal functions and has responsibility for the budget and the major policy framework of the Council. It also retains some regulatory decision making powers, the majority of which it has delegated to individual committees, (e.g. Planning & Environmental Protection Committee, Employment Committee and Licensing Committee etc.).
- 2.2 The Localism Act 2011 allowed Councils to exercise discretion regarding their governance arrangements and Councils could continue their existing executive arrangements, return to a committee system or adopt other governance arrangements.

## **3. THE PREFERRED MODEL OF GOVERNANCE**

- 3.1 On 15 July 2015 the Council agreed to adopt an alternative form of governance to take effect from the Annual Council meeting in 2016. It noted that the preferred model was a hybrid model of executive decision making with a greater involvement of pre-scrutiny review "a Peterborough model".
- 3.2 Under a hybrid model, the executive system of decision making is retained but reports are, where specified, referred to scrutiny committees in advance of the decision being considered by the executive. Scrutiny committees make recommendations on those reports which the executive take into account before making their decision.
- 3.3 The Leader and Cabinet are therefore retained, providing the leadership and focal point for the Council. With the new role played by scrutiny, this model also allows for backbench and opposition members to take part in the formulation of policy and decision making and so provides more inclusivity for Members; the primary benefit of a new model.

## **4. DESIGN AND IMPLEMENTATION WORKING GROUP**

- 4.1 The Council at the same meeting agreed the formation and terms of reference of a working group to design and implement "a Peterborough model" and requested a report on their detailed constitutional proposals to Council.

- 4.2 Since July, the Design and Implementation Working Group has met monthly to consider:
- (a) the principles for designing a hybrid model,
  - (b) the key elements of the Wandsworth model and how it could be adapted to suit Peterborough,
  - (c) a number of approaches for designing suitable proposals for Peterborough; including deciding those decisions which should go through the pre decision scrutiny process, whether there should be a reference up procedure and the form it should take in addition to the current call in arrangements,
  - (d) options for consulting on the budget under a hybrid model, and
  - (e) the constitutional, process and timetabling implications of the new arrangements.
- 4.3 It recognised the current scrutiny structure would not work under a hybrid model for a number of reasons; any future structures needed to be aligned with cabinet and officer portfolios to ensure the correct matters were referred to scrutiny committees. Decision making needed to be timely and avoid Cabinet members and officers attending numerous scrutiny meetings immediately prior to Cabinet.

## **5. SCRUTINY WORKSHOPS**

- 5.1 The Design and Implementation Working Group also arranged to hold two workshops for all scrutiny members:
- (a) the first workshop in October was to seek scrutiny members' views on key elements of the hybrid model, the current scrutiny arrangements and the improvements they would like to see. The workshop fed back their views on the future role of scrutiny and the design principles for a future scrutiny structure.
  - (b) the second workshop was held on 7 December and focused on a revised structure under the hybrid model and to review their approach to work programming under the new arrangements.
- 5.2 Both workshops were guided by a representative of the Centre for Public Scrutiny. The feedback from the workshops were taken into account when the working group finalised its proposals in January.

## **6. THE PROPOSED PETERBOROUGH MODEL**

- 6.1 The Design and Implementation Working Group met on 5 January to receive feedback from the scrutiny workshop and to finalise its proposals for a hybrid model for Peterborough. Its final proposals are set out in their attached report. (**Appendix 1**). In summary, the proposals are as follows:
- (a) the Chairman of Scrutiny Committees in consultation with the relevant Cabinet Member will call forward any executive decisions that should be taken to a scrutiny committee before the executive decision is made.
  - (b) Should a Cabinet Member (CMDNs) disagree with a scrutiny committee's recommendations, the matter will be referred up to Cabinet.

- (c) Provision will be made for minority reports where a minority of members on a scrutiny committee disagrees with the majority on the committee. If the matter is an individual Cabinet Member decision, the matter will be referred up to Cabinet.
- (d) There should be three scrutiny committees which are aligned to cabinet member portfolios and the officer structure. The scrutiny committees should consist of 10 Members and should meet eight times a year immediately before Cabinet in order to make timely recommendations.

6.2 The Council are asked to agree the report and recommendations in Appendix 1.

## 7. CONSTITUTIONAL CHANGES

7.1 In order to implement the changes from the annual meeting, the constitution will need to be amended to take account of the proposed changes. This report outlines the first amendments to the Constitution. Any further amendments will either be made by the Monitoring Officer under her delegated powers or be brought to a future meeting of Council. The opportunity has been taken to update the Constitution to take account of changes in legislation. The Council is asked to approve the following:

- (a) Article 7 - Overview and Scrutiny - **Appendix 2**
- (b) Overview and Scrutiny Functions (Part 3:Section 4) - **Appendix 3**
- (c) Scrutiny Committee Procedure Rules (Part 4: Section 8) - **Appendix 4**

7.2 If the Council approves the recommendations of the Design and Implementation Group, the Executive Procedure Rules (Part 4 - Section 7) proposed by the Group will be reported to Cabinet for approval. Subject to Cabinet approval, these will be adopted into the Constitution at the Council meeting in March.

7.3 The report of the Design and Implementation Group comprises an indicative budget process set out in Appendix 1 (b). If these indicative proposals are agreed, the Budget and Policy Framework Procedure Rules (Part4: Section 6) will also be reported back to Council for approval in March.

## 8. COMMUNICATIONS STRATEGY

8.1 As the proposed changes do not change the principle model; the leader cabinet model, there is no requirement to consult. In addition, the proposed changes are largely internal. The proposals will be communicated as follows:

### **Advertising the Proposed Changes**

8.2 The Localism Act 2011 requires the Council to pass a resolution to make changes to its governance arrangements. It must set out the details of the arrangements in a public document and these must be available at the Town Hall for inspection by the public. Notice of the changes must also be advertised in one or more newspapers circulating in its area. The objective is to inform the public of the changes and the date of their commencement.



## **Partners**

- 8.3 Partners will be advised of the proposed changes as part of the budget consultation process.

## **Members and Officers**

- 8.4 Following approval of the Peterborough model, officers will attend an All Party Policy meeting to model examples of how the new processes will work. The revised arrangements will be communicated to officers and a similar modelling exercise will be undertaken with them.
- 8.5 Following the May election, training will be undertaken as part of the member development programme and the scrutiny work planning.

## **9. IMPLICATIONS**

- 9.1 Financial implications: It is proposed to include £50,000 in the budget for 2016/17 for additional staffing resources within Democratic Services to support this model. Resource implications across the rest of the Council will depend on how the new arrangements are implemented in practice and the volume of work arising. This will be kept under review
- 9.2 Legal implications: The Council can alter its governance arrangements by a resolution at Council as set out in the recommendations.
- 9.3 There are no further implications arising from this report.

## **10. BACKGROUND DOCUMENTS**

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

Reports of the Design and Implementation Working Group.

## **Appendixes**

- |            |  |
|------------|--|
| Appendix 1 | Final report of the Design of the Implementation Group         |
| Appendix 2 | Article 7 – Overview & Scrutiny                                |
| Appendix 3 | Section 4 – Overview & Scrutiny Functions & Terms of Reference |
| Appendix 4 | Section 8 – Scrutiny Committee Procedure Rules                 |

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## FINAL REPORT OF THE DESIGN AND IMPLEMENTATION GROUP

### ALTERNATIVE GOVERNANCE ARRANGEMENTS: HYBRID MODEL

#### 1. Purpose

- 1.1 This report sets out the recommendations of the Design and Implementation Working Group on the design proposals for a hybrid model of governance arrangements suitable for Peterborough. It details their proposals for pre-scrutiny of executive decisions and for a proposed revised scrutiny structure suitable for a hybrid model.

#### 2. Background

- 2.1 In July 2015 the Council agreed to adopt an alternative form of governance to take effect from the Annual Council meeting in 2016. The preferred model was a hybrid model of executive decision making with a greater involvement of pre-scrutiny review (a Peterborough model).<sup>1</sup> It set up a cross party working group to design the model, known as the Design and Implementation Working Group. Its terms of reference is attached (Appendix 1(a)).

- 2.2 The membership of the working group was as follows:

Cllr Thulbourn (Labour) - Chairman  
 Cllr Hiller (Conservative)  
 Cllr Lane (Independent/Werrington First)  
 Cllr North (Conservative)  
 Cllr Aitken (Conservative)  
 Cllr Sandford (Liberal Democrats)  
 Cllr Faustino (Conservative)  
 Cllr Whitby (UKIP)  
 Cllr Holdich (Conservative)  
 Cllr Sharp (Independent/Peterborough Independent Forum)

- 2.3 Since July, the Working Group has met monthly to consider:

- (a) The principles for designing a hybrid model.
- (b) The key elements of the Wandsworth model and how it could be adapted to provide a personalised set of governance arrangements to suit Peterborough City Council.
- (c) A number of approaches for designing suitable proposals for Peterborough; including deciding which decisions should go through the pre decision scrutiny process, whether there should be a reference up process (in addition to call in) and the form it should take.
- (d) Options for consulting on the budget under a hybrid model, and
- (e) The constitutional, process and timetabling implications of the new arrangements.

