CABINET

MONDAY 14 NOVEMBER 2022
10.00 AM

Council Chamber - Town Hall
Contact – philippa.turvey@peterborough.gov.uk, 01733 452268

AGENDA

		Page No
1	Apologies for Absence	
2	Declarations of Interest	
3	Minutes of Cabinet Meeting Held on 17 October	3 - 12
4	Petitions Presented to Cabinet	
STRATEGIC DECISIONS		
5	A1260 Nene Parkway Junction 3 Improvement Scheme – Construction of Active Travel Schemes (Malborne Way and Shrewbury Avenue)*	13 - 16
6	Eastern Industries Access Improvement Scheme – Construction of Active Travel Schemes and Payment of C4 Utility Diversion Charges*	17 - 20
7	Making of Helpston Neighbourhood Development Plan Following Successful Referendum Outcome	21 - 62
8	Local Area Energy Plan	63 - 208
9	Final Report of the Task and Finish Group to Examine the Issues with Car Cruising in Peterborough	209 - 238
10	Renewal of Microsoft Licensing Agreement*	239 - 244
11	Fees, Charges, and Inflation Review*	245 - 332
MONITORING ITEMS		
12	Budget Control Report - September 2022 - Quarter 2	333 - 352

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PETERBOROUGH CITY COUNCIL

MINUTES OF THE CABINET MEETING HELD AT 10:00AM, ON TUESDAY 17 OCTOBER 2022 BOURGES/VIERSEN ROOM, TOWN HALL, PETERBOROUGH

Cabinet Members Present: Councillor Fitzgerald (Chair), Councillor Steve Allen (Vice-Chair), Councillor Ayres, Councillor Cereste, Councillor Coles, Councillor Howard, Councillor Simons

Cabinet Advisor Present: Councillor Jackie Allen, Councillor Moyo, Councillor Gul Nawaz, Councillor Sainsbury

35. APOLOGIES FOR ABSENCE

Apologies for absence had been received from Councillor Bisby and Councillor Hussain.

36. DECLARATIONS OF INTEREST

There were no declarations interest received.

37. MINUTES OF THE CABINET MEETINGS HELD ON:

(a) 20 SEPTEMBER 2022

The minutes of the Cabinet meeting held on 20 September 2022 were agreed as a true and accurate record.

(b) 30 SEPTEMBER 2022 - EXTRAORDINARY

The minutes of the Extraordinary Cabinet meeting held on 30 September 2022 were agreed as a true and accurate record.

STRATEGIC DECISIONS

38. MEDIUM TERM FINANCIAL STRATEGY 2023-26 QUARTER 2 UPDATE

The Cabinet received a report in relation to the quarter 2 update on the Medium Term Financial Strategy 2023-26.

This report came to Cabinet as part of the Council's process for developing a Medium Term Financial Strategy and budget setting process.

The Cabinet Member for Finance and Corporate Governance introduced the report and advised that the update to Cabinet brought revised assumptions and accuracies on risk, sustainability, and viability. What had started as a £5 million budget gap had increased to £9.5 million in July and was now at £21.7 million. This was due to increasing inflation, a pay award to staff totally £2 million and a less generous business rates income.

Cabinet Members debated the report and in summary responses to questions raised included:

- Members were advised that inflation was a big burden on the budget, which could get worse. The situation would be the same for many Councils, and a number of unitary authorities were on the verge of falling over.
- Mitigation was being put in place, Members noted, through thorough reviews of all the Council's contracts, identifying those that did not include any inflationary increases.
- It was recognised that, while difficult decision would have to be made in the future, the Council was also making a greater return on its investment balances.
- Members queried whether any prudent disposal of assets were to be made and it was confirmed that the Head of Property was updating the disposals programme currently, although there was no rush. The aim was to end up with a disposal programme that was phased and sustainable of around £10-12 million a year.
- It was further noted that the Government's Autumn Statement was due shortly and may provide more information on what to expect for the upcoming year.

Cabinet considered the report and **RESOLVED** to note:

1. The revised assumptions included within this quarter two Medium Term Financial Strategy 2023-2026 update as outlined within Appendix A of the report.

REASONS FOR THE DECISION

This report provided an update on the Council's Medium Term Financial Strategy and would support the delivery of the Council setting a lawful and balanced budget for 2023/24.

ALTERNATIVE OPTIONS CONSIDERED

No alternative options had been considered.

39. HEALTH AND WELLBEING OVERARCHING STRATEGIC APPROACH

The Cabinet received a report in relation to the Health and Wellbeing Overarching Strategic Approach.

The purpose of this report was to note the direction of the Cambridgeshire and Peterborough Overarching Health and Wellbeing Strategy and the four identified priority areas.

The Cabinet Member for Adult Social Care, Health and Public Health introduced the report and advised that the approached had been developed with the Integrated Care Partnership (ICP) and the Health and Wellbeing Board. Three ambitions had been set out, including better outcomes for children, reducing inequalities in deaths under the age of 75, and increasing the years people lived in good health. These were further underpinned by four objectives which had undergone public engagement and had been endorsed by partners.

Cabinet Members debated the report and in summary responses to questions raised included:

- The Cabinet noted comments that working with partners to achieve the included objectives would be challenging, but had already found some early success, particularly around the exchanging of information which would lead to better co-ordination and efficiencies.
- It was commented that the Health and Wellbeing Board played a key role in ensuring that all the relevant people were gathered together.
- It was felt that the cost of living crisis would flow through all of the listed priorities and that the people who fell under these criteria would increase.
- A query was raised in relation to how the set out approach would deal with the impact of lifestyle issues. Members were advised that one priority included 'environmental health living', which could used to tackle these issues. The intention, however, was to first focus on obesity, particularly in children.
- It was further commented that the Cabinet Member for Children's Services, Education, Skills and the University sat on the Health and Wellbeing Board, which was a great benefit as the two areas could work together.

Cabinet considered the report and **RESOLVED** to approve the proposals for the Overarching Cambridgeshire and Peterborough Health & Wellbeing Strategy, which will be an integral part of the Integrated Care Strategy.

REASONS FOR THE DECISION

Cabinet were asked to approve the process and content for developing the overarching strategic approach of a joint Cambridgeshire and Peterborough Health and Wellbeing Strategy.

ALTERNATIVE OPTIONS CONSIDERED

Health and Wellbeing Boards had a statutory responsibility for producing a Health and Wellbeing strategy. As such, no alternative options had been considered.

40. INTERIM BIODIVERSITY NET GAIN (BNG) APPROACH

The Cabinet received a report in relation to Council's interim approach to Biodiversity Net Gain (BNG).

The purpose of this report was to seek Cabinet's endorsement of the interim approach for Peterborough to fulfil this need while recognising the principles already set out in the Environment Act around BNG, and emerging best practice. It was intended to provide guidance for planners, Planning Committees, and developers on a credible approach as developments currently underway needed a practical and consistent approach to this challenge.

The Cabinet Member for Climate Change, Planning, Housing and Transport introduced the report and advised that the interim approach was to prepare for the final requirements coming into force in November 2023.

Cabinet Members debated the report and in summary responses to questions raised included:

- Members queried that targets set out within the report and questioned why these weren't higher. Officers advised that a 10% contribution would be a steep

challenge for developers in the short term, however, in the longer term, this could be increase.

- It was noted that plans were in place to review the Local Plan during the next financial year. This would take 2 or 3 years to complete as a minimum.
- Members were advised that the proposals before them aligned with the majority of the rest of Cambridgeshire.
- It was not anticipated that there would be any financial liability involved in the proposals as the Government had provided new burden funding for all local authorities. It was, however, unknown if this would continue in the future.
- It was noted that officers were looking to collaborate with East Cambridgeshire District Council to share an officer for this work.
- It was recognised that there would be clear requirements in place for developers to provide for 30 years of asset management following creation.
- It was not felt that this would deter potential investment as, in the context of other constraints and burdens on developers, this was not significant. It was thought that such provisions would in fact add value to developments.
- Members noted that the requirement was not necessarily inappropriate on brownfield sits, which could be ecologically quite rich.

Cabinet considered the report and **RESOLVED** to:

1. Endorse the proposals set out in the report as an interim approach of guiding principles for securing biodiversity net gain for developments within Peterborough.
2. Delegate to the Executive Director Place & Economy to make minor changes to the technical note, if required.

REASONS FOR THE DECISION

To provide a practical and consistent approach to BNG to help Planning Officers, Planning Committee and developers in the period between now and November 2023 when the Government would announce its approach.

ALTERNATIVE OPTIONS CONSIDERED

Other alternative options included:

1. Propose an alternative or modified approach – This was dismissed as it was considered that alternative approaches would not meet best practice guidance and be inconsistent with the approach taken by adjoining authorities within Cambridgeshire.
2. Do nothing and wait for more guidance from DEFRA (timescales unknown) - This would potentially lead to confusion and an inconsistent approach to BNG within Peterborough and could equally impede growth.

41. HEALTH AND CARE ACT 2022 – REFORMS AFFECTING ADULT SOCIAL CARE

The Cabinet received a report in relation to the Health and Care Act 2022.

The purpose of this report was to seek Cabinet approval to fund resources. The resources would be deployed in analysing, planning, and preparing for the implementation of changes brought about by the Health and Care Act 2022.

The Cabinet Member for Adult Social Care, Health and Public Health introduced the report and advised that action was required by the Council to introduce the reforms set out in the Act. The Council would be asked to pay the 'fair cost of care' and there would be implications across the whole of the Council.

Cabinet Members debated the report and in summary responses to questions raised included:

- The funding offer from Government was still unknown, though £200,000 had been received to date to support implementation. Officers were in the process of applying for grant funding.
- Members were advised that Peterborough were learning from a small group of local authorities how had started the process 6-months ahead, and across the Eastern region learning was also being shared.
- The fair cost of care would be a challenge to benchmark, it was noted, and would require engagement to determine what a 'fair cost' was. Peterborough was well-performing in terms of the cost of its care. As a guide, it was suggest that up to £10 million of additional spend may be required and was not currently funded for.
- It was advised that the Care Quality Commission were resuming audits after April 2023 and that the peer review currently ongoing would give the Council a good indication of areas to improve.

Cabinet considered the report and **RESOLVED** to:

1. Approve the drawdown of up to £0.65m from the Transformation Fund for funding resources during 2022/23 to support the Council to prepare for the changes arising from the Health and Care Act 2022;
2. Note and approve:
    a) the unfolding requirements from the Health and Care Act 2022;
    b) the likelihood of further resource requests will be part of future reports;
    c) the expected full programme cost for Peterborough City Council of £1.95m over a 32-month period;
    d) the potential programme joint costs could be lowered by from synchronised working with Cambridgeshire County Council;
    e) any further government funding received about the implementation of these reforms will be applied to reducing future requests or replenishing the drawdown on Transformation monies; and
    f) the high-risk nature of the ASC Reforms.

REASONS FOR THE DECISION

The Health and Care Act 2022 took forward elements of the Government's vision and reform agenda for adult social care, as set out in the white paper:

a) Building Back Better: Our Plan for Health and Social Care (September 2021) and
b) People at the Heart of Care: Adult Social Care Reform White Paper (December 2021).

The Health and Care Act 2022 introduced reforms (ASC Reforms) that had a significant impact on adult social care, the care provider market, and on Peterborough's residents who currently were, or in the future would be, in need of adult social care support.

ALTERNATIVE OPTIONS CONSIDERED

Three generic options were considered:

a) The Do-Nothing option would put the Council in breach of future statutory duties. This option was rejected. This was on the grounds that future service users would not be able to access vital services.
b) The Do-Later option was considered. After consultation with colleagues across the affected directorates, it was discarded. This was on the grounds colleagues judge we are on the critical path to implement the reforms. As noted in the risk assessment, future changes to the make-up of Government could affect this position.
c) The Do-Some option was considered. The proposal in the report phased the work. This included delaying work in time to receive further Government guidance. Consequently, this option was recommended and detailed in the report.

42. TREE MANAGEMENT – REVIEW OF EXISTING POLICY FOR MANAGING TREE RELATED SUBSIDENCE CLAIMS AGAINST THE COUNCIL

The Cabinet received a report in relation to a review of the existing policy for managing tree related subsidence claims against the Council.

The purpose of this report was for Cabinet to determine what, if any, amendments to the Trees and Woodland Strategy were considered appropriate, and thereby recommend such amendments to the next available Full Council meeting.

The Cabinet Member for Waste and Street Scene and the Environment introduced the report and advised that the Council had a 20% tree canopy, with targets to increase. The current Tree Management Policy was highly regarded, but in light of recent concerns raised over the felling of Bretton Oak Tree, it was considered important to review it, in order to protect officers as well as the Council's finances. The Climate Change and Environment Scrutiny Committee considered the draft policy and made a recommendation around items not being referred to the Planning and Environmental Protection Committee. While the Committee's comments were valued, it was felt that referring applications to fell Council-owned trees with both TPOs and subsidence was appropriate.

Cabinet Members debated the report and in summary responses to questions raised included:

- Members noted that the decision taken in the case of the Bretton Oak Tree would not have been any different in light of the revised policy. The only difference would be in how matters were communicated. With the new policy, it was felt that people would better understand the robustness of how cases were analysed.
- It was suggested that consideration by the Planning and Environmental Protection Committee was best practice, as the committee was made up of Members from all parties, and would be more transparent.

Cabinet considered the report and **RESOLVED** to:

1. Endorse the draft tree related subsidence policy (Appendix 1 to the report), excluding the resolution of the Climate Change and Environment Scrutiny Committee of 5 September 2022.

2. Recommend to Full Council that the Trees and Woodland Strategy be further amended by way of introduction of the newly created tree related subsidence policy.

REASONS FOR THE DECISION

The proposed updated policy for dealing with tree related subsidence claims had considered current best practice and had been developed alongside the framework of resources available to the Council and extensive working knowledge of the tree resource within the city.

Although the existing approach taken was considered an effective form of risk mitigation it was considered that trees should be more fairly accounted for in the decision making of the council. The changes made added clarity to operational guidelines and were considered beneficial to provide a clearer understanding for all customers.

ALTERNATIVE OPTIONS CONSIDERED

Other alternative options included:

1. Keep policy as existing – This was dismissed as it was considered that the Council would not adequately take account of the value of trees within the decision-making process.
2. Introduce a policy that recommends alternative forms of mitigation for all tree claims – This was dismissed as it would be financial prohibitive.

43. DELEGATION OF AUTHORITY TO NEGOTIATE AND AGREE DETAILS OF ACADEMY CONVERSION

The Cabinet received a report in relation to the conversion of Nenegate School to academy status.

The purpose of this report was for Cabinet to consider delegating authority to authorise the conversion of a school to academy status.

Councillor Coles advised that he had previously been Chair of Governors, but no longer held the position and wasn't connected to the school.

The Cabinet Member for Children's Services, Education, Skills and the University introduced the report and advised that Nenegate School was currently maintained by the Council, however an application had been approved by the Department for Education to convert to an academy. Once converted the school would be run by a trust and it was anticipated that this would be the Meridian Trust.

Cabinet Members debated the report and in summary responses to questions raised included:

- Members were advised that the decision before them covered the contract aspects of the transfer. The land and property elements of the decision would be taken under separate delegated authority.
- It was further advised that officers were happy that due diligence had been undertaken.

- Comment was made that the Secretary of State had the power to transfer the school and the Council had a duty to facilitate the conversion. If the Council did not agree to the recommendation, then the Secretary of State could take the decision, which would in turn bind the Council.
- It was noted that at this early state the complete financial implications weren't known, however, the transfer would remove the land from the Council's balance sheets, which would be the main financial implication. The other would be direct funding from Government, which would instead go directly to the trust. All maintenance obligations would transfer to the trust as well.

Cabinet considered the report and **RESOLVED** to delegate authority to the Corporate Director of People Services in consultation with the Cabinet Member for Education, Skills and University to negotiate and enter into the following, for the purposes of giving effect to the conversion of a School (Nenegate) to academy status:

1. A Commercial Transfer Agreement between the relevant parties;
2. Deed(s) of Novation between the relevant parties, if required;
3. Deed(s) of Assignment between the relevant parties, if required; and
4. Any other documentation reasonably required to facilitate the academy conversion, in the view of the Corporate Director of People Services.

REASONS FOR THE DECISION

The Council was obliged under the Academies Act 2010 to cease maintaining a school on the date it opened as an Academy and must take all reasonable steps to facilitate the conversion of a school into an Academy once an Academy Order had been made.

ALTERNATIVE OPTIONS CONSIDERED

Do nothing: The Council could choose to not enter into the negotiations or execute the relevant documents, however, this would mean that it would be in breach of its statutory obligations and the Secretary of State would make the transfer schemes under the Academies Act 2010 without the Council's consent, which would be binding on the Council. It was, therefore, preferable for the Council to reach agreement with the Governing Body of the School and Trust and enter into the CTA and associated documents in respect of these matters, rather than be subject to transfer schemes made by the Secretary of State.

44. SMALL HOMES IN MULTIPLE OCCUPATION (HIMO) ARTICLE 4 DIRECTION MEMBER WORKING GROUP

The Cabinet received a report in relation to the formation of a Small Homes in Multiple Occupation (HIMO) Article 4 Direction working group.

The purpose of this report was to seek Cabinet's approval to form a cross-party Member Working Group, to oversee the preparation of Article 4 Direction/s to control small Homes in Multiple Occupation (HiMOs), and to review / approve the terms of reference in Appendix A to the report.

The Cabinet Member for Climate Change, Planning, Housing and Transport introduced the report and advised that in certain parts of the city, HiMOs had become a difficult issues and, while necessary, needed to be regulated and maintained properly. A working group was therefore proposed to work towards the implementation of an Article 4 Direction.

Cabinet Members debated the report and in summary responses to questions raised included:

- Members recognised that a cross-party working group would provide an opportunity for all relevant issues to be raised and considered. If the work was limited to officers, the scope may be misunderstood or not supported.
- It was hoped that the progress of the working group would be swift to avoid any further delay.
- It was important to balance the proper representation of issues across the city with a speedy resolution.
- Comment was made in relation to the membership of the group and it was suggested that this should politically proportional, in a similar manner to the current Equalities, Diversity, Disability and Inclusion Working Group.

Cabinet considered the report and **RESOLVED** to:

1. Agree to form a cross-party Member Working Group, to oversee the preparation of Article 4 Direction/s, to control small Homes in Multiple Occupation (HiMOs)
2. Review and approve the draft terms of reference for the Working Group, subject to the amendment of paragraph 7 to read as follows:

   "Nine Members will sit on the Working Group, with membership to reflect the political proportionality of the Council. The Chair of the Working Group will be the Cabinet member. Appropriate officers will attend meetings of the Working Group."

REASONS FOR THE DECISION

To ensure that Members were aware of the issues, had the opportunity to engage with key stakeholders, and had the opportunity to influence the preparation of an Article 4 Direction.

ALTERNATIVE OPTIONS CONSIDERED

Not to establish the Working Group. This was discounted because it was important that elected Members guided the preparation of an Article 4 Direction.

Chairman

10.00am to 11.15am
17 October 2022

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CABINET	AGENDA ITEM No. 5
14 NOVEMBER 2022	PUBLIC REPORT

Report of:	Adrian Chapman, Executive Director Place and Economy	
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
Contact Officer(s):	Lewis Banks (Transport & Environment Manager)	Tel. 01733 317465

A1260 NENE PARKWAY JUNCTION 3 IMPROVEMENT SCHEME – CONSTRUCTION OF ACTIVE TRAVEL SCHEMES (MALBORNE WAY AND SHREWSBURY AVENUE)

RECOMMENDATIONS	
FROM: Executive Director Place and Economy	**Deadline date:** November 2022

It is recommended that Cabinet:

1. Approve the award of £518,988 to Milestone Infrastructure Limited to deliver construction of active travel schemes (Malborne Way and Shrewsbury Avenue) which are part of the A1260 Nene Parkway Junction 32 to Junction 3 improvement scheme.

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet as it is a key decision under the executive delegations.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is for Cabinet to consider and approve the award of £518,988 to Milestone Infrastructure Limited to deliver construction of active travel schemes which are part of the A1260 Nene Parkway Junction 32 to Junction 3 improvement scheme

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.3

To determine any key decision (as defined in Article 11 – Decision Making), with the exception of any time-critical decision, which may be determined by the relevant portfolio holder.

3. TIMESCALES

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

4. BACKGROUND AND KEY ISSUES

4.1 Junction 3 is a large, grade separated junction between two of Peterborough's busiest strategic roads. The junction is a crucial cornerstone of the Parkway Network, connecting the A1139 Fletton Parkway and A1260 Nene Parkway, thus providing the majority of access to south-west Peterborough. The junction is used by trips from across the Peterborough area, and experiences significant peak hour congestion, on the A1260 Nene Parkway and the A1260 The Serpentine

approaches. Because of its strategic location, the junction is critical to Peterborough's growth aspirations.

4.2 It is heavily used by trips in the southwest of Peterborough, as it accommodates eastbound, westbound, and northbound trips. A large number of facilities, businesses, and residences are also accessed by the southern arm.

4.3 A project has been identified to improve the junction. The project has been funded by the Cambridgeshire and Peterborough Combined Authority (CPCA) and to date the Strategic Outline Business Case (SOBC) and Outline Business Case (OBC) have been completed. A Cabinet Member Decision Notice (CMDN) was approved in January 2021 to award Skanska (now known as Milestone) to undertake the Full Business Case (FBC) and detailed design.

4.4 The FBC and detailed design is progressing and is planned to be completed by December 2022. It is planned to be presented to the CPCA Board in January 2023 and a decision will be made on award of funding for the construction stage.

4.5 In June 2022, a decision notice was approved to undertake design of active travel schemes that will complement and enhance the main highway works planned for on Junction 3. The area around Junction 3 has excellent walking and cycling routes with missing links that the active travel schemes would solve.

4.6 The design of the active travel schemes has made significant progress, with designs now completed for:

- Malborne Way footpath - completes the missing link along an existing route.
- Shrewsbury Avenue cycleway - new cycle way and resurfacing of existing route.

4.7 The Economic Assessment undertaken of the previous stage of the business case demonstrated that the main highway scheme offers high value for money with a BCR of 3.25. This is expected to further increase at FBC as active travel benefits have been captured and the scheme has been value engineered, therefore there is a strong case for early investment.

4.8 As stated earlier the FBC is nearing completion and it is hoped the main highway works will commence early 2023. However, as the project is funded by the Transforming Cities Fund (TCF) and as it is time limited and must be spent by 31st March 2024, it has been decided to accelerate with the two active travel schemes for which design has been completed.

4.9 At the October 2022 CPCA Board meeting (19/10/22) approval was obtained to award £518,988 for the two active travel schemes; Malborne Way and Shrewsbury Avenue. There is a remaining active travel scheme planned for Phorpres Way, however its design is still ongoing and construction funding for it will be requested along with the main highway scheme at the January 2023 Board meeting.

4.10 Since 2018/19 the Council has been awarded funding towards the project by the CPCA. To date a total of £812,763 has been claimed from the CPCA as detailed in Table 1 below.

Table 1: CPCA funding claims

Financial Year	Claims
2018/19	£64,780
2019/20	£267,707
2020/21	£265,900
2021/22	£211,777
2022/23*	£2,599
Total	**£812,763**

*Only covers spend incurred between April to June, the first quarter of 2022/23.

4.11 The funding above was used to complete the SOBC and OBC stages and progress the FBC stage of the business case and detailed design. As stated earlier, at CPCA Board meeting held on 19 October 2022, a decision was made to award further funding to continue the project and commence the construction of the active travel schemes.

4.12 If Cabinet approve the funding then the work will be commissioned to Milestone Infrastructure Ltd under the existing Peterborough Highway Services contract. To maintain continuity and to avoid delay in the progress made so far, continuation of the project will remain with Milestone as per the Peterborough Highway Services contract. The budget awarded will also be required to cover other project costs such as utility diversion charges. All payments to other suppliers will be reviewed and the necessary governance and procurement processes shall be followed.

5. CONSULTATION

5.1 An online public and stakeholder consultation exercise was undertaken, the results of which were reviewed and then incorporated into the business case and design.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 It is anticipated that the council will award the package of work to Milestone Infrastructure Limited as outlined in this report.

7. REASON FOR THE RECOMMENDATION

7.1 This recommendation has been made to ensure that the Council is able to effectively deliver grant funding awarded to it by the CPCA for the active travel improvement schemes. Successful delivery of the funding will help the Council to obtain further funding from the CPCA for construction of the main highway scheme.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 Not to deliver the scheme: This has been discounted because the walking and cycling network in and around Junction 3 of the A1260 Nene Parkway is in need of better connected routes that link to the wider network. Delivering the active travel improvements will provide residents with an alternative and more sustainable form of travel compared to the car. Successful delivery of the scheme will provide significant benefits to the wider travelling public, resulting in improvements to; journey times, accessibility and the environment.

9. IMPLICATIONS

Financial Implications

9.1 The recommendation will commit capital expenditure of £518,988 to be funded by confirmed grant from CPCA. No long-term borrowing for the Council arises from this decision. However, there will be short term borrowing required to fund the project throughout until the claims are met.

In the event that the project is aborted, costs of business case development and design would need to be expensed to the revenue account but this risk is extremely low.

Legal Implications

9.2 There are no legal implications arising as a result of this decision.

All of the highway improvement works planned for Malborne Way and Shrewsbury Avenue will be on existing highway land owned by the Council. The current decision does not require purchase of any third party land.

Equalities Implications

9.3 It is not anticipated that any one identified group will be disproportionately affected by this proposal.

Carbon Impact Assessment

9.4 Successful delivery of the construction phase will significantly improve pedestrian and cycle routes with the introduction of better connected footpaths and crossing points that are LTN 1/20 compliant schemes. The aim of the works is to improve sustainable travel infrastructure and encourage more users to switch to more sustainable modes of travel and therefore lowering emissions produced by travel within the city. It is proposed that HVO is used to minimise the carbon emissions produced from vehicles working on site, and that more trees are planted than are removed. The construction will result in emissions. Milestone have recently developed a comprehensive tool that allows the design team to select materials based on levels of embodied carbon which will allow conscious decisions to be made that seek to reduce the overall impact of the scheme. Emissions will be produced by use of the welfare unit at the construction site, the use of solar power for this unit will be explored. PCC and Milestone have worked closely together to identify alternative materials and methods to reduce these carbon emissions.

10. BACKGROUND DOCUMENTS

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

10.1 CPCA Board Meeting (19-10-22) when ready minutes will be made available on the link provided below:

https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2117/Committee/63/SelectedTab/Documents/Default.aspx

11. APPENDICES

11.1 None.

CABINET	AGENDA ITEM No. 6
14 NOVEMBER 2022	PUBLIC REPORT

Report of:	Adrian Chapman, Executive Director Place and Economy	
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
Contact Officer(s):	Lewis Banks (Transport & Environment Manager)	Tel. 01733 317465

EASTERN INDUSTRIES ACCESS IMPROVEMENT SCHEME – CONSTRUCTION OF ACTIVE TRAVEL SCHEMES & PAYMENT OF C4 UTILITY DIVERSION CHARGES

RECOMMENDATIONS	
FROM: Executive Director Place and Economy	**Deadline date:** November 2022

It is recommended that Cabinet:

1. Approve the award of £550,424 to Milestone Infrastructure Limited to deliver construction of active travel schemes and approve £315,000 for payment of C4 Utility charges, all of which are part of the Eastern Industries access improvement scheme. Approval is also requested to include £13,224 of remaining budget the CPCA has from the previous stage of the project. Approval is requested for a total of £878,648.

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet as it is a key decision under the executive delegations.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is for Cabinet to consider and approve the award of £550,424 to Milestone Infrastructure Limited to deliver construction of active travel schemes and approve £315,000 for payment of C4 Utility charges, all of which are part of the Eastern Industries access improvement scheme. Approval is also requested to include £13,224 of remaining budget the CPCA has from the previous stage of the project. Approval is requested for a total of £878,648.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.3

To determine any key decision (as defined in Article 11 – Decision Making), with the exception of any time-critical decision, which may be determined by the relevant portfolio holder.

3. TIMESCALES

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

4. BACKGROUND AND KEY ISSUES

4.1 The Peterborough City Council Local Plan (adopted July 2019) sets out the overall vision, priorities and objectives for Peterborough up to 2036. The updated strategy identifies the required delivery of 19,440 new homes and 17,600 new jobs by 2036.

4.2 The largest employment allocation within Fengate is the Red Brick Farm site which covers 12.6 hectares. This is likely to be a mixture of storage and distribution units and general industry units with office space.

4.3 The Eastern Industries Access Study Area focuses on the north of Fengate, where the Red Brick Farm site is located. It considers Junction 7 and Junction 8 of the A1139 Fletton Parkway (key access to / from the parkway system), access routes into Fengate such as Parnwell Way and Oxney Road, and internal roads within Fengate such as Edgerley Drain Road and Storey's Bar Road.

4.4 The future development of the Red Brick Farm site will have a significant impact on the existing road network in the area. Therefore, this scheme will look to address what improvements will be required to mitigate the additional trips that would be generated as a result of this development and others in the area.

4.5 The Cambridgeshire and Peterborough Combined Authority (CPCA) have commissioned Peterborough City Council to undertake a project business case for Eastern Industries. A Strategic Outline Business Case (SOBC) was undertaken to review and assess various aspects of the scheme. Once the SOBC had been completed, approval was granted by CPCA to commence the next phase of the business case, which was the Full Business Case (FBC) and detailed design.

4.6 The FBC is nearing completion and detailed design of some of the schemes identified to improve access has been completed. Design for some of other the schemes is still continuing and nearing completion. However, as the project is funded by the Transforming Cities Fund (TCF) and as it is time limited and must be spent by 31st March 2024, it has been decided to accelerate with the schemes that have a completed design and also accelerate with making payment toward C4 utility charges ahead of construction for the remaining schemes.

4.7 Presently, two active travel schemes have been designed and ready for construction. These are Newark Road footpath and Oxney Road pedestrian improvements. Recent Economic Assessment of the FBC demonstrated that Benefit to Cost Ratio (BCR) of the scheme is 2.46 however, with inclusion of the two active travel schemes will further increase the score and offer very high value for money and making a strong case for early investment.

4.8 As stated earlier, the FBC is close to being finalised and is planned to be presented at the January 2023 CPCA Board meeting with a request for approval for funding to deliver construction of the remaining schemes being designed. However, to minimise delay and enable schemes to commence as early as possible a request is being made to accelerate funding for the C4 utility charges. These costs would have been requested as part of the construction phase, but concern has been raised in the time utility companies are taking to process these would present a risk of delay to programme and also spending all of the TCF funding by 31st March 2024. Therefore funding is being requested early.

4.9 At the October 2022 CPCA Board meeting (19/10/22) approval was obtained to award £550,424 for the two active travel schemes; Newark Road footpath and Oxney Road pedestrian improvements and to also award a further £315,000 to allow C4 utility charges to be progressed ahead of construction in 2023. In total £865,424 of funding was approved. However, there is £13,224 of approved CPCA budget unclaimed from the previous stage which had not been covered in the last decision notice. Including this funding will allow the Council to align its project finances with those of the CPCA and ensure that all of the relevant governance is in place, enabling the Council to spend and claim the funding that is available. Therefore the total value approval is requested for will increase to £878,648.

4.10 Since 2017/18 the Council has been awarded funding towards the project by the CPCA. As end of June 2022, a total of £949,308 has been claimed from the CPCA as grant funding. Table 1 below details the amounts claimed in each financial year.

Table 1: CPCA grant funding

Financial Year	Funding Received
2017/18	£60,710
2018/19	£122,477
2019/20	£82,883
2020/21	£277,923
2021/22	£368,558
2022/23*	£36,757
Total	**£949,308**

*Only covers spend incurred between April to June, the first quarter of 2022/23.

4.11 The funding above was used to complete the SOBC stage and progress the FBC stage of the business case and design. As stated earlier, at CPCA Board meeting held on 19 October 2022, a decision was made to award further funding to continue the project and commence the construction stage.

4.12 If Cabinet approve the funding then the work will be commissioned to Milestone Infrastructure Ltd under the existing Peterborough Highway Services contract. To maintain continuity and to avoid delay in the progress made so far, continuation of the project will remain with Milestone as per the Peterborough Highway Services contract. The budget awarded will also be required to cover C4 utility diversions. All payments to other suppliers will be reviewed and the necessary governance and procurement processes shall be followed.

5. CONSULTATION

5.1 An online public and stakeholder consultation exercise was undertaken in February 2021, the results of which were reviewed and then incorporated into the business case and design.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 It is anticipated that the council will award the package of work to Milestone Infrastructure Limited as outlined in this report.

7. REASON FOR THE RECOMMENDATION

7.1 This recommendation has been made to ensure that the Council is able to effectively deliver grant funding awarded to it by the CPCA for Eastern Industries access improvement scheme. Successful delivery of the funding will help the Council to obtain further funding from the CPCA for the construction of the remaining schemes which are still being designed. Delivery of the scheme will improve the capacity and operational performance of the highway network which is crucial to supporting further growth.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 Not to deliver the scheme: This has been discounted because the highway network around the Fengate area will suffer from heavy congestion at peak times. This will have a negative impact on the local economy by deterring potential new businesses looking to invest in the city due to the long journey times in the area. Successful delivery of the scheme will provide significant benefits to the wider travelling public, resulting in improvements to; journey times, accessibility and the environment.

In the unlikely event that the CPCA decide to not award Peterborough City Council the funding for the remaining schemes, the Council will look at alternative options to fund the project or place the schemes on hold until funding becomes available.

9. IMPLICATIONS

Financial Implications

9.1 The recommendation will commit capital expenditure of £878,648 to be funded by confirmed grant from CPCA. No long-term borrowing for the Council arises from this decision. However, there will be short term borrowing required to fund the project throughout until the claims are met.

In the event that the project is aborted, costs for development of the business case and design would need to be expensed to the revenue account but this risk is extremely low.

Legal Implications

9.2 There are no legal implications arising as a result of this decision.

All of the highway improvement works planned for Newark Road and Oxney Road will be on existing highway land owned by the Council. The current decision does not require purchase of any third party land.

Equalities Implications

9.3 It is not anticipated that any one identified group will be disproportionately affected by this proposal.

Carbon Impact Assessment

9.4 Successful delivery of the construction phase will significantly improve pedestrian and cycle routes with the introduction of better connected footpaths and crossing points that are LTN 1/20 compliant schemes. The aim of the works is to improve sustainable travel infrastructure and encourage more users to switch to more sustainable modes of travel and therefore lowering emissions produced by travel within the city. It is proposed that HVO is used to minimise the carbon emissions produced from vehicles working on site, and that more trees are planted than are removed. The construction will result in emissions. Milestone have recently developed a comprehensive tool that allows the design team to select materials based on levels of embodied carbon which will allow conscious decisions to be made that seek to reduce the overall impact of the scheme. Emissions will be produced by use of the welfare unit at the construction site, the use of solar power for this unit will be explored. PCC and Milestone have worked closely together to identify alternative materials and methods to reduce these carbon emissions.

10. BACKGROUND DOCUMENTS

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

10.1 CPCA Board Meeting (19-10-22) when ready minutes will be made available on the link provided below:

https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2117/Committee/63/SelectedTab/Documents/Default.aspx

11. APPENDICES

11.1 None.

CABINET	AGENDA ITEM No. 7
14 NOVEMBER 2022	PUBLIC REPORT

Report of:	Adrian Chapman	
Cabinet Member(s) responsible:	Cllr Marco Cereste	
Contact Officer(s):	Gemma Wildman, Principal Strategic Planning Officer gemma.wildman@peterborough.gov.uk	Tel. 01733 863824

MAKING OF HELPSTON NEIGHBOURHOOD DEVELOPMENT PLAN FOLLOWING SUCCESSFUL REFERENDUM OUTCOME

RECOMMENDATIONS	
FROM: Executive Director for Place and Economy	**Deadline date:** to be taken to 7 December Full Council, and accord with the deadlines associated with this meeting.