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<sup>1</sup> A 'hybrid' model of governance is where the executive (Cabinet and Leader) is retained but the scrutiny function alters its focus to become an advisory body to the executive in addition to providing its post scrutiny functions.

- 2.4 The Working Group also arranged to hold two workshops for all scrutiny members guided by a representative of the Centre for Public Scrutiny:
- (a) The first workshop in October was to seek scrutiny member's views on key elements of the hybrid model, the current scrutiny arrangements and the improvements they would like to see. The workshop fed back their views on the future role of scrutiny and the design principles for a new scrutiny structure.
  - (b) The second workshop was held on 7 December to consult on a proposed structure and to begin to discuss how members might programme their work to focus on pre-scrutiny and adding value.

## **Recommendations**

### **3. Principles**

- 3.1 The Working Group's first task was to discuss and agree principles to inform the design of a new system suitable for Peterborough. They agreed the following principles:
- (a) An efficient, effective and timely decision making structure, which is open, transparent, accountable, and inclusive.
  - (b) A system where
    - 1) The executive would value constructive and sensible input from Scrutiny Committees to improve decisions taken.
    - 2) Non-executive members feel that they are involved and can influence executive decisions before they are made and there is a mechanism to identify which decisions they wish to influence.
    - 3) Scrutiny acts as a "critical friend".
    - 4) Scrutiny Committee Chairmen and Cabinet Members work in partnership.
  - (c) Scrutiny Committees should make recommendations to Cabinet/Cabinet Members having regard to officer recommendations. If the Scrutiny Committee did not agree with the officer recommendations, they provide reasons.
  - (d) Cabinet should take decisions on the advice of scrutiny. The executive would be expected to agree with scrutiny's recommendations but they should still be able to take an alternative decision. In such circumstances there would have to be strong reasons for doing so and the relevant Scrutiny Committee would be informed of those reasons.
  - (e) There would need to be a process to deal with urgent decisions.

### **4. Role of Scrutiny in Peterborough**

- 4.1 The Working Group also consulted all scrutiny members at two scrutiny workshops on the future role of scrutiny and their views on the principles for designing new scrutiny arrangements.
- 4.2 Feedback from the scrutiny workshops indicated there was too much emphasis on "review and scrutiny". Scrutiny members wanted to be engaged early in the process before

decisions were made so that they could make a positive contribution. They considered that meaningful scrutiny should emerge from the following principles:

- (a) Councillors should be able to engage early in decision making and provide a strong, objective, and distinct voice.
- (b) There should be open and transparent decision-making between scrutiny and the executive, together with improved communication between them.
- (c) Scrutiny should focus on adding value: it ought to decide key areas to consider rather than being a means to review all matters.
- (d) The hybrid model should provide a mechanism to identify key issues for pre-decision scrutiny both at the policy development stage and prior to executive decision making and include a process for resolving differences.
- (e) Any Scrutiny arrangements should enable members to build sufficient knowledge and expertise in related functions and involve multiple members in the scrutiny process.

4.3 The above principles were used to design the proposed hybrid model and scrutiny arrangements. Therefore, in addition to its review and scrutiny function, the Working Group proposed the following definition be added to the role of scrutiny.

#### **DIG 1 Recommendation**

The following definition be added to the role of scrutiny:

*In addition to its role in holding the executive and partners to account, the role of scrutiny is to provide a positive input into decision-making at an early stage; both at the policy development stage and prior to decision making. It has a strong, objective and distinct voice and is a mechanism for bringing a wide range of voices, views, ideas and expertise. As members of an elected body, it will ensure it adds value and transparency at all times.*

## **5. Executive Decisions subject to Pre-decision Scrutiny**

- 5.1 The Working Group considered whether all executive decisions should be scrutinised before executive decisions were made as in Wandsworth. The Working Group agreed that this model would not work for Peterborough; if all executive decisions were pre-scrutinised, Scrutiny Committees would be overloaded, would involve them in unnecessary detail and result in delays in executive decision making. Unlike Wandsworth, they would prefer not to see further delegation of executive decisions or increased use of urgency powers by officers. Instead, Members would like to be more selective about the decisions that come to scrutiny before the decision is made. They recommend that the relevant Chairman of a scrutiny committee in consultation with the Cabinet Member should decide which decisions should be subject to pre-scrutiny.
- 5.2 At the time of publication of the forward plan (twice a month), the Chairman and Cabinet Member would review the plan to identify which decisions should come under scrutiny before the executive decision is made, those that do not require pre-scrutiny or to identify

particularly contentious or difficult decisions which need early scrutiny. It would be for the Chairman to decide how they involved other members of the committee.

- 5.3 Members also favoured the use of informal networks such as the Group Leaders' meetings to resolve issues. There was no proposed changes to the Group Representative meetings under the Member/Officer Protocols in Part 5, Section 3 of the Constitution. They recommended that the Group Representative meetings should still continue to meet at various points in the year to enable the Scrutiny Chairman to consult with the Committee or Group Representatives as set out in the Member/Officer Protocol.

#### **DIG 2 Recommendation**

- (a) The relevant Chairman of a Scrutiny Committee in consultation with a Cabinet Member should decide which decisions should be subject to pre-scrutiny at a meeting at which Officers can provide advice and guidance.
- (b) All planned executive decisions should be included in the forward plan for 28 days, where possible.

## **6. Implications for Scrutiny Work Programme**

6.1 The Working Group noted the scrutiny workshop's views that Members wanted to manage their work programme differently. They wanted to provide a positive input into decision-making at an early stage; both at the policy development stage and prior to decision making. In order to undertake pre decision scrutiny and to develop ideas and generate policy, this work would need to take priority over post decision scrutiny which they saw as lacking influence and negative. The workshop agreed they would use prioritisation to manage their workload:

- (a) Any matters relating to pre-decision scrutiny would need to take priority.
- (b) Being selective in choosing items for scrutiny for example, choosing two or three themes a year to inform their work programming rather than considering a wide range of issues.
- (c) The agenda and programme should be member led.
- (d) Once the work programme is set, they should avoid adding other items throughout the year unless absolutely necessary.
- (e) Rather than monitoring a myriad of performance indicators for every function, scrutiny should receive performance indicators on key areas of importance and follow a dashboard/ traffic light system; green for on target; red for target not achieved etc.
- (f) Eliminating from the agenda "items for information" which should be circulated outside of the committee.

- 6.2 The Working Group noted that the Scrutiny Workshop had requested more assistance in deciding their work programme, in identifying priorities and their information needs and resources so that they were equipped to add value in a much more focused way. This would be progressed as part of the member induction programme after the elections and as part of the scrutiny work planning at their first meetings after the Annual Meeting. It would be a key role of the Chairman to lead this work.

## **7. Scrutiny Structure and Size**

### **Structure**

- 7.1 Having consulted Scrutiny Members, the Working Group agreed the current scrutiny structure was not fit for purpose.
- 7.2 It recognised the current scrutiny structure would not work under a hybrid model for a number of reasons; any future structures needed to be aligned with Cabinet and Director portfolios to ensure the correct matters were referred to scrutiny committees. Decision making needed to be timely and avoid Cabinet Members and Directors attending numerous scrutiny meetings prior to Cabinet. It specifically needed to be designed to fit with a hybrid model.
- 7.3 The Design and Implementation Group proposed the establishment of the following three committees:
- (a) Children and Education Scrutiny Committee
  - (b) Adults, Communities and Health Scrutiny Committee
  - (c) Growth, Environment & Resources Scrutiny Committee
- 7.4 The proposed structure addressed the following:
- 1) The terms of reference of each committee was evenly balanced in terms of its size and area of responsibilities.
  - 2) The structure is aligned to Cabinet Member roles, to Directors' portfolios to build the officer support role for scrutiny and to the Council's work which falls into two main categories: the family, and the wider environment (including economic development and resources). In other words people and place. This would assist with ensuring the correct matters were added to the scrutiny agendas.
  - 3) As now, there needed to be one committee with overall responsibility for the budget. This would be the Growth, Environment and Resources Scrutiny Committee. There are separate arrangements for the budget process set out in a flowchart at Appendix 1(b) to the report.
  - 4) Specific statutory responsibilities of scrutiny have been taken into account:
    - (a) The Adults, Health & Community Scrutiny would undertake scrutiny:
      - 1) the Council's statutory functions under section 19 of the Police and Justice Act 2006 relating to the scrutiny of crime and disorder matters;

- 2) the Council's statutory functions under section 244 of the National Health Service Act 2006 to review and scrutinise matters relating to the Health Service within the Council's area and to make reports and recommendations to local NHS bodies or providers.

These committees should continue to undertake their statutory responsibilities as they do at present.