It is recommended that Cabinet:

1. Notes the outcome of the Referendum on the Helpston Neighbourhood Plan, which took place on 15 September 2022: the outcome being 277 votes in favour of the Helpston Neighbourhood Plan, versus 14 votes against the Neighbourhood Plan.

2. Recommends to Full Council that the Helpston Neighbourhood Plan, as set out at Appendix 1, be 'made' (which means to all intents and purposes 'adopted') and thereby form part of the Development Plan for Peterborough for the purpose of making decisions on relevant planning applications within the Helpston Neighbourhood Area (the Helpston Neighbourhood Area is the same area as Helpston Parish).

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet following the referendum on the Helpston Neighbourhood Plan which took place on 15 September 2022, following the submission and successful examination of the Neighbourhood Plan.

1.2 The question asked at the Referendum was: '*Do you want Peterborough City Council to use the Neighbourhood Plan for the Helpston Neighbourhood Area to help it decide planning applications in the neighbourhood area?*'

1.3 In order for a neighbourhood plan to be 'made' by a local planning authority, it must receive a majority 'yes' vote to the question posed (i.e. it must receive more than 50% vote in favour). There is no minimum vote turnout.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is to seek Cabinet approval to recommend that Council 'makes' (adopts) the Helpston Neighbourhood Plan and thereby make it part of the Development Plan for Peterborough.

2.2 The Helpston Neighbourhood Plan received the required majority 'yes' vote, achieving 277 'yes' votes to 14 'no' votes: an 94.5% majority vote in favour.

2.3 If the result of a neighbourhood plan referendum is 'yes', then the Council must (in accordance with the legislation) '*make the neighbourhood plan*' part of the development plan.

2.4 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. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	**YES**	If yes, date for Cabinet meeting	**14 November 2022**
Date for relevant Council meeting	**07 December 2022**	Date for submission to Government Dept. *(Please specify which Government Dept.)*	**N/A**

4. BACKGROUND AND KEY ISSUES

4.1 Neighbourhood Planning was formally introduced to the planning system by the Localism Act in 2011. It provides communities with the opportunity to shape how their area will grow by enabling them to develop a suite of policies against which planning applications in their area will be considered, alongside other the policies in the Development Plan (such as the Peterborough Local Plan). In areas that are parished, neighbourhood plans must be prepared by the parish council. In areas that are not parished, neighbourhood plans can be prepared by a community group that establishes themselves a 'neighbourhood forum'. Neighbourhood planning is optional: there is no requirement for a parish or community group to prepare a neighbourhood plan for their area.

4.2 The Helpston Neighbourhood Area was formally designated by Peterborough City Council on 3 April 2018 and since that date members of Helpston Parish Council have developed their plan through consultation with the community and through other evidence gathering work. This work included a statutorily required consultation in July- September 2021 undertaken by the parish council (as a Qualifying Body), prior to the plan and associated evidence being formally submitted to Peterborough City Council in December 2021.

4.3 Following its submission, the neighbourhood plan was again the subject of a formal consultation, this time organised by Peterborough City Council, which ran from 17 December 2021 to 15 February 2022. This consultation was followed by an independent examination by a suitably qualified individual. The independent examiner considered the plan against the necessary requirements of the relevant legislation and concluded that the plan, subject to some relatively minor modifications, met what is called the 'basic conditions' and, therefore, should proceed to a local referendum in the Helpston Neighbourhood Area. The Council issued a Decision Statement on 1 August 2022 stating that the Council agreed with these findings and that the plan should proceed to referendum.

4.4 The Counting Officer published the necessary information and publicised a notice of the referendum in accordance with the requirements of legislation, with the referendum taking place on Thursday 15 September 2022. The result of the referendum was 277 'yes' votes, and 14 'no' votes: the Declaration of Result was published shortly after the result was confirmed.

4.5 Helpston is the sixth area to progress a neighbourhood plan to this stage in Peterborough. The Parish Councillors and members of the community responsible for its production have invested a substantial amount of time and energy into this process which is to be commended.

5. CONSULTATION

5.1 The Helpston Neighbourhood Plan has been the subject of consultation during its preparation. A Helpston Neighbourhood Plan Consultation Statement (available on our website) sets out the various informal consultation events and activities undertaken by the Parish Council prior to the formal 'regulation 14' consultation on the draft plan. The draft plan was subjected to a formal 9-week consultation July to September 2019 (the 'regulation 14' consultation). The consultation period of more than 10 weeks was notably longer than the required minimum 6 weeks: the extended period was to ensure accessibility during the summer holidays. The submitted plan was also subject to an additional 8-week consultation- the 'regulation 16' consultation - December 2021 to February 2022. Again, this consultation was extended from the minimum 6 weeks to account for Christmas holidays.

5.2 Post referendum, no further consultation is appropriate on this plan.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 Cabinet and Council have very little option at this stage: given the positive outcome of the referendum, the Council must 'make' the Plan unless it believes there is some form of legal process failure which warrants it not to do so. No known such failure exists.

7. REASON FOR THE RECOMMENDATION

7.1 This recommendation is in accordance with the Localism Act 2011 and the Neighbourhood Planning (General) Regulations (as amended). The Plan has been assessed by an independent examiner and officers agree that the plan meets the basic conditions and other requirements of legislation. The Plan has subsequently passed a referendum. As such, the Plan should be 'made' part of the Development Plan.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 There are no known alternative options for the Council to consider, given the content of the legislation, the content of the Helpston Neighbourhood Plan and the process followed in its production. The alternative of not 'making' (adopting) the Plan could only be taken if a legal process failure has been identified. Amending the content of the Plan is not a legal possibility at this stage.

9. IMPLICATIONS

Financial Implications

9.1 The only financial implication of 'making' the Helpston Neighbourhood Plan is that the parish council will receive 25% of relevant Community Infrastructure Levy (CIL) money receipts obtained from development in the neighbourhood area, compared to the 15% (capped) that it currently receives (PCC retain the remaining percentage in each case). It is not possible to estimate the monetary value of this impact, as it is dependent on a number of factors and variables including (but not limited to):

- the type of development that takes place in Helpston (there are different charges applied to different types of development, and some development is exempt)
- The scale of development
- The Charging Schedule set by Peterborough City Council: this can vary year to year, as Peterborough City Council is required to publish an annual CIL rate summary showing the rates of CIL in its area adjusted for inflation.

Legal Implications

9.2 The preparation and making of a Neighbourhood Plan is subject to extensive legislation. All such legislation has, in the opinion of officers, been appropriately applied. That said, any aggrieved party has the ability to legally challenge the making of the Plan should they see fit to do so. Whilst this is not presently considered likely in this case, nationally there has been a number of legal challenges to the preparation of Neighbourhood Plans so there is a possibility of this occurring. As appropriate, members will be informed should this be the case. Once the Plan is made, all planning applications in Helpston must be considered against the policies within the Plan (as well as against wider policies and considerations).

Equalities Implications

9.3 There are no anticipated equalities implications of this recommendation.

Carbon Impact Assessment

9.5 The making of the Helpston Neighbourhood Plan is unlikely to have any negative effects in relation to climate/ carbon impact.

Most effects are likely to be neutral, though there is potential for positive impact in relation to some aspects, particularly in Policy A6 which seeks low carbon forms of heating in developments. However, the potential positive impacts are uncertain and will depend on what planning applications come forward in the plan period, the nature and scale of these, and other material considerations affecting the determination of the proposals.

10. BACKGROUND DOCUMENTS

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

10.1 None.

11. APPENDICES

11.1 Appendix 1 – Helpston Neighbourhood Plan to be made part of the Development Plan for the area

HELPSTON

NEIGHBOURHOOD PLAN

2021 to 2036

HELPSTON NEIGHBOURHOOD PLAN

Referendum version May 2022

Index

1 INTRODUCTION 5

WHY PRODUCE A NEIGHBOURHOOD PLAN? 5
ABOUT THE HELPSTON NEIGHBOURHOOD PLAN 5
POLICY CONTEXT 7
OUR LOCAL COMMUNITY 8
Socio-economic profile 8
Services 9
Transport 10

2 VISION AND OBJECTIVES 11

VISION 11
OBJECTIVES 11

3 POLICIES 12

FOCUS A: BUILT ENVIRONMENT 12
Context 12
Village growth 15
Development in the Countryside 16
Non - Designated Heritage Assets 18
FOCUS B: NATURAL ENVIRONMENT 20
Enhancing the natural environment 20
Policy Context 20
Wildlife Habitats and Species 20
Wildlife Sites and Corridors 21
FOCUS C: COMMUNITY AMENITY 25
Village Amenities 25
Transport and Infrastructure 31
FOCUS D: LOCAL ECONOMY 34
Employment and Local Businesses 34

4 COMMUNITY PROJECTS 35

5 MONITORING AND REVIEW 35

6 GLOSSARY 36

List of Maps

Map 1 Helpston Neighbourhood Area 6
Map 2 Village Envelope and Conservation Area 8
Map 3 New Houses constructed in Helpston over the last 25 years (since 1996) 15
Map 4 Development Site LP41.5 16
Map 5 Location of Non – Designated Heritage Assets 19
Map 6 Locally important wildlife sites 24
Map 7 Views to open countryside and Gaps in frontages to be protected 25
Map 8 Public footpaths and bridleways showing areas with missing links 26
Map 9 Helpston Local Green Space 27
Map 10 Missing walkways or cycleways 32

List of Appendices

The following appendices have been prepared in support of this Helpston Neighbourhood Plan. Appendices 7 and 8 were prepared by Peterborough City Council: all others were prepared by Helpston Parish Council.

Due to the size of some of these documents, they are not included in the neighbourhood plan itself. Rather, they can be found on the Peterborough City Council Website: www.peterborough.gov.uk/council/planning-and-development/planning-policies/neighbourhood-plans.

Appendix 1	Consultation Statement (May 2022) (updated following Examination)
Appendix 2	Helpston's Local Green Space Designations
Appendix 3	Non-Designated Heritage Assets on Helpston's Local List
Appendix 4	Helpston Village Design Statement (March 2001) (superseded by Design and Development in Selected Villages Supplementary Planning Document (2011))
Appendix 5	Helpston Neighbourhood Plan Traffic Survey (March to July 2020)
Appendix 6	Basic Conditions Statement
Appendix 7	Strategic Environmental Assessment & Habitats Regulations Assessment Final Screening Report (August 2021)
Appendix 8	Helpston Neighbourhood Plan Strategic Environmental Assessment and Habitats Regulations Assessment Determination Statement (11 August 2021)
Appendix 9	Considerations for assessing planning applications with reference to Helpston's Neighbourhood Development Plan

1 Introduction

1.1 This is the Helpston Neighbourhood Plan 2021-2036. The plan covers the Helpston Parish Neighbourhood Area which was formally designated by Peterborough City Council in April 2018 and the boundary of which matches the boundary of Helpston Parish.

1.2 This is the version of the plan for submission to Peterborough City Council (the local planning authority) under the Neighbourhood Planning (General) Regulations 2012.

Why produce a neighbourhood plan?

1.3 Neighbourhood Plans were introduced in the Localism Act (2011) with the intention of giving communities direct power to develop a shared vision for their neighbourhood and shape the development of their local area. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

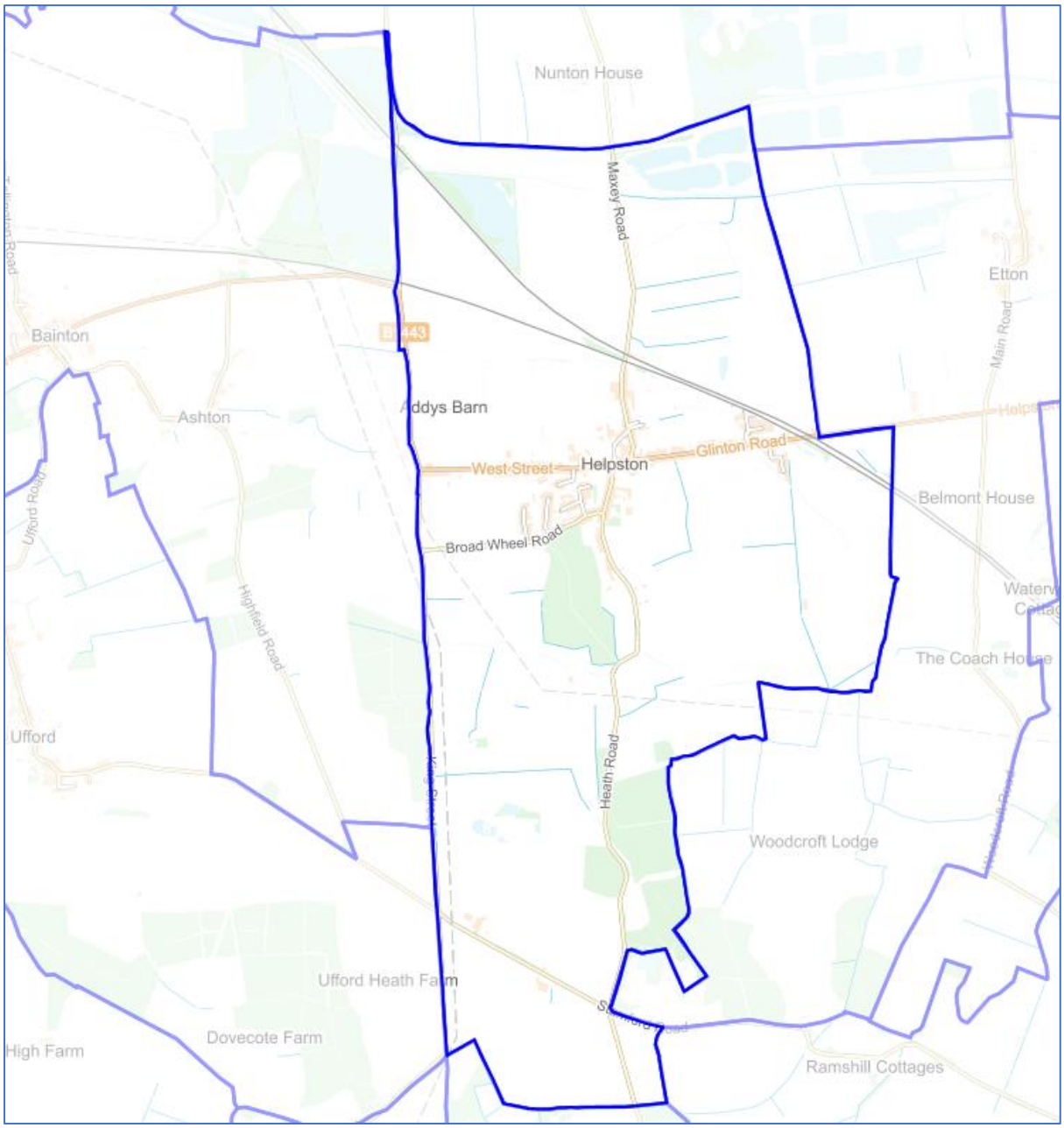
1.4 When adopted, the Neighbourhood Plan will have the same status as the Peterborough City Council Local Plan, becoming part of the 'development plan'. Decisions on planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. As such this neighbourhood plan will provide an important framework for how Helpston should grow in the coming years.

1.5 However, it should be noted that national policy stipulates that neighbourhood plans should not promote less development than is set out in the Local Plan or undermine its strategic priorities. As such, the Peterborough Local Plan will set a level of growth that will occur within Helpston and the neighbourhood plan cannot prevent that.

1.6 What the neighbourhood plan can do is to create a suite of policies that complements existing local, national and strategic planning policy, to provide additional detail and subtlety that reflect the special characteristics of Helpston that cannot reasonably be addressed by higher-level policy. It can also help to secure the infrastructure that is needed to support growth and protect areas, landmarks and services that are most important to the community.

About the Helpston neighbourhood plan

1.7 The Helpston Neighbourhood Plan is being produced by Helpston Neighbourhood Plan Steering Group for Helpston Parish Council on behalf of the community of Helpston. The boundary of the Helpston Neighbourhood Area, which was formally designated on 3rd April 2018, can be seen on Map 1 below:



Map 1 Helpston Neighbourhood Area

1.8 Helpston has undergone rapid growth in the past twenty years with three significant development sites and several smaller ones. The new Peterborough Local Plan includes a further new site for up to 82 houses that is yet to be developed. This plan is intended to ensure that:

- new development fits the village context and delivers an appropriate mix and style of houses
- development is supported by the necessary facilities and services
- the important attributes of Helpston that the community holds dear are not lost
- Helpston's historical character is retained and strengthened

1.9 The Helpston Neighbourhood Plan sets out how Helpston should develop sustainably in the best interest of the village, in the context of the wider Local Plan.

1.10 Neighbourhood Plans are restricted to dealing with matters relating to land use and development planning, and therefore many other important non-planning matters cannot be included in the plan. Where the community have raised concerns about non-planning matters during the consultation process, they will be recorded by the Parish Council and other means to tackle the issue will be considered where possible.

1.11 Several stages of local consultation were undertaken in the development of this plan, and these are summarised in Appendix 1 – Consultation Statement. The consultation supports the vision and objectives of the plan and also evidences the Policies developed. Residents have been consulted using delivered questionnaires twice during the development of the plan. Regulation 14 consultation was undertaken between July and September 2021.

Policy Context

1.12 The following published Planning Policy relating to Helpston was already adopted at the time of submission of the Helpston Neighbourhood Plan:

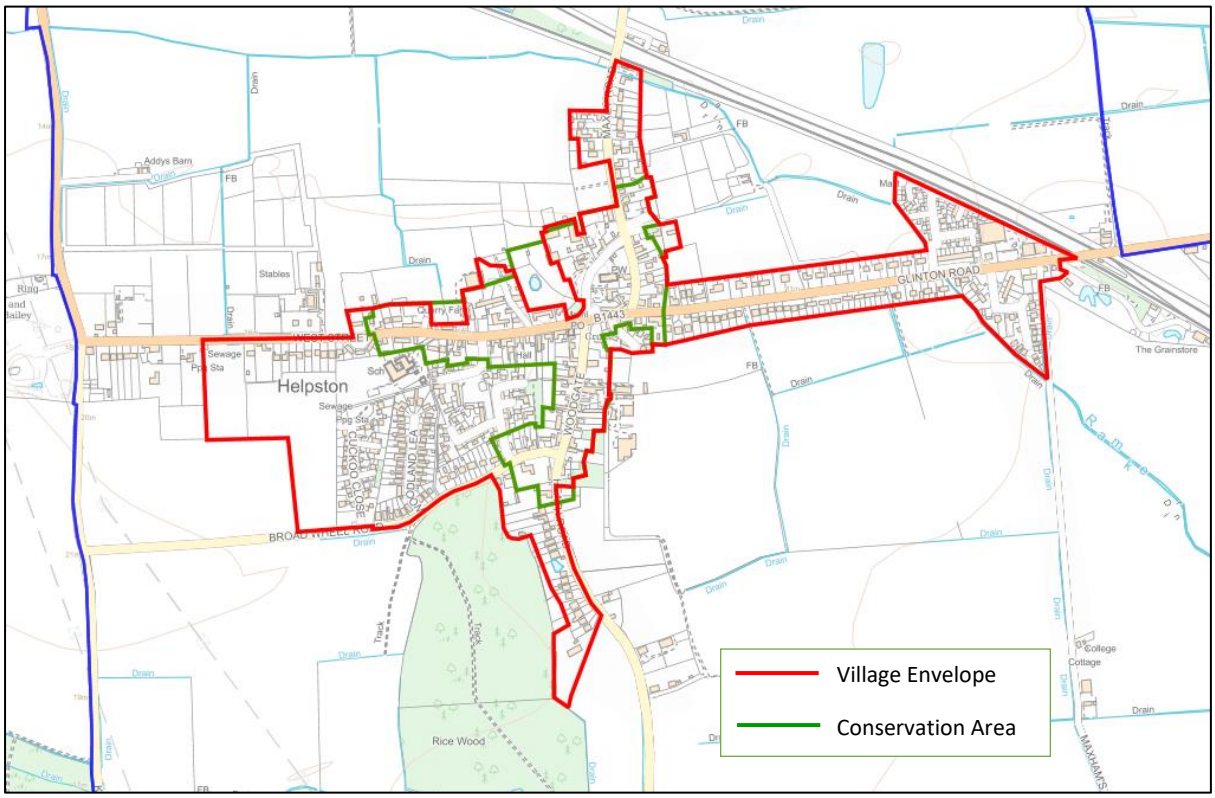
- National Planning Policy Framework published 27th March 2012, updated 20th July 2021
- Peterborough Local Plan 2016 to 2036 adopted 24th July 2019
- The Cambridgeshire and Peterborough Minerals and Waste Local Plan adopted by Peterborough City Council on 28th July 2021.
- Peterborough Design and Development in Selected Villages – supplementary planning document adopted 13th June 2011
- Peterborough Flood and Water Management Supplementary Planning Document adopted on 25 July 2019
- Peterborough's Green Infrastructure & Biodiversity Supplementary Planning Document adopted on 25 July 2019
- Developer Contributions Supplementary Planning Document adopted on 25 July 2019

1.13 In addition, the following appraisals are important references for existing planning policy

- Helpston Conservation Area and Village Appraisal – Report and Management Plan, March 2008

- Helpston Village Design Statement (March 2001) (now superseded by Design and Development in Selected Villages Supplementary Planning Document (2011)), included in Appendix 4

1.14 The extent of the Village Envelope identified In the Peterborough Local Plan and the Conservation Area are shown on Map 2.



Map 2 Village Envelope and Conservation Area

Our local community

1.15 Helpston is an historic, limestone village of circa 1200 people, situated between Peterborough, Stamford, and Market Deeping. There has been a settled community here since Roman times, and the conservation area in the centre of the village includes many attractive pre-18th century dwellings and a medieval church and butter cross. Visitors from all over the world come to John Clare's cottage and explore the landscape and wildlife he celebrated in his poems. The village expanded with the coming of the railway and the development of the local paper mill in the nineteenth century but has retained its rural character, with 3 working farms and thriving livery stables surrounded by arable fields and managed woodlands. Our consultation shows that the community highly values its countryside and strongly supports maintaining and developing the natural environment.

Socio-economic profile

1.16 Helpston is a thriving village which has had a 34% growth in population since the 2001 census. The percentage of residents under 19 yrs. (25.5%) and over 60 yrs. (27.6%), are both above the national average, indicating that provision should be made for those at either end of the age spectrum.

1.17 The population has a higher than national percentage of both retired and self-employed people. The 2011 census showed that 8.4% of the working population work from home, and 83% commute by car, bus, or train.

1.18 The majority of houses are detached, and recent building development has brought the number of 4+ bedroom houses to 49% of the housing stock. 14.4% of houses have 1 or 2 bedrooms. 82% of houses are owner occupied with only 7.1% available from affordable rented housing providers. (Data from 2011 census). Until recently, the village has grown in an organic manner, with infill buildings between the village centre and the houses built near the railway crossing for employees of the papermill or along Heath Rd. There have been two larger housing developments, at the East and West ends of the village since 2013 and the new Local Plan includes a new development site on land between West Street and Broad Wheel Road (see paragraph 3.10). These more recent developments are less varied in style.

Picture 1: West Street showing the convenience store and village hall

Services

1.19 The Local Plan identifies Helpston as a medium village, having a pub, primary school, convenience store and post-office as well as a dental practice, church and village hall (although this building is nearing the end of its life) and scout/guides meeting hall. There is a John Clare centre that is popular with visitors and locals, an office hub, and a small art gallery/framing shop. GP surgeries are located in nearby communities and the local secondary school is in Glinton. The village has a range of community groups and social activities available, including church groups, pre-school, tennis club, indoor bowls club and exercise classes. Livery stables are a base for horse riding groups and several local cycling groups also use Helpston as a base. These, with other social groups provide a foundation for a strong community feeling.

1.20 Helpston is connected to all main utility services except for gas. There is fibre-optic broadband connection. Anecdotal feedback from consultation suggests that the sewerage service is at the limit of its capacity.

Transport

1.21 There is an hourly bus service from 7am to 6:30 pm to Stamford and Peterborough, on weekdays and Saturdays, and a volunteer driver service to the GP surgeries. The village lies next to some of the busiest railway crossings in the country, at the conjunction of the East Coast mainline and Stamford/Leicester branch line. This results in waves of traffic travelling through the village and queues along Glinton and Maxey Roads. There has been a significant increase in through-traffic in recent years from motorists avoiding busier major roads. This including farm traffic and goods vehicles causes problems for pedestrians, parking, and access to properties. Although there is an active community speedwatch team, traffic issues remain a major concern for residents. The village is a popular route for local cyclists, and there is a network of pathways in the village centre, leading to the roads around the village. There is a designated cycle path between Helpston and Glinton, used by pupils at the secondary school, but otherwise pushchairs or mobility scooters are restricted by narrow, unlinked pavements, and access to the footpaths and bridleways in the surrounding countryside is along busy roads.

Picture 2: St Botolph' s Church

2 Vision and Objectives

Vision

2.1 The vision for the Helpston Neighbourhood Plan is:

Helpston will remain a distinctive and historic limestone village within an attractive rural landscape and will maintain the key local physical, environmental, and cultural attributes observed by poet and former resident John Clare. Helpston will retain its separation and distinction from other settlements and will provide services and facilities that will support an inclusive and vibrant community for the benefit of both the present and future population.

Objectives

2.2 There are four Policy Focus areas identified in section 3 as follows:

A - Built Environment
B - Natural Environment
C - Community Amenity
D - Local Economy

The objectives of the Helpston Neighbourhood Plan with alignment to Policies A/B/C/D are:

Objectives	A	B	C	D
1) To manage development in Helpston to ensure it is sustainable for Helpston's context, delivering a mix of housing types, sizes and tenures with high quality design that does not detract from the historic centre of the village.	✓			
2) To preserve the rural setting of the village, retaining separation from neighbouring communities and ensuring that access to the countryside and important rural views and open areas are maintained.	✓	✓	✓	
3) Retain the existing village nucleus and minimise ribbon development outwards from the centre or outside the village envelope.	✓			
4) To maintain, and wherever possible to enhance, key community infrastructure and services, including but not limited to the village school and nursery, John Clare Cottage, shop/post office, pub, farm shop, village hall, church, scout hall, play and sports facilities.			✓	✓
5) To ensure local farmers and other employers are successful and wish to remain in Helpston.				✓
6) To continue to welcome day visitors to the village and encourage improvement of facilities to provide for them.			✓	✓
7) To protect local wildlife and habitats, improve biodiversity in the parish with emphasis on local nature reserves, including those managed by the Langdyke Trust.		✓		
8) To ensure that people can move safely and without hindrance throughout Helpston and to neighbouring areas.			✓	
9) To ensure new development does not cause the capacity of infrastructure to be exceeded, including, but not limited to, transport, water and drainage.			✓	
10) To encourage new development with designs that are ecologically and environmentally friendly, incorporating new technologies and materials that minimise or eliminate any contribution to climate change.	✓			
11) To ensure development does not reduce the safety of the railway level crossings and where possible improves it.			✓	

3 Policies

Focus A: Built Environment

Context

3.1 The National Planning Policy Framework states "To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby" (MHCLG, Feb 2019, para. 78).

3.2 Historically, building development in Helpston has not followed a unified pattern or design. There is a mixture of domestic dwellings that include single storey rented accommodation through to multi-story private accommodation, alms houses, former railway buildings, and converted former public houses. The style of housing and the choice of materials, in most cases, has not had an adverse visual impact on the street scene and has generally provided an attractive alternative to what has gone before. Only within the conservation area is there some homogeneity of architectural style with the use of natural stone predominating.

3.3 In more recent times individual plots have been developed piecemeal with little thought given to maintaining visual integrity of the whole village. Brownfield sites, infill and windfall sites used for development have consolidated the built environment to the point where the rural aspect of the village is threatened. Only the conservation heart of the village consistently retains its character. Houses with large gardens have been extended so that views of the open countryside between them are now obscured. The availability of disused farmyards and small plots have led to some developments being built in a courtyard style with minimal garden space, typically with large stone or brick faced houses maximising the use of the available land. Apart from a few exceptions this contrasts with the majority of older dwellings that have larger gardens. It is likely that opportunities for infill development will continue to be sought although suitable sites are diminishing.

3.4 The larger modern developments established at Temples Court/Crossberry Way, Towgood Close, Cuckoo Close and Millfield Close have had a more significant impact on the visual appearance of the village with uniform architectural styles dominating, with the notable exception of the Temples Court/Crossberry Way development where more variety in styles can be seen including the use of stone.

3.5 Policy and context relating to the character and appearance of Helpston has already been developed in the Helpston Conservation Area Appraisal and Management Plan (2008) and Design and Development in Selected Villages SPD (2011): the Neighbourhood Plan supports these documents in their application to future development via policy A1.

3.6 Helpston is not served by the national gas distribution network, therefore much of the heating needs of the village are currently met by oil or liquid gas delivered by road. This leads to additional pollution and carbon dioxide generation over and above areas supplied with gas. Residents have indicated support through consultation for more sustainable development and reduced carbon emissions both from the construction and on-going energy use of new buildings. With the move to electric cars, new diesel and petrol cars being phased out by 2030 under current Government proposals, it is also important that new developments provide charging points for electric vehicles.

Picture 3: The old school, Glinton Road, as part of the street scene it provides an example of the building materials used that are prominent in older dwellings and those of modern interpretations within the centre of the village.

Picture 4: Woodgate. Woodgate has an abundance of traditionally built dwellings within the conservation area with historic connections to John Clare and his cottage, The Blue Bell public house and the Old Rectory.

Picture 5: Temples Court (part of the Twigden development), spacing and the juxtaposition of different facades and roof level of dwellings coupled with open spaces are characteristic of this well-planned development.

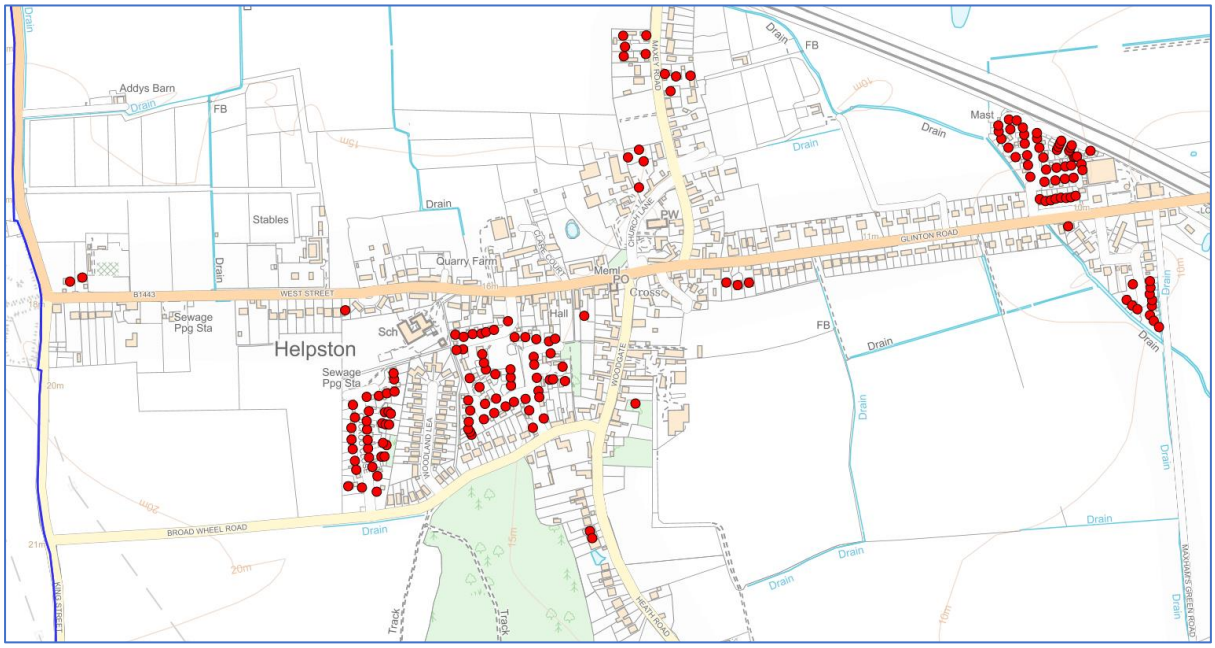
Picture 6: Maxey Road development of five architect designed houses using traditional materials.

Picture 7: Eastwell Court, another small development demonstrating use of traditional materials.

Village growth

3.7 There are currently (December 2020) an estimated 510 houses in Helpston. 1.8% are one bedroom, 12.1% are two bedroom, 38.7% are 3 bedroom 34.6% are 4 bedroom and 12.7% are 5 bedroom dwellings. The average no of bedrooms in Helpston is 3.8 (ONC 2017 indicates a national average of 2.7). The current mix of residential buildings is already biased to larger houses, there are very few smaller dwellings, and even fewer of these are available to meet the need for affordable or social housing.

3.8 Since the year 2000, 120 dwellings have been built this represents a 34.5% increase. If the nominal 82 houses designated for LP41.5 are included the increase will be 58.2%. If the Crossberry Way / Temples Court development of 43 dwellings is added (as this was completed shortly before the year 2000) the increase in the number of dwellings is 70% (The number of new dwellings built before the Crossberry Way / Temples Court development was circa 347). Map 3 shows the location of new houses constructed in the last 25 years (since 1996).



Map 3 New Houses constructed in Helpston over the last 25 years (since 1996)

3.9 This pattern of growth in the village reveals how disproportionate the recent increases are within the context of a village initially of 'limited growth status' and within the new Local Plan hierarchy a 'medium village'. The Village Envelope has been extended successively since 2000 to facilitate the actual and projected growth of the village.

3.10 At the first stage of the current Peterborough Local Plan landowners were asked to submit land for inclusion for consideration for development. The final site included in the Local plan for Helpston, LP41.5 (see Map 4), is an amalgam of two sites offered in the village with the rest being rejected. In total seven sites were offered for inclusion and those not included in the Local Plan can be considered as dormant although consultation with landowners indicate that their interest in realising the potential of these sites has not ceased. However, there is no immediate intent indicated to pursue applications for development of these sites under the current Local Plan and this Helpston Neighbourhood Plan has no intention to allocate any further sites for development in addition to LP41.5.

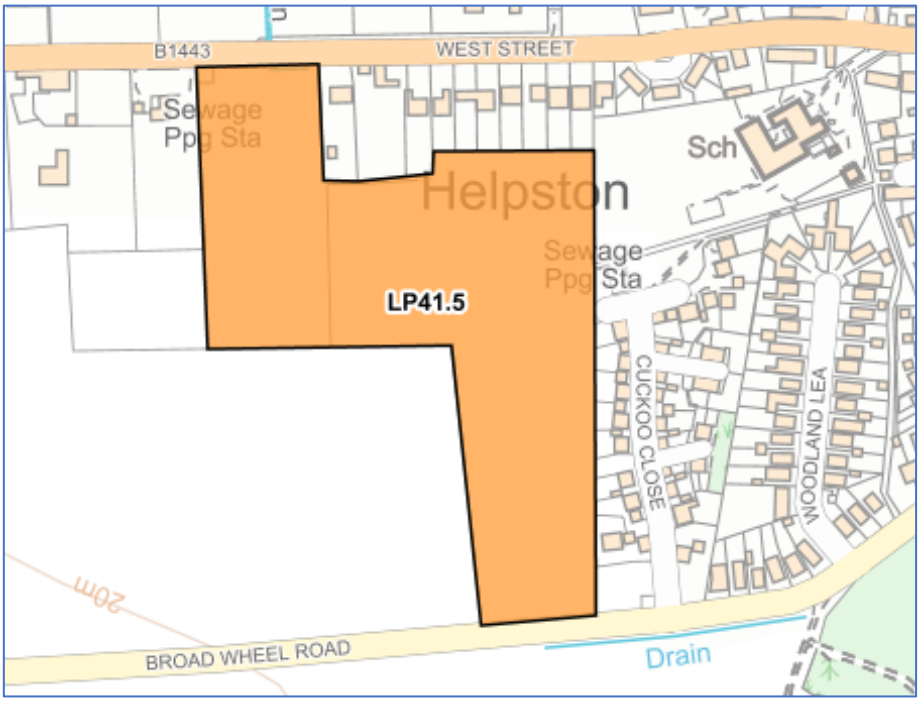
3.11 With regard to development site LP41.5 this Neighbourhood Plan fully supports policy LP42 of the Local Plan which is repeated below for clarity:

Policy LP42: Land Between West Street and Broad Wheel Road' Helpston

Any application for the site at Broad Wheel Road, Helpston (Site LP41.5) shall comprise amongst other matters, a comprehensive masterplan for the whole site. In developing the masterplan there should be a high level of engagement with appropriate stakeholders including the local community.

The masterplan, together with other material submitted with a planning application should demonstrate achieving the following key principles:

- *A residential led scheme incorporating on site open space provision and a suitable buffer to the adjacent open countryside that respects the surrounding context;*
- *Ensure the provision of satisfactory education facilities. If the need for additional provision is identified, the presumption is that land within the site will be utilised to allow the expansion of the existing school, unless there is convincing evidence that an alternative solution provides greater benefits;*
- *The Transport Assessment should demonstrate that the quantity of homes proposed is deliverable taking account of; safe and suitable access to the site; and any necessary improvements to the transport network. It is anticipated that the scale will be up to 82 dwellings, but potentially less following the outcome of the transport assessment.*



Map 4 Development Site LP41.5

Development in the Countryside

3.12 In line with national advice, Local Plan Policy LP2 makes it clear that land outside the village envelopes is defined as countryside, where development is to be restricted to four categories. These include that which is essential to agriculture and outdoor recreation etc; minerals and waste development; housing which satisfies the "Rural Exceptions" conditions

set out in Policy LP8; and other development which is dealt with in Policy LP11 (including the conversion of rural buildings to housing, the replacement of existing dwellings in the countryside, mobile homes and dwellings for agricultural workers and other enterprises where a countryside location is essential). In addition, Policy LP11 accepts the principle of development which would support the rural economy. This Neighbourhood Plan need not duplicate these Local Plan policies, although the opportunity is taken to add some specific local detail.

Policy A: Built Environment

A1 *Policy Context*

In addition to complying with the policies of this neighbourhood plan, regard should be had to the detailed guidance contained in the Helpston Conservation Area Appraisal and Management Plan (adopted by PCC in 2008 as approved planning guidance) and Design and Development in Selected Villages SPD (adopted by PCC 2011: this SPD supersedes the Helpston Village Design Statement (2001)), or any subsequent superseding guidance of a similar nature.

A2 *Meeting Housing Needs*

a) New housing development within the village envelope will be supported in principle, subject to other relevant policies of this Plan being satisfied. In accordance with Peterborough Local Plan Policy LP2, land outside the village envelope will be treated as countryside, where the only development which will be permitted is that which satisfies Local Plan Policies LP2, LP8 and LP11. In addition, the development of community amenities such as those set out in Policy C10 of this Plan will be supported in principle.
b) Development proposals for 2 or more new dwellings (whether through new build or conversion) should provide a range of dwelling sizes in terms of number of bedrooms. Where a development proposal consists of 5 or more dwellings, a minimum of 20% of the dwellings should be of 1 or 2 bedrooms.
c) New affordable housing must include a greater proportion of properties to be made available for rent than made available for sale in accordance with Local Plan policy LP8.
d) For the Local Plan development site LP41.5; requirements of Local Plan policy LP42 must be adhered to. A masterplan for the whole site is required with any application for development.

A3 *Tandem and Back-land Development*

a) Tandem developments will not be supported where they have the potential for loss of amenity of neighbouring properties.
b) Tandem developments will not be supported where they affect the street scene resulting in a 'terracing' effect.
c) Any back land or tandem development must have a direct highway frontage or direct highway access.

Policy A: Built Environment continued

A4 *External Building Materials*

a) Helpston is considered to be a 'limestone village'. The use of appropriate building materials in the village is crucial in encouraging high quality design. Applications for new builds and extensions will only be granted if the proposed building materials are complementary and sympathetic to the existing building (if applicable) and neighbouring buildings and will form satisfactory visual relationships within the settlement.

b) In considering the requirements of Policy A4(a), and where the size of the development makes it appropriate, steps should be taken to avoid any one architectural style (including the use of materials) dominating the street scene.

A5 *Development within the Conservation area*

Any new buildings, alteration or extensions should be traditional in form, embodying materials, colours and general design features identified in the Conservation Area Appraisal (2008) and Helpston Village Design Statement (2001).

A6 *Sustainability and Climate Change*

a) All proposals will demonstrate the opportunities taken to use sustainable materials and reuse existing resources: in instances where such opportunities cannot be demonstrated, the applicant should provide a statement setting out the opportunities considered and the reasons why these cannot be utilised.

b) All applications for housing development must use renewable or low carbon energy as a significant source of heating the dwellings, for example through the use of biomass, heat recovery, solar or heat pumps systems. Affordable housing should achieve this requirement where possible: exemption for affordable homes may be permitted where achievement of this requirement would render the development financially unviable. In such circumstances, the applicant would have to provide sufficient financial analysis to demonstrate the impact on viability.

Non - Designated Heritage Assets

3.13 There are a number of buildings and other assets in Helpston which do not satisfy the criteria for listing at a national level but are of importance locally. Some of these buildings are also included on Peterborough City Council Local List of Heritage Assets or, if not, application has been made to include in the revision of the Local List. (https://www.peterborough.gov.uk/council/planning-and-development/conservation-trees-and-hedges/local-list. Listed buildings have not been included in this designation as they have a higher order of protection already. The locations of Non - Designated Heritage Assets are shown on Map 5. Information and evidence for designation of these locally important assets is available in Appendix 3 Non-Designated Heritage Assets on Helpston's Local List.

Map 5 Location of Non – Designated Heritage Assets

Policy A: Built Environment continued

A7 *Non-designated Heritage Assets*

The following are considered non-designated heritage assets and are included in the local list:

- Railway signal and level crossing box, Helpston Road
- Former Station Masters House, 97 Glinton Road
- Old School, 7 Glinton Road
- John Clare's gravestone St Botolph's Church
- Privy at Royal Oak Cottage, 18 Woodgate
- James Bradford Alms-houses, 1 – 6 West St
- Boundary Stone, ditch north of Torpel Manor field
- Gibbet stone, entrance to Manor Farm
- Brick walls to Cemetery, Maxey Road
- Remnant of enclosure wall, 16 Broadwheel Road
- Old School House, 7 Glinton Road
- Annakinn Art Gallery, West Street

A8 *Development affecting Heritage Assets*

Development proposals requiring planning permission that have the potential to affect the significance of Heritage Assets, including the contribution made by its appearance and setting, should be accompanied by a Heritage Statement as required by policy LP19 of the Local Plan.

Proposals that would enhance or better reveal the significance of Heritage Assets will be supported. Proposals that would harm the significance of a Heritage Asset directly, or through development in its setting, must be clearly justified in the Heritage Statement.

Focus B: Natural Environment

Enhancing the natural environment

3.14 As the birthplace of the poet, John Clare, Helpston has a special affinity with the natural environment. Clare wrote about the changes to the landscape that he experienced in the early 19th century and is seen as one of the foremost English writers of natural history. We in the 21st century share Clare's passion as we too face change and challenge to our environment.

Policy Context

3.15 The various documents listed below set the context in which the policies of this focus of the Helpston Neighbourhood Plan have been proposed.

- National Planning Policy Framework
- The Making Space for Nature (Lawton) Report of 2010(established the principle of creating 'more, better, bigger and more joined up places for nature')
- The Government's 2018 25-year plan for the Environment (states that "We want to improve the UK's air and water quality and protect our many threatened plants, trees and wildlife species")
- The proposed Environment Act 2019 sets out ambitions to "create or restore wildlife rich habitats to enable wildlife to recover and thrive" and sets a minimum biodiversity net gain target of 10% for new developments.
- The 2019 United Nations report on biodiversity indicates that a million species are threatened with worldwide extinction. 15% of the UK's native species, including over one in four mammals, were regarded in 2019 as being at risk of extinction and the overall abundance of wildlife in this country had fallen by 13% since the 1970s (RSPB et al. 2019. State of Nature).
- Natural Environment and Rural Communities Act 2006 Section 40 requires local planning authorities to have regard to the conservation of these priority habitats and species.
- Doubling Nature July 2019 Natural Cambridgeshire, the local nature partnership for Peterborough and Cambridgeshire launched an ambition to double the area of wildlife rich habitats managed for nature across its area and endorsed by the Combined Authority for Peterborough and Cambridgeshire.
- Developing with Nature toolkit - Natural Cambridgeshire has also published a toolkit, referred to in Peterborough's Local Plan, which sets out ways in which development can enhance biodiversity.
- John Clare Countryside Vision - In September 2019 the Langdyke Countryside Trust launched a vision to create 'an ambitious and accessible nature recovery area across the landscape areas west of Peterborough.' PCC unanimously adopted a motion in support of the JCCV on 29/7/20.
- Peterborough Local Plan 2016 to 2036 adopted 24th July 2019, section 6.23/ Policy LP28 Biodiversity and Geological Conservation and section 6.24 / Policy LP29 Trees and Woodland.

Wildlife Habitats and Species

3.16 Much of the farmland in the Neighbourhood Plan Area is open cultivated arable fields that are intensively farmed with limited biodiversity. However, there are extensive wildlife corridors along road verges, field edges and hedgerows and within areas of the villages such

as the School, Churchyard, Cemetery, undeveloped areas, some extensive private gardens and the uncultivated fields.

3.17 Rice/Royce Wood to the south of the village is ancient woodland that was felled and replanted in the 1960s. The wood contains important areas of oak, as well as less common species such as Wild Service Tree and significant areas of English Elm. It is home to several key butterfly species including white admiral, white letter hairstreak and silver-wash fritillary as well as important woodland fungi and flowers.

3.18 Further south of the parish the land rises gently and contains further areas of ancient woodland on the east side of Heath Road, Oxey Wood (which is well known for its bluebells) and Swaddywell Pit, a local nature reserve and regionally important geological site owned and managed by the Langdyke Countryside Trust. The reserve provides significant habitat for wildlife particularly invertebrate species with several nationally scarce species of moth and fly, and populations of scarce butterflies such as grizzled and dingy skipper. The pit also includes important populations of scarce flowers such as Pyramidal and bee orchid, and autumn ladies' tresses.

3.19 Additional wildlife sites are provided by the network of roadside verges within the parish, which provide habitat for several key plant species and some of the verges are recognised as county wildlife sites. On its southern boundary the parish borders on to Castor Hanglands National Nature Reserve, a site of special scientific interest.

3.20 To the northeast, the land is flat and largely open, arable farmland with occasional hedgerows and isolated trees. The Maxey Cut runs along the parish's northern boundary providing an important wildlife corridor and habitat for otters, kingfisher, grey heron, and little egret. It and the South Drain also contain notably large colonies of glow-worm. The recently excavated pits between the Cut and Drain are equally important for wildlife. Further extraction is planned within the parish over the next 10-15 years, creating a further series of ponds, meadows, and woods in the northeast of the parish.

3.21 To the northwest is a much older extraction pit, part of Bainton Pits, sometimes known locally as Franks' Pit. This also contains wetlands habitats and some deciduous tree at its margins.

3.22 The whole wetland area is increasingly important for nature as it hosts significant numbers of key species of bird, mammal and insect and particularly important species including Biodiversity Action Plan species; glow worm, four spotted moth, otter, turtle dove and cuckoo.

3.23 The village centre has important wildlife habitats through its networks of gardens and older buildings and outhouses providing homes for swifts, house martins and bats. Hedgehogs and the great crested newt are also known to be present in and around the village.

Wildlife Sites and Corridors

3.24 Swaddywell Pit is the only site within the parish that is managed as a nature reserve. It is a particularly significant site given its close associations with John Clare and its status of one of the first nature reserves in the country. However, the parish benefits from designated ancient woodlands and county wildlife sites at Rice/Royce Wood and Oxey Wood. Franks' Pit in the northwest is also a county wildlife site along with the railway lands along the east

coast mainline from Maxey Road eastwards. For the purposes of the Neighbourhood Plan the following are designated as Local Sites (shown on Map 6):

- Swaddywell Pit Nature Reserve (County Wildlife Site)
- Oxey Wood (County Wildlife Site)
- Royce/ Rice Wood (County Wildlife Site)
- Franks' Pit -part of Bainton Pits (County Wildlife Site)
- Marholm Crossing and Brook Drain (County Wildlife Site)
- The verges outside of the Village Envelope of Heath Road, Kings Street, Stamford Road and Castor Road (County Wildlife Site)

3.25 Torpel Manor Field, managed by the Langdyke Trust, borders on the western edge of the village, but is located in Bainton Parish. Other wildlife sites bordering the parish are designated ancient woodland at Hilly Wood and Simon's Wood, and the Castor Hanglands National Nature Reserve in the south. During consultation non-designated gravel pits east of Maxey Road between the Maxey Cut and South Drain and additional verges outside of the Village Envelope of Heath Road, Kings Street, and Broad Wheel Road were identified as being important for wildlife (shown on Map 6). These are important in relation to the creation of wildlife corridors within the parish.

3.26 During consultation many residents expressed a concern about the protection of notable trees in the parish, particularly those located within the Village Envelope. While this Neighbourhood Plan does not contain any specific policy on trees it strongly supports implementation of Local Plan Policy LP29: Trees and Woodland.

Policy B: Natural Environment

B1 *Local Sites*
For the application of Local Plan policy LP28; Local Sites shall include, as a minimum, the designated sites listed in paragraph 3.24 of this Neighbourhood Plan and shown on Map 6 Locally important wildlife sites.

B2 *Adverse Impacts and Mitigation*
All new development should take account of Natural Cambridgeshire's Doubling Nature ambition and the overall vision of the John Clare Countryside project, demonstrating how they can support the delivery of these ambitions.

In line with Local Plan policy LP28 (criteria 3), adverse impact on existing biodiversity and geodiversity features must be avoided as the first principle. Where avoidance cannot be achieved, the applicant must demonstrate that all reasonable alternatives to the proposal have been carefully considered. Where adverse impacts are unavoidable, they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative.

B3 *Net Biodiversity Gain*

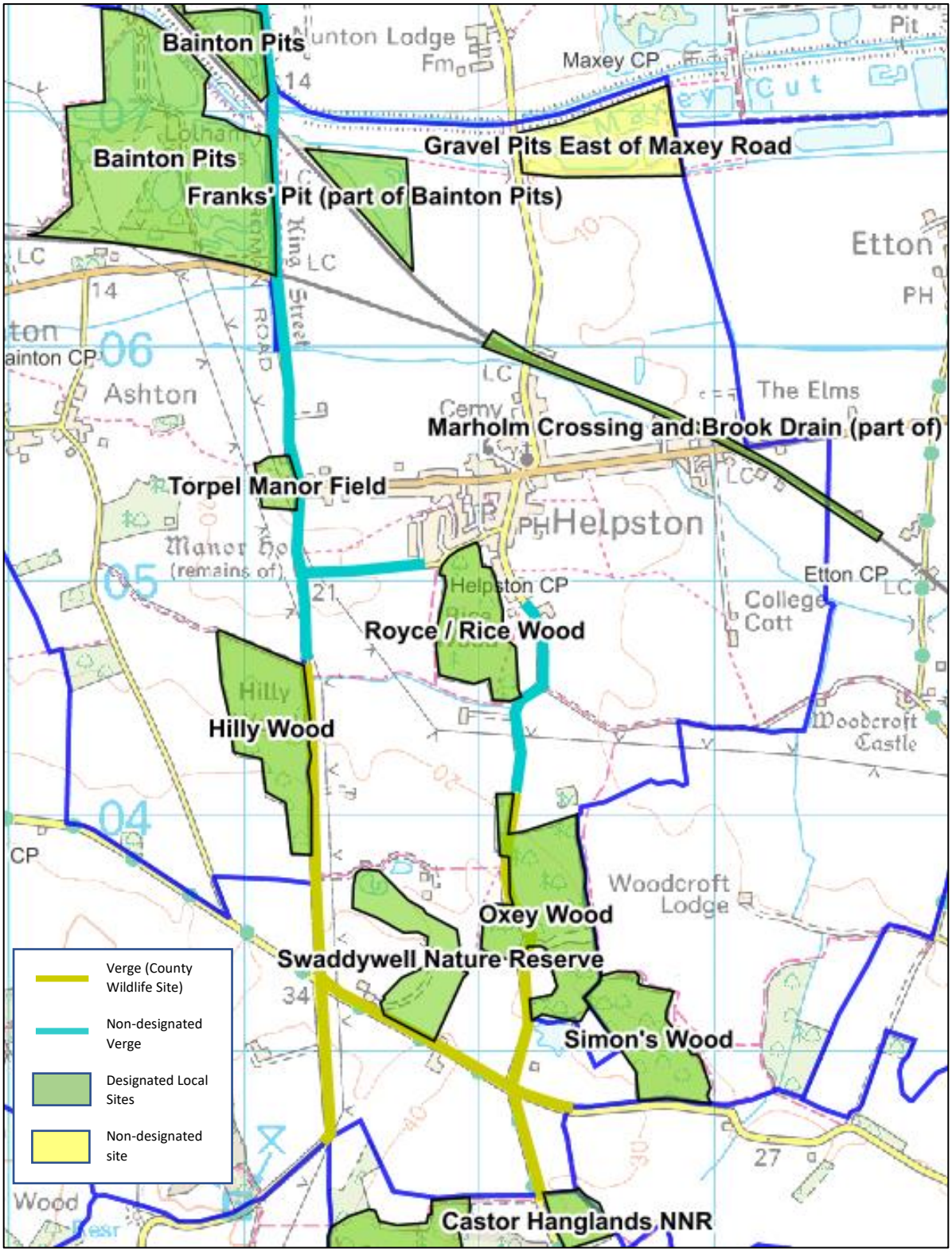
In accordance with Local Plan Policy LP28(2), all development proposals should deliver a net gain in biodiversity by creating, restoring and enhancing habitats for the benefit of species. Pending the implementation of mandatory provisions, proposals should aim to deliver a minimum of 10% net gain, as demonstrated through a suitable biodiversity metric as approved by the local planning authority. The infrastructure work required to achieve net biodiversity gain should be the subject of an implementation and management plan to be agreed with the local planning authority. In the first instance, the gain should be delivered on-site. Where this is not achievable, one or more of the off-site locations shown on Map 6 will be preferred, the details and timing of such provision to be included in the implementation and management plan. Net biodiversity gains could be achieved by, for example:

- creating wild-flower strips and meadows;
- use of green roofs or walls within the architectural design of the property;
- creation of properly angled and sized banking for invertebrates
- the planting of local species of tree and hedgerow;
- the creation of small, safe, ponds.

B4 *Landscaping*

New development sites should provide landscaping schemes that will maximise opportunities to create new or extend existing habitats and for wildlife corridors by using berry-rich shrubs, wildflower borders or coppices as exemplified in Natural Cambridgeshire's Developing with Nature toolkit.

Picture 8 typical Helpston countryside view



Map 6 Locally important wildlife sites

Focus C: Community Amenity

Village Amenities

3.27 The strong community feel of Helpston is supported by its amenities, be those physical buildings, cultural assets or open spaces. All these are valued by the community and there is a desire that they be maintained and where possible enhanced.

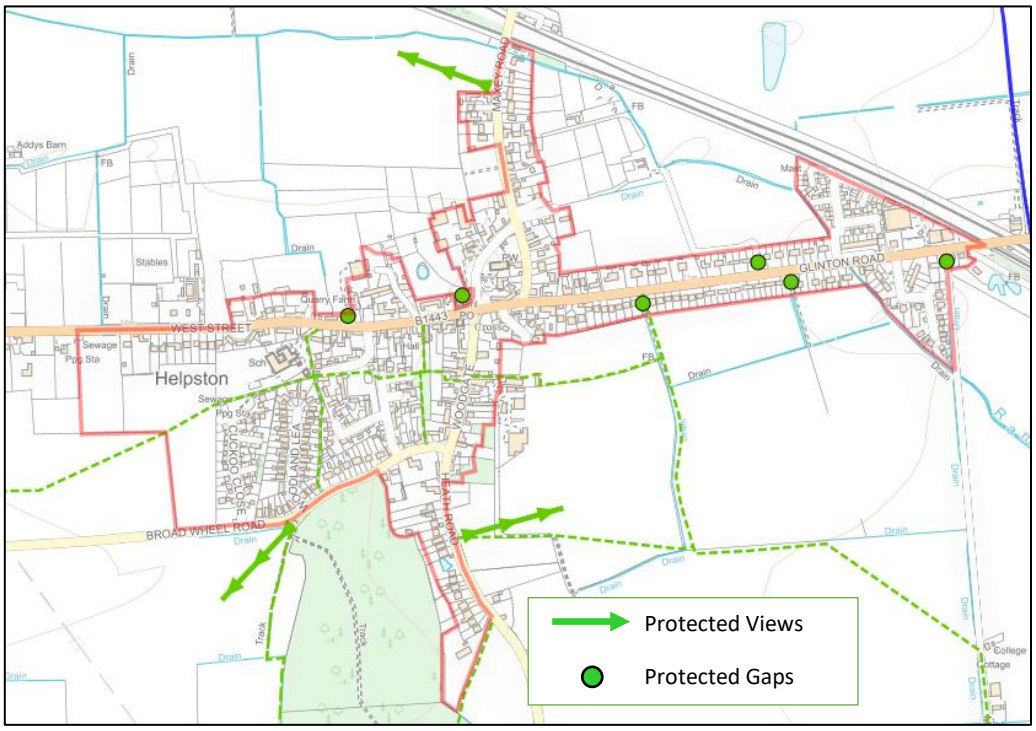
3.28 Helpston, however, does lack in certain amenities compared to neighbouring villages including a GP surgery, play facilities and recreation areas. Peterborough City Council has recognised the need for new play facilities in Helpston as part of its core strategy and at the time of writing was the only high priority need in the council area.

3.29 The Local plan already provides a level of protection to community facilities and green space, however the Neighbourhood Plan, can enhance this protection by identifying specific needs and sites within the village deserving of additional protection where supported by the community.

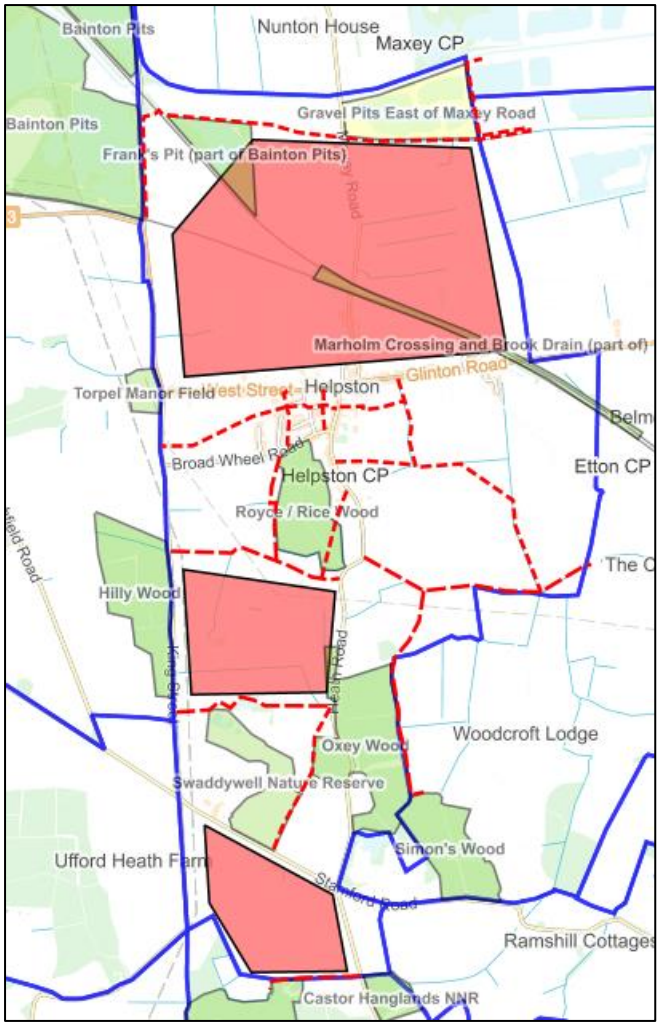
Views to open countryside

3.30 One of the key characteristics of Helpston is its rural aspect with easy access to the countryside both visually and through its network of public and permissive rights of way. During consultation three views outwards from the village were identified as being special to the local community and worthy of protection from development, these views are shown on Map 7.

3.31 As Helpston has developed, gaps to open countryside from built-up frontages have become increasingly restricted such that on some streets it is not possible to appreciate the immediately surrounding landscape. Where existing gaps to the countryside exist, it is important that these remain in place and are not altered to further restrict views to open countryside in the future.



Map 7 Views to open countryside and Gaps in frontages to be protected



Map 8 Public footpaths and bridleways showing areas with missing links (shaded light red areas)

Public rights of way

3.32 Helpston has a network of public rights of way (footpaths and bridleways) that are generally well used by residents, walking groups also visit from wider areas attracted by local facilities and John Clare heritage. There are, however, some 'missing links' on the North-South axis forcing pedestrians and horse riders along highways. This is illustrated on Map 8.

Local Green Space

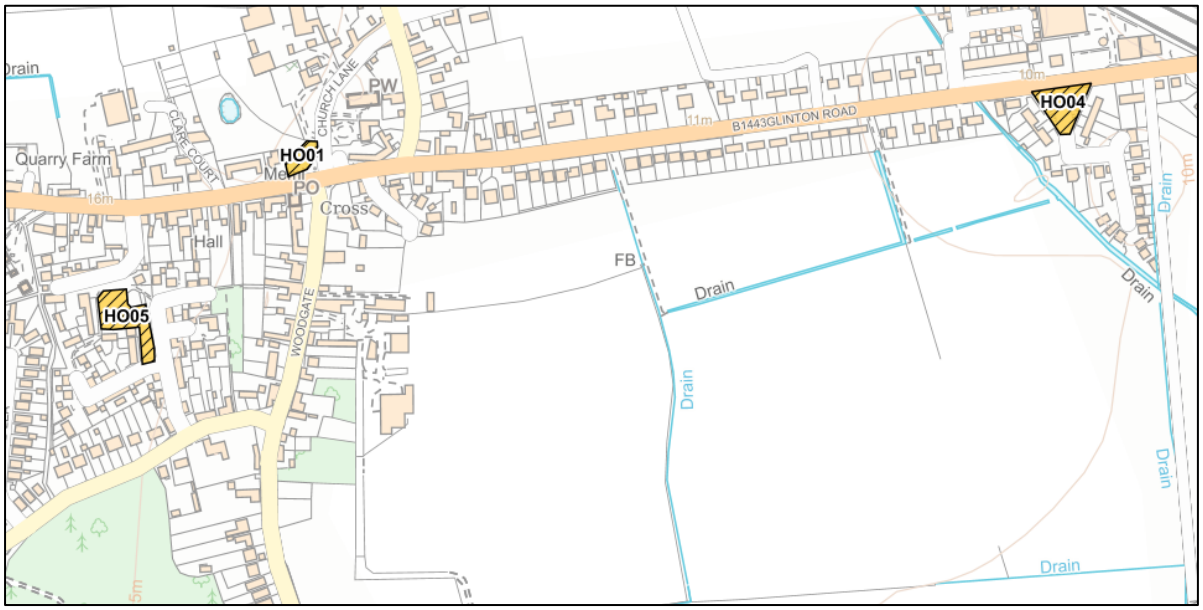
3.33 Helpston contains a number of open spaces which have local importance for a number of reasons, including their role for recreation, maintaining the setting of a view or landmark, historical importance for the village, or for its richness in wildlife. Whilst all of these open spaces perform some function and are special to the local community, only some are suitable for designation as a Local Green Space. National Policy defines that the designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife;
- where the green area concerned is local in character and is not an extensive tract of land.
- where the green space is capable of enduring beyond the end of the plan period

3.34 Helpston Local Green Space Designations (October 2020) included in Appendix 2 assessed several potential sites against these conditions and concludes that 3 areas are suitable for designation as a Local Green Space and will be protected in accordance with national policy in the NPPF and summarised in the table below. Development proposals on these local green spaces will not normally be permitted except where they are to enhance the function of the space.

3.35 The table below summarises the evidence for the sites chosen for Green Space Designation from Appendix 2. The locations of these sites are shown on Map 9.

Description	***Close Proximity to Community***	***Local in character***	***Demonstrably special to local community***	***Consistent with local plan and capable of enduring beyond plan period***
Land behind the Village Green (HO01)	Adjacent to village green.	Small, existing open space.	Contains mature trees at centre of village.	Outside village envelope.
Arborfield Close entrance (HO04)	Within existing development.	Small, existing open space with public access.	Open area and small trees within built up area.	Existing open space within a development.
Crossberry Way and Temples Court (HO05)	Within existing development.	Small, existing open space with public access.	Open area and small trees within built up area.	Existing open space within a development.



Map 9 Helpston Local Green Space

Picture 9: Local Green Space. Village Green H001(Top). Temples Court H005 (Bottom Left). Arborfield Close H004 (Bottom Right).

Community Facilities

3.36 Helpston has a good range of services and facilities and the additional planned growth will help a number of these services to thrive but will also have the potential to put a strain on this infrastructure. These services are important to retain and, where necessary, expand to help ensure that the community is well served.

3.37 The lack of parking for facilities is a recognised problem in the village with Woodgate often restricted to one way traffic flow due to visitors parking on the road (John Clare Cottage and the Bluebell pub being located on this road).

3.38 The local Village Hall is also recognised to be at the end of its useful life having been constructed as a prefab in 1916. Proposals to replace and/or relocate the hall are widely supported by the community.

3.39 The local John Clare Primary School is an important asset for the village, but it is understood to be limited by capacity in certain school years; with the further growth identified for the village it is likely that the need for primary school places by residents of the village will not be met by the current school. It is recognised that the school may need to expand or relocate to enable larger premises to be constructed in the future.

3.40 The school is also the location for the only substantial play area in the village which restricts access during school hours for those of pre-school age. The need for a new LEAP for pre-school children (Local Equipped Area for Play) is recognised and supported by local

residents. In addition, children at the eastern end of the village have no local play areas and must travel to the school to access facilities.

3.41 The following are identified as Facilities of Community Value in Helpston:

- The convenience store and post office
- The Bluebell public house
- John Clare cottage and visitor centre
- Village Hall
- Scout Hut
- St. Botolph's Church
- St. Botolph's Barn
- Tennis Club
- John Clare school and pre-school, with shared playing field
- Annakinn gallery

Permissible Amenity development outside of the Village Envelope

3.42 As already highlighted, there is very limited space within the current Local Plan Village Envelope for further development to take place. The Neighbourhood Plan therefore recognises that if new amenities are to be built, or existing ones improved sites may need to be made available outside the Village Envelope. For specific amenities, identified during consultation, support for development outside the Village Envelope is given.

Picture 10: John Clare Cottage

Policy C: Community Amenity

C1 *Views to Open Countryside and Gaps in an otherwise built-up frontage*

The defined views to open countryside are to be maintained as shown Map 7. Gaps in built up frontages allowing key views in and out of the village shall be protected from in-fill as shown on Map 7. Developments will not be permitted which would significantly restrict these views to open countryside or restrict views out of the village from these gaps.

C2 *Public Rights of Way*

Planning Applications that weaken the footpath and bridleway network around the parish will not be supported. Planning applications that enhance the network, particularly to create north-south linear routes (as indicated on Map 8) that link the village to the key areas for nature at Swaddywell Pit and the wetland areas along the South Drain are supported.

C3 *Local Green Space*

The following locations, detailed in paragraph 3.35, are designated as Local Green Spaces:

A Land behind the Village Green (HO01)

B Arborfield Close entrance (HO04)

C Crossberry Way and Temples Court (HO05)

Development proposals on a Local Green Space will not be permitted except where the proposal meets the 'very special circumstances' set out in national policy for the protection of Green Belt land.

C4 *Community Facilities and Parking for Existing Amenities*

a) Planning applications that enhance existing community facilities or provide new community facilities are supported in principle.

b) Reasonable new parking provision for existing amenities in is also supported where this is in accordance with other policies within this plan.

C5 *New Village Hall*

Development for a new village hall is supported provided the applicant can demonstrate, through a proportionate consultation exercise, that there is community support for the development and that neighbouring residents have been consulted and any planning concerns raised have be mitigated to the satisfaction of Peterborough City Council.

C6 *Educational and Medical Facilities*

The Neighbourhood Plan supports proposals to maintain and enhance educational facilities and new medical facilities for the local community at existing or new sites. Developments that enhance these facilities will be supported where they are in accordance with other policies within this plan.

C7 *New Play Facilities*

The Neighbourhood Plan supports the provision of new Play Facilities within new developments or elsewhere. The need for a LEAP for use during school hours is recognised and supported.

C8 *Existing Play Facilities and Recreation Areas*

Development on the site of existing Play facilities or recreation areas within the village envelope is not supported unless alternative provision is provided that is:

- Of at least the same quality as that which it is replacing; and
- As accessible by foot and bicycle as the existing facility/ area; and
- Completed prior to the loss of the existing facility.

Policy C: Community Amenity continued

C9 *Facilities of Community Value*

Proposals to change the use of Facilities of Community Value (as identified at para 3.41 above) will not be permitted unless the facility is being replaced elsewhere in the village or it is demonstrated, following community consultation, that the facility is no longer required.

C10 *Community Infrastructure outside the Village Envelope*

The Neighbourhood Plan supports development outside, but adjacent, to the Village Envelope for the following amenities:

- New Village Hall
- Extension or relocation of John Clare primary school
- Recreation and/or play facilities for the local community
- Public medical facilities serving the local community.

Any such development outside the village envelope will only be permitted if it is connected to the village's footpath network via a suitable footpath: should the development site not be accessible via an existing footpath, or the existing footpath not be of sufficient width for wheelchair and pushchair users, provision of a new or improved footpath will be required by planning condition.

Transport and Infrastructure

3.43 During consultation, one of the major areas of concern for villagers was identified as the capacity of local infrastructure to cope with further development. Particular areas of concern are the level of traffic (in particular through traffic in peak hours), the capacity of the level crossings and the capacity of the sewerage and surface water drainage systems. In addition, there was resulting safety concerns for users of the level crossings and for pedestrians, cyclists and equestrians using village highways.

3.44 Evidence from Network Rail shows the railway crossings are shut for up to 40 minutes in every hour during the day which often causes significant tail backs through the village. Speeding in excess of the 30 and 20mph limits in the village is also a major issue and an active Speedwatch Group undertakes regular sessions to raise driver's awareness of speed limits.