- (b) The Growth, Environment and Resources Scrutiny Committee would undertake the Council's statutory duty to review and scrutinise flood risk management functions which may affect the local authority's area under section 21F of the Local Government Act 2000 (as amended by the Flood and Water Management Act 2010).
  - (c) The Children & Education Scrutiny Committee would include the statutory requirement to have church and parent governor representatives on the Scrutiny Committee considering matters related to education.
- 5) There is no separate rural committee. Councillors from rural areas were represented on all committees so rural as well as urban matters were represented. If the interests of rural areas were particularly important this could be dealt with by other means, such as having a heading in the report template entitled "Rural Implications", or using Parish Council Liaison Committees to consult on rural issues etc. Scrutiny Members on committees could be designated specialist roles, such as rural spokesperson.
  - 6) The overriding priority was to enhance the ability to add value at the appropriate stage in decision making. Cabinet meets 10 times a year and under the current structure, four of the five Scrutiny Committees would need to meet the week before Cabinet. This would substantially increase the number of meetings and levels of bureaucracy which does not align with the principles for the new model. Under a hybrid model, the Design and Implementation Group decided Cabinet Members and Directors should not be shadowing more than one committee, although, some overlap could not be avoided. It should also avoid having to attend numerous scrutiny meetings leading up to Cabinet meetings. This suggested that a maximum of three committees was the optimum number.
  - 7) Fewer committees did not mean less involvement of a wider range of councillors as the committees could be quite large; where necessary committees could make use of task and finish groups to consider matters in more detail when feeding into policy development, as now. Where it was proposed that informal discussions take place, it would be important that the nature and products of those discussions were fed back through a formal, public forum in the interests of transparency.
  - 8) Cross cutting issues should be dealt with by making provision in reports to highlight these, or where necessary the committees might set up cross cutting task and finish groups, or meet jointly to provide a single set of recommendations.

7.5 The second scrutiny workshop was concerned that three committees might be insufficient in view of the workload of the current committees and discussed splitting the Adults and Health, or Growth and Resources Committees. It was emphasised that workload could be managed through work programming and prioritisation. In accepting the proposal for three



Scrutiny Committees, the workshop requested that the structure be reviewed a year after implementation.

### **Size of Scrutiny Committees**

- 7.6 The Working Group also considered the future size of Scrutiny Committees. The existing committees were between 7 and 10 members (total 38 members). CfPS research demonstrated that committee size, in itself, had no direct bearing on the effectiveness of scrutiny work.
- 7.7 The Group recognised that a balance needed to be struck between having sufficient Members for a broad range of views but not too large for effective debate and efficient decision making. The Design and Implementation Group recommended that each committee had 10 members. They considered that a committee of larger than 10 would be too large, taking into account co-opted members.
- 7.8 As now, there would be statutory education co-opted members on the Children and Education Scrutiny Committee with voting and call-in rights on education matters only. In addition, committees may co-opt up to four non-voting members or partners on to their committees.
- 7.9 The Working Group also noted that the current constitution provided for a non-voting representative of other faiths without voting rights to sit on any scrutiny committee considering educational issues. This position had never been filled despite attempts to do so. It also provided for any committee acting as the Crime and Disorder Committee to include a representative of Cambridgeshire and a Peterborough Fire Authority with full voting rights. However, the Fire Authority had never taken up the position. As these positions had not been filled and there was provision to appoint four non-voting co-opted members under the new arrangements, they recommended these positions be removed.

#### **DIG 3 Recommendation**

- (a) That three Scrutiny Committees be established.
- (i) Children and Education Scrutiny Committee
  - (ii) Adults, Communities and Health Scrutiny Committee
  - (iii) Growth, Environment & Resources Scrutiny Committee
- (b) Each committee consists of 10 members together with any co-opted members.
- (c) That a review be undertaken prior to May 2017 to ensure that the proposed structure is effective.
- (d) For the reasons set out in 7.9, and as all scrutiny committees may co-op up to four voting members, the following co-opted member positions be removed from the constitution:
- (i) A representative of Cambridgeshire and a Peterborough Fire Authority on any Scrutiny Committee acting as the Crime and Disorder Committee with full voting rights on these matters only.
  - (ii) A representative of other faiths without voting rights on any committee considering educational issues.

## **8. Chairman of Scrutiny Committees**

### **Charter on Role of Chairman:**

- 8.1 The Working Group recognised that the Chairman would have a much stronger role in managing the agenda, particularly in working with the relevant Cabinet Member on agreeing items for pre-decision scrutiny and ensuring that the Committee had a manageable work programme. They recommended that there should be a Chairman's charter outlining their rights and responsibilities under the new hybrid model. From previous discussions, Members saw the role as:
- (a) Providing leadership to the Committee and managing the business through setting its agenda and work programmes
  - (b) Managing the agenda in consultation with committee members to ensure the work of the Committee is member led, and is in accordance with member priorities
  - (c) Ensuring that its work primarily focused on pre-decision scrutiny, and adding value
  - (d) Leading on the development of the work programme to ensure it is focused
  - (e) Working with the relevant Cabinet Members to review the forward plan to identify key issues for pre-decision scrutiny both at the policy development stage or prior to decision making liaising with members of the committee and taking the views of Group Representatives as necessary
  - (f) When making recommendations to the executive, ensure there is consensus that members take account of officer advice and where the Committee do not agree with the officer or Cabinet Member recommendations, clear reasons are given
  - (g) Ensuring the Committees' input to executive decision making is efficient and effective
  - (h) To represent the Committee at Cabinet meetings
  - (i) To foster relationships founded on mutual respect and open communications between Directors, the Executive and Scrutiny members.

### **Appointment of Chairman of a Scrutiny Committee**

- 8.2. There had been discussion at the Scrutiny Workshop about whether the Chairman should come from an opposition group. The Design and Implementation Working Group also discussed whether the Council should appoint the Chairman of a scrutiny committee, whether it should be the Committee itself following the Annual meeting and whether the constitution should state that the Chairman should come from an opposition group.

Members were split and no firm decision was agreed. The various views were:

- (a) Some Members felt that a further separation between the majority group and scrutiny was necessary to ensure scrutiny was seen as strong. They noted that perception

was important, and having a chairman who was a member of the majority group might lead to questions about the strength of scrutiny.

- (b) Others argued that there should not be a presumption that the Chairman should come from any particular group, but rather the best person should be chosen for the job and this could be undertaken by the Committee, rather than by nominations from political groups at the Council meeting. A committee would not want to be put in the position of appointing a member with no experience of chairing or who had just been appointed to the Council just because that person was from a minority group. The Chairman might be a member of the Administration but that did not mean opposition groups would not have their view heard.

#### **DIG 4 Recommendation**

- i. That the Chairman of Scrutiny Committees should have a charter to set out the rights and responsibilities of the Chairman
- ii. Having considered the arguments for and against, the Working Group made no recommendations regarding the appointment of the Chairman of Scrutiny Committees.

### **9. Process, Timetable and Frequency of Meetings**

- 9.1 Whilst not all decisions would be pre-scrutinised, in order to carry out the form of pre-decision scrutiny that members prefer, scrutiny committee meetings would need to be aligned to Cabinet to ensure there was no delay in decision making.
- 9.2 Under the Wandsworth model, five scrutiny committees met 4 times a year, and Cabinet met (8 meetings) in between scrutiny meetings to ratify recommendations of scrutiny. Special meetings were arranged as necessary. In Wandsworth it was the delegation and urgency elements which made the system logistically workable. As stated above, unlike Wandsworth, the Working Group would prefer not to see further delegation or increased use of urgency powers.
- 9.3 Currently, Cabinet had 10 meetings a year, including two in February which tended to be budget focused, and each of the five Scrutiny Committees met six times a year (30 scrutiny meetings a year.) In future, each Scrutiny Committee would need to meet prior to Cabinet, which would increase the number of times the Committees should meet (30 meetings a year i.e. the same number as at present.)
- 9.4 The Working Group proposed that each committee met eight times a year to shadow Cabinet<sup>2</sup> with a caveat that meetings may be cancelled if there were no matters to discuss. Any identified individual cabinet member decisions would need to be scheduled in around the scrutiny calendar. The agenda would require careful forward planning, and the early identification of those decisions identified as “key” where scrutiny’s input would be of value.