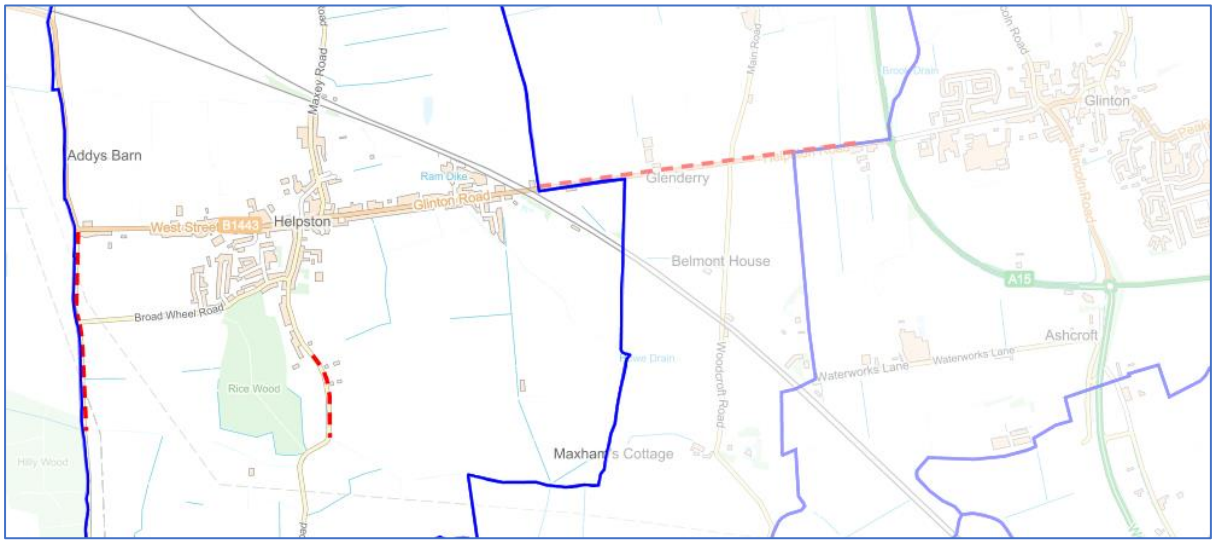
3.45 Whilst a Neighbourhood Plan cannot influence highways projects or strategy it can try to limit the impact of development on traffic growth and other infrastructure which may not be readily improved such as the railway crossings. To this end the Neighbourhood Plan undertook a survey of traffic flows through the village during March to July 2020, and updated this following the pandemic during September to November 2021 to establish a baseline against which to measure the impact of future growth, this is included in Appendix 5.

3.46 A summary of results from the survey for Sep-Nov 2021 is presented below:

	Maxey Road	Heath Road	Glinton Road	West Street
Daily Vehicle Count (both directions)	556	943	2396	1824
Peak Hourly Traffic (both directions)	107	136	265	185

Picture 11:Traffic over the level crossing on Glinton Road

3.47 Secondary school and GP facilities servicing Helpston are located in the nearby village of Glinton, this leads to increased pedestrian and cycle traffic between the villages along the B1443 particularly for school children attending the school. Currently there is a narrow footpath by the side of the road but no cycle path with much of the link at national speed limit of 60mph. Also, on the outskirts of the village, there are some sections of road where there is no pedestrian footpath linking to footpaths and bridleways, some of these are also at 60mph speed limit. These sections of road are shown in Map 10.



Map 10 Missing walkways or cycleways

3.48 Helpston lies at the edge of the catchment of the Welland and Deepings Internal Drainage Board; surface water run-off from the village is managed through the board's drainage network. To prevent flooding within the village and surrounding farmland it is important that the capacity of the drainage network is not exceeded. Any increase in run-off from Helpston would increase the likelihood of flooding elsewhere in the catchment due to its upstream position; Sustainable Drainage Systems (SuDS) can limit the impact of any new development and help prevent flooding both in the village and downstream. Policy LP32, Flood and Water Management, of the Local Plan requires SuDS to be incorporated on development proposals located in areas known to be at risk from any form of flooding and requires a site-specific Flood Risk Assessment (FRA) for proposals meeting certain criteria. FRA's will need to set out appropriate flood risk management and demonstrate no increased risk of flooding to the development site or to existing properties and should also seek to reduce flood risk where possible.

Policy C: Community Amenity continued

C11 *Traffic at level Crossings*

In applying Local Plan Policy LP13 in relation to the transport impacts arising from major new developments, particular attention must be given to the impact on Helpston's railway level crossings (including on waiting times, queuing and air quality for local residents).

C12 *Road Safety*

Developments improving access for and safety of cyclists, pedestrians, and equestrians within Helpston village and to/from Glinton are supported.

Picture 12 Glinton Road

Focus D: Local Economy

Employment and Local Businesses

3.49 It is estimated that the vast majority of Helpston's adult residents are either employed outside the parish or are retired. Local employment is in farming and local services; Stamford Stone is located to the south of the parish and part of the old paper mill site is occupied by a paper supplier. Local employment is important to retain the character of the village and prevent it becoming a dormitory village for employment in Peterborough and further afield. However, it is also important that commercial development does not change the character of the village and its surrounding natural environment as required by Policy LP11 of the Local Plan.

3.50 Many residents of Helpston are employed in office work outside the parish. With a move to flexible working including working from home, particularly as a consequence of the COVID pandemic, it is important that all new houses provide for this. The ability to do office-based work remotely will lead to reduction in traffic and potential pollution within the village and generally improve the quality of life for all residents.

Policy D: Local Economy

D1 *Local Employment*

a) Development proposals for new or improved local services and/or premises for employment will be supported in principle if they are located within the Village Envelope and in accordance with other policies in this Neighbourhood Plan.

b) Employment-related development outside the village envelope will be supported in principle if in accordance with Local Plan Policy LP11(e), or as allowed under Policy C10 of this Neighbourhood Plan.

D2 *Working from Home Facilities*

Wherever feasible, the design of new dwellings should allow for a degree of working from home with this being clearly demonstrated on annotated plans, or in planning statements or design and access statements.

4 Community Projects

4.1 Through the process of developing this neighbourhood plan a number of issues were raised that are not related to land use and development planning. Whilst these issues cannot be tackled through a neighbourhood plan it is important not to let these issues be forgotten and to address them through other means.

4.2 This section contains a number of community projects or intentions for review by Helpston Parish Council in response to these issues. These projects, whilst contained within this neighbourhood plan, are not intended to be used in making decisions on planning applications.

4.3 Please note, these projects are <u>not in priority order</u>

Project A – Construction of a new Village Hall to replace the existing building which is beyond its design life.

Project B – Investigate provision of improvements to footpaths for pedestrians, wheelchair users and buggies and provision of information boards on walking routes.

Project C – Investigate the provision of a pedestrian crossing on West Street between the Alms Houses and Shop.

Project D – Investigate opportunities to improve road safety in the village including speed reduction, parking provision and consideration of horse riders and cyclists.

Project E – Investigate opportunities for extending the public bus service to evenings and Sundays.

Project F -Investigate provision of improved sports and play facilities for younger and older children

Project G – Investigate improved public access to green spaces around the village

Project H – Investigate opportunities for significant improvements to the natural environment including sympathetic cutting of verges, hedge and tree planting, the creation of ponds and planting of wildflower strips and provision of connectivity in developments that allows for safe routes for amphibians, hedgehogs and other small mammals.

5 Monitoring and Review

5.1 At the time of writing this neighbourhood plan conforms with the published Local Plan 2016 to 2036 adopted 24th July 2019 and the National Planning Policy Framework published 27th March 2012, updated 20th July 2021.

5.2 Should either of these documents be re-published then Helpston Parish Council should initiate a review and update of the Helpston Neighbourhood Plan as necessary. The Helpston Neighbourhood Plan should in any case be reviewed at least every five years from the previous adoption date.

6 Glossary

Affordable Housing

As defined in Annex 2 of the National Planning Policy Framework and summarised below:
Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:
a) Affordable housing for rent
b) Starter homes
c) Discounted market sales housing
d) Other affordable routes to home ownership

Conservation Area

Local planning authorities designate as Conservation Areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Conservation Area designation introduces a general control over the demolition of unlisted buildings and provides a basis for planning policies whose objective is to conserve all aspects of character or appearance, including landscape and public spaces, that define an area's special interest.

Major Development

As defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015:
major development means development involving any one of the following:
a) the winning and working of minerals or the use of land for mineral-working deposits;
b) waste development;
c) the provision of dwelling houses where
i) the number of dwelling houses to be provided is 10 or more; or
ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);
d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
e) development carried out on a site having an area of 1 hectare or more.

Medium Village

Within the Peterborough Local Plan Helpston is classified as a Medium Village for the purposes of assessing development permissible within the village, this is based on an assessment undertaken in the Peterborough Settlement Hierarchy Study (January 2018).

Village Envelope

*A boundary defined in the Local Plan beyond which the local planning authority proposes that a village should not be able to extend***.**

Cabinet	AGENDA ITEM No. 8
14 November 2022	PUBLIC REPORT

Report of:	Adrian Chapman, Executive Director Place and Economy	
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
Contact Officer(s):	Hannah Swinburne, Principal Climate Change Officer	Tel. 01733 453479

LOCAL AREA ENERGY PLAN

RECOMMENDATIONS	
FROM: Adrian Chapman, Executive Director of Place and Economy	**Deadline date:** Full Council 7 December 2022
It is recommended that Cabinet: 1. Endorse the adoption of the Local Area Energy Plan and recommend that Council adopts the plan.	

1. ORIGIN OF REPORT

1.1 The report is brought to Cabinet to seek endorsement to adopt the Local Area Energy Plan by Council.

2. PURPOSE AND REASON FOR REPORT

2.1 The report presents the findings of the Local Area Energy Plan and seeks endorsement to adopt the Local Area Energy Plan by Council. The report includes the final version of the Local Area Energy Plan.

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.

2.3 The Council declared a climate emergency and have made tackling climate change a corporate priority. The Local Area Energy Plan provides insight to inform plans to decarbonise Peterborough.

3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	**YES**	If yes, date for Cabinet meeting	**14 November 2022**
Date for relevant Council meeting if applicable	**7 December 2022**	Date for submission to Government Dept. (Please	**N/A**

		specify which Government Dept.)	

4. BACKGROUND AND KEY ISSUES

4.1 The Climate Change and Environment Scrutiny Committee have previously discussed the findings of the Local Area Energy Plan and have supported its use in informing the development of the City Wide Climate Change Action Plan and establishing a partnership group to continue delivery of the Local Area Energy Plan. This report presents the final version of the Local Area Energy Plan to seek endorsement for the Council to adopt the plan. In the intervening time following publication of this report and prior to discussion at this Cabinet meeting, the Climate Change and Environment Scrutiny Committee will have also discussed the adoption of the Local Area Energy Plan and made an endorsement recommendation. Any recommendations will be shared as additional information.

The Local Area Energy Plan provides insight to the council, businesses, residents and potential investors as to the type and scale of projects likely to be required to transition to net zero. It is anticipated that publication of this Local Area Energy Plan will inform future decarbonisation plans across the city and aid stakeholders in decision making. The council, businesses, residents and potential investors will have a significant role to play in Peterborough becoming a net zero carbon city and actions listed within the Local Area Energy Plan will likely be delivered by each of these groups. Should the Local Area Energy Plan be adopted by Council, it will demonstrate support of this research and is expected to promote its use by local stakeholders.

To support the delivery of the actions contained within the Local Area Energy Plan, the Climate Change and Environment Scrutiny Committee have supported the establishment of a partnership group of local organisations that are able to deliver upon large scale decarbonisation actions. The council has a role in convening this group, building collaborations and potentially supporting further research or feasibility studies. It should be noted that the council is not expected to deliver or fund all of the actions detailed in the Local Area Energy Plan.

The Local Area Energy Plan represents the best available energy projections for Peterborough, however it should be noted that new research, funding opportunities and national policy may impact the decarbonisation pathway of the city. Therefore it is suggested that, should the plan be adopted, it is used as an evidence source alongside other additional insight when designing decarbonisation projects.

Should Council adopt the plan, Peterborough would be one of the first cities to adopt a Local Area Energy Plan, positioning Peterborough as a leading city looking to transition to net zero carbon.

A summary of the findings of the Local Area Energy Plan are detailed below. The full report can be found in appendix 1, and the methodology used to develop the Local Area Energy Plan in appendix 2.

The Local Area Energy Planning approach. Peterborough City Council declared a climate emergency in 2019 and committed to supporting the city to become net zero carbon. The council has also committed to developing a City Wide climate action plan. This will cover actions to decarbonise buildings, transport, energy production, industry, purchases, waste and land use. In order to produce an ambitious action plan which is grounded in solid foundations, the action plan will need to be built on some key information, including a strong knowledge of our current infrastructure and behavioural choices and a reliable projection of future scenarios.

Energy Systems Catapult (ESC) have developed the local area energy planning (LAEP) approach to deliver a comprehensive, data-driven and cost-effective plan for decarbonisation. Importantly, the approach requires working closely with stakeholders to build upon progress being made and ambitions for the city.

The LAEP evaluates the current and future energy demands of the city, considering electricity demand, heating demand, retrofitting buildings for energy efficiency and electric vehicle charging

demand to produce a plan to get to net zero carbon. To note, the LAEP does not cover all areas which will feature within the city wide climate change action plan, such as land use and transport emissions from commercial vehicles such as vans, lorries, buses etc. This LAEP therefore considers almost 70% of emissions, see figure 1.

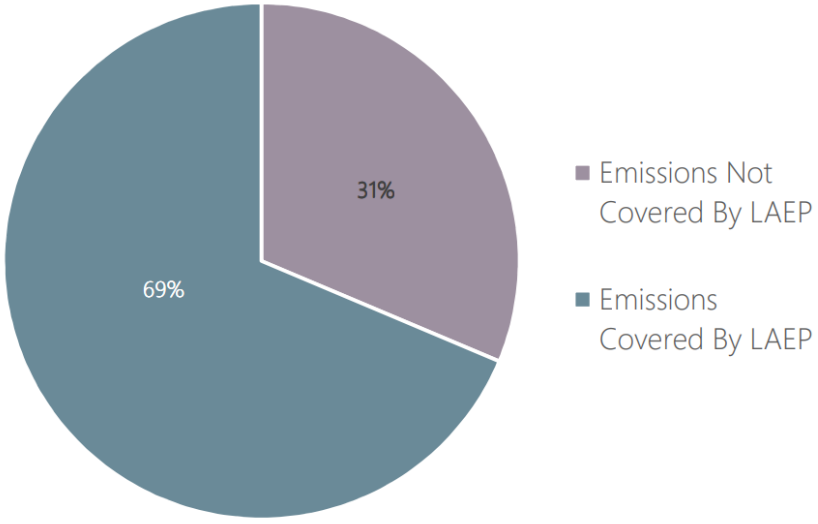


Figure 1: Approximate proportion of Peterborough CO2 emissions (2019) covered by the LAEP

A LAEP aims to define the extent of the transformation required to transition an area's energy system to net zero in a given timeframe. This is achieved by an exploration of potential pathways that considers a range of technologies and scenarios, and when combined with stakeholder engagement leads to the identification of the most cost-effective preferred pathway and a sequenced plan of proposed actions to achieving an area's net zero goal. The scope of the LAEP covers the current energy consumption as well as the carbon savings.

To meet a net zero target of 2040, this plan would require capital investments of £8.8 billion into Peterborough. This would save 4.3 million tonnes of CO_2 cumulatively to 2050 against a business as usual pathway. This expenditure is expected to be realised from multiple sources including private investment, residential home upgrades and government grants. The vast expenditure required to tackle carbon emissions necessitates that the city takes an evidence based approach to selecting the most cost-effective pathway to net zero carbon. This will allow decarbonisation and the associated co-benefits to be realised, for the minimal expenditure.

There is no recommendation to select a particular pipeline of projects; these decisions will be undertaken within the development of the City Wide Climate Change Action Plan.

4.2 **Research findings.** Several pathways to net zero were modelled; actions that are common across all scenarios are considered low regret and can be undertaken as soon as possible. Actions that are not common to all scenarios will require decision points and early enabling actions to remove barriers.

Peterborough has been divided into ten zones. These are based on areas served by primary electricity substations, rather than any political or geographical boundary. These zones are: Barnack and Wittering; Castor and Marholm; City Central; City East; City North; City South East; City South West; East Rural; Glinton and Newborough; and North East Rural, see figure 2. Proposed decarbonisation solutions differ across the ten areas. See figure 2.

Figure 2: The ten zones of the Peterborough LAEP.

The research has produced the following conclusions.

4.2.1 **Buildings.** Peterborough currently has around 87,000 dwellings and plans to add another 15,000 dwellings between 2022 and 2036. In order to reach net zero, energy efficiency upgrades will need to be carried out on up to 66,000 dwellings, as well as on public, commercial and industrial buildings, by retrofitting insulation, upgrading glazing and various other measures.

Retrofitting was found to be “low regret” almost universally under all scenarios. The exceptions are in the City Central and City East Zones. In these more urban areas, there is a higher proportion of flats where individual flat retrofit is unlikely to make a large impact due to the limited number of applicable measures. Rural areas, however, were found to have a proportionately higher number of dwellings requiring a “deep” retrofit, i.e. more expensive and intrusive measures such as solid wall insulation, floor insulation, and triple glazing. Buildings in these areas currently have lower energy efficiency and higher fuel poverty, meaning that the improvements would have a positive social impact in addition to the carbon/energy impact.

New build dwellings are expected to be designed and constructed to a standard where they are not going to require insulation upgrades before the chosen net zero target; however, there is an opportunity to bring forward the use of low-carbon heating systems for new builds from the current 2025 date, to avoid more expensive retrofit at a later time. This will likely depend on developers selecting low carbon heating rather than achieving this through planning policy.

In total, domestic retrofits are expected to cost over £800m to reach net zero (an average of around £12,750 per dwelling, although the cost for a specific dwelling will vary significantly depending on its individual requirements.

4.2.2 **Heating.** The decarbonisation of heat is one of the greatest challenges in the transition to net zero, the predominant heating system in Peterborough being fossil gas (88% of homes) or oil (4%). Around 80,000 of these will need to be replaced by heat pumps (mostly air source) and over 16,000 homes connected to a heat network.

The rural off-gas areas are low-regret areas for the installation of heat pumps; specifically, the zones of Barnack & Wittering, Glinton & Newborough, Castor & Marholm, and East Rural are key deployment areas for heat pumps.

Air source heat pumps are typically the most cost-effective heat pump type due to their lower capital costs compared to ground source heat pumps. However, in City South East, a cluster of ground source heat pumps could be considered due to the properties being detached and having a significant amount of land available to use as the heat source. For large properties, the higher heat demand can justify the higher upfront cost of ground source, since it achieves higher efficiencies and lower running costs. Where clusters like this exist, small communal systems could also be considered.

The PIRI (Peterborough Integrated Renewables Infrastructure) project includes a proposed district heat network which focuses on the Fengate and city centre area. The delivery of PIRI will be subject to further commerciality work and securing investment. Modelling within the LAEP showed the heat network to be viable. In scenarios with more ambitious net zero target dates, the heat network becomes increasingly important and cost-effective as a solution for domestic dwellings in urban areas.

For non-domestic buildings, much of the space heating can be decarbonised using heat pumps, however there is a sizeable proportion of high-temperature and/or process heat required where heat pumps are not going to be suitable. Before the mid-2030s, this is an issue as hydrogen will not be available at scale meaning that this part of the economy will continue to rely on fossil gas and produce carbon emissions. If decarbonisation is required before hydrogen is available at scale, on-site generation of hydrogen via electrolysis could be considered although it is likely to be at a higher cost than fossil gas.

After the mid-2030s, hydrogen is expected to become a viable option to decarbonise the remaining non-domestic buildings. At this stage, it may also be worth considering extending the hydrogen offering to nearby dwellings.

4.2.3 **Transport.** HM Government have legislated to ban the sale of new fossil fuelled cars from 2030. By this date, it is expected that almost 40% of private vehicles in Peterborough will be EV or plug-in hybrid, and by 2040, there will be around 80,000 plug-in vehicles registered in Peterborough. Figure 3 shows the projected uptake of electric vehicles across the city. Electric vehicle uptake of this scale will require over 50,000 domestic EV charging points (at a capital cost of around £32m) and consume 78GWh of electricity per year. A low emissions zone could help accelerate the transition to electric vehicles.

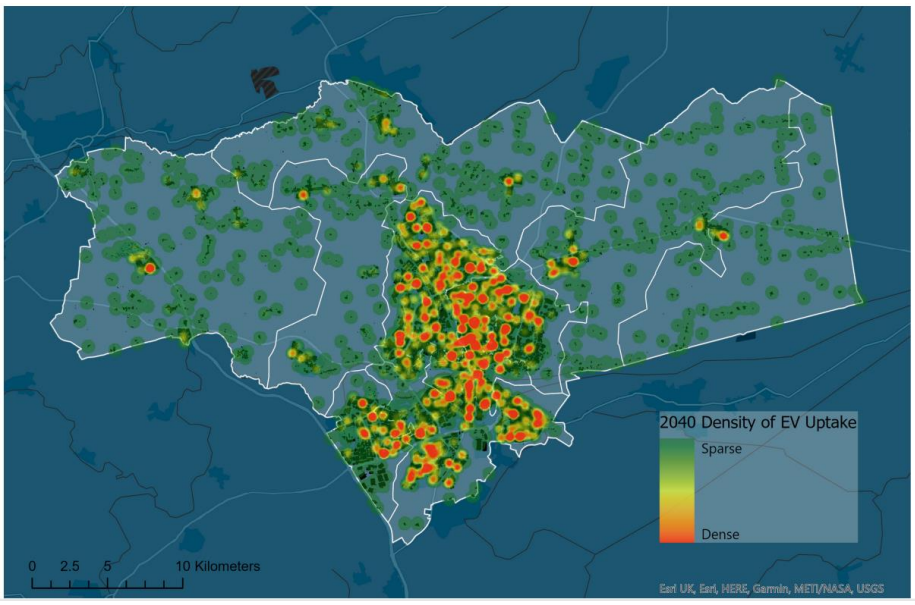


Figure 3: Projected density of electric vehicle uptake by 2040

Charging infrastructure will need to be installed to keep up with demand and provide consumer confidence to encourage the transition to electric vehicles. A mixture of publicly accessible and private residential chargers will be required. Residents with off street parking are assumed to charge their vehicles at home, whereas those without are expected to require public charging hubs, including at the kerb-side and in car parks. Areas of high density housing without off-street

parking exist towards the city centre, as shown in figure 4. There are a number of fast (7-25 kW) and rapid (25-99 kW) chargers already installed in these areas. However given the projected increase in electric vehicle demand, a subsequent increase in charging infrastructure is required in these areas.

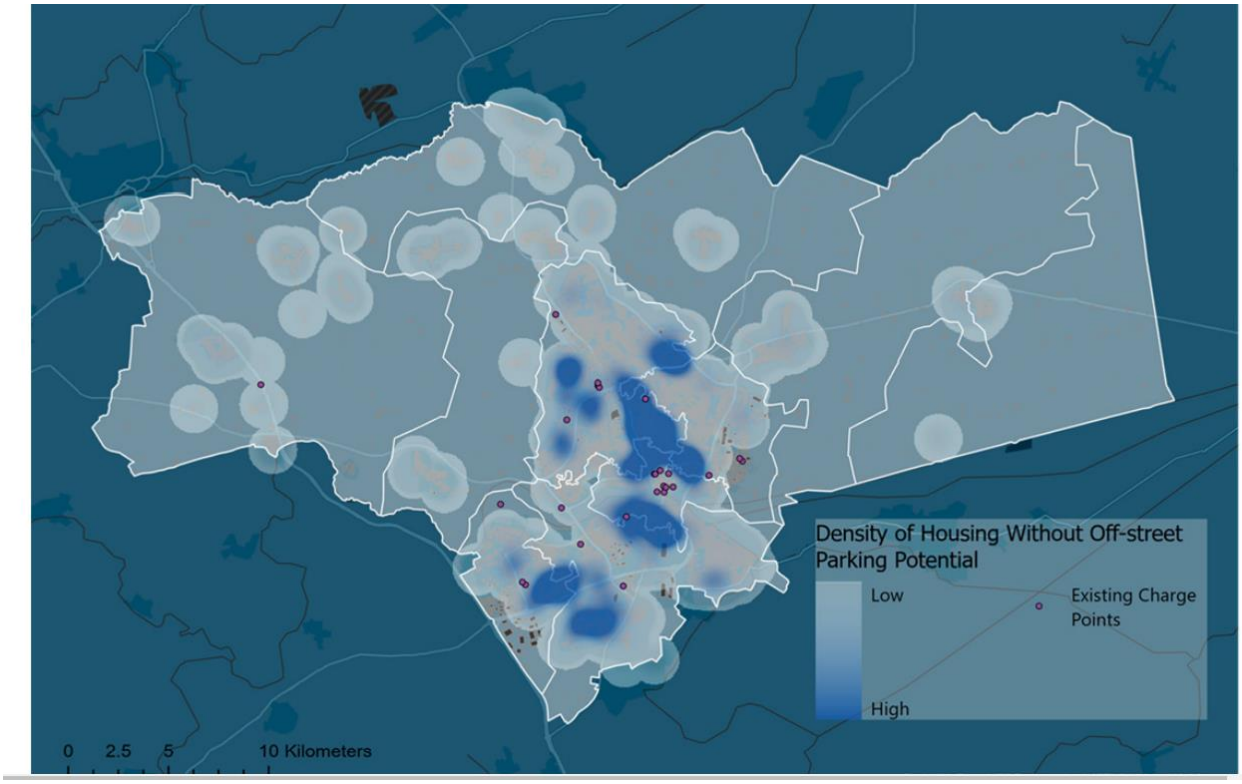


Figure 4: Density map showing houses without offstreet parking

A survey carried out as part of this work found that a majority of residents of Peterborough are considering EVs as their next vehicle, but this was dominated by those with off-street parking available to them.

4.2.4 **Local generation.** Electrification of heat and transport is core to decarbonisation, and this will increase Peterborough's annual demand for electricity from 880 GWh to 1,290 GWh by 2040. If this electricity demand is supplied by the national grid, then Peterborough's rate of decarbonisation will be limited by the rate that the grid decarbonises. The grid is expected to reach zero carbon by 2035 at the earliest.

Local renewable generation can bring economic benefits, reduce emissions earlier, and contribute to the decarbonisation of the national electricity system. Rooftop and ground-mounted solar have been studied to demonstrate the scale of local renewable capacity which would decarbonise Peterborough, however generation should be diversified alongside the deployment of storage to give a better security of supply.

A high-level assessment was conducted to give a high-level indication of the maximum contribution of ground-mounted solar to the future energy system. From this land area, it was found that deploying 1.35GWp (peak) of ground-mounted solar could be cost-optimal (subject to full feasibility analyses and site visits), which would generate approximately 1,975 GWh of energy per year. Again, in practice, this should be varied generation by a mixture of low carbon sources, including consideration of onshore wind.

Domestic rooftop solar could also provide a large contribution. It is estimated that deploying around 157 MWp of rooftop solar capacity could be cost-optimal (subject to full feasibility and site visits). This would require a capital investment in the region of £166m, however there would be significant social benefits to residents, especially those in fuel poverty. By adding in-home battery storage, more of the generated electricity could be consumed by the household, reducing the

reliance on the network during peak times and reducing the amount of electricity purchased. The economic case for batteries can be marginal in today's market, but is likely to change with the emergence of novel incentives such as time-of-use tariffs, and falling battery costs.

4.2.5 **Electricity Network & Flexibility.** To meet the new demand from electric heating and transport, there will be a need to upgrade the electrical network, since some areas could see capacity increases to as much as 4x current levels. The current capacity on the high-voltage network should be suitable to accommodate electrification without the need for capacity upgrade in most zones, with only City North likely requiring an upgrade of the high-voltage feeders.

However, there is a significant constraint on the low-voltage network with capacity upgrades being required for both substations and feeders across the whole of Peterborough (especially in rural zones).

The core approach used assumes that additional demand is met through increased capacity however further work would be required with District Network Operators to identify the most cost-effective means of providing the capacity. This may be via flexibility services which could be considered and deployed to reduce the investment required and make the network suitable for the future. Smart appliances which can shift the times they use electricity without any loss in performance can provide this flexibility. By shifting demand such that EVs were charged overnight and large thermal stores were used in dwellings, ESC's modelling showed the overall peak electrical demand for Peterborough could be reduced by around 20%.

Without flexibility, the total capital investment required would be between £300m and £400m.

4.2.6 **Gas Network & Hydrogen.** Although much of the current fossil gas demand for heating is expected to become electrified within Peterborough, the gas network still has an important part to play in the future energy system. Some areas of the non-domestic sector require high temperature heat for specialised industrial processes that cannot be electrified and therefore will remain on fossil fuel gas before considering the transition to hydrogen in the mid-2030s. This provides an opportunity for nearby properties to also connect to a hydrogen network.

Many of the proposals for hydrogen however will depend on the Government's policy position which they are expected to lay out in 2026.

4.3 **Socio-economic costs and benefits.** Net zero offers the opportunity to achieve localised and immediate benefits. For example, warmer retrofitted dwellings means less damp and mould and therefore a reduction in asthma and other respiratory diseases. Reduced energy usage would also assist those in fuel poverty. Economic benefits through net increases in jobs to design, install, upgrade, and maintain the low carbon measures would likely also be seen.

More generally, the transition away from fossil fuel burning would likely increase the health of residents through improved air quality.

4.4 **Project identification.** The LAEP identifies both early actions and long-term scale-up activities needed to decarbonise in a cost-effective way, along with key enabling actions and decision points to stay on track and navigate future uncertainty.

Several pathways to net zero were modelled; actions that are common across all scenarios are considered low regrets and can be undertaken as soon as possible. Actions that are not common will require decision points and early enabling actions to remove barriers.

4.4.1 Pipeline of projects

Low regrets activities

- Basic efficiency upgrades for almost every home with remaining upgrade opportunities
- Heat pumps installed in off-gas grid homes, where neither district heat networks or hydrogen are likely to reach

- Heat pumps installed in on-gas grid homes which are far from any likely heat networks or industrial users of hydrogen
- District heat network expanding from the proposed PIRI scheme to serve public, commercial and private buildings in core city centre locations
- EV chargers for homes with off-street parking
- Solar PV on rooftops and low value areas of land

Activities which require a decision to be made in the future

- Deeper building efficiency upgrades which will tend to have long payback periods, but can have additional benefits such as fuel poverty alleviation and employment creation
- Further expansion of heat networks to serve many more homes beyond the core city centre areas – if this can be implemented in the near future it could provide additional carbon savings and put Peterborough on a path to net zero in a shorter timeframe, but would be an exceptionally ambitious scale of project.
- Hydrogen to heat homes close to areas of industrial use instead of heat pumps; once more evidence is available around the viability, cost, emissions and policy around hydrogen for building heating in Peterborough, a decision can be made about homes in these areas.
- Further deployment of ground-mounted solar PV to reduce emissions from consumption of grid electricity. In theory, very large areas of land could be used to produce most of Peterborough's energy requirements on an annual basis, though the occupation of this extent of land could be challenging and will need to be balanced against alternative land uses. A balance can be found between larger heat network coverage or larger renewable deployment, although the scale of both in any combination is likely to be challenging.
- Delivery of electric vehicle charging infrastructure through by EV hubs, kerbside charging or other options.

Enabling actions

- Target an information and engagement campaign at rural homeowners around energy efficiency and heat pumps
- Collaborate with social landlords to identify properties for retrofit
- Work with experts to advances plans for the district heat network
- Seek advice, funding and planning permissions for energy efficiency roll-out

4.5 **Risks.** There are risks and benefits associated with each of the technologies and options explored in the LAEP. Peterborough's actual transition is expected to vary from what is presented in the LAEP. Therefore, before making any widescale and significant commitment to one option or technology over another, evaluation of multiple factors will be needed. In addition, there may be additional market, policy and regulatory change that could also result in a need to reconsider aspects of the pathway and LAEP.

4.6 **Delivery approach to developing and connecting projects to unlock investment.** The Energy Systems Catapult recommends the following five next steps to unlock investment to fund delivery of projects within the LAEP.

Prioritise – Prioritise projects based on ownership of assets, carbon emission saving potential, delivery of co-benefits and risk profile
Assess – Undertake desktop feasibility to understand costs, conditions and impacts to develop business cases
Connect – Assess business model delivery routes
Engage – Identify key stakeholders, including local residents
Design – Undertake engineering design to progress the project design and investment plan

4.7 **Next steps.** The LAEP was developed in collaboration with council officers and staff from the local District Network Operators and the Gas Distribution Operator. The Energy Systems Catapult and Peterborough City Council have jointly hosted a workshop with a wider range of stakeholders to discuss the findings of the LAEP and explore potential projects and solutions to any barriers that may exist. It is intended that this group meets regularly to continue delivery of the Local Area

Energy Plan and inform the “prioritise” stage of the delivery approach.

It is proposed that this stakeholder group is established as a longstanding group to continue to lead the delivery of the LAEP and progress towards the development of viable business cases and unlock investment. It is proposed that Peterborough City Council act as the group chair. Additional stakeholders may join to reflect proposed decarbonisation activities.

It is proposed that the findings of the LAEP be used to develop the City Wide Climate Change Action Plan. This base line of the current and projected energy demands of the city will be used to demonstrate the scale of the challenges and highlight any areas which need urgent and significant activity to decarbonise. The identified and prioritised projects, as supported by the stakeholder group, will be included in the City Wide Climate Change Action Plan. As delivery of the proposed LAEP projects progresses, later versions of the City Wide Climate Change Action Plan may include details of activities across the Prioritise, Assess, Connect, Engage and Design stages. The activities which have been identified as requiring key decisions will be explored within the City Wide Climate Change Action Plan. This information will be supplemented with data and insight relevant to areas not covered within the LAEP (an estimated 30% of the city’s emissions). The City Wide Climate Change Action Plan will be developed following engagement with the public and local businesses and organisations.

The Climate Change and Environment Scrutiny Committee have endorsed the above next steps.

This report seeks endorsement for adopting the Local Area Energy Plan by Council. If adopted, the Local Area Energy Plan would be shared widely amongst local and national organisations and to the public. It is anticipated that Council adoption will add weight to the document, encouraging other local stakeholders to also use the research to inform their decarbonisation plans.

5. CONSULTATION

5.1 The LAEP was developed in collaboration with council officers and staff from the local District Network Operators and the Gas Distribution Operator. The Energy Systems Catapult and Peterborough City Council have jointly hosted a workshop with a wider range of stakeholders to discuss the findings of the LAEP and explore potential projects and solutions to any barriers that may exist. It is intended that this group meets regularly to continue delivery of the Local Area Energy Plan and inform the “prioritise” stage of the delivery approach. In the intervening time following publication of this report and prior to discussion at this Cabinet meeting, the Climate Change and Environment Scrutiny Committee will have also discussed the adoption of the Local Area Energy Plan and made an endorsement recommendation. Any recommendations will be shared as additional information.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 It is anticipated that Cabinet will endorse the adoption of the Local Area Energy Plan by the Council.

7. REASON FOR THE RECOMMENDATION

7.1 The Local Area Energy Plan represents the most comprehensive insight known about Peterborough’s current and future energy demand. Adopting the Local Area Energy Plan and developing the City Wide Climate Change Action Plan using the modelled findings and proposed projects will lead strengthen the action plan as it features reliable, evidence based projections. Adoption is also expected to add weight to the document, encouraging other local stakeholders to also use the research to inform their decarbonisation plans.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 The alternative options considered were:

Do not adopt the Local Area Energy Plan. This was rejected as the plan is the strongest evidence of future energy demands of the city and is expected to be of use to inform future decarbonisation plans. Adoption will also demonstrate Council support of the research and can be used by external organisations to inform their decarbonisation plans.

9. IMPLICATIONS

Financial Implications

9.1 There are no direct financial implications associated with this report.

The LAEP highlights the £8.8 billion investment needed to decarbonise the city. This significant value will require multiple sources of funding, which may include private investment, payment of households retrofitting their own properties and government grants. Council investment may be sought in the future to fund feasibility or enabling works to occur. Any council investment sought in the future would be subject to the submission of a business case for approval. This level of investment has the potential to support significant local employment.