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<sup>2</sup> On average two of the ten meetings discuss the budget for which there will be a separate process

- 9.5 In order to undertake pre decision scrutiny and to ensure timely decision making, the Group agreed that the most efficient option would be to have one report with officer recommendations which would go jointly to scrutiny and to Cabinet. Therefore the Cabinet agenda could be printed in 2 parts, those reports that are subject to pre decision scrutiny will be published at the same time as the agenda for scrutiny meetings (approximately 9-12 clear working days before the Cabinet meeting instead of 5 clear working days before the meeting).
- 9.6 In order to undertake pre decision scrutiny and to ensure timely decision making, meetings would need to be aligned to Cabinet meetings. For example, if Cabinet meets on a Monday, Scrutiny Committees would meet the week before i.e. Monday to Wednesday before the Monday Cabinet meeting. Following each meeting of scrutiny, a schedule would be published stating whether the Committee agreed with the officer recommendation and details of any specific amendments (the Wandsworth model). These would be published as a supplementary item to the Cabinet report. The timetable below is for illustrative purposes only

### Timetable (illustrative only)

Week No	Mon	Tues	Wed	Thurs	Friday
1			Forward Plan Published (At least 28 clear days of the Cabinet meeting or Cabinet Member Decisions)		
2		Chairman of Scrutiny & relevant Cabinet Members meet to discuss items for pre-scrutiny with officers present			
3			Forward Plan		
4					Cabinet agenda (part 1) & CMDNs published & included on the agenda of relevant Scrutiny Committee
5					Statutory deadline for publication of Cabinet agenda (part 2)
6	Scrutiny Committee meeting	Scrutiny Committee meeting	Scrutiny Committee meeting		
7	Cabinet				

## **DIG 5 Recommendation**

That each Scrutiny Committee meets eight times a year prior to shadow Cabinet with a caveat that meetings may be cancelled if there were no matters to discuss

### **10. Cabinet Member Decisions, Minority Reporting, and other safeguards**

- 10.1 The Group discussed having safeguard mechanisms in certain circumstances:
- 10.2 **Cabinet Member Decisions (CMDN):** The Working Group considered that CMDNs were beneficial to ensure efficient decisions making. However, they would like to see certain safeguards. If the Cabinet Member were inclined to take a decision that went against the recommendation of the Scrutiny Committee, then the CMDN should automatically be referred to Cabinet and be taken in the public arena. The Leader of the Council who had responsibility for executive decisions, confirmed he had no objection to this proposal.
- 10.3 **Cabinet Decisions:** It was recognised that reports from Officers were based on professional judgement. If the Scrutiny Committee did not agree with officer recommendations, then they needed to give reasons for that decision. If Cabinet did not agree with Scrutiny Committee recommendations, then Members of the Council had the ability to call in decisions under the existing call in arrangements
- 10.4 **Minority Reports:** Where a Scrutiny Committee makes recommendations which other members do not agree, opposing members on the committee should have an opportunity to submit a minority report to Cabinet. The Working Group recommended that the minority report including the alternative recommendations would be submitted to Cabinet at the same time as they receive the Scrutiny Committee's recommendation.
- 10.5 For individual Member Decisions, the Cabinet Member would refer the recommendation and minority report to Cabinet, rather than take the decision themselves.
- 10.6 The Group considered the above proposals would ensure there was public debate at Cabinet before the decision was made and was preferable to the Wandsworth model where Members may refer the recommendations to Council should an alternative recommendation be deemed more appropriate. The Wandsworth model could considerably delay decision making and it did not give the opportunity for Cabinet to consider the Scrutiny Committee's recommendations and any minority report before it made its decision. In addition, the Council met infrequently and the matter would have to be reported back to Cabinet after the Council meeting as Council cannot overturn executive decisions. Under the proposed model, Cabinet would consider both sets of recommendations, and make their decision. If members were not satisfied after that, they could call in the decision. Disputes could also be discussed informally at Group Leaders meetings.
- 10.7 **Speaking rights at Cabinet meetings:** The Working Group was concerned that scrutiny members, particularly the Chair, would need specific rights to speak at Cabinet. The Leader agreed to review the Executive Procedure Rules to accommodate this.
- 10.8 **Amendments to Call in:** The Working Group noted that under the existing call in arrangements set out in Part 4 Section 8 of the Scrutiny Procedure Rules, the relevant

Scrutiny Committee discusses any requests for call-in and may refer it back to the decision making body for reconsideration.

- 10.9 The Working Party discussed whether it was appropriate for a scrutiny committee to consider a call in where it had been involved in the original decision and had made recommendations to the Cabinet. They recommended that the Scrutiny Procedure Rules should be amended to state that any request to call-in a decision cannot be considered by the Scrutiny Committee that made the original recommendations to Cabinet. The call in must be considered by another Scrutiny Committee to provide independence.
- 10.10 **Urgency:** Current standing orders provide for urgent decisions. The Working Group considered whether any processes should be put in place where there was no time to go through the “pre-scrutiny decision” process. They considered an informal process was more appropriate, and recommended that the Cabinet Member and Chairman of the Scrutiny Committee should agree informally to exemptions to pre-scrutiny of decisions for reasons of urgency as part of their review of the forward plan or where a decision becomes urgent as it goes through the process.
- 10.11 They also recommended that where an individual cabinet member decision (CMDN) had been identified for pre-scrutiny but could not be scheduled for a Scrutiny Committee, the Cabinet Member could take the decision in consultation with the Chairman. The decision would be subject to the existing call in procedure.

#### **DIG 6 Recommendation**

**That the Constitution, Executive and Scrutiny Procedure Rules be amended to include the safeguards in paragraph 10.1. to 10.11 above.**

## **11. Budget Process**

- 11.1 The Working Group considered options for the budget process under a hybrid model. A summary of the proposed arrangements is set out in Appendix 1 b. The Budget & Policy Framework rules in the Constitution would need to be amended and would be reported to a future Council meeting as part of the necessary constitutional changes that are required, once Council had agreed the proposed hybrid model.

**ALTERNATIVE GOVERNANCE: DESIGN & IMPLEMENTATION GROUP**  
**TERMS OF REFERENCE**

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**Objective**

A cross party working group of members to design and implement the structure of the proposed governance of the Council. The working group will report to Council in December 2015 with detailed proposals for implementation of the new proposals for the civic year 2016/17.

The objective of the working group is to provide a personalised set of governance arrangements for Peterborough City Council based upon a hybrid model of executive decision making with a greater involvement of pre-scrutiny decision making.

**Purpose**

To design and plan the implementation the new governance arrangements to include:

- The role of Cabinet
- Individual Cabinet Member decision making
- Executive decisions by officers
- Forward Plan and the corporate work programme
- Budget process
- Urgent decisions
- The new role of Scrutiny Committees
- The call-in process
- Senior officer engagement and the role of CMT
- Consultation processes
- Changes to the constitution
- Alteration of the civic calendar
- Resourcing the changes

**Consultation and communication**

To undertake consultations with senior officers, partner organisations, businesses and other stakeholders on the proposed future governance arrangements

To report into Group Leaders meetings and CMT on a monthly basis regarding proposals being considered

To report back to Council by December 2015 outlining the detailed proposals for the new governance system

**Constitution & powers**

The working group shall comprise up to ten members. The working group shall be a cross party working group.

Group Leaders will attend/nominate to the Working Group. Substitution arrangements will apply.

Working Group meetings will be held monthly commencing in July. Meetings may be held more frequently as the Group sees fit.

The Working Group is an informal meeting of members to which the Access to Information rules shall not apply

The Working Group shall appoint a Chairman and Vice-Chairman at its first meeting

The quorum of the Working Group shall be 3 members

Meetings of the Working Group will be supported and administered by a senior officer within the Governance team and at least one other senior officer to represent the service delivery function, a research officer and administrative support. Briefing papers will be issued in advance of the meeting.



## ALTERNATIVE GOVERNANCE: DESIGN & IMPLEMENTATION GROUP BUDGET PROCESS

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### 1. Introduction and background

As part of the review of political management arrangements, it is necessary to consider how the budget setting process within the council will operate. The Design and Implementation Group meeting on 26<sup>th</sup> October considered an outline of the process that operates within Wandsworth.

The emerging view from that discussion was that the Wandsworth model was not suitable for Peterborough, but rather that elements of that process could be combined with the elements of the current PCC process to develop a new Peterborough model.

Options were presented and discussed at the Design and Implementation Group meeting on 25<sup>th</sup> November.

### 2. Proposed PCC process

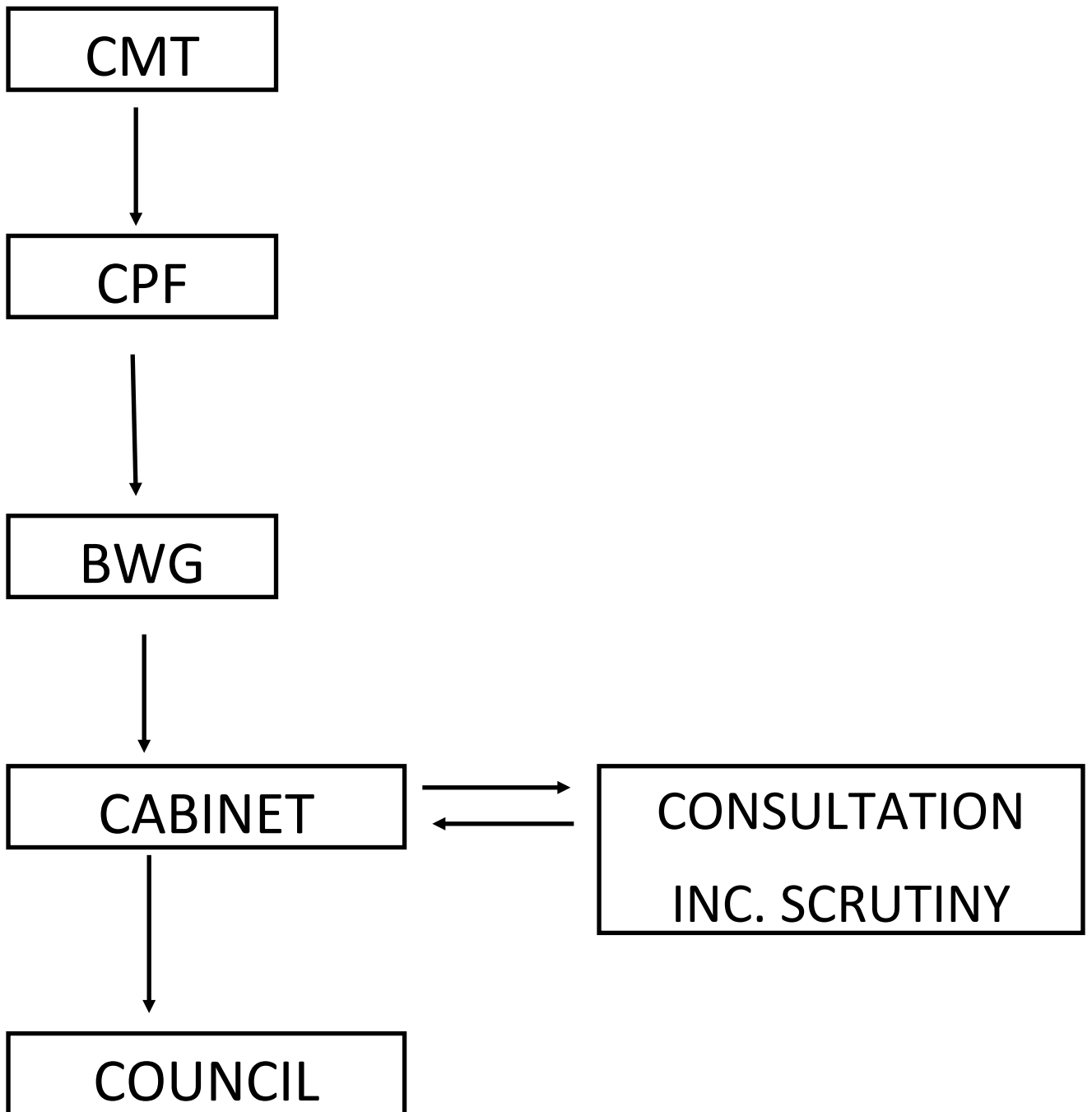
Following the discussion and feedback from Design and Implementation Group on 25<sup>th</sup> November, a proposed process was agreed. A flowchart of the proposed process can be seen in the appendix.

Essentially the process is similar to the process that has been followed in recent years, but has a number of key features:

- Formalises the two phase budget process, enabling scrutiny review of savings proposals earlier than if a single phase process after the financial settlement was followed
- The Group felt that the Budget Working Group has a helpful role and should be retained
- Scrutiny Committees would be consulted on Cabinet budget proposals at each phase
- Alongside this, the Committees have the ability to develop their own proposals as part of themes they are reviewing
- One Scrutiny Committee (Growth, Environment & Resources Scrutiny Committee) will have overall oversight of the Budget and finance issues (and corporate issues such as Council Tax and the Treasury Management Strategy); The Scrutiny Committee with responsibility for Budget did not need to sit 'above' all other Scrutiny Committees
- However following this approach may mean proposals scrutinised on an individual basis, when a collective approach may more appropriate. A joint budget scrutiny meeting could be called for if it was felt necessary. This could be a decision left to the Chairman of each Committee;

**APPENDIX – PROPOSED BUDGET PROCESS**

Note – will be repeated for each of the two phases



## Article 7 - Overview and Scrutiny

### 1. OVERVIEW AND SCRUTINY COMMITTEES

- 1.1. The Council shall appoint one or more Overview and Scrutiny Committees to carry out the following functions:
  - (a) Local authority functions under S9F to 9FI of the Local Government Act 2000;
  - (b) Scrutiny of crime and disorder matter under section 19 the Police and Justice Act 2006;
  - (c) Scrutiny of health matters under section 244 (2ZE) of the National Health Service Act 2006 and subsequent regulations;
  - (d) Scrutiny of flood risk management under 9FH of the Local Government Act 2000 as amended by the Flood Risk Management Act 2010.
- 1.2. The Council has established the following three Overview and Scrutiny Committees
  - (a) Children & Education Scrutiny Committee
  - (b) Adults, Communities and Health Scrutiny Committee
  - (c) Growth, Environment & Resources Scrutiny Committee
- 1.3. The Council shall designate particular Scrutiny Committees to have responsibility for overview and scrutiny of matters relating to health, education, crime and disorder and flood risk management

### 2. SUMMARY OF OVERVIEW AND SCRUTINY FUNCTIONS

- 2.1 Within their terms of reference set out in Part 3 Section 4 of the Constitution, the Overview and Scrutiny Committees will:
  - (a) Develop policy proposals for consideration by the Executive, and make recommendations to the Executive on certain executive decisions before they are made;
  - (b) Review or scrutinise decisions made, or other actions taken, in connection with any of the Council's functions;
  - (c) Make reports and recommendations to the Cabinet and/or full Council and/or any Committee in connection with the discharge of any of the Council's functions;
  - (d) Consider any matters affecting the area of Peterborough or its inhabitants and make reports and recommendations;
  - (e) May call in decisions of the Executive in accordance with the Call-In procedures in the Scrutiny Committee Procedural Rules.
- 2.2 In addition to its role in holding the executive and partners to account, the role of scrutiny is to provide a positive input into decision-making at an early stage; both at the policy development stage and prior to decision making. It has a strong, objective and distinct voice and is a mechanism for bringing a wide range of voices, views, ideas and expertise. As members of an elected body, it will ensure it adds value and transparency at all times.

**3. STATUTORY SCRUTINY OFFICER**

The Council has designated the Assistant Director for Legal & Democratic Services as its Statutory Scrutiny Officer.

**4. TERMS OF REFERENCE AND PROCEEDINGS OF THE SCRUTINY COMMITTEES**

The Scrutiny Committees will carry out their functions in accordance with their Terms of Reference and Procedure Rules set out in Part 3 and Part 4 of this Constitution.

## Section 4 – Overview and Scrutiny Functions & Terms of Reference

### 1. OVERVIEW AND SCRUTINY COMMITTEES

1.1. The Council has appointed the following Overview and Scrutiny Committees to carry out those functions under S9F to 9FI of the Local Government Act 2000, as amended by:

- (a) S19 of Police and Justice Act 2006 in relation to the scrutiny of crime and disorder matters,
- (b) S244 of the Health & Social Care Act 2012 in relation to health matters and
- (c) S22 of the Flood Risk Management Act 2010 in relation to flood risk management.

### 2. TERMS OF REFERENCE

2.1. Council has established the following Scrutiny Committees and shall have responsibility for overview and scrutiny in relation to the matters set out below:

<b>1.</b>	<b>Children &amp; Education Scrutiny Committee</b>	
	<b>No of Elected Members appointed by Council:</b>  Ten, none of whom may be a Cabinet Member	<b>Chairman and Vice-Chairman</b>  Appointed by Council
	<b>Quorum:</b>  At least half the Members of the Committee (including voting co-opted members)	<b>Co-opted Members to be appointed by the Committee/Council</b>  Four representatives as follows with full voting and call-in rights on education matters only: (a) 1 Church of England Diocese representative (b) 1 Roman Catholic diocese representative (c) 2 parent governor representative  No more than four non-voting members
	<b>Functions determined by Council</b>  1. Children's Services including <ul style="list-style-type: none"> <li>a) Social Care of Children,</li> <li>b) Safeguarding and</li> <li>c) Children's Health</li> </ul> 2. Education, including <ul style="list-style-type: none"> <li>a) University and Higher Education,</li> <li>b) Youth Service</li> <li>c) Careers</li> <li>d) Special Needs and Inclusion.</li> </ul> 3. Adult Learning and Skills	

	<p><b>Functions determined by Statute</b></p> <p>All powers of an Overview and Scrutiny Committee as set out in S9F to 9FI Local Government Act 2000, Local Government and Public Involvement in Health Act 2007, and any subsequent regulations</p>
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<b>2.</b>	<b>Adults, Communities and Health Scrutiny Committee</b>	
	<b>No of Elected Members appointed by Council:</b>	<b>Chairman and Vice-Chairman</b>
	Ten, none of whom may be a Cabinet Member	Appointed by Council
	<b>Quorum:</b>	<b>Co-opted Members to be appointed by the Committee/Council</b>
	At least half the Members of the Committee	No more than four non-voting members
	<p><b>Functions determined by the Council</b></p> <ol style="list-style-type: none"> <li>1. Adult Social Care</li> <li>2. Safeguarding Adults</li> <li>3. Housing Strategy and Social Housing</li> <li>4. Public Health</li> <li>5. Scrutiny of the NHS and NHS providers</li> <li>6. Neighbourhood and Community Support (including cohesion, community safety and youth offending)</li> </ol>	
	<p><b>Functions determined by Statute</b></p> <p>To review and scrutinise local authority services under S9F to 9FI Local Government Act 2000, Local Government and Public Involvement in Health Act 2007, and any subsequent regulations</p> <p>To review and scrutinise crime and disorder matters, including acting as the Council's crime and disorder committee in accordance with Sections 19 of the Police and Justice Act 2006;</p> <p>To review and scrutinise matters relating to the Health Service and to make reports and recommendations to local NHS bodies in accordance with section 244 of the National Health Service Act 2006. This will include appointing members from within the membership of the Committee to any joint health overview and scrutiny committees with other local authorities. (Also see The Local Authority (Public Health, Health and Wellbeing Boards and Health Scrutiny) Regulations 2013)</p>	