Legal Implications

9.2 This paper does not seek authorisation to deliver upon an individual project, and any legal implications will be explored when doing so.

Equalities Implications

9.3 The Independent Commission on Climate, established by the Cambridgeshire and Peterborough Combined Authority, detailed an approach to a just transition to net zero. This will be followed in development of the City Wide Climate Change Action Plan.

This paper does not seek authorisation to deliver upon an individual project, and any equalities implications will be explored when doing so.

Rural Implications

9.4 Some actions identified in the LAEP differ between rural and urban areas, due to differences in housing build type, density of housing and availability of off street parking.

This paper does not seek authorisation to deliver upon an individual project, and any rural implications will be explored when doing so.

Carbon Impact Assessment

9.5 There are no direct carbon impacts associated with adopting the Local Area Energy Plan. Use of the evidence and projections included in the Local Area Energy Plan to develop the City-Wide Climate Change Action Plan, will strengthen the action plan, giving a higher chance of deliverability, and therefore it is expected that city wide carbon emissions will reduce due to the use of the Local Area Energy Plan as a guide.

10. BACKGROUND DOCUMENTS

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

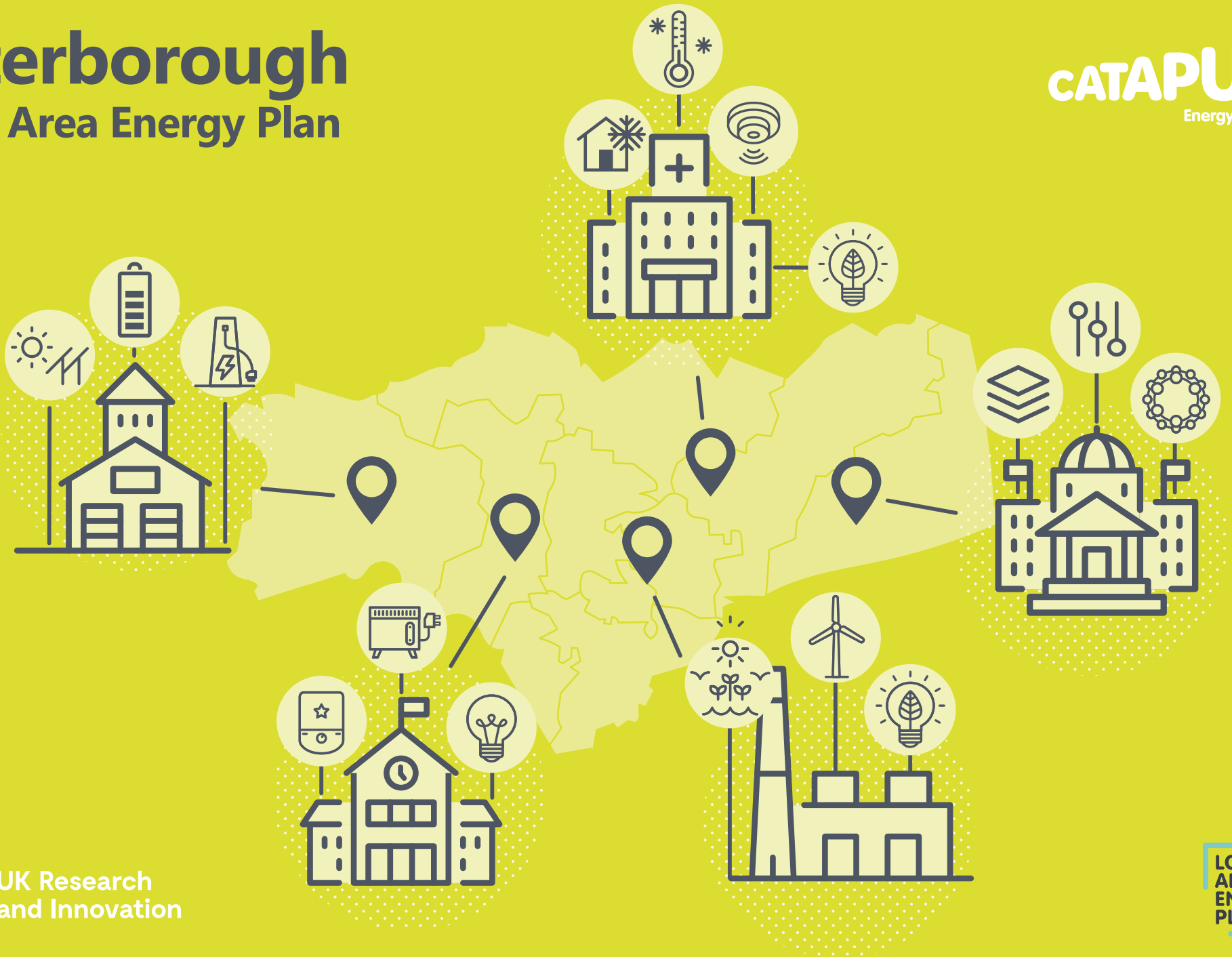
10.1 Report presented to Climate Change and Environment Scrutiny Committee

11. APPENDICES

11.1 Appendix 1: Peterborough's Local Area Energy Plan
Appendix 2: Local Area Energy Plan - Methodology

Peterborough
Local Area Energy Plan

CATAPULT Energy Systems



UK Research and Innovation

LOCAL AREA ENERGY PLAN

Contents

Overview

Executive Summary 3
Introduction 11

The Journey

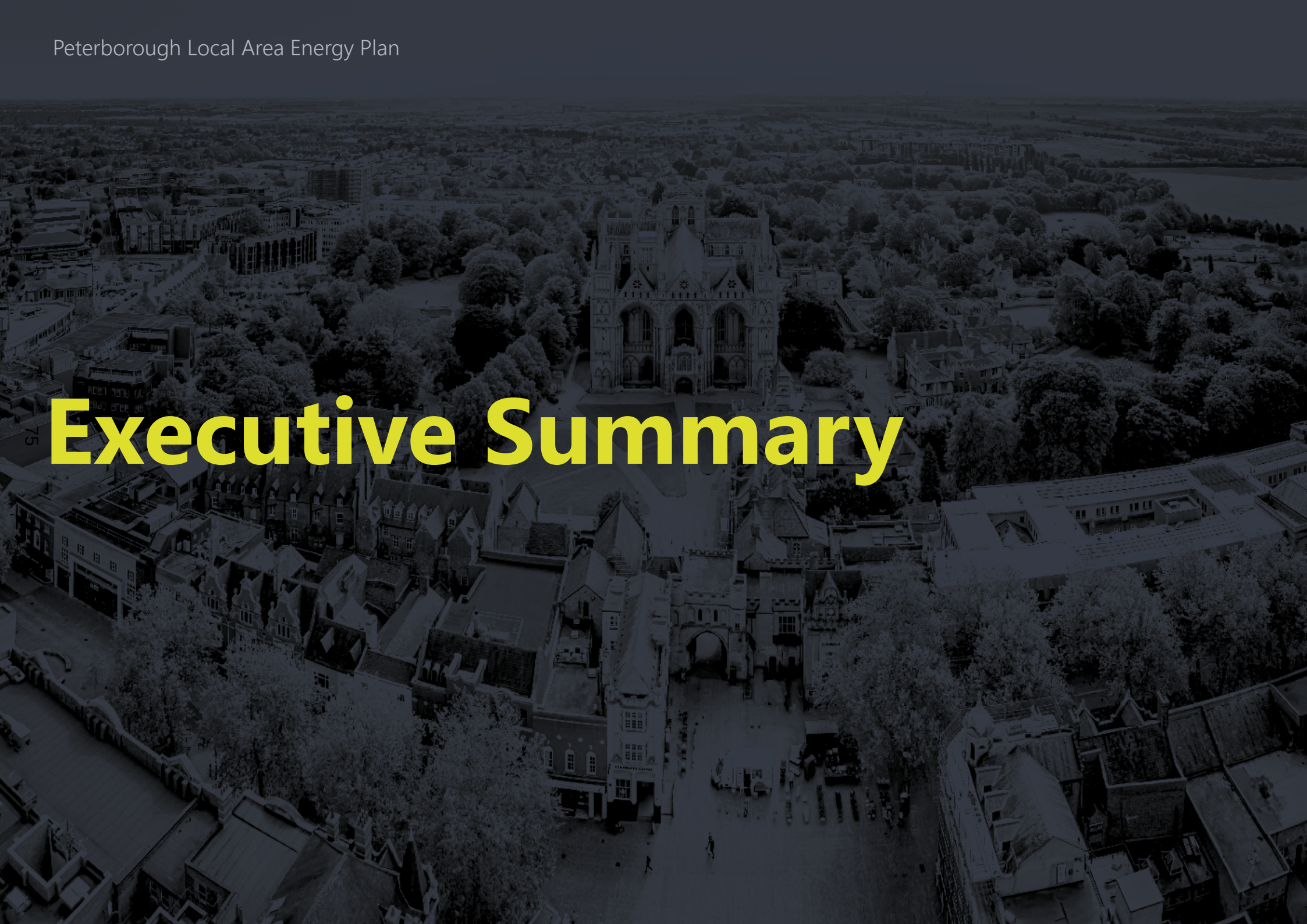
Current State 14
Destination 17

Key Themes

Buildings 22
Heating 27
Transport 38
Local Generation 44
Networks, Storage & Flexibility 51

Implementation

Implementation 55
Outline Priority Projects 58
Next Steps 69
Stakeholders 72
Risks 74



Executive Summary

To meet a net zero target of **2040**, this plan requires capital investment of:

£8.8 billion
total

Including:

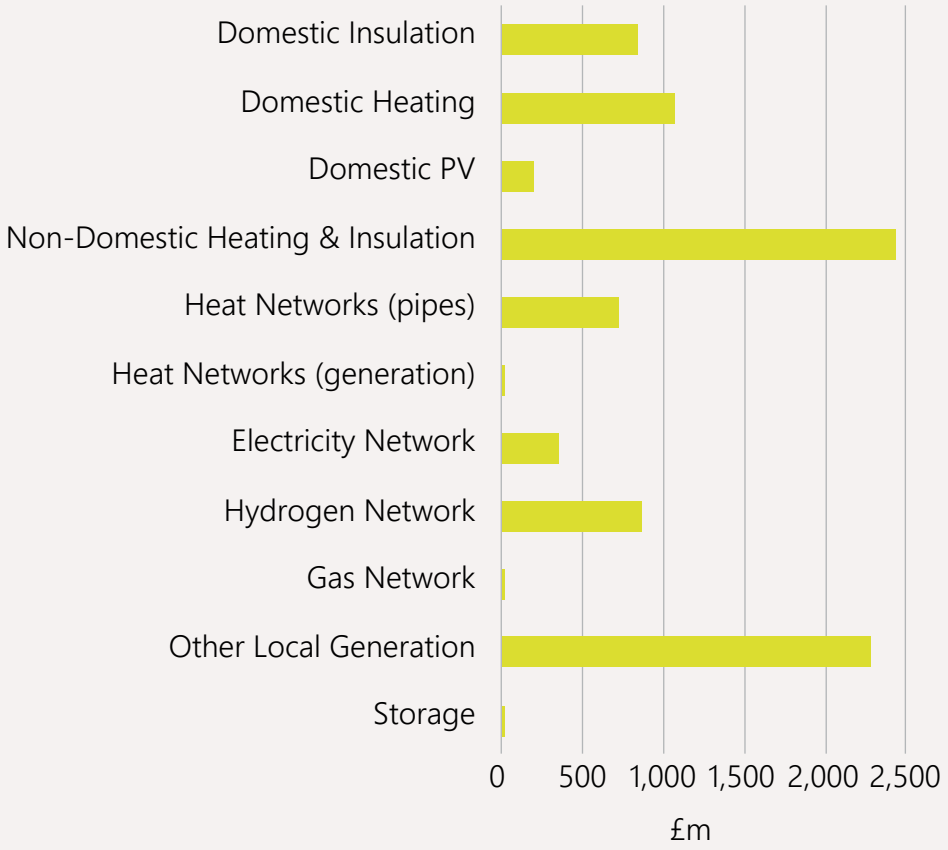
£2.1 billion
in domestic properties

£1.6 billion
in energy networks

Saving:

4.3 million tonnes CO_2
cumulatively to 2050 against a business-as-usual pathway

Total Capital Investment



Peterborough's energy system will have transformed, with:

80,000
heat pumps installed in homes

At least 16,000 new connections to a district heat network

66,000
homes retrofitted with insulation, glazing and draughtproofing improvements

72%
of cars fully electric or plug-in hybrid

35%
homes generating their own electricity with rooftop solar

Up to 1,350 MW
of large scale renewable generation

Context & Current State

In July 2019, Peterborough City Council (PCC) declared a climate emergency and noted that local governments *"have a duty to act"* and *"should not wait for…national governments"*. To address this challenge, PCC committed to *"make the Council's activities net zero carbon by 2030, and to support the city to achieve the same."* The additional benefits of reaching net zero were also noted including *"reducing fuel poverty, improving physical and mental health, improving air quality, stimulating our economy and providing jobs to the local area"*.

Yet, few local authorities have a clear plan on how to reach net zero or realise the benefits. To meet this need and further decarbonisation of local areas, Energy Systems Catapult (ESC) pioneered the local area energy planning (LAEP) approach to deliver a comprehensive, data-driven and cost-effective plan for decarbonisation. Importantly, the approach requires working closely with stakeholders to build upon progress being made and incorporate existing plans. An example of this is the PIRI (Peterborough Integrated Renewables Infrastructure) programme which is looking to develop an integrated energy system design for electricity, heat and transport that will provide benefits to the community and business.

To contextualise the costs given in the LAEP, PCC have a gross annual budget of around £423m* (although this likely includes ringfenced funding) and their 'core spending power' is around £171m**.

* https://www.peterborough.gov.uk/news/matt-gladstone-announced-as-new-chief-executive

** https://commonslibrary.parliament.uk/local-authority-data-finances/

Scenarios

To carry out the modelling and analysis required to produce a LAEP, Peterborough was split into ten geographical areas or 'zones' based on connections to the electricity network (these do not follow any typical political or geographical boundaries).

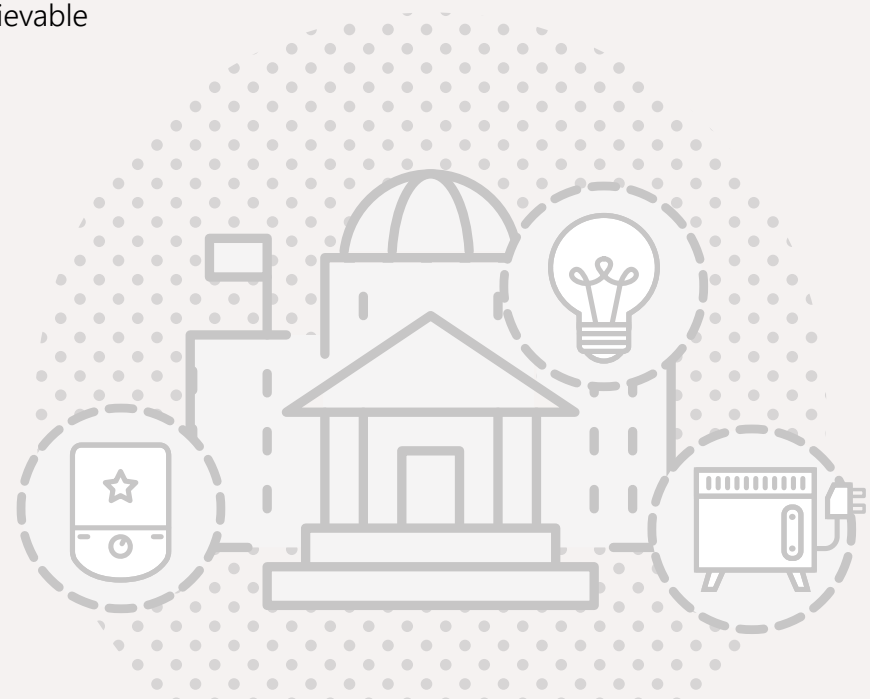
Following discussions with PCC and key stakeholders, the zoning was agreed and three main future scenarios were identified for consideration: a 2030 net zero target, a 2040 net zero target, and a 2050 net zero target in line with the UK as a whole. Further to this, some comparisons were modelled: a "business-as-usual" scenario where no carbon target was set, and a 2030 target where a greater number of flexibility options were available, such as cars charging and heat pumps running during off-peak hours to reduce network demand. This plan centres on the 2040 target as the earliest plausible date that net zero is likely achievable across Peterborough.

Pathway

From this a pathway has been developed which identifies the key projects and decision points on the transition to net zero. The key short-term aspects of this pathway are:

- Decide whether a small or large district heat network is desirable.
- Begin roll-out of energy efficiency measures and heat pumps to rural, off-gas grid dwellings.
- Develop a scheme to widely and rapidly deploy home EV chargers.

As part of the pathway to net zero, some near-term projects have been identified for further feasibility study or 'low regret' deployment.



Buildings

Peterborough currently has around 87,000 dwellings and plans to add another 15,000 dwellings between 2022 and 2036. In order to reach net zero, energy efficiency upgrades will need to be carried out on up to 66,000 dwellings, as well as public, commercial and industrial buildings, by retrofitting insulation, upgrading glazing and various other measures.

Retrofitting was found to be 'low regret' almost universally under all scenarios. The exceptions are in the City Central and City East zones where a concerted effort to create a larger heat network scheme would affect the number of dwellings requiring retrofit. In these more urban areas, there is a higher proportion of flats where individual flat retrofit is unlikely to make a large impact due to the limited number of applicable measures. Rural areas, however, were found to have a proportionately higher number of dwellings requiring a 'deep' retrofit i.e. more expensive and intrusive measures such as solid wall insulation, floor insulation, and triple glazing. These areas currently have poor energy performance certificate (EPC) ratings and higher fuel poverty meaning that the improvements would have a positive social impact in addition to the carbon/energy impact.

New build dwellings are expected to be designed and constructed to a standard where they are not going to require insulation upgrades before the chosen net zero target; however, there is an opportunity to bring forward the use of low-carbon heating systems for new builds from the current 2025 date, to avoid more expensive retrofit at a later time.

In total, domestic retrofits are expected to cost over £800m to reach net zero (an average of around £12,750 per dwelling, although the cost for a specific dwelling will vary significantly depending on its individual requirements).

Heating

The decarbonisation of heat is one of the greatest challenges in the transition to net zero, the predominant heating system in Peterborough being fossil gas (88% of homes) or oil (4%). Around 80,000 of these will need to be replaced by heat pumps (mostly air source) and over 16,000 homes connected to a heat network. Although lower in population, the rural off-gas areas are those that are 'low regrets' i.e. those that will need to transition to heat pumps regardless of when net zero will be achieved. Specifically, the zones of Barnack & Wittering, Glinton & Newborough, Castor & Marholm, and East Rural are key deployment areas for heat pumps.

The PIRI (Peterborough Integrated Renewables Infrastructure) heat network was shown to be viable in all net zero scenarios modelled. In scenarios with more ambitious net zero target dates, the heat network becomes increasingly important – and cost-effective – as a solution for domestic dwellings in urban areas. From a delivery perspective, this means the longer it takes to connect buildings to the heat network, the less cost-effective the scheme overall.

For non-domestic buildings, again, much of the space heating can be decarbonised using heat pumps, however there is a sizeable proportion of high-temperature and/or process heat required where heat pumps are not going to be suitable. Before the mid-2030s, this is an issue as hydrogen will not be available at scale meaning that this part of the economy will continue to rely on fossil gas and produce carbon emissions. If decarbonisation is required before hydrogen is available at scale, on-site generation of hydrogen via electrolysis could be considered although it is likely to be at a higher cost than fossil gas.

After the mid-2030s, hydrogen is expected to become a viable option to decarbonise the remaining non-domestic buildings. At this stage, it may also be worth considering extending the hydrogen offering to nearby dwellings.

Transport

HM Government have legislated to ban the sale of new fossil fuelled cars from 2030. By this date, it is expected that almost 40% of private vehicles in Peterborough will be EV or plug-in hybrid, and by 2040, there will be around 80,000 plug-in vehicles registered in Peterborough. This will require over 50,000 domestic EV charging points (at a capital cost of around £32m) and consume 78GWh of electricity per year.

In urban areas, housing is more densely concentrated and often does not have off-street parking, meaning a network of public charging points will be required.

A survey carried out as part of this work found that a majority of residents of Peterborough are considering EVs as their next vehicle, but this was dominated by those with off-street parking available to them.

Local Generation

The electricity demand in 2040 is likely to have increased by almost 50% compared to current levels due to the decarbonisation of transport and heating. Therefore, for Peterborough to decarbonise at a rate faster than the UK as a whole, a significant amount of locally generated low-carbon electricity will be required. Rooftop and ground-mounted solar have been studied to demonstrate the scale of local renewable capacity which would decarbonise Peterborough, however generation should be diversified alongside the deployment of storage to give a better security of supply.

A high-level assessment was conducted to give a high-level indication of the maximum contribution of ground-mounted solar to the future energy system. From this land area, it was found that deploying 1.35GW_p of ground-mounted solar could be cost-optimal (subject to full feasibility analyses and site visits), which would generate approximately 1,975 GWh of energy per year. Again, in practice, this should be varied generation by a mixture of low carbon sources, including onshore wind.

Domestic rooftop solar could also provide a large contribution. It is estimated that deploying around 157 MW_p of rooftop solar capacity could be cost-optimal (subject to full feasibility and site visits). This would require a capital investment in the region of £166m, however there would be significant social benefits to residents, especially those in fuel poverty. By adding in-home battery storage, more of the generated electricity could be consumed by the household, reducing the reliance on the network during peak times and reducing the amount of electricity purchased. The economic case for batteries can be marginal in today's market, but is likely to change with the emergence of novel incentives such as time-of-use tariffs, falling battery costs, and with an increase in electricity prices.

Electricity Network & Flexibility

To meet the new demand from electric heating and transport, there will be a need to upgrade the electrical network, since some areas could see capacity increases to as much as 4x current levels. The current capacity on the high-voltage network should be suitable to accommodate electrification without the need for capacity upgrade in most zones, with only City North likely requiring an upgrade of the high-voltage feeders.

However, there is a significant constraint on the low-voltage network with capacity upgrades being required for both substations and feeders across the whole of Peterborough (especially in rural zones).

The core approach used assumes that additional demand is met through increased capacity however, in reality, further work would be required with DNOs to identify the most cost-effective means of providing the capacity. This may be via flexibility services which could be considered and deployed to reduce the investment required and make the network suitable for the future. Smart appliances which can shift the times they use electricity without any loss in performance can provide this flexibility. By shifting demand such that EVs were charged overnight and large thermal stores were used in dwellings, ESC's modelling showed the overall peak electrical demand for Peterborough could be reduced by around 20%.

Without flexibility, the total capital investment required would be between £300m and £400m.

Gas Network & Hydrogen

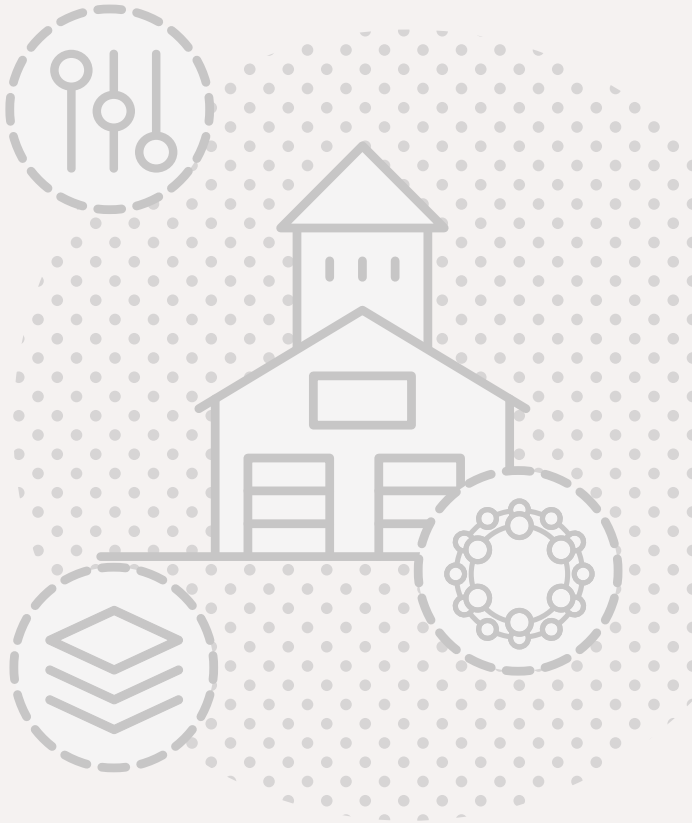
Although much of the current fossil gas demand for heating is expected to become electrified within Peterborough, the gas network still has an important part to play in the future energy system. As highlighted earlier, there are some areas of the non-domestic sector that cannot be electrified and therefore will remain on fossil gas before considering the transition to hydrogen in the mid-2030s. This provides an opportunity for nearby properties to also connect to a hydrogen network.

Many of the proposals for hydrogen however will depend on the Government's policy position which they are expected to lay out in 2026.

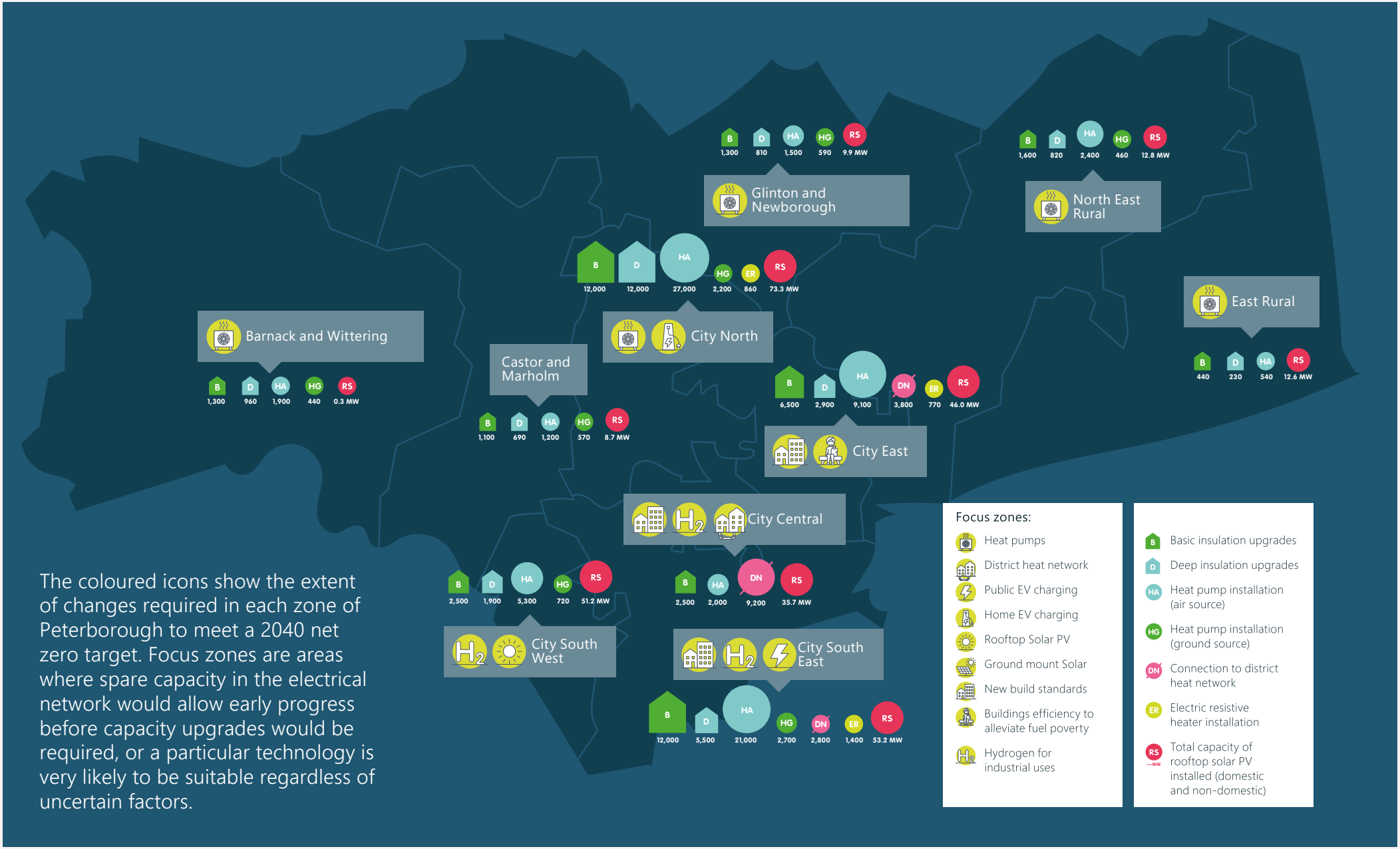
Socio-Economic Costs & Benefits

Net zero offers the opportunity to achieve localised and immediate benefits. For example, warmer retrofitted dwellings means less damp and mould and therefore a reduction in asthma and other respiratory diseases. Reduced energy usage would also assist those in fuel poverty. Economic benefits through net increases in jobs to design, install, upgrade, and maintain the low carbon measures would likely also be seen.

More generally, the transition away from fossil fuel burning would likely increase the health of residents through improved air quality.

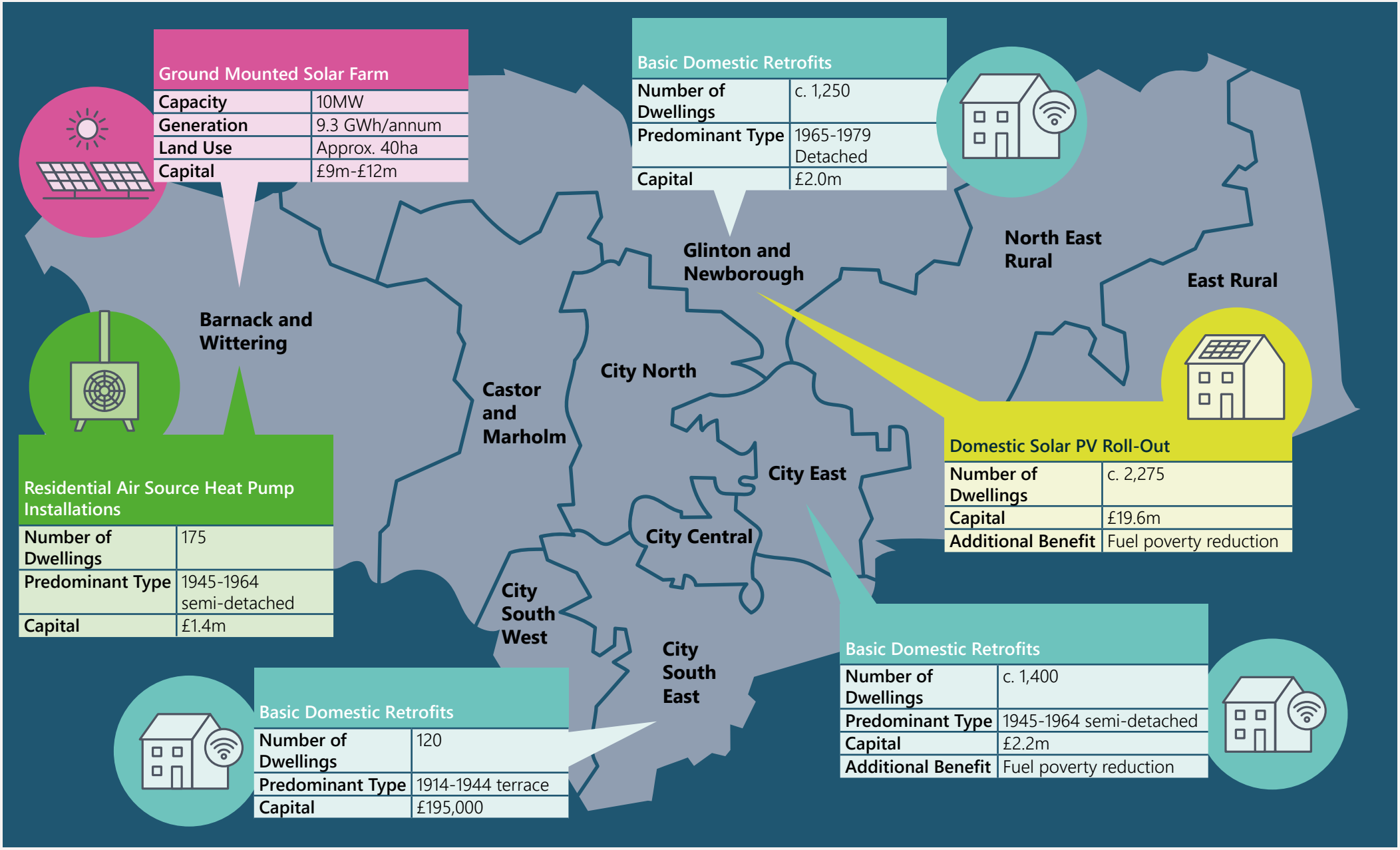


Plan on a Page



The coloured icons show the extent of changes required in each zone of Peterborough to meet a 2040 net zero target. Focus zones are areas where spare capacity in the electrical network would allow early progress before capacity upgrades would be required, or a particular technology is very likely to be suitable regardless of uncertain factors.

Project Summary



Introduction

Introduction to LAEP

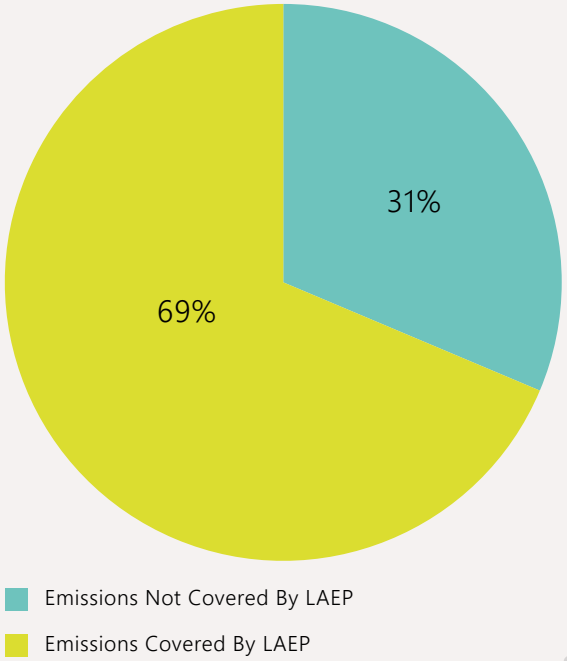
What is a Local Area Energy Plan?

A Local Area Energy Plan (LAEP) aims to define the extent of the transformation required to transition an area's energy system to net zero in a given timeframe. This is achieved by an exploration of potential pathways that considers a range of technologies and scenarios, and when combined with stakeholder engagement leads to the identification of the most cost-effective preferred pathway and a sequenced plan of proposed actions to achieving an area's net zero goal.

The scope of the LAEP covers the current energy consumption as well as the projected consumption in a defined area, primarily focussing on the area's built-environment (all categories of domestic, non-domestic, commercial and industrial buildings) and some aspects of energy used for transportation. Excluded are: land-use, land-use change and forestry (LULUCF), and transport from non-private vehicles (taken here as non-cars). This LAEP therefore considers almost 70% of emissions (see 'Context and Historical Emissions').

A LAEP identifies both early actions and long-term scale-up activities needed to reach the target in a cost-effective way, along with key enabling actions and decision points to stay on track and navigate future uncertainty.

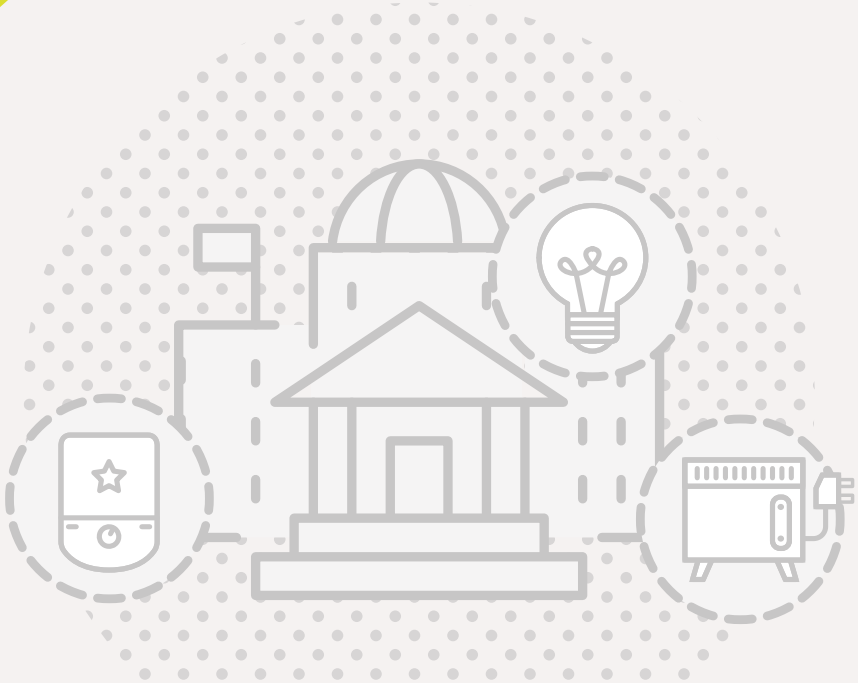
Approximate Proportion of Peterborough 2019 CO_2 Emissions Covered By LAEP



What to expect in this LAEP

The LAEP will set the scene by considering the current position of emissions and technology deployment in Peterborough. Each subsequent section will investigate a different part of the energy system and aims to identify low regret zones and focus zones for deployment.

Finally, projects will be outlined for PCC and stakeholders to prioritise for feasibility assessment and further consideration.



Zones

In order to carry out this work, it was necessary to separate Peterborough into smaller 'zones' to allow for a better understanding and assessment of options for decarbonisation.

Zones for analysis were identified based on areas served by primary substations, using data provided by the electrical networks (WPD and UKPN) that identifies buildings connected to secondary substations that are in-turn connected to each primary substation.

In total, ten zones were created using this method:

- Barnack and Wittering
- Castor and Marholm
- City Central
- City East
- City North
- City South East
- City South West
- East Rural
- Glinton and Newborough
- North East Rural

The zones therefore do not follow other standard geographical boundaries such as LSOAs, MSOAs, constituencies, or electoral wards.

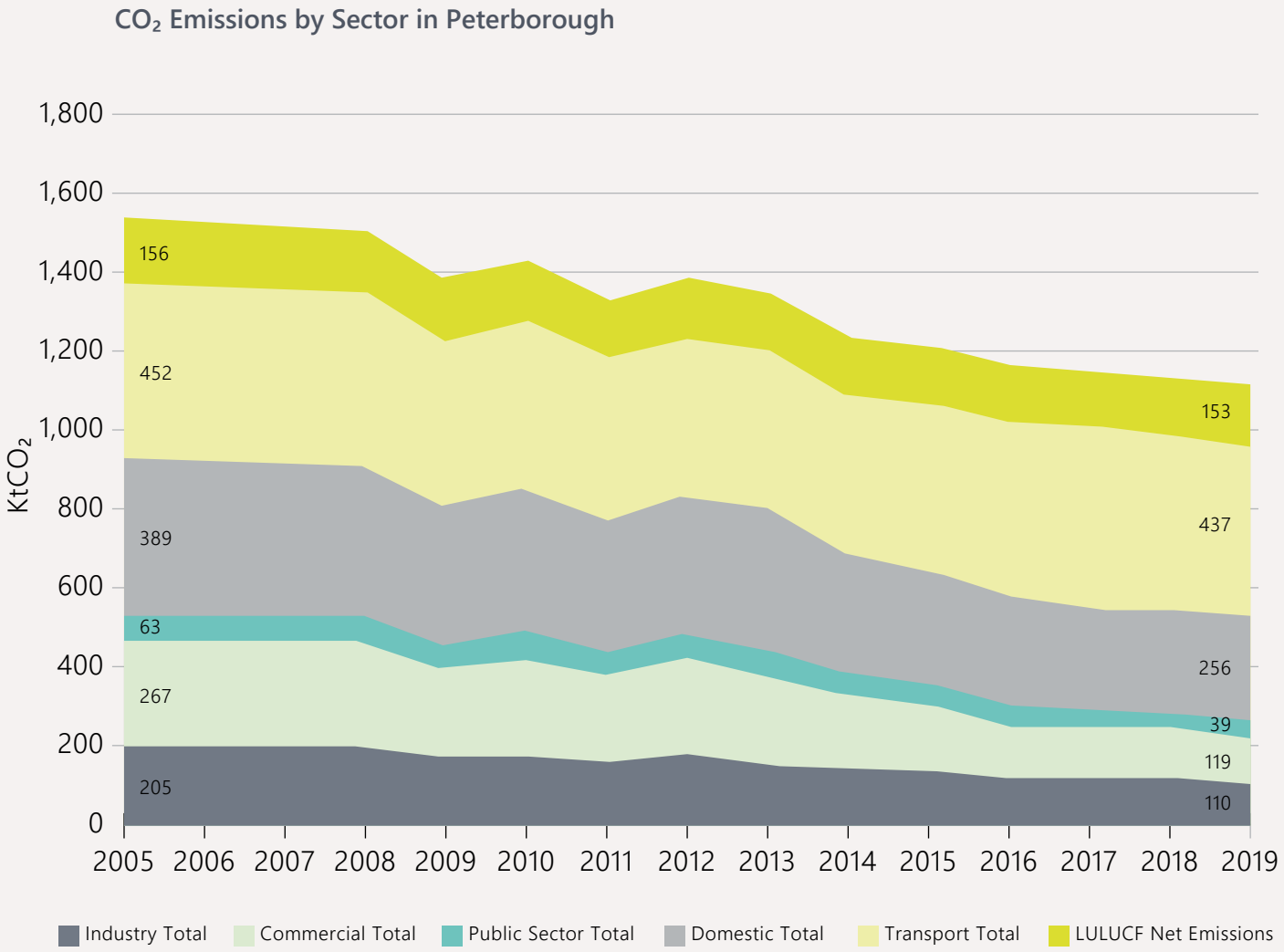
Current State

Context & Historical Emissions

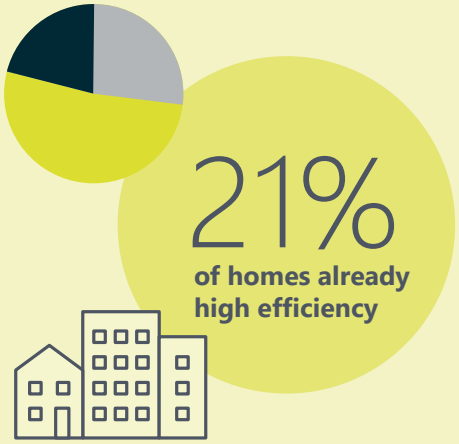
Peterborough City Council (PCC) has committed to **make the council's activities net zero carbon by 2030, and to support the city to achieve the same**.

PCC further committed to:

- ensure that net zero is embedded into all work and **decisions made are in line with reaching net zero by 2030**.
- **use planning powers to help deliver net zero** and increase tree planting.
- achieve **100% clean energy across the council's full range of functions by 2030** and explore renewable generation and storage.
- **replace all council vehicles with low carbon vehicles, provide electric vehicle infrastructure** and encourage alternatives to private car use across the city.
- **increase the efficiency of buildings**, which will **help to address fuel poverty.**
- **engage with residents, businesses and communities** to raise awareness, share best practice and keep everyone updated.
- **call on the UK Government** to provide the powers, resources and help with funding to make this possible.



Setting the Scene: Peterborough Today

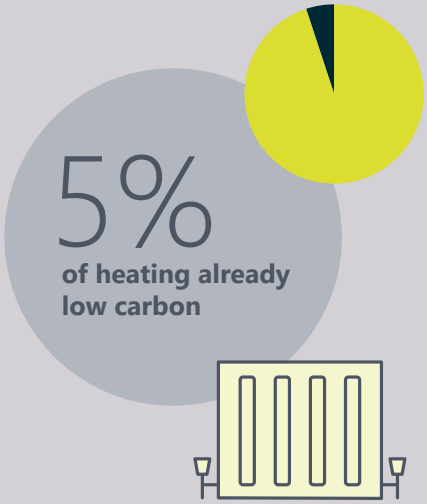


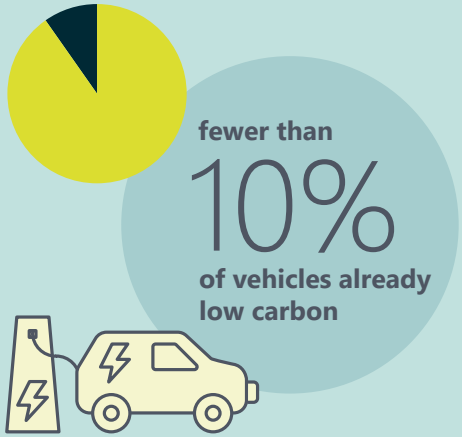
BUILDINGS

Currently 21% of Peterborough's buildings are insulated to a good standard, or do not have potential for further insulation. 52% can be upgraded cost-effectively with a payback under 5 years, while 27% have potential for insulation which would take longer to pay back.

HEATING

95% of buildings currently use gas, oil or LPG for heating. The remainder already use some form of low carbon heating.



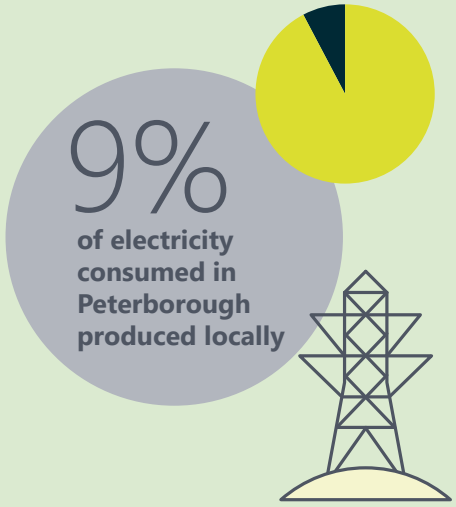


VEHICLES

Under 10% of cars and small vans currently owned in Peterborough are either plug-in hybrid or pure electric. The remainder, and vast majority, are petrol, diesel or hybrid.

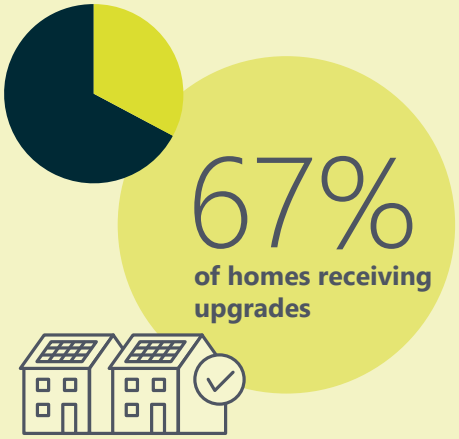
ELECTRICITY

91% of electricity consumed comes from the National Grid. At least 11 % of homes have solar panels, and the energy from waste scheme contributes significantly to local demand.



Destination

The Destination: 2040

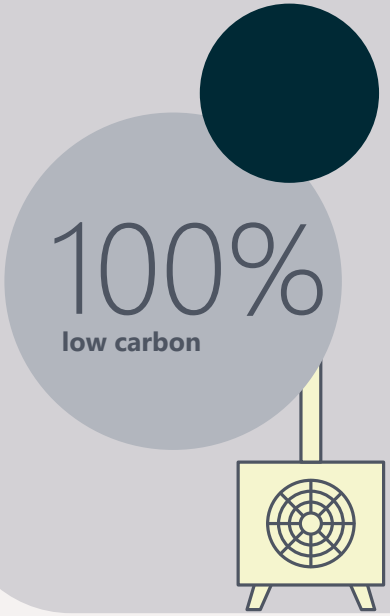


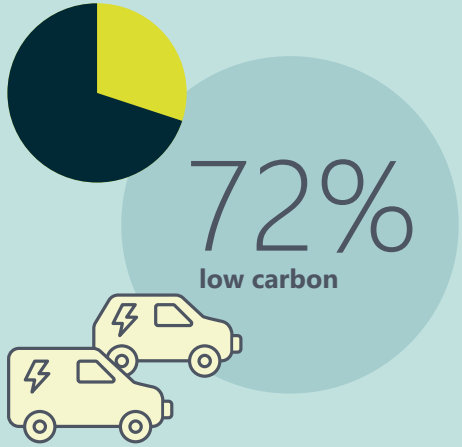
BUILDINGS

Around 67% of Peterborough's buildings will require insulation upgrades, bringing almost all homes up to a good standard of efficiency. The supply chain would need to provide upgrades to around 66,000 homes by the year 2040.

HEATING

All fossil fuelled heating systems need to be replaced in order to reach net zero. This can occur as current heating systems reach their natural end-of-life.



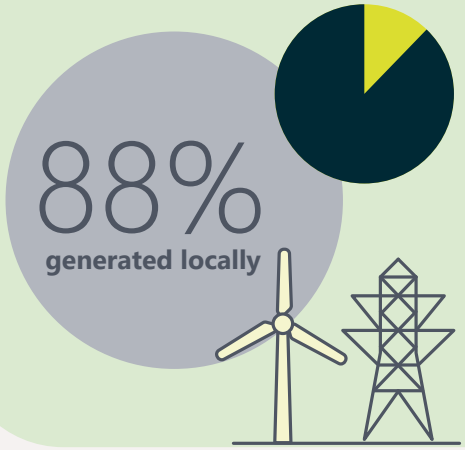


VEHICLES

Electric vehicle ownership is projected to rise rapidly, with pure electric and plug-in hybrid vehicles reaching 72% by 2040. Steps will need to be taken to cater for these owners with public charge points, and assist residents to install domestic chargers. These chargers will place new demands on the electrical distribution system.

ELECTRICITY

The push to generate low carbon electricity results in a greater proportion of Peterborough's energy being produced locally. As an upper bound analysis, using all available land for solar PV would generate most of the energy needed on an annual basis, however, using this much land is not likely to be possible in practice.



The Pathways

There are key similarities and differences between the pathways to net zero under each scenario that was modelled. Actions that are common across these scenarios are considered to be 'low regrets' and can be undertaken as soon as possible. Actions that are not common and are identified later on in the pathway will require decision points and early enabling actions to remove barriers.

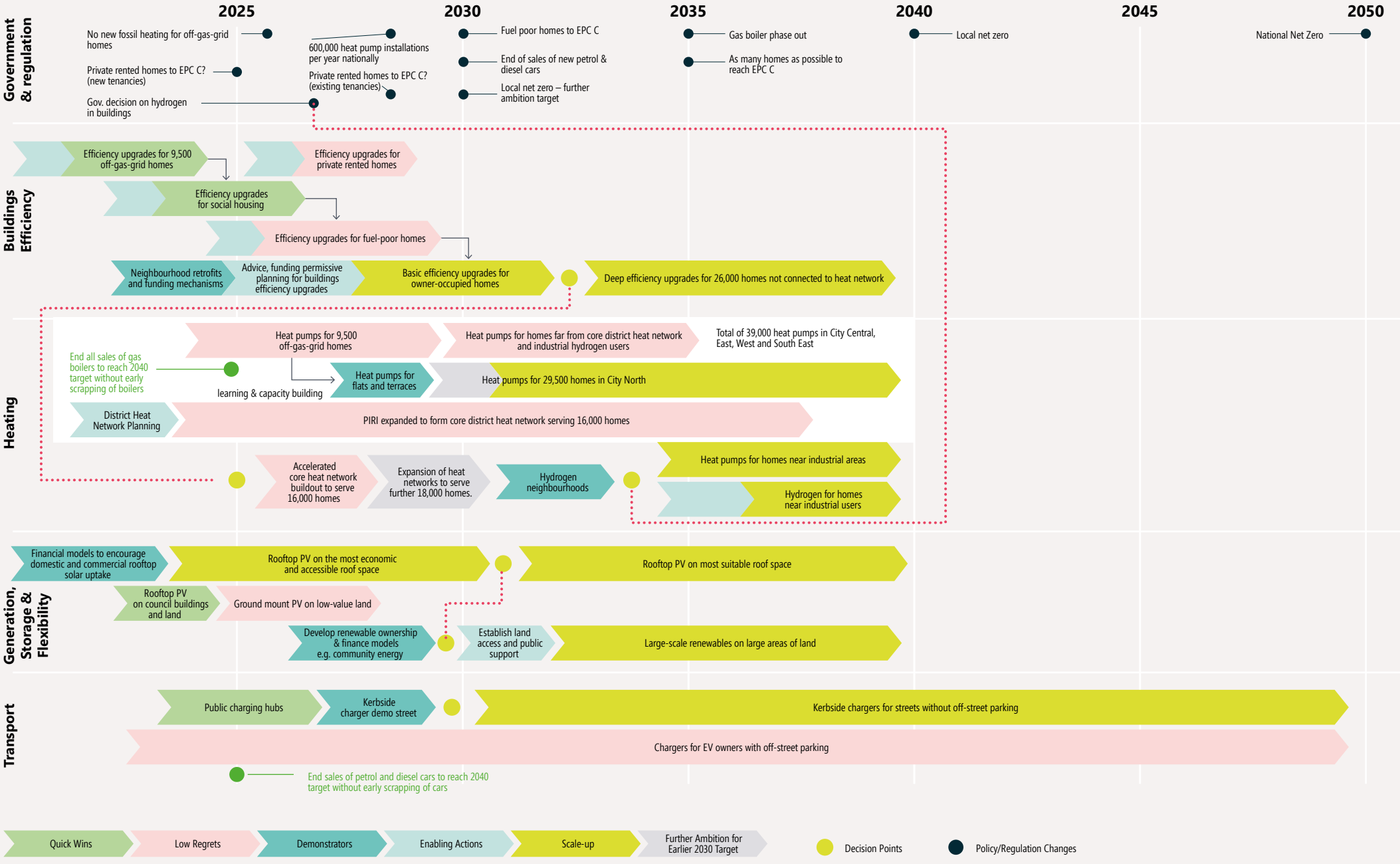
Low regrets

- Basic efficiency upgrades for almost every home with remaining upgrade opportunities
- Heat pumps installed in off-gas-grid homes, where neither district heat networks or hydrogen are likely to reach
- Heat pumps installed in on-gas grid homes which are far from any likely heat networks or industrial users of hydrogen
- District heat network expanding from the PIRI scheme to serve public, commercial and private buildings in core city centre locations
- EV chargers for homes with off-street parking and public charging points in key hubs such as retail parks, supermarkets, etc.
- Solar PV on rooftops and on low value areas of land

Key decisions

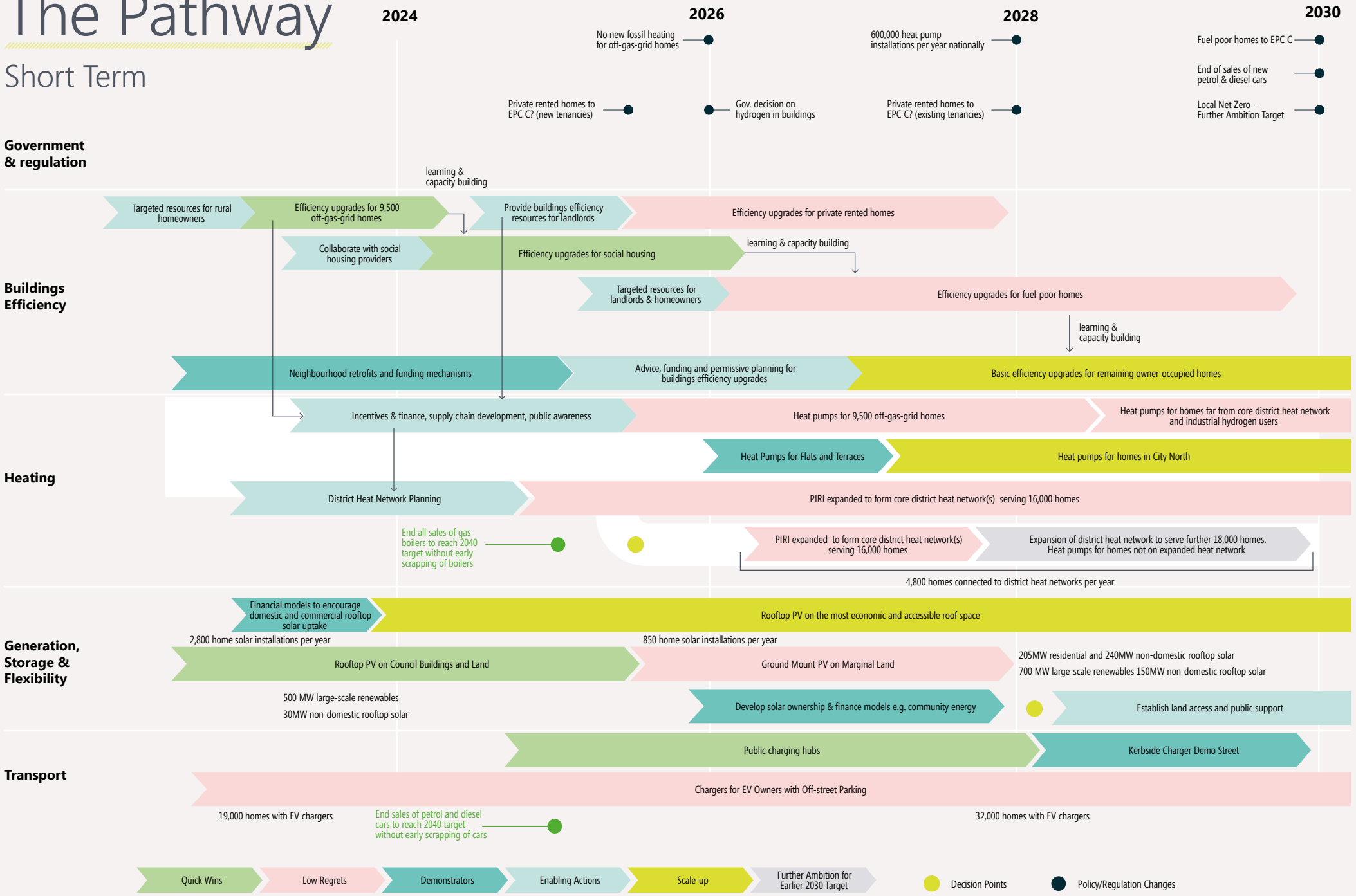
- Deeper building efficiency upgrades which will tend to have long payback periods, but can have additional benefits such as fuel poverty alleviation and employment creation
- Further expansion of heat network to serve many more homes beyond the core city centre areas – if this can be implemented in the near future it could provide additional carbon savings and put Peterborough on a path to net zero in a shorter timeframe, but would be an exceptionally ambitious scale of project
- Hydrogen to heat homes close to areas of industrial use instead of heat pumps: once more evidence is available around the viability, cost, emissions and policy around hydrogen for building heating in Peterborough, a decision can be made about homes in these areas.
- Further deployment of ground-mount solar PV to reduce emissions from consumption of grid electricity. In theory, very large areas of land could be used to produce most of Peterborough's energy requirements on an annual basis, though the occupation of this extent of land could be challenging. A balance can be found between larger heat network coverage or larger renewable deployment, although the scale of both in any combination is likely to be challenging.

The Pathway


2025
2030
2035
2040
2045
2050
Government & regulation
No new fossil heating for off-gas-grid homes
Private rented homes to EPC C? (new tenancies)
Gov. decision on hydrogen in buildings
600,000 heat pump installations per year nationally
Private rented homes to EPC C? (existing tenancies)
Fuel poor homes to EPC C
End of sales of new petrol & diesel cars
Local net zero – further ambition target
Gas boiler phase out
As many homes as possible to reach EPC C
Local net zero
National Net Zero
Buildings Efficiency
Efficiency upgrades for 9,500 off-gas-grid homes
Efficiency upgrades for private rented homes
Efficiency upgrades for social housing
Efficiency upgrades for fuel-poor homes
Neighbourhood retrofits and funding mechanisms
Advice, funding permissive planning for buildings efficiency upgrades
Basic efficiency upgrades for owner-occupied homes
Deep efficiency upgrades for 26,000 homes not connected to heat network
Heating
Heat pumps for 9,500 off-gas-grid homes
Heat pumps for homes far from core district heat network and industrial hydrogen users
Total of 39,000 heat pumps in City Central, East, West and South East
End all sales of gas boilers to reach 2040 target without early scrapping of boilers
learning & capacity building
Heat pumps for flats and terraces
Heat pumps for 29,500 homes in City North
District Heat Network Planning
PIRI expanded to form core district heat network serving 16,000 homes
Accelerated core heat network buildout to serve 16,000 homes
Expansion of heat networks to serve further 18,000 homes.
Hydrogen neighbourhoods
Heat pumps for homes near industrial areas
Hydrogen for homes near industrial users
Generation, Storage & Flexibility
Financial models to encourage domestic and commercial rooftop solar uptake
Rooftop PV on the most economic and accessible roof space
Rooftop PV on most suitable roof space
Rooftop PV on council buildings and land
Ground mount PV on low-value land
Develop renewable ownership & finance models e.g. community energy
Establish land access and public support
Large-scale renewables on large areas of land
Transport
Public charging hubs
Kerbside charger demo street
Kerbside chargers for streets without off-street parking
Chargers for EV owners with off-street parking
End sales of petrol and diesel cars to reach 2040 target without early scrapping of cars
Quick Wins
Low Regrets
Demonstrators
Enabling Actions
Scale-up
Further Ambition for Earlier 2030 Target
Decision Points
Policy/Regulation Changes

The Pathway

Short Term



Buildings

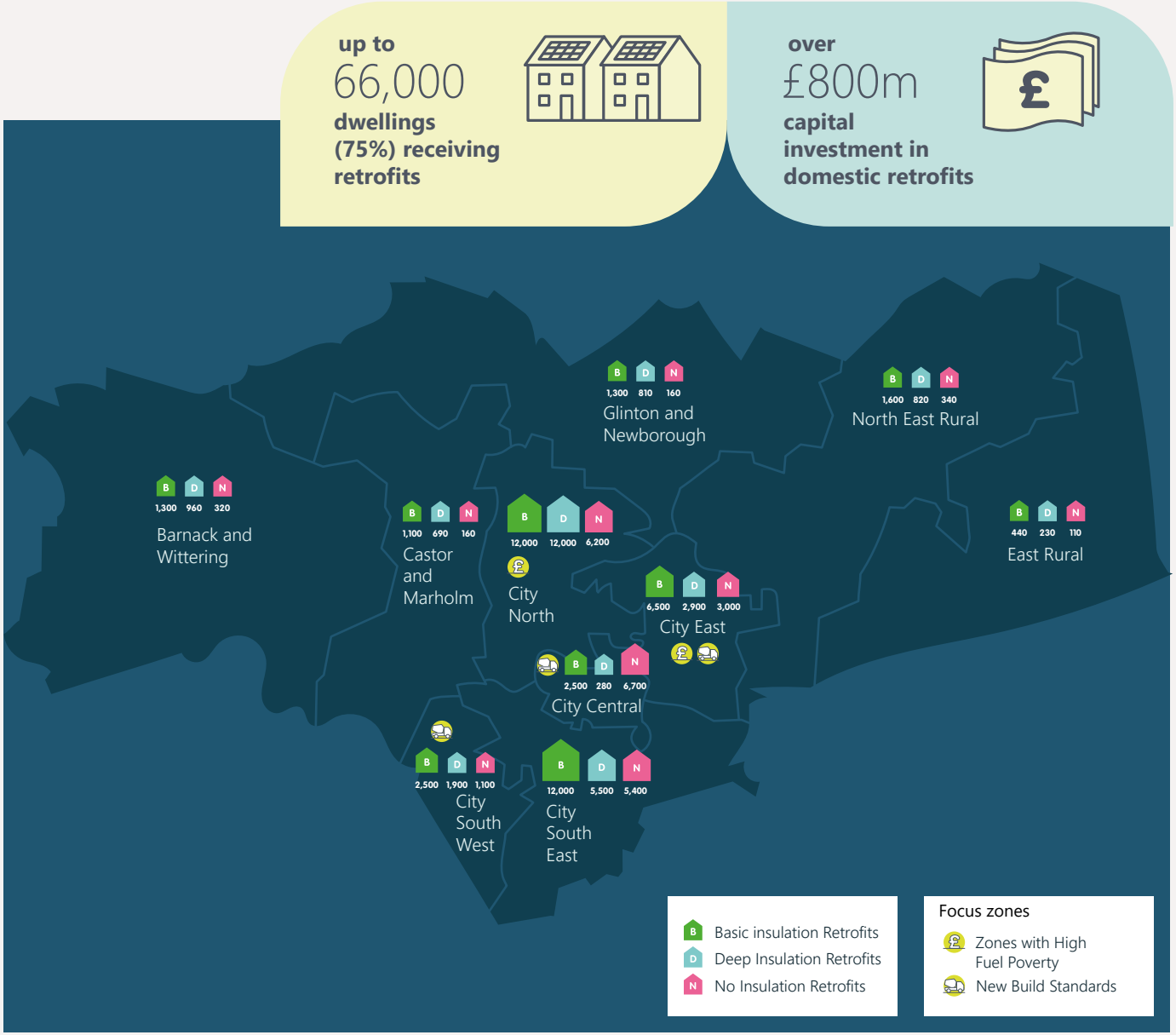
Overview

All zones of Peterborough see the majority of dwellings receive retrofits – the map shows how these are distributed. A total of 66,000 dwellings at a cost of over £800m for the 2040 target scenario receive retrofits. The number of retrofits is highest in the densely-populated city zones. However, there are a greater proportion of dwellings in these zones which do not receive retrofits, owing to the higher number of flats* and modern buildings. Retrofits are split into "basic" and "deep", explained on the following pages.

The scale of retrofits required in the more urban zones (particularly City North and City South East) is dependent upon the scale of the district heat network. If an expansive heat network is developed, then fewer domestic retrofits would be required.

The large scale improvement of dwelling energy performance overlaps favourably with higher rates of fuel poverty in City North and City East, where retrofits will help alleviate fuel poverty.

Areas where large numbers of new dwellings are expected to be built (particularly City North and City East) provide opportunities to ensure high efficiency and carbon standards are achieved.

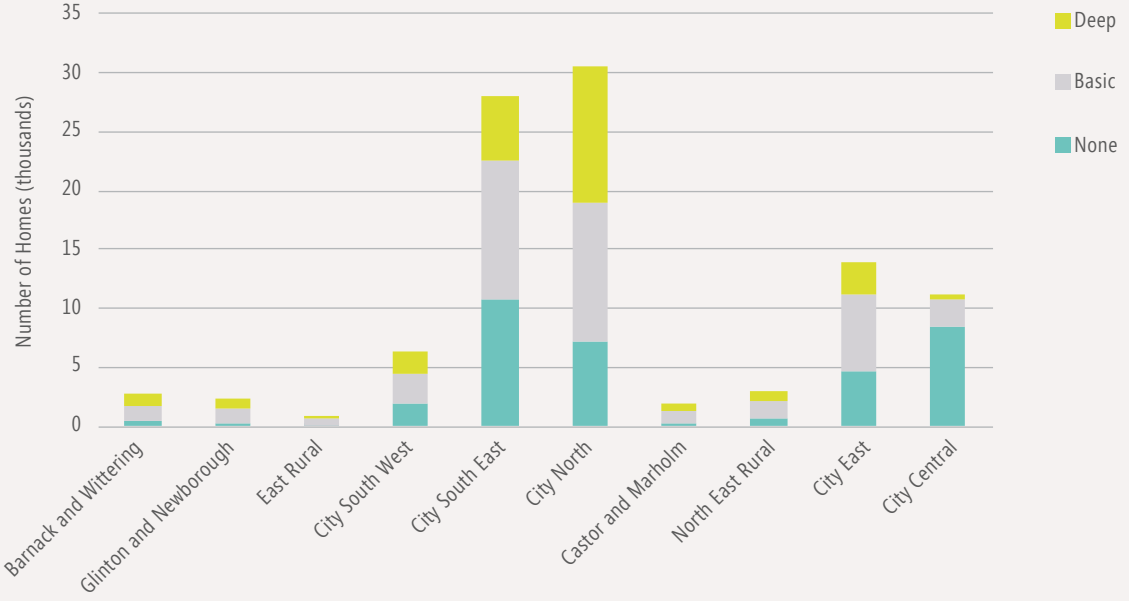


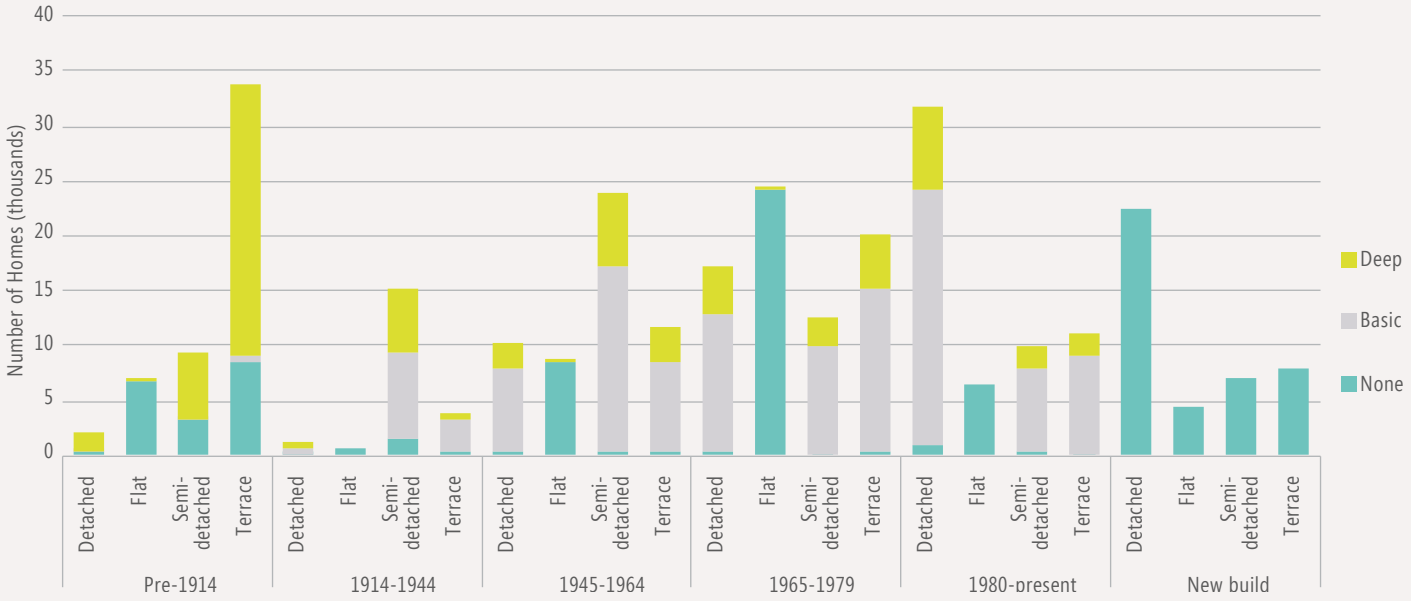
* Flats are considered individually and therefore are not often suitable for retrofit. However, they can be considered collectively as blocks to improve their thermal performance.