3.	<b>Growth, Environment &amp; Resources Scrutiny Committee</b>	
	<b>No of Elected Members appointed by Council:</b>	<b>Chairman and Vice-Chairman</b>
	Ten, none of whom may be a Cabinet Member	Appointed by Council
	<b>Quorum:</b>	<b>Co-opted Members to be appointed by the Committee/Council</b>
	At least half the Members of the committee	No more than four non-voting members
	<b>Functions determined by the Council</b> <ol style="list-style-type: none"> <li>1. City Centre Management,</li> <li>2. Tourism, Culture &amp; Recreation</li> <li>3. Libraries, Arts and Museums,</li> <li>4. Environmental Capital</li> <li>5. Economic Development and Regeneration</li> <li>6. Transport, Highways and Road Traffic</li> <li>7. Flood Risk Management</li> <li>8. Waste Strategy &amp; Management</li> <li>9. Strategic Financial Planning</li> <li>10. Partnerships and Shared Services</li> <li>11. Digital Services and Information Management</li> </ol>	
	<b>Functions determined by Statute</b> <p>To review and scrutinise flood risk management in accordance section 21F of the Local Government Act 2000 (as amended by the Flood and Water Management Act 2010 and under the Flood Management Overview &amp; Scrutiny (England) Regulations 2011 No. 697.</p>	

### 3. SPECIFIC ROLE OF OVERVIEW AND SCRUTINY

- 3.1. To review and scrutinise the planning, decisions, policy development, service provision and performance within their terms of reference as follows:

#### POLICY DEVELOPMENT AND REVIEW

- 3.2. Within their terms of reference the scrutiny functions will:

- (a) help the Council and the Executive to develop its budget and policy framework and service Budgets;
- (b) carry out research into and consultation about policy issues and possible options;
- (c) consider and promote ways of encouraging the public to take part in developing the Council's policies;
- (d) question Members of the Cabinet, Committees and senior officers about their views on policy proposals;
- (e) work with outside organisations in the area to make sure the interests of local people are taken into account;
- (f) question, and gather evidence from, any person who gives their permission;
- (g) monitor and scrutinise the implementation of Council policy.

#### SCRUTINY

- 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;
- (e) question, and gather evidence from any person with their consent;
- (f) hold the Executive to account for the discharge of functions in the following ways:
  - 1) by exercising the right to call-in, for reconsideration, decisions made but not yet implemented by the Executive or key decisions which have been delegated to an officer;
  - 2) by scrutinising Key Decisions which the Executive is planning to take, as set out in the Forward Plan;



*Part 3, Section 4 - Overview and Scrutiny Functions*

- 3) by scrutinising decisions the Executive are planning to make and to make alternative recommendations to those proposed to be taken by the Executive;
  - 4) by scrutinising Executive decisions after they have been implemented, as part of a wider policy review.
- (g) To consider petitions submitted to it;
  - (h) Establish ad-hoc Task and Finish Groups to investigate specific topics on a time-limited basis in accordance with the Scrutiny Committee Procedure Rules;
  - (i) To contribute to the development of policies, strategies and plans in relation to the delivery of health services.

**CRIME AND DISORDER**

3.4. The Growth, Environment & Resources Scrutiny Committee shall, and any sub committees may:

- (a) act as the crime and disorder committee within the meaning of section 19 of the Police and Justice Act 2006;
- (b) review or scrutinise decisions made, or other actions taken by bodies or persons responsible for crime and disorder strategies in the Peterborough area;
- (c) make reports or recommendations to the local authority on any local crime and disorder matter in relation to a member of the authority;
- (d) consider any crime and disorder matters referred by any Member of the Council

**HEALTH ISSUES**

3.5. The Adults, Communities and Health Scrutiny Committee, and any sub committees:

- (a) may review and scrutinise any matter relating to the planning, provision and operation of the health service in the Peterborough area (including NHS Bodies and other NHS providers);
- (b) must invite interested parties to comment on the matter and provide reasonable notice;
- (c) take account of relevant information available to it and, in particular, from a Local Healthwatch organisation or representative;
- (d) acknowledge any referral within 20 working days and keep the referrer informed of any action taken;
- (e) request information about the planning, provision and operation of health services in the area to enable it to carry out its functions;
- (f) make reports or recommendations on a matter it has reviewed or scrutinised including;
  - i) an explanation of the matter reviewed or scrutinised;
  - ii) a summary of the evidence considered;
  - iii) a list of the participants involved in the reviews; and
  - iv) an explanation of any recommendations made.

- (g) Where the Committee asks for a response, the person must respond in writing within 28 days of the request.
- 3.6. The Committee will consider any proposals received from an National Health Service body, Clinical Commissioning Groups or other provider about;
- (a) any substantial development of the health service in Peterborough; or
  - (b) any substantial variation to the provision of NHS Services as set out the Local Authority (Public Health, Health and Wellbeing Boards and Health Scrutiny) Regulations 2013.
- 3.7. In considering the proposals, the Committee must take account of the effect or potential effect of the proposals on the sustainability of the health service in its areas and may refer proposals to the Secretary of State in certain circumstances.

### **FLOOD RISK MANAGEMENT**

- 3.8. The Growth, Environment & Resources Scrutiny Committee, and any sub committees:
- (a) may review and scrutinise any matter relating to the planning, provision and operation of the flood risk management in the Peterborough area;
  - (b) may invite those authorities responsible for flood risk management to comment on the matter;
  - (c) request information from them to enable it to carry out its responsibilities;
  - (d) make reports or recommendations and request a response from flood risk management authorities.

### **4. MEMBERSHIP**

- 4.1. All Members, except Members of the Executive, may be Members of Scrutiny Committees. However, no Member may be involved in scrutinising a decision with which he or she has been directly involved.

### **CO-OPTees**

- 4.2. The Scrutiny Committees shall be entitled to co-opt, as non-voting members, up to four external representatives or otherwise invite participation from non-members where this is relevant to their work.
- 4.3. The Children and Education Scrutiny Committee shall include in its membership the following representatives, with full voting and call-in rights on education matters only:
- (a) 1 Church of England diocese representative;
  - (b) 1 Roman Catholic diocese representative; and
  - (c) 2 parent governor representatives.
- 4.4. Where the Scrutiny Committee deals with other matters, the representatives in paragraph 4.3 above shall not vote on those other matters, though they may stay in the meeting and speak.

**5. QUORUM**

- 5.1. The quorum for a scrutiny committee shall be that more than half the Members must be present. The calculation of the quorum shall include any voting co-opted members of the Committee.

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## **Section 8 - Scrutiny Committee Procedure Rules**

### **1. MEETINGS OF THE SCRUTINY COMMITTEES**

- 1.1 There shall be up to eight ordinary meetings of each Scrutiny Committee in each municipal year to shadow Cabinet meetings, the dates of which will be set by the Council usually at its Annual meeting.
- 1.2 Extraordinary meetings may be called from time to time as and when appropriate. A Scrutiny Committee meeting may be called by the Chairman, by any three Members of the Committee or by the Proper Officer if he or she considers it necessary or appropriate; the process for which is specified in Part 4, Section 1 - Council Standing Orders.

### **2. CHAIRMAN AND VICE-CHAIRMAN**

- 2.1 The Chairman and Vice Chairman of the Scrutiny Committees will be drawn from among the Members sitting on the Committees. Subject to this requirement, the Council may appoint such Members as it considers appropriate as Chairman and Vice Chairman of the Committees in accordance with Council Standing Orders.

### **3. WORK PROGRAMME**

- 3.1 The Scrutiny Committees will be responsible for setting their own work programmes for the forthcoming year.
- 3.2 At the beginning of the municipal year, the lead Corporate Director and relevant Service Directors will present to the Scrutiny Committee an overview of their service areas highlighting any future challenges, service changes and changes in legislation which will affect their service along with any up and coming policies, plans or strategies due for review or development.
- 3.3 The Committee will identify one or two key themes and topics arising from the initial presentation which it will then focus on for the remainder of the municipal year. The Chairman will establish working arrangements with the Committee to implement and review its programme.
- 3.4 Items deemed 'for information only' will be circulated outside of the meetings.

### **4. AGENDA ITEMS**

- 4.1 Any Member may, with seven days' notice, require the Proper Officer to place an item relevant to the functions of the Committee on the agenda for the next meeting. On receipt of such a request the Monitoring Officer will ensure that the item is included on the next available agenda and will advise the Chairman accordingly. Any item must be relevant to the

functions of the Committee and not an “excluded matter”<sup>1</sup> The item will be discussed by the Committee and it will only be pursued further if the Committee agrees to do so.