Zones and Dwelling Types

Retrofits are improvements to the fabric of domestic and non-domestic buildings to reduce heat loss. This retrofit can include loft and cavity wall insulation ("basic"), double or triple glazing, solid wall insulation, floor insulation, draught-proofing and door upgrades ("deep"). These measures can improve comfort and health of occupants, reduce bills, and make it easier to transition to low carbon heating systems, whilst also reducing the need to upgrade the electrical network. Since retrofits can reduce the size and cost of heating system needed, it makes practical sense to complete them before heating system replacements take place, or at the same time to minimise disruption to occupants.

The graphs show the extent of retrofits across each zone of Peterborough (above) and over the various housing types (below). Modern buildings have little potential for cost-effective retrofits, and opportunities in flats are limited. However, planned new builds present an opportunity to maximise insulation and include rooftop solar, EV charging and low-carbon heating at much lower cost than retrofit and remove the requirement for retrofit at a later date. This can be mandated through local and national new build standards. Retrofits for non-domestic buildings are included with the heating upgrades described later in this plan.

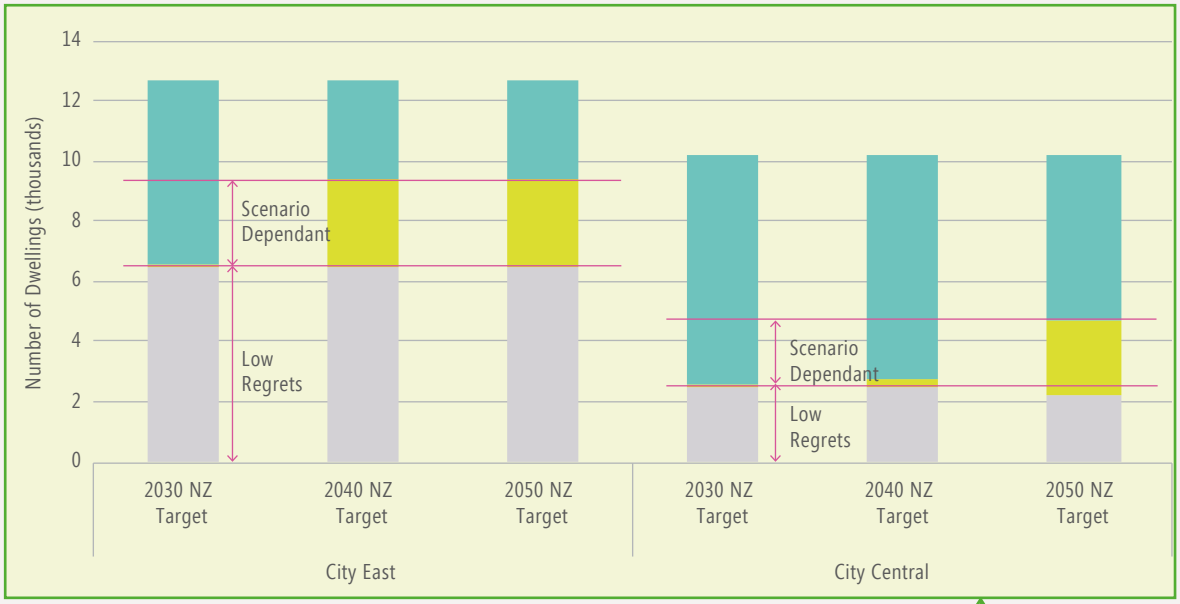


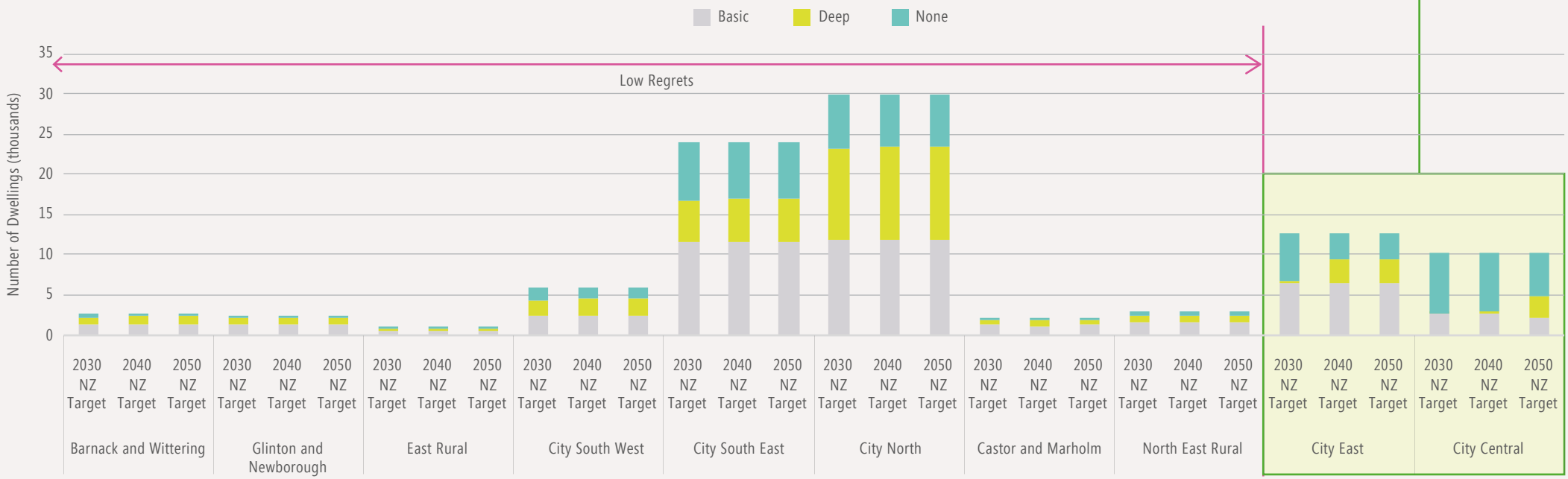


Low Regrets & Scenarios

The graph below compares the levels of domestic retrofit that are required in each of the scenarios. Because the vast majority of retrofits are consistent across the scenarios, they can be considered to be 'low regrets'. These can be carried out even if there is uncertainty around the net zero target that will be aimed for.

The only zones where significant uncertainly is found are City East and City Central, where more deep retrofits are carried out in the scenarios with later net zero targets (shown in the graph to the right). This is due to more dwellings being connected to heat networks in the 2030 scenario, and these dwellings not needing retrofits for the heating system to work effectively.





Focus Zones

City North and City East are **focus zones** for 'basic' energy efficiency upgrades due to the large number of existing dwellings requiring retrofit – 23,400 (79%) and 9,400 (75%) respectively. Both of these zones also have relatively high fuel poverty levels (right), meaning residents in this area will also benefit from reduced heating costs. The lower maps show the density of homes receiving basic upgrades in these areas.

City North

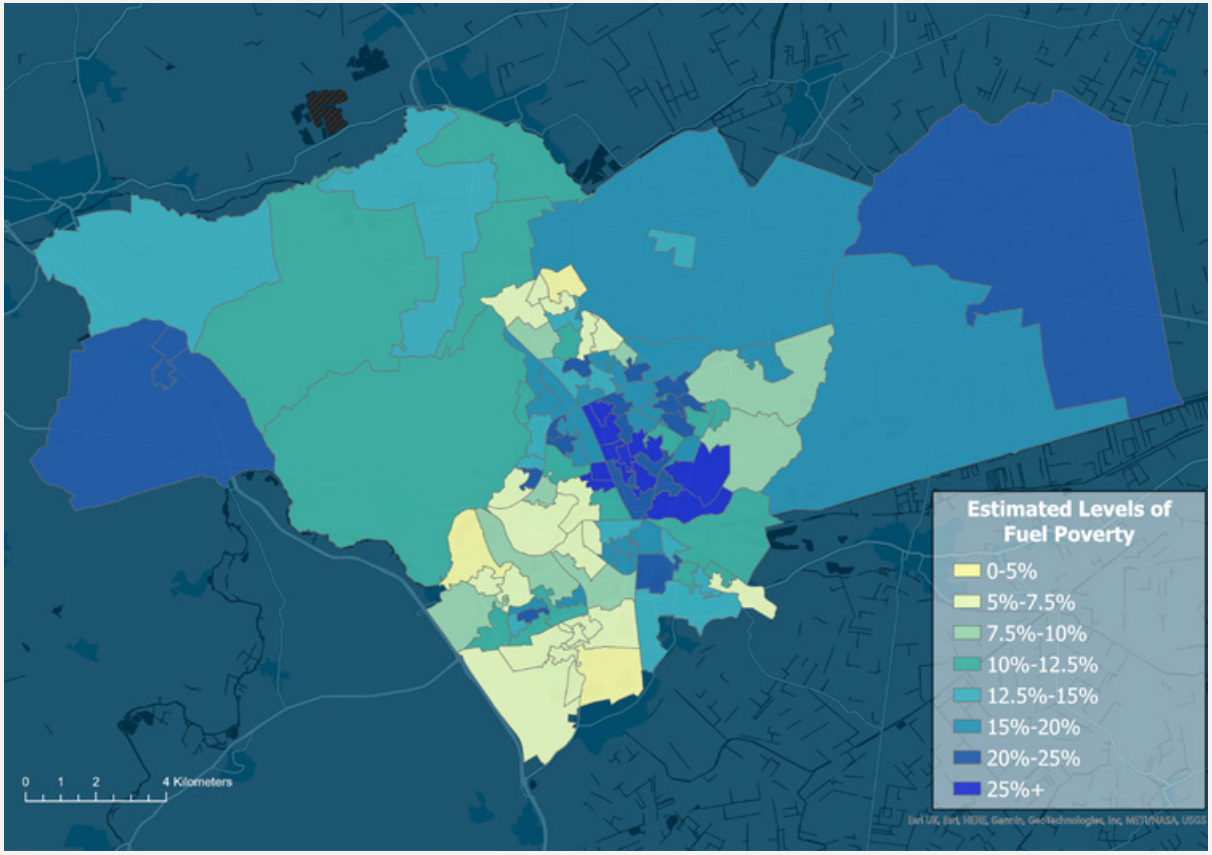
Housing in this zone is made up predominately of semi-detached and terraced dwellings, with approximately one-fifth being detached. Around 4,000 dwellings for each archetype receive basic retrofit. Energy efficiency upgrades are relatively consistent in both the 2030 and 2040 net zero target scenarios. Housing archetypes receiving upgrades include:

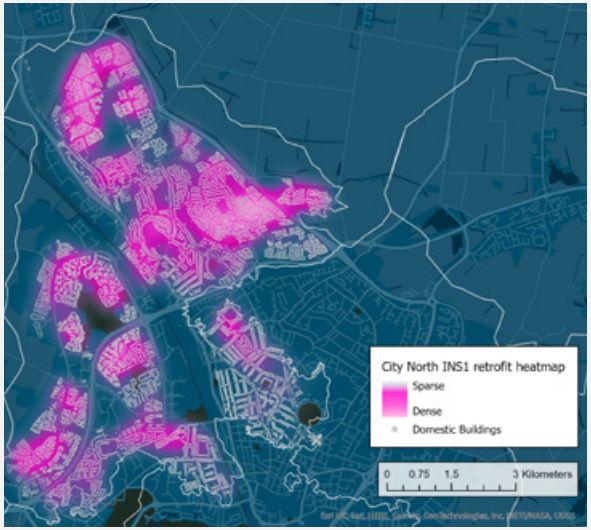
- Pre-1914 terraces (over 4,200 receiving deep upgrades)
- 1980-present detached (over 2,200 receiving basic upgrades)
- 1965-1979 terraces (almost 2,000 receiving basic upgrades)

City East

Almost 4,000 semi-detached and 4,000 terrace dwellings require upgrades, with 1,500 detached dwellings also requiring upgrades. Housing archetypes receiving upgrades include:

- 1945-1979 semi-detached (over 1,800 dwellings receiving basic upgrades)
- 1945-1979 terraced (almost 1,900 dwellings receiving basic upgrades)





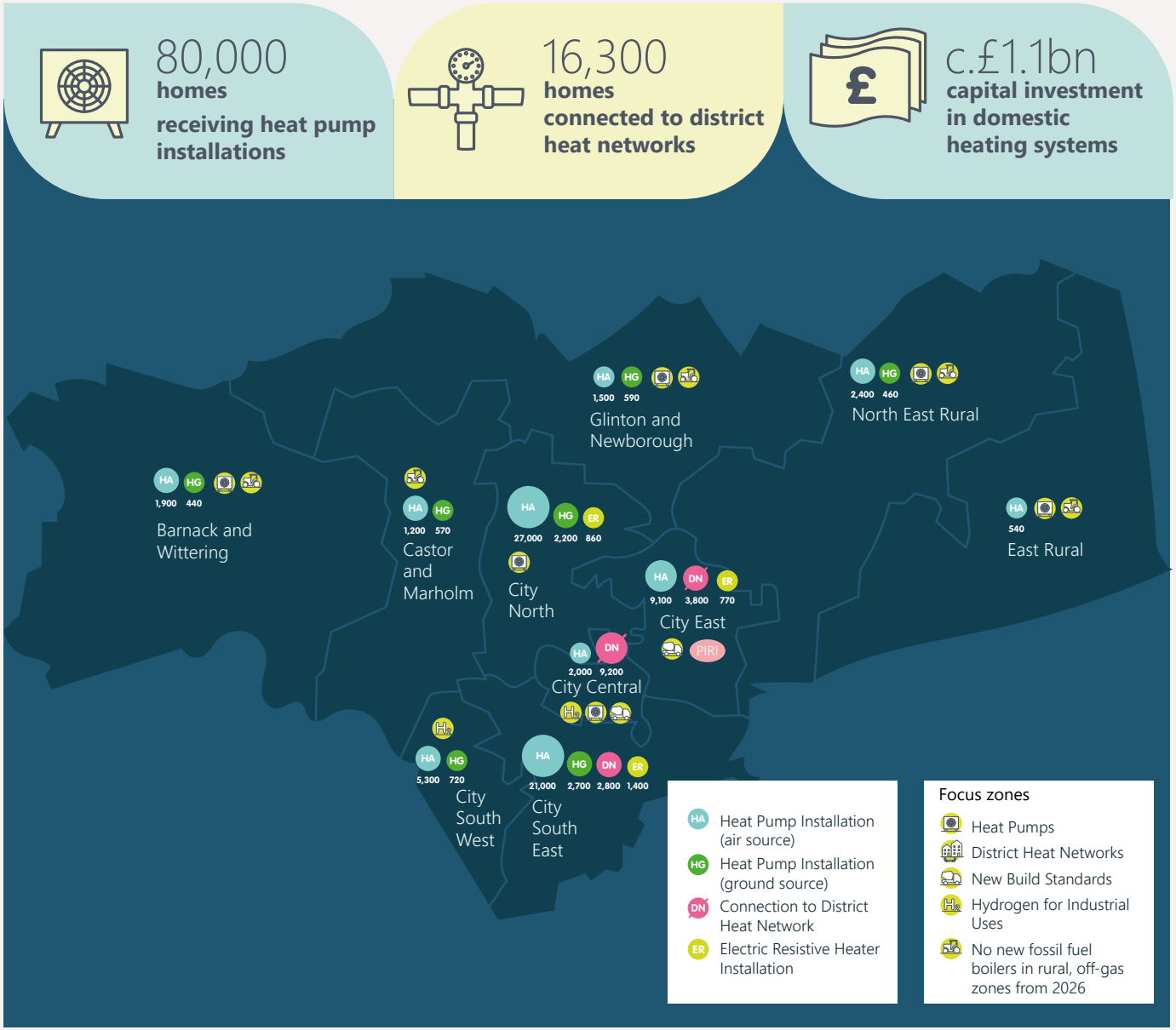
Note: INS1 = 'basic' retrofit

Heating

Overview

Fossil fuel boilers make up the majority of heating systems in dwellings and non-domestic buildings, and these account for a large proportion (38%) of Peterborough's emissions. To reach net zero, these will need to be replaced with low carbon heating systems. Heating systems can be replaced at their natural end-of-life, however early preparations are needed to ensure the low carbon options are available, straightforward and attractive when replacements occur, which can often be during a break-down. The sale of new fossil fuel heating systems would need to end by 2025 to meet a 2040 net zero target in order to avoid early replacements of working boilers (assuming a 15 year lifespan).

Air source heat pumps are the most suitable technology for decarbonising heating within Peterborough, with growing evidence* that they are suitable for the full range of property archetypes. Expansion of the PIRI heat network serves dense city centre locations (supported by some electric resistive heating), and ground source heat pumps are deployed for some homes in rural zones. Rural zones off the gas grid are low regret for heat pumps, with a end to new fossil heating installations for these homes set for 2025. Some of the City areas may have opportunities to use hydrogen for heating for homes near industrial users.



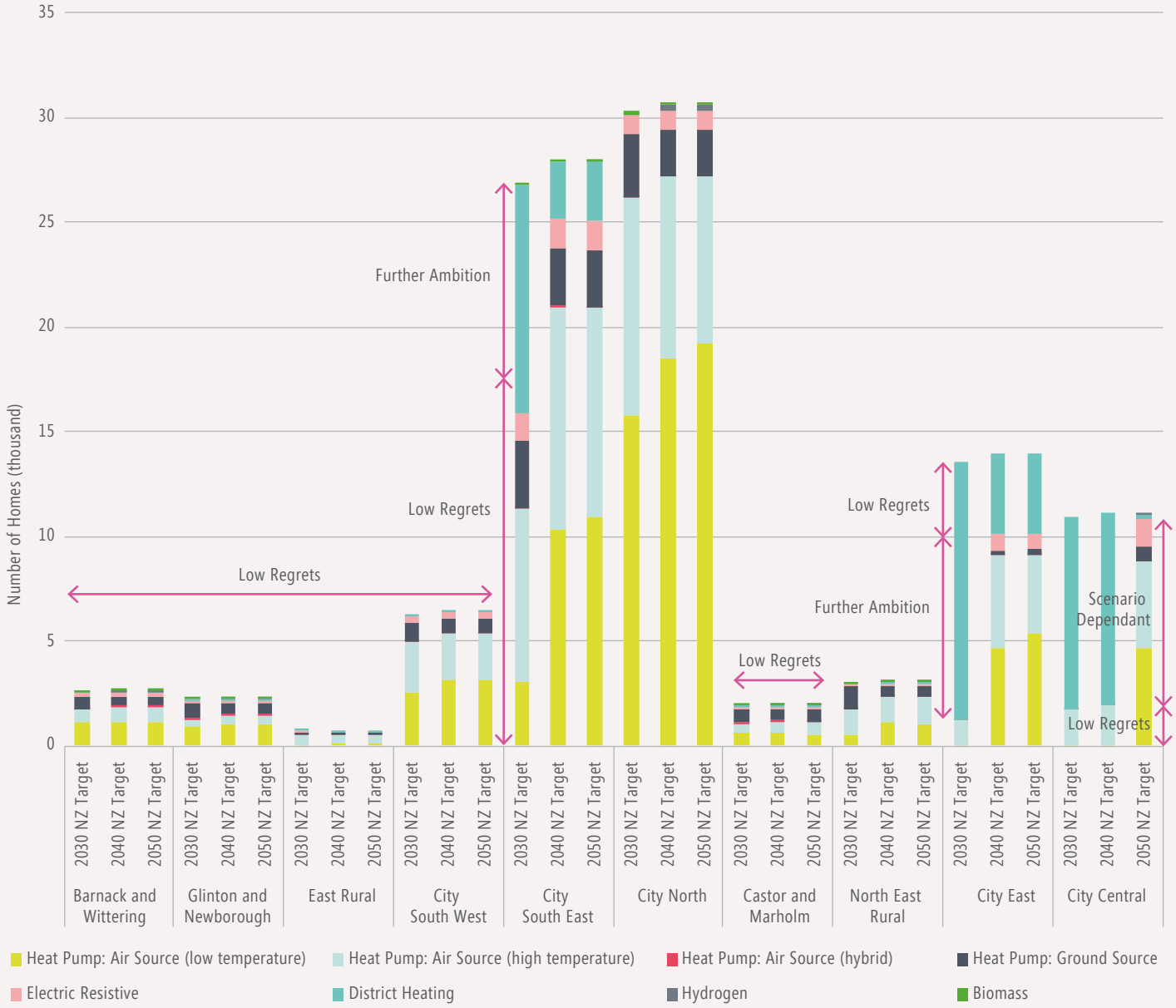
* https://es.catapult.org.uk/news/electrification-of-heat-trial-finds-heat-pumps-suitable-for-all-housing-types

Zones

The graph shows the selection of heating systems for each zone. These are mostly consistent between scenarios, though larger heat network coverage is a key feature of a more ambitious 2030 target. This is due to the heat networks using large centralised heat pumps to achieve a higher overall system efficiency than individual heat pumps for each dwellings. This advantage is important for minimising emissions in the 2030s, but by the 2040s the electricity grid is lower carbon, so the benefit is diminished.

Importantly, this also means that the large scale building of heat networks (serving almost 33,000 homes) is only worthwhile in emissions terms if it can be achieved very quickly. By the 2040s, the expected decarbonisation of the National Grid will mean individual heat pumps will achieve similar emissions reductions. District heat networks could also be advantageous for dwellings (e.g. terraces) with limited space for the additional equipment required with a heat pump system.

Hydrogen boilers could also provide a low-carbon replacement for fossil gas boilers, but they are dependent on a supply of hydrogen becoming available at acceptable cost and carbon emissions, which is unlikely to happen before the mid-2030s at the earliest. This also assumes a positive Government decision on hydrogen for heating in 2026.

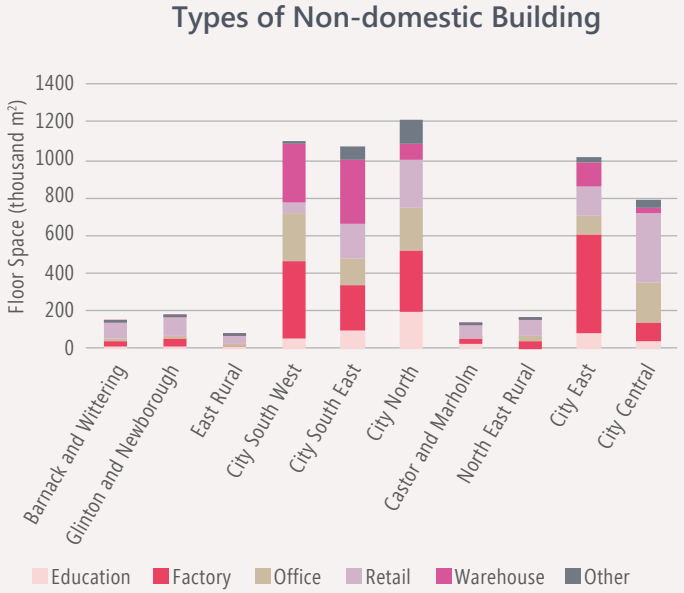


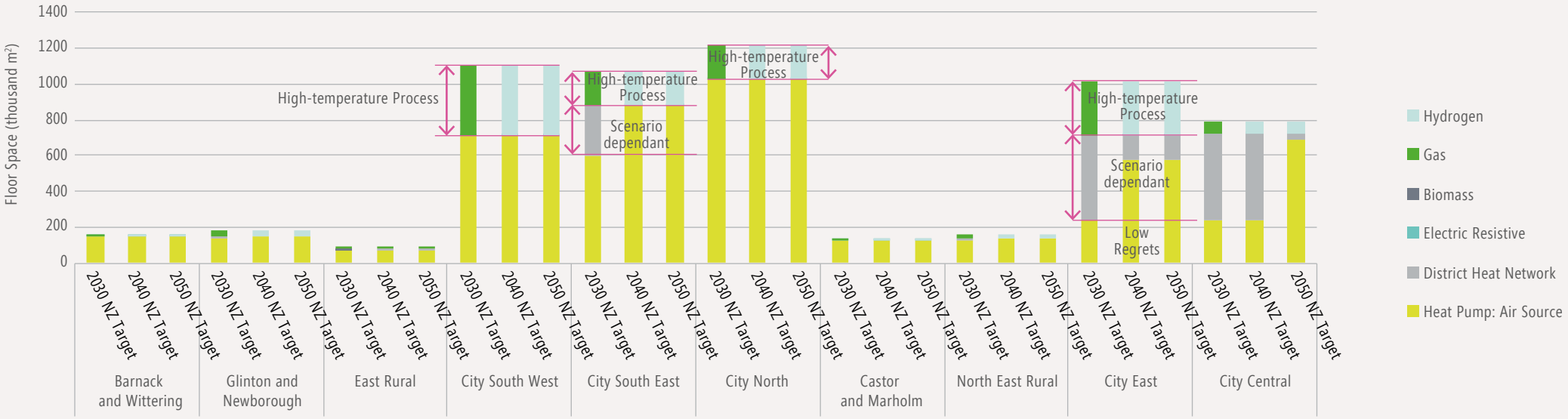
Non-domestic Buildings

Non-domestic buildings follow a similar pattern to domestic. Most of the heat demand is for space heating and hot water, and can typically be decarbonised using heat pumps, or by connecting to district heat networks in areas of high heat density. A similar split occurs between the low regrets buildings that are likely to use the same heating technology regardless of the scenario that is followed, and those that switch from heat pumps to district heating if aiming for a 2030 target, as buildings in areas looking to decarbonise quickly need to make the most efficient use of the carbon in the national grid until it becomes decarbonised (shown in the graph below).

Building energy efficiency upgrades are bundled with the heating system upgrades shown here.

Some non-domestic buildings need high temperature heat for specialised industrial processes (see graph on the right for breakdown of non-domestic building types). The only viable alternative to fossil gas for this purpose is hydrogen. Since hydrogen is assumed to become available in the mid-2030s, these buildings are unable to transition from fossil gas until just prior to the 2040 net zero target date therefore requiring significant planning and rapid deployment once available.





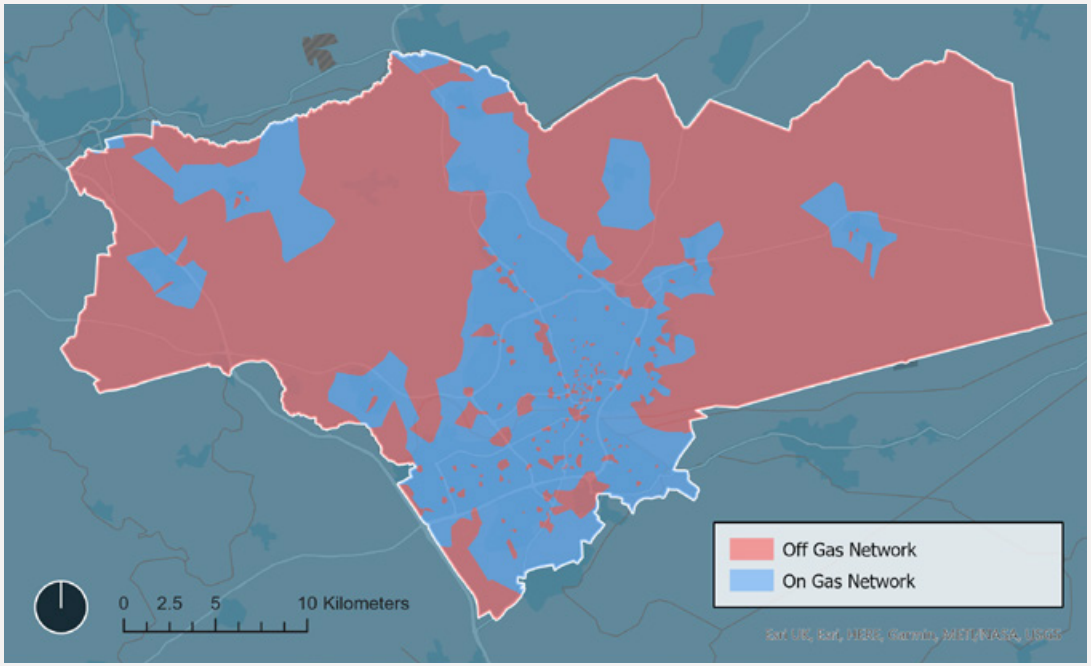
Low Regret Zones

Barnack and Wittering, East Rural, Castor and Marholm, and North East Rural, and Glinton and Newborough are all rural zones within Peterborough that are predominately off-gas, with domestic off-gas properties totalling around **3,400**.

The government's Heat and Buildings Strategy proposes to end the installation of fossil-fuelled heating systems in off-gas dwellings from 2026, meaning rural properties (shown in upper map) will decarbonise in an earlier wave than most of the housing stock.

With no gas network to carry hydrogen, or dense areas of dwellings to make a heat network financially viable in rural zones, it is very likely that heating will be electrified, making them **low regrets** for heat pump installations. Of these rural zones, Castor and Marholm and North East Rural have the most headroom in the electrical network to begin installing heat pumps before a need for capacity upgrade arises.

Electrification of heating typically requires the building to be insulated to a certain level to ensure that both capital and operational costs are kept low.



Heat Pump Density in Castor and Marholm

Heat Pump Density in North East Rural

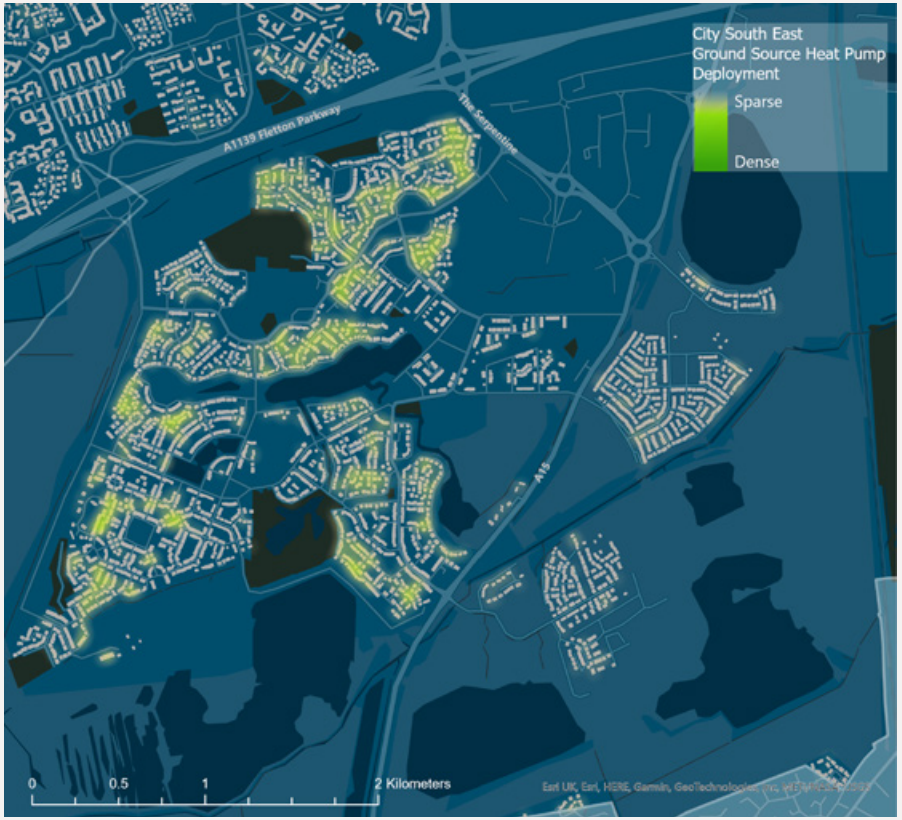
Heat Pump Focus Zones

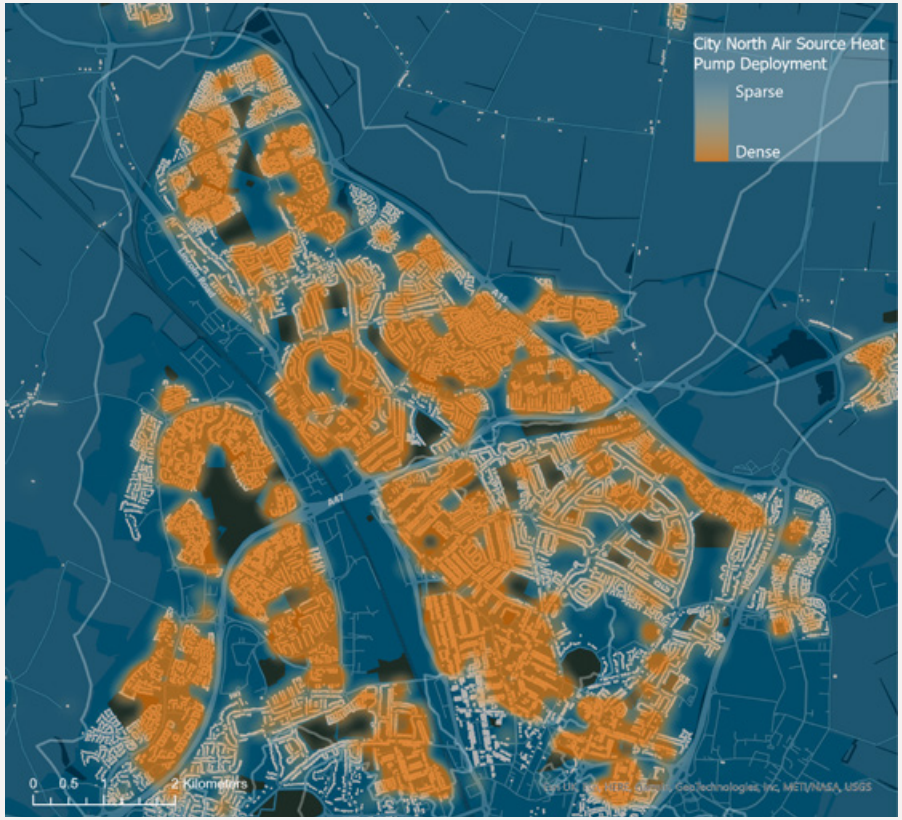
City North has the largest roll-out of air source heat pumps, numbering at least 29,400. This will require significant supply chain scale-up, citizen awareness and buy-in, and attractive commercial offerings to compete with existing fossil fuel options. This zone also has available demand headroom in its electricity network to allow for roll-out to begin immediately.

Given the large number of heat pumps planned, eventually network capacity upgrades and/or flexibility solutions will be required to meet the increased electricity demand.

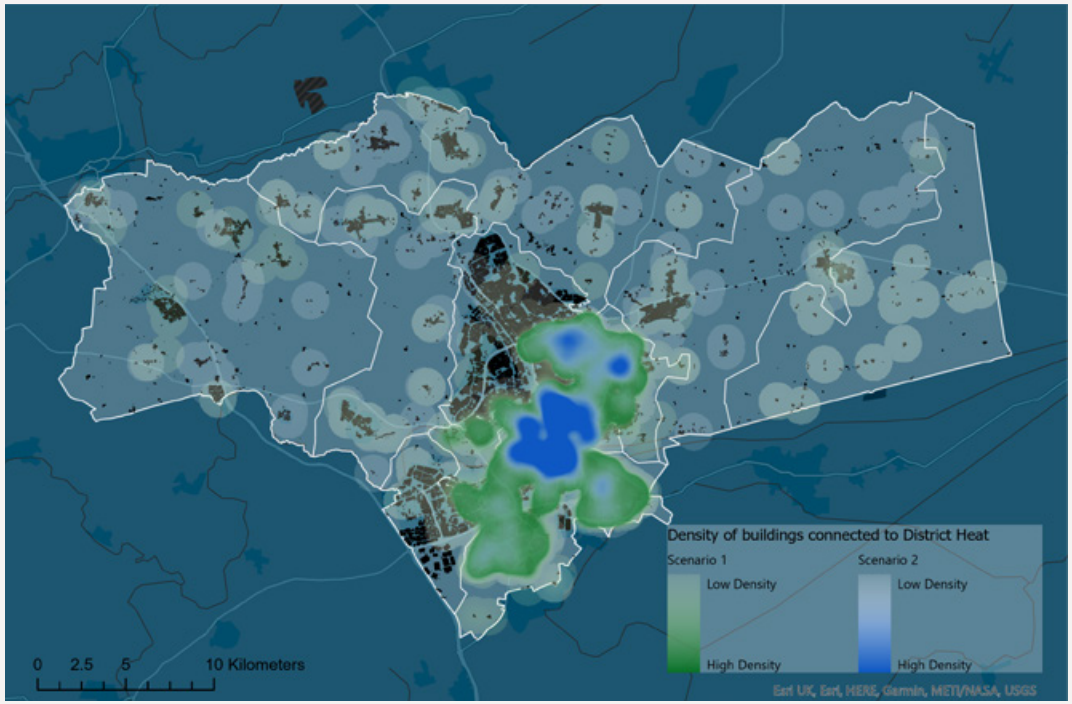
Air source heat pumps are typically the most cost-effective heat pump type due to their lower capital costs compared to ground source heat pumps. However, in City South East (left), a cluster of GSHPs could be considered due to the properties being detached and having a significant amount of land available to use as the heat source. For large properties, the higher heat demand can justify the higher upfront cost of ground source, since it achieves higher efficiencies and lower running costs.