- 4.2 The following items are designated as ‘excluded matters’ and are not able to be included on the agenda:
- (a) Any matter outside those functions set out in the Local Government Act 2000 as amended;
  - (b) Any matter relating to a licensing or planning decision;
  - (c) Any matter relating to an individual body where there is already a statutory right to a review or appeal (other than the right to complain to the Local Government Ombudsman); and
  - (d) Any matter which is vexatious, discriminatory or not reasonable to be included on the agenda for, or to be discussed at, a meeting of a Scrutiny Committee.
- 4.3 The Scrutiny Committees shall also respond, as soon as their work programmes permit, to requests from the Council and, if it considers it appropriate, to the Executive, to review particular areas of Council activity. Where they do so, the relevant Committee shall report its findings and any recommendations back to the Executive and/or Council.

## **5. REPORTS FROM THE SCRUTINY**

- 5.1 The Scrutiny Committee will submit reports to the Proper Officer for consideration by the Executive (if the proposals are consistent with the existing Budget and Policy Framework), or to the Council as appropriate.
- 5.2 If a Scrutiny Committee cannot agree on one single final report, then no more than one minority report may be prepared and submitted alongside the majority report for consideration by the Council or the Executive as appropriate.
- 5.3 The Executive shall consider the report of a Scrutiny Committee within one month of receiving it. In the case of a report to Council, the report will be submitted by the Proper Officer for consideration at the next Council meeting.
- 5.4 When the Council does meet to consider any report from a Scrutiny Committee on a matter which would impact on the Budget and Policy Framework, it shall also consider the response of the Executive to the Scrutiny Committees’ proposals.
- 5.5 Scrutiny Committees will have access to the Forward Plan of Executive Decisions and timetable for decisions and intentions for consultation.
- 5.6 If a Scrutiny Committee thinks that a key decision has been taken which was not:
- (a) included in the Forward Plan for a period of no less than 28 days
  - (b) the subject of the general urgency exceptions under the Executive Procedural Rules relating to Urgency; or
  - (c) the subject of an agreement with the Chairman of the relevant Scrutiny Committee, or the Mayor/Deputy Mayor under Executive Procedure Rules relating to Special Urgency as set out in Section 7 of the Constitution it may require the Cabinet to

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<sup>1</sup> An “excluded matter” under Section 9FC the Local Government Act 2000 as amended.

submit a report to the Council within such reasonable time as the Committee specifies. The power to require a report rests with the Scrutiny Committees, but is also delegated to the Monitoring Officer, who shall require such a report on behalf of the Committee when so requested by the Chairman or any five members. Alternatively the requirement may be raised by resolution passed at a meeting of a scrutiny committee.

- 5.7 The Cabinet will prepare a report for submission to the next available meeting of the Council. However, if the next meeting of the Council is within nine days of receipt of the written notice, or the resolution of the Scrutiny Committee, then the report may be submitted to the Council meeting after that. The report to Council will set out particulars of the decision, the individual or body making the decision, and if the Leader is of the opinion that it was not a key decision the reasons for that opinion.

## **6. PRE-DECISION SCRUTINY RECOMMENDATION REPORTS FROM THE SCRUTINY COMMITTEES TO THE EXECUTIVE**

- 6.1 The Chairman of each Scrutiny Committee will liaise regularly with the relevant Cabinet Member(s) in order to identify items for pre-decision scrutiny by his or her Scrutiny Committee. The Chair will advise the Monitoring Officer at least 15 days before the relevant scrutiny meeting that the item and executive report should be placed on the agenda.
- 6.2 Where it has been agreed that an item will be scrutinised before the decision is taken by the executive, the relevant draft Cabinet report or an individual Cabinet Member report will be included on the agenda for the relevant Scrutiny Committee.
- 6.3 The Scrutiny Committee will consider the reports and recommendations at the meeting and if possible, the relevant Cabinet Member will be in attendance alongside lead officers to present the report.
- 6.4 Following consideration of the report, the Scrutiny Committee will either recommend the executive endorse the officer recommendations or make alternative recommendations. If the Committee propose amendments to the recommendations they should give reasons for doing so.
- 6.5 The record of the recommendations arising from the Scrutiny Committee shall be published no later than 12 noon the day following the meeting. The recommendations will also be circulated to the relevant Cabinet Member or Cabinet as appropriate.
- 6.6 Recommendations will be considered by the Cabinet or the relevant Cabinet Member before making their decision.

## **REFERENCE-UP, MINORITY REPORTING AND URGENCY**

- 6.7 If a Cabinet Member is minded to take a decision against the recommendation of a scrutiny committee, the Cabinet Member Decision notice will be automatically referred up to Cabinet for consideration, in accordance with the Cabinet procedural rules.
- 6.8 If a Scrutiny Committee makes a recommendation relating to an executive report for which not all Members sitting on the Committee agree, two or more opposing Members on the Committee may submit a minority report. This report must clearly set out the alternative

recommendations and the reasons for the proposed amendments. Any minority reports must be received by the Monitoring Officer by 10.00 am the day after the meeting. The minority report will be circulated to Cabinet or relevant Cabinet Member alongside the Scrutiny Committee's recommendation report.

- 6.9 Where a Cabinet Member receives a minority report in relation to a cabinet member decision, he or she will refer the matter to the next meeting of Cabinet, in accordance with the Cabinet procedural rules. This does not preclude the ability of the Cabinet Member to refer a matter to Cabinet at any time.

## **7. ROLE IN POLICY DEVELOPMENT**

- 7.1 The role of Scrutiny Committees in relation to the development of the Council's Budget and Policy Framework is set out in the Budget and Policy Framework procedure Rules in Part 4 Section 6 of this Constitution.
- 7.2 In respect of the development of the Council's policy about other matters not forming part of its Budget and Policy Framework, the Scrutiny Committees make proposals to the executive for developments insofar as they relate to matters within their terms of reference.
- 7.3 The Scrutiny Committees may hold inquiries and investigate the available options for future direction in policy development and may appoint advisers and assessors to assist them in this process. They may go on site visits, conduct public surveys, hold public meetings, commission research and do all other things that they consider reasonably necessary to inform their deliberations. They may ask witnesses to attend to address them on any matter under consideration and may pay to any advisers, assessors and witnesses a reasonable fee and expenses for doing so.

## **8. RIGHTS OF SCRUTINY COMMITTEE MEMBERS TO DOCUMENTS**

- 8.1 Members of the Scrutiny Committees have the additional right to documents, and to notice of meetings as set out in the Access to Information Procedure Rules in Part 4, Section 5 of the Constitution.
- 8.2 Nothing in this paragraph prevents more detailed disclosure between the Executive and the Scrutiny Committees as appropriate, depending on the particular matter under consideration.
- 8.3 Members retain all other legal rights to inspect and access documents.

## **9. MEMBERS AND OFFICERS GIVING ACCOUNT**

- 9.1 The Scrutiny Committees may scrutinise and review decisions made or actions taken in connection with the discharge of any Council functions. As well as reviewing documentation, in fulfilling the scrutiny role, they may require any Member of the Executive, the Head of Paid Service and/or any Director or Head of Service to attend before it to explain in relation to matters within their remit:

- (a) any particular decision or series of decisions;
- (b) the extent to which the actions taken to implement Council policy; and/or



(c) the performance of services for which they are responsible;

and it is the duty of those persons to attend and answer questions put to him or her if so required. If the Member or officer specified cannot attend on the required date, they should arrange a substitute Member or officer to attend in their place.

- 9.2 Where any Member or officer is required to attend a meeting of the Scrutiny Committees under this provision, the Chairman will inform the Proper Officer. The Proper Officer shall inform the Member or officer in writing giving at least seven working days notice of the meeting at which he or she is required to attend. The notice will state the nature of the item on which he or she is required to attend to give account and whether any papers are required to be produced for the Committee. Where the account to be given to the Committee will require the production of a report, then the Member or officer concerned will be given sufficient notice to allow for preparation of that documentation.
- 9.3 Where, in reasonable circumstances, the Member or officer is unable to attend on the required date then they should arrange for a substitute to attend and inform the Proper Officer of this arrangement. If this is not possible the Member or officer should inform the Proper Officer accordingly and the Scrutiny Committee shall, in consultation with the Member or officer, arrange an alternative date for their attendance within a maximum of 10 days from the date of the meeting at which they were first required to attend.

## **10. CALL-IN**

- 10.1 Call in is the exercise of a scrutiny committee's statutory powers under section 9F(2) of the Local Government Act 2000 to review executive decisions before they are implemented. Call-in should only be used in exceptional circumstances where Members of a Scrutiny Committee have evidence which suggests that the Executive did not take the decision in accordance with the principles set out in Part 2 Article 11 (Decision-Making). The power in this paragraph is in addition to the power of call-in set out in the Budget and Policy Framework Rules in Part 4 Section 6 of the Constitution.
- 10.2 When a decision is made by the Executive, or a key decision is made by an officer with delegated authority from the Executive; the decision shall be published, including where possible by electronic means, and shall be available at the Town Hall no later than 5.30 pm on the second working day of the decision being made. All members of the Scrutiny Committees will be sent electronically copies of the notices of all such decisions within the same timescale as publication.
- 10.3 The decision notice will bear the date on which it is published and will specify that the decision may then be implemented on the expiry of three 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 Scrutiny Committees. If a request for call-in of a decision is received, implementation of the decision remains suspended subject to these provisions.
- 10.4 A request to call-in a decision must be received by the Proper Officer within the period from publication and before the time for implementation of a decision and the request to call-in a decision must be made in writing or by facsimile transmission or electronic mail, using the agreed form, signed and dated by any two Members of the Scrutiny Committees. Voting Diocesan and parent governor representatives may request the call-in of decisions relating to education matters only.

- 10.5 The Proper Officer shall then notify the decision-taker of the request to call-in and that implementation of the decision is suspended until further notice. The relevant Scrutiny Committee will discuss the request for call-in at its next meeting, providing this meets the required timescale. Where a meeting is scheduled to take place within 10 working days of the date of the request to call-in, then the matter shall be placed on the agenda for that meeting. Where no such meeting is scheduled, the Proper Officer shall call a meeting of the relevant Committee on such date as he or she may determine, where possible after consultation with the relevant Chairman, and in any case within 10 working days of the request to call-in.
- 10.6 Any request to call-in a decision cannot be considered by the Scrutiny Committee that made the original recommendations to Cabinet or to a Cabinet Member under the pre-decision scrutiny arrangements set out above. The call-in must be considered by another Scrutiny Committee.
- 10.7 If the Scrutiny Committee does not meet within 10 working days of the receipt of the request to call-in, or does meet but does not refer the matter back to the decision making person or body, the decision shall take effect on the date of the meeting or the expiry of the ten working day period, whichever is the earlier, and the Proper Officer will notify the decision taker that the decision may then be implemented.
- 10.8 Where the request for call-in is signed by one or two members who are not members of the relevant Scrutiny Committee, those Members will be invited to attend the meeting to present their request for call in. If, having considered the request for call-in of the decision, the Scrutiny Committee is still concerned about it, then it may refer it back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns, or it may refer the matter to full Council.
- 10.9 If referred back to the decision taker they shall then reconsider within a further ten working days, amending the decision or not, before adopting a final decision. Once a decision has been reconsidered by the decision taker it may not be the subject of further call-in.
- 10.10 If the matter is referred to full Council it will be considered at the next Ordinary meeting of full Council (subject to any Extraordinary meeting being called). If the Council does not object or refers the decision back to the decision making body or person, the decision shall take effect on the date of the Council meeting and the Proper Officer will notify the decision taker that the decision may then be implemented.
- 10.11 If the Council does object, it cannot make decisions in respect of an Executive decision unless it is contrary to the Budget or Policy Framework, or contrary to or not wholly consistent with the budget. Unless that is the case, the Council will refer any decision to which it objects back to the decision making person or body, together with the Council's views on the decision. That decision making body or person shall choose whether to amend the decision or not before reaching a final decision and implementing it.
- 10.12 Where the decision was taken by the Executive, a meeting will be convened to reconsider the decision within ten working days of the Council's request. Where the decision was made by an individual, the individual will reconsider within five working days of the Council's request.

**CALL-IN AND URGENCY**

- 10.13 The call-in procedure set out above shall not apply where the decision being taken by the Executive is urgent or becomes urgent during the call-in process. A decision will be urgent if any delay likely to be caused by the call-in process would seriously prejudice the Council's or the public interest. The request for a decision to be deemed urgent and the reasons for this request shall be considered by the Chairman of the relevant committee (or in his/her absence the Chairman of another Scrutiny Committee) in consultation with the Monitoring Officer. However, the decision may only be taken if the Chairman of the Scrutiny Committee agrees that the decision is a matter of urgency
- 10.14 The record of the decision, and notice by which it is made public shall state whether, in the opinion of the decision making person or body, the decision is or has become an urgent one, and is therefore not or no longer subject to call-in. The Chairman of the Scrutiny Committee's consent to the decision being taken as a matter of urgency must also be noted on the record of the decision. The Chairman of the Scrutiny Committee must agree both that the decision proposed is reasonable in all the circumstances and to it being treated as a matter of urgency. In the absence of a Chairman, the consent of the Mayor shall be required. In his or her absence, the consent of the Deputy Mayor will be sufficient.
- 10.15 Following the decision, the decision taker will provide a full report to the next Council meeting, explaining the decision, the reasons for it and why the decision was treated as a matter of urgency.
- 10.16 The operation of the provisions relating to call-in and urgency shall be monitored annually, and a report submitted to Council with proposals for review if necessary.

**11. THE PARTY WHIP**

- 11.1 For the purposes of this rule the phrase 'the party whip' means any instruction given by or on behalf of a political group to any Member who is a member of that group as to how that Member shall speak or vote on any matter before the Council or any Committee or sub-Committee, or the application of or threat to apply any sanction by the group in respect of that Member should he or she speak or vote in any particular manner.
- 11.2 When considering any matter in respect of which a Member of the Scrutiny Committee is subject to a party whip, the Member must declare the existence of the whip and the nature of it before the commencement of deliberations on the matter by the Committee. The declaration, and the detail of the whipping arrangements, shall be recorded in the minutes of the meeting.

**12. PROCEDURE AT MEETINGS**

- 12.1 The Scrutiny Committees shall consider the following business:
- i) The minutes of the previous meeting;
  - ii) Declarations of interest (including whipping declarations);
  - iii) Any matter referred to the Committee for a decision in relation to 'call-in' of a decision, from another Committee;

- iv) Any executive matters for pre- scrutiny (Cabinet decisions/individual Cabinet Member decisions;
- v) Consideration of petitions;
- vi) Any matter referred by a Member under Section 119 of the Local Government and Public Health Involvement in Health Act 2007 ('Councillor call for action')
- vii) Responses of the Executive to reports of the Scrutiny Committee;
- viii) Any items related to themed scrutiny reviews, focusing on the agreed themes of the Committee and any other reports as required and agreed;
- ix) The business otherwise set out in the agenda for the meeting; and
- x) The latest version of the Forward Plan of Executive Decisions.

12.2 Where the Scrutiny Committees conduct investigations, they may also ask people to attend to give evidence at meetings which are to be conducted in accordance with the following principles:

- (a) That the investigation be conducted fairly and all Members of the Committee be given the opportunity to ask questions of attendees, and to contribute and speak;
- (b) That those assisting the Committee by giving evidence be treated with respect and courtesy; and
- (c) That the investigation be conducted so as to maximise the efficiency of the investigation or analysis.

12.3 The Chairman shall have discretion to hear from any person who they consider will assist the debate at a meeting if, in their opinion, the contribution of that person is directly related to an item of business that is on the agenda for the meeting.

12.4 Following any investigation or review, the Committee shall prepare a report for submission to the Executive and/or Council as appropriate and shall make its report and findings public.

### **13. JOINT MEETINGS OF SCRUTINY COMMITTEES**

13.1 If the Chairman of two or more Scrutiny Committees agree that a joint meeting will enable there to be more effective and efficient scrutiny of a particular item of business, then following consultation with the respective group representatives, they may agree to hold a joint meeting on the scheduled date for a meeting of either or any of the committees, or another date if they consider this to be more practicable.

13.2 All Members of the respective committees shall be entitled to speak and vote at the joint meeting. The Chairman shall be appointed from among the Chairmen of the Committees who are holding the meeting or, if they are absent, another person who is present at the meeting.

13.3 The joint meeting shall be deemed to constitute a meeting of each committee for the purposes of fulfilling their annual programmes of up to eight meetings per year.

### **14. TASK AND FINISH GROUPS**

14.1 Scrutiny Committees have the power to set up Task and Finish groups to consider any matter within their terms of reference.

- 14.2 The specific terms of reference for the Task and Finish group will be agreed by the relevant Committee when the group is set up. These will include the membership of the group and the proposed dates of reporting to the parent body.
- 14.3 Each Task and Finish group may co-opt no more than two non-elected members to serve on the group. The number of co-opted members shall not exceed the number of elected Members. Co-opted members will be able to contribute to the debate and work of the group and will be able to vote on any decisions made. Co-opted members will not be able to vote on any decisions when the final report is considered by the parent body.
- 14.4 Task and Finish groups will carry out reviews and/or policy development work allocated to them by the parent body.
- 14.5 Task and Finish groups will keep the parent body informed of the progress of each review and/or policy development and will produce a report (which may or may not include recommendations) for consideration by the relevant parent body at the end of the review.
- 14.6 Once a Task and Finish group's final report has been considered by the parent body, the Group will be disbanded.

**15. PUBLIC PARTICIPATION IN SCRUTINY**

- 15.1 The public may participate in the scrutiny process by:
- (a) Attending meetings
  - (b) Presenting petitions
  - (c) Asking questions or speaking at a meeting
- 15.2 Members of the public may be permitted to speak or ask questions with the agreement of the Chairman. They must register their intentions no later than 12 noon three working days prior to the meeting and any points raised must be relevant to an item of business to be transacted. Each speaker may address the Committee for up to three minutes.

**16. REPORTS**

Each year the respective Scrutiny Committee must provide a full report on their activities and make recommendations for future work programmes and different working methods if appropriate. During the year they will report the outcome of any significant issues and make recommendations to the Executive or the Council, or other public sector bodies where it has powers to do so.

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