Where clusters like this exist, small communal systems could also be considered.





District Heat Networks (DHN)



	Domestic Peak Demand (MW)	Non-domestic Peak Demand (MW)	Total Peak Demand (MW)	Domestic buildings connected
City East	4.8	6.8	10.2	3,800
City Central	20.6	18.4	35.4	9,200

Heat supplied through underground pipes from a centralised energy centre, or a network of decentralised energy centres, tends to be the most suitable solution for denser urban zones, particularly where there are large numbers of dwellings that require either too expensive or impractical retrofit to make them suitable for heat pumps. Heat networks cause less disruption in dwellings during installation compared to some other options, though there are wider considerations such as traffic disruption during pipe laying, and space restrictions in city centres.

The 2040 scenario (blue area on map) shows district heat networks proposed predominately in dense areas around the city centre.
The Peterborough Integrated Renewables Infrastructure (PIRI) project, already underway, provides a valuable starting point for a heat network that can be extended to serve other areas proposed by this plan. Regardless of decisions made on the eventual extent of the heat network, the full PIRI scheme forms a low-regrets core. Heat networks across the city should be built to common standards to allow them to expand and merge at future dates however this would require a long-term planning approach to ensure that network infrastructure can be planned appropriately.

In the core area (blue), 16,300 properties are connected to district heat networks. In the higher ambition 2030 scenario (green), this would increase to 34,200, taking the place of some heat pump installations.

In 2030, the carbon content of the electricity supply will still be high enough to warrant minimising use of grid electricity, and therefore a more efficient heat network is preferred by the model to decarbonise quickly and at scale. For a 2040 target, the carbon content of national grid electricity is expected to have reached a low level, meaning fewer homes connect to a heat network and instead opt for individual heat pumps.

The Green Heat Network Fund* will have quarterly application rounds from March 2022 until 2025, and could provide funding for heat networks in Peterborough.

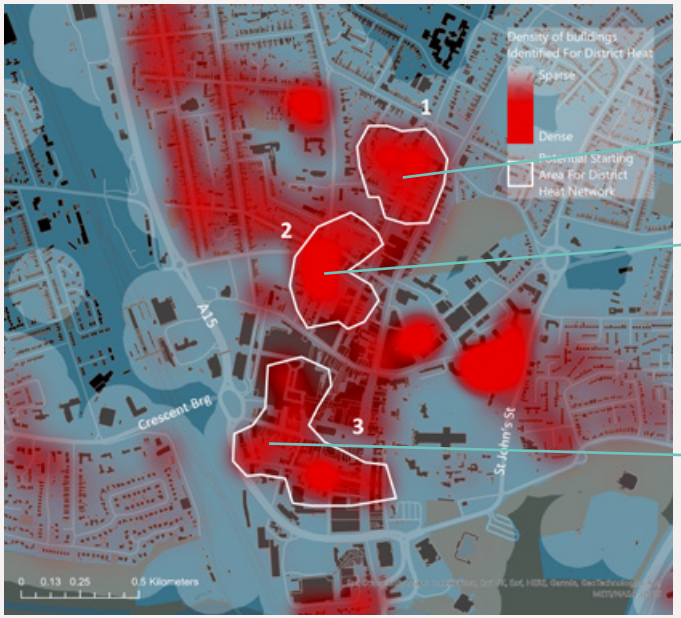
* https://www.gov.uk/government/publications/green-heat-network-fund-ghnf

City Central Heat Network

Within the City Central zone, there are three areas (shown in the maps) with potential for district heat network deployment due to the higher heat demand density (a large amount of heat requirement in a small area).

The mixture of domestic and non-domestic buildings allows for more of a balanced load across the network at any given time. Nevertheless, anchor loads (such as large schools, hospitals, leisure centres) with a steady and constant heat requirement should be sought if possible.

The table shows the split of domestic and non-domestic properties and the peak demands. (Note: peaks are not additive as domestic and non-domestic peaks will not occur at the same time.)



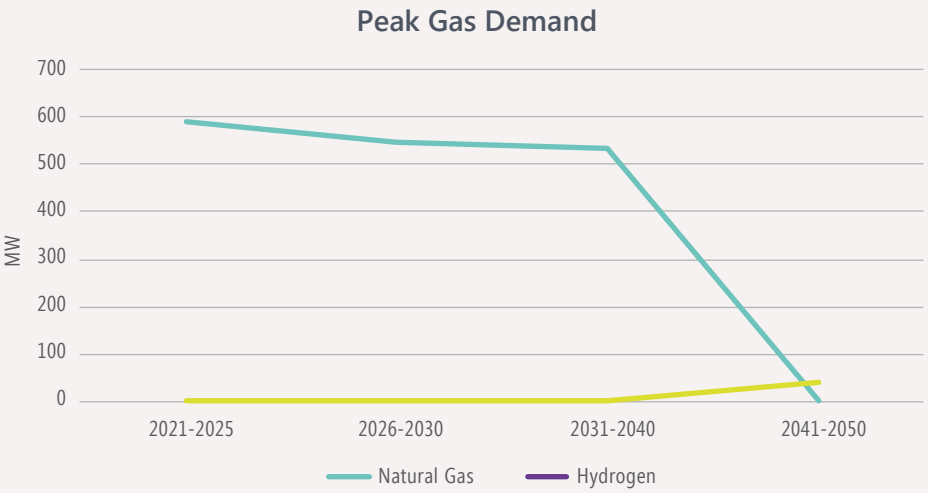
	Number of Domestic Dwellings	Number of Non-Domestic Properties	Domestic Peak Demand (MW)	Non-Domestic Peak Demand (MW)	Total Peak Demand (MW)
Top DHN (1)	283	61	0.69	0.33	0.87
Middle DHN (2)	297	78	0.67	0.49	1.0
Bottom DHN (3)	165	321	0.39	3.2	3.4

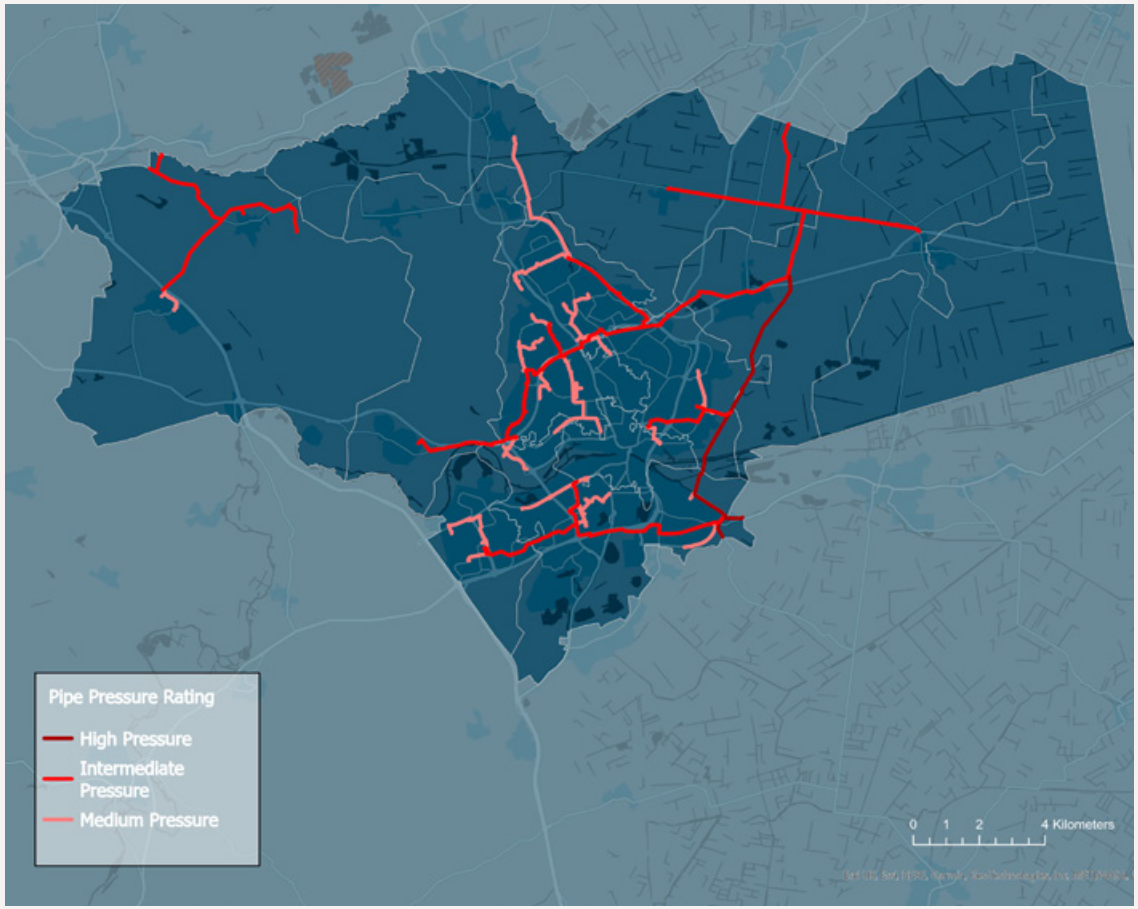
Gas Network

The gas network in Peterborough is operated under license by Cadent and currently supplies gas to the majority of dwellings in Peterborough (extents of the high-pressure network shown in the map). It is used predominantly for domestic heating, hot water and cooking, but also supports a range of non-domestic and industrial local energy demands.

The current total gas consumption across Peterborough is around 1,370 GWh per year. Meeting the net zero goal would mean a steep decline in fossil gas consumed across Peterborough, illustrated in the graph below (based on following the 2040 net zero pathway).

Meanwhile, parts of the gas network could be repurposed to supply hydrogen around industrial areas – this is detailed on the following page.





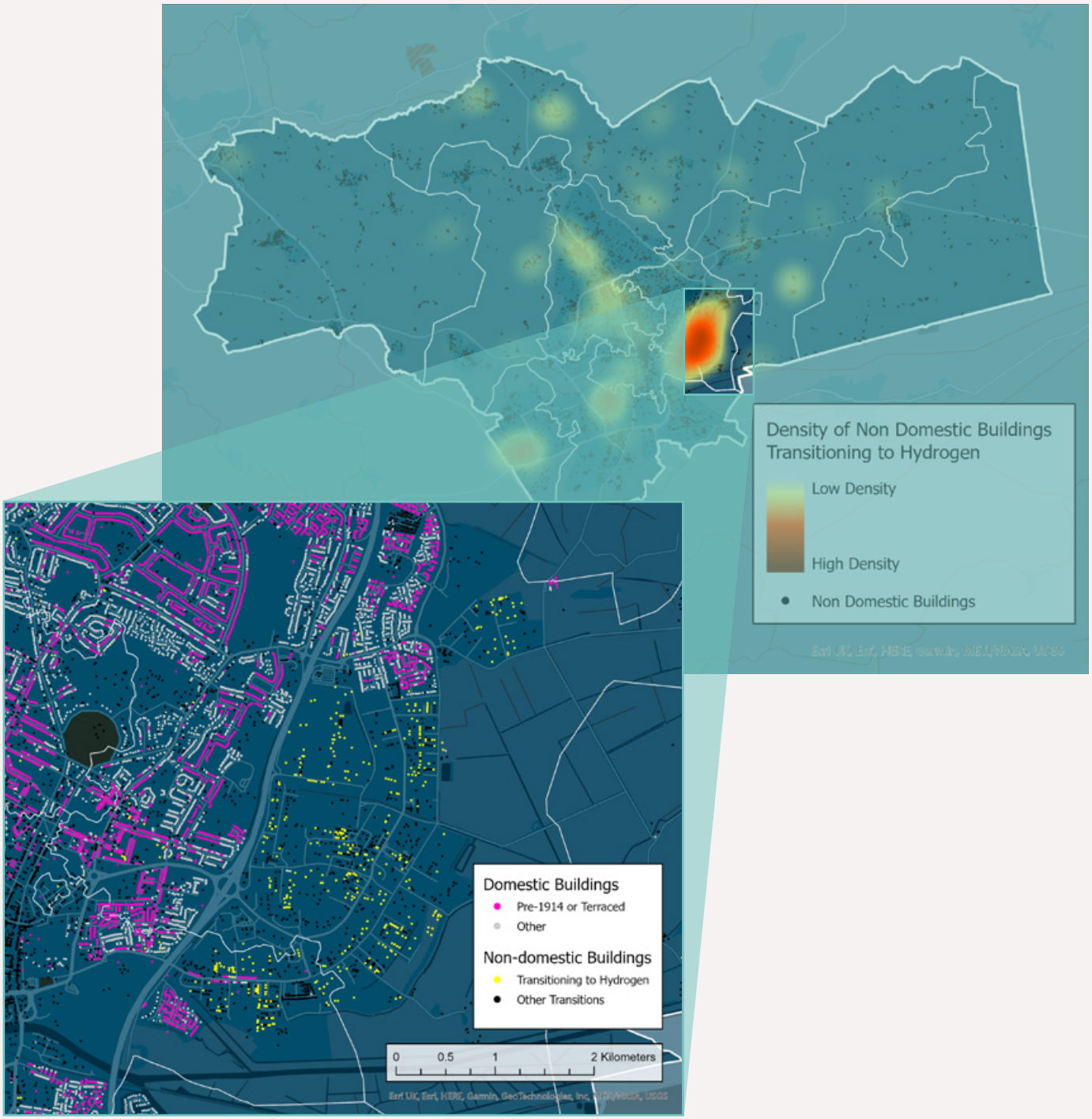
Map of the high-pressure gas network in Peterborough.

Hydrogen

It is assumed that hydrogen will become available in the mid 2030s from the East Coast Hydrogen scheme and therefore cannot contribute to the 2030 target. Even by 2040, the use of hydrogen for building heating is likely to be minimal, as the cost and carbon factors modelled for hydrogen* result in electrification of heat being preferred.

There are, however, uses of fossil gas in industry for high temperature processes that would be difficult to electrify, and this is where hydrogen could be usefully deployed. Once these industrial clusters are supplied by hydrogen, it could make sense for nearby buildings, including any homes in the area, to also be heated by hydrogen, avoiding the disruption, upfront cost and space requirements of heat pump installation. This could be valuable in dwellings where space for heat pump equipment is constrained and insulation is poor, such as the pre-1914 terraces in City East and City Central.

Recognising that there is uncertainty associated with the cost and carbon projections used for hydrogen, near-term focus can be centred on the identified heat pump and district heat network focus zones, keeping options open for areas outside the focus zones. The UK government is expected to clarify its strategy on the use of hydrogen for heating buildings in 2026, which will give a steer on the decisions for these areas.



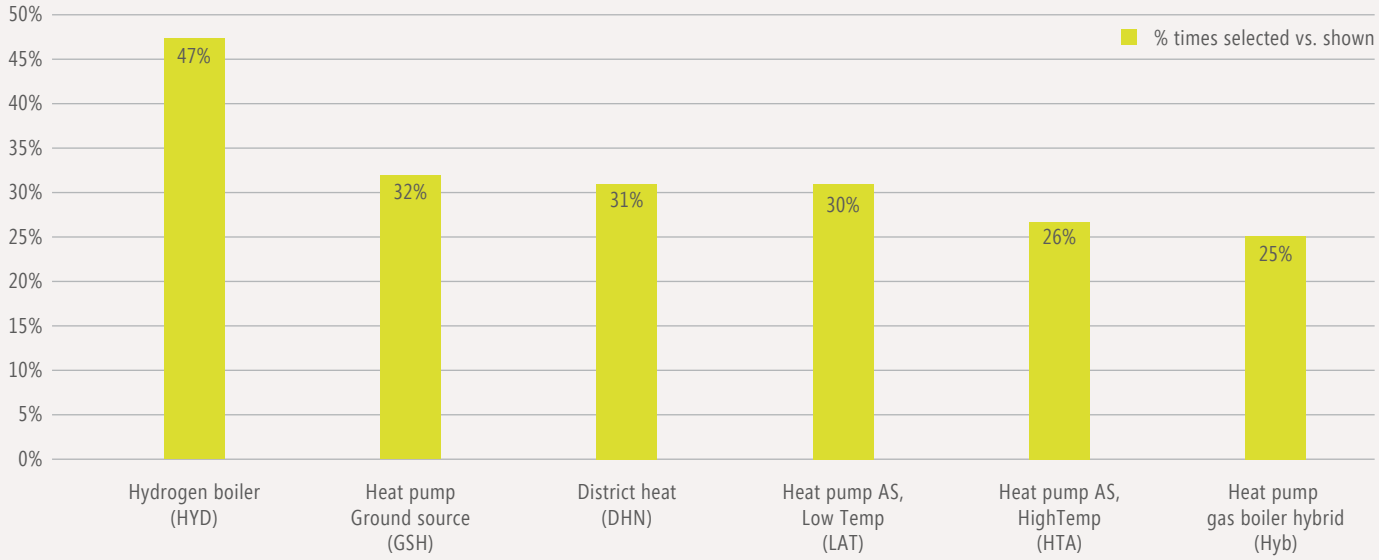
* Hydrogen production cost based on BEIS figures; carbon intensity based on the East Coast Hydrogen project feasibility study

Public Survey

A survey was carried out by Energy Systems Catapult using the "ZeroCarbon.Vote" platform to engage a sample of Peterborough's population (approximately matching demographic, household tenure, etc). Participants were presented with heating technology options relevant to their specific house type, and a little information about each option (e.g., relative capital and running costs, disruption, etc). They then expressed preferences and provided a justification for their preferences. The results give an indication of the extent to which (based on the simple initial information provided to them) residents' preferences align with the potential recommendations for each zone within the plan.

Residents in most zones voted for a spread of relevant technologies, with district heat networks featuring more in urban areas and various heat pump technologies more in rural areas. Hydrogen boilers were also frequently voted for, where that option was offered*.

Running cost was the factor most often cited in making these choices, with installation cost cited about half as often. Disruption to the home was cited less, and disruption to the street was cited by very few. However, heat pumps and district heat networks would actually fit this set of preferences better than hydrogen boilers, which are likely to have higher running costs.



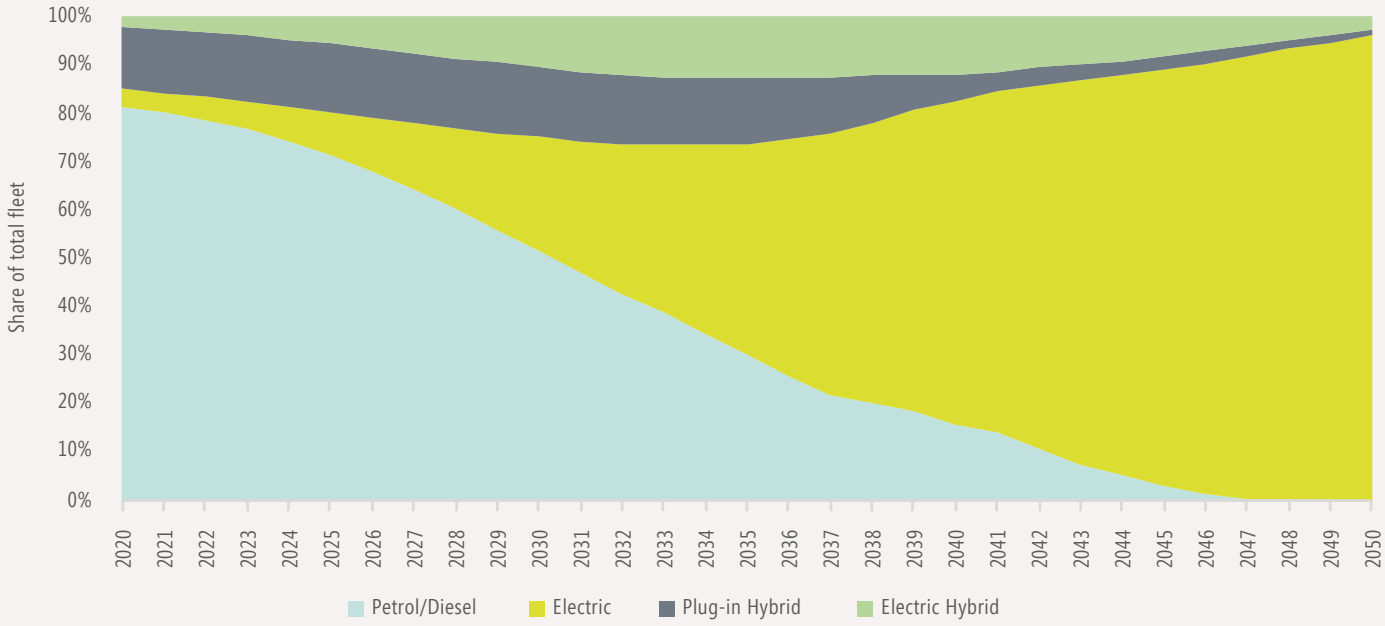
* Three of the heating options were provided to each respondent. This therefore shows some favour towards hydrogen boilers (being picked more than one-third of the time) and some disfavour towards high temperature and hybrid heat pumps (being picked less than one-third of the time).

Transport

EV Overview

Electric vehicles (EVs) are expected to grow significantly as a proportion of total vehicle fleet, as costs match or fall below those of petrol and diesel vehicles, local clean air zones favour clean vehicles, and national policy phases out petrol and diesel vehicle sales by 2030 and hybrids by 2035. Reaching net zero ahead of the national target would require encouragement for residents to shift to electric vehicle purchases earlier.

Projections of an increasing proportion of private electric vehicles are used to anticipate the electricity demand across Peterborough for charging these vehicles, and the associated infrastructure upgrades that would be required.



80,000
Electric cars (including plug-in hybrids) by 2040

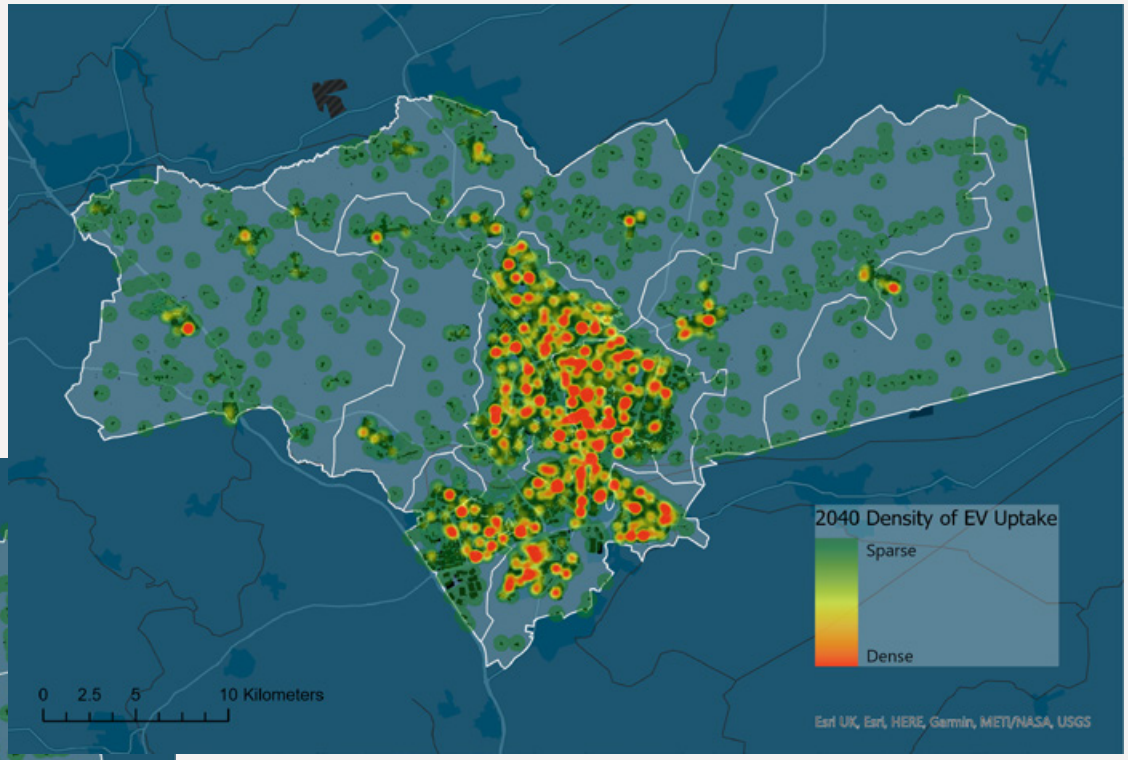
78 GWh/year
Energy consumption for charging in 2040

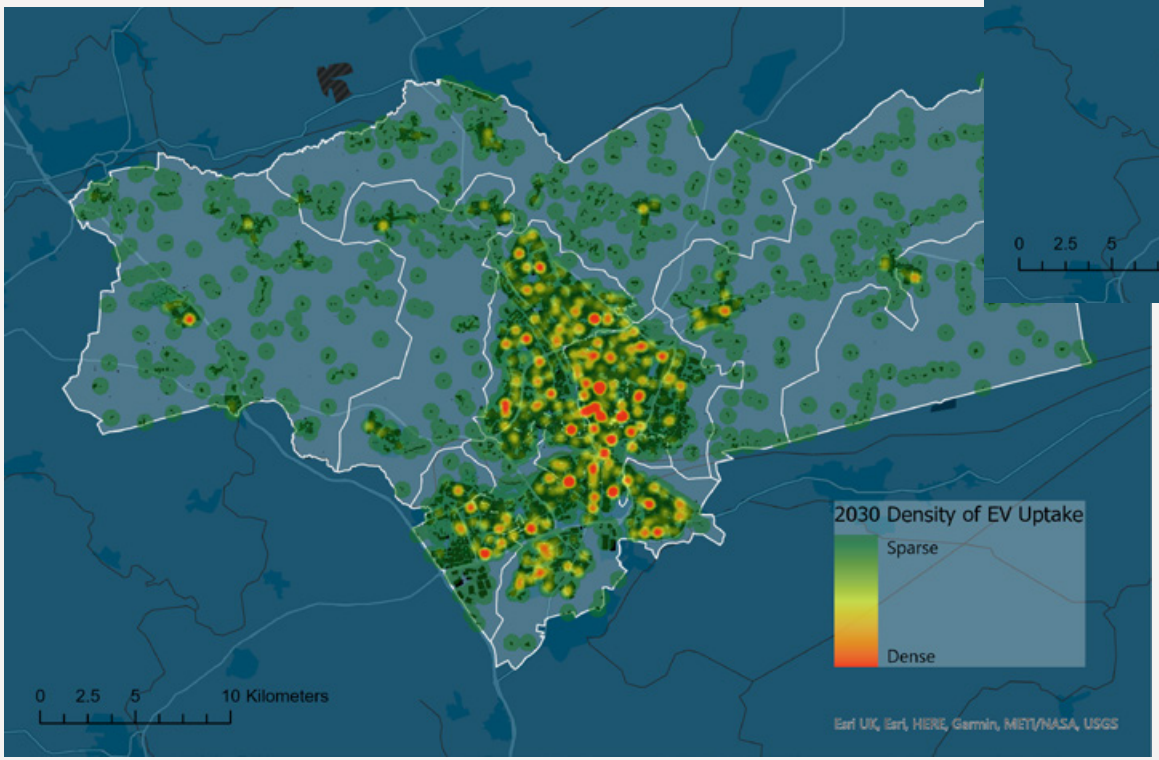
53,700
Domestic chargers installed

£24m
Install costs for domestic chargers

EV Projections

Based on national projections, fully electric and plug-in hybrid vehicles in Peterborough are expected to grow from their current level to 24,000 vehicles (24% of the total fleet) by 2030 and over 80,000 (72%) by 2040. To reach net zero before 2050, this transition would need to happen faster still, with the sale of new petrol and diesel vehicles having to end by 2025 if early replacement of vehicles is to be avoided (assuming a 15 year vehicle lifespan). A low emissions zone could help accelerate the transition.





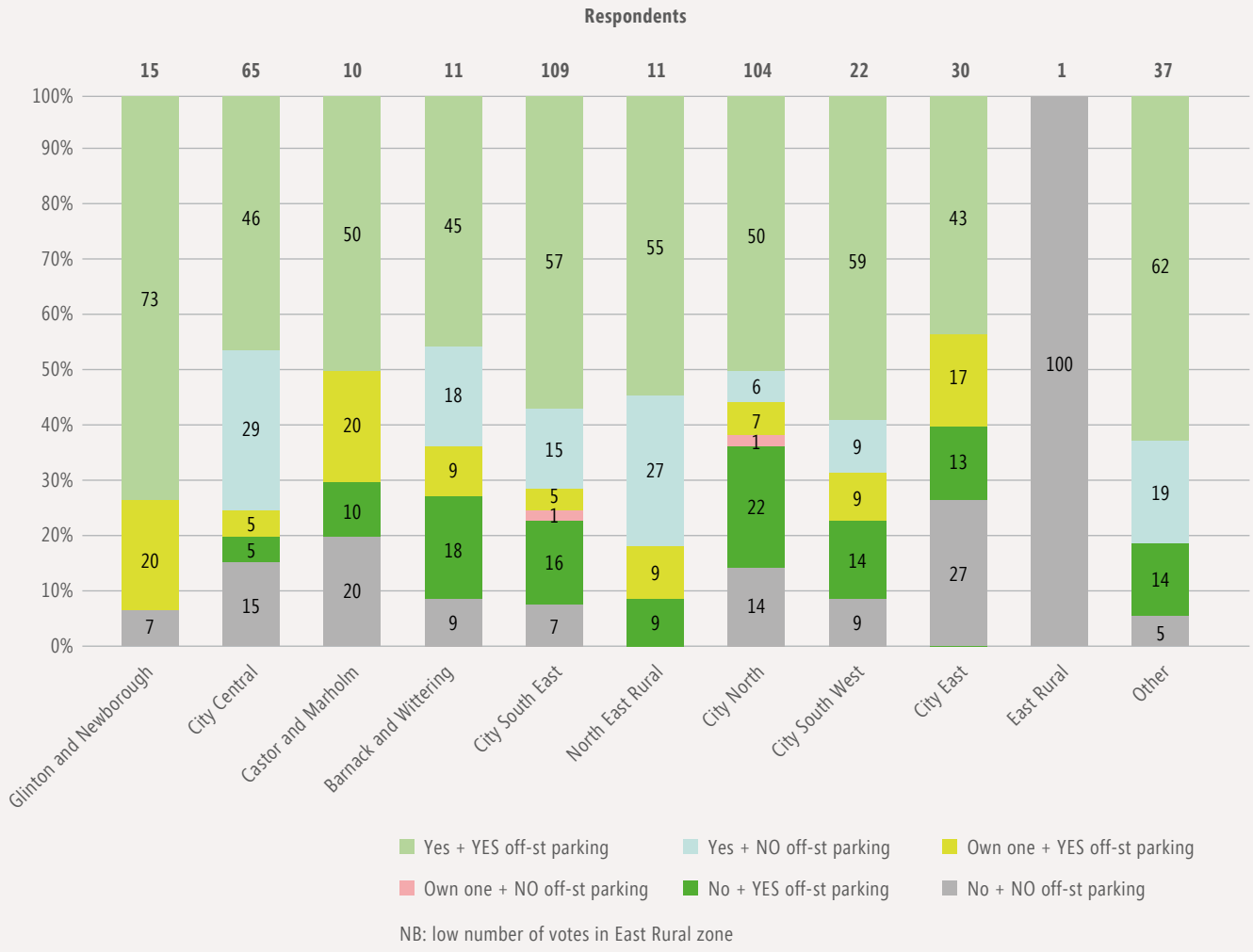
Charging infrastructure will need to be installed to keep up with demand, and provide consumer confidence to encourage this transition. A mixture of publicly accessible and private residential chargers will be required.

EV uptake is naturally higher in the more densely populated areas of Peterborough. The far lower density of homes in the rural areas results in correspondingly fewer EVs, although the number of vehicles per household will tend to be higher.

Off-Street Parking and Charging

Analysis of respondents from a sample* of residents engaged through the ESC's "ZeroCarbon.Vote" survey provides some insight into the influence of availability of parking and charging infrastructure and their vehicle choices.

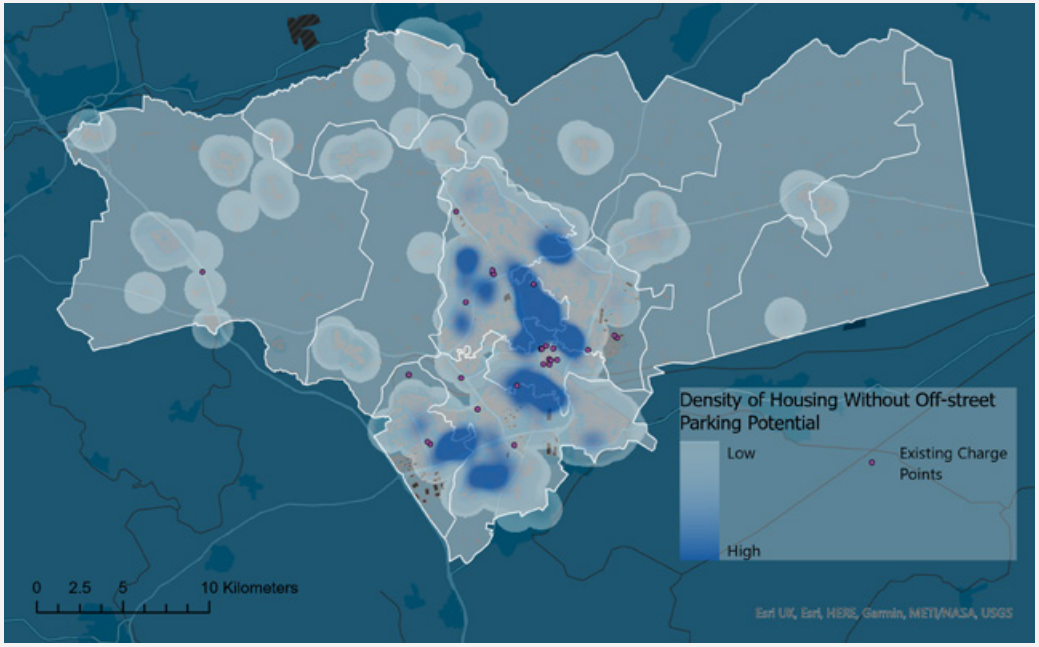
- The majority of respondents **(74%)** are either considering an EV as their next car (66%) or already own one (7%).
- Of those who are considering an EV as their next car, **80%** have off-street parking.
- However, of those who are not considering an EV as their next car, **54%** have off-street parking.
- Of those who live in City Central, **45%** reported they have **no off-street** parking, the highest proportion of any area.
- City East (40%) and City North (36%) have the largest proportion of respondents who are **not considering an EV** as their next car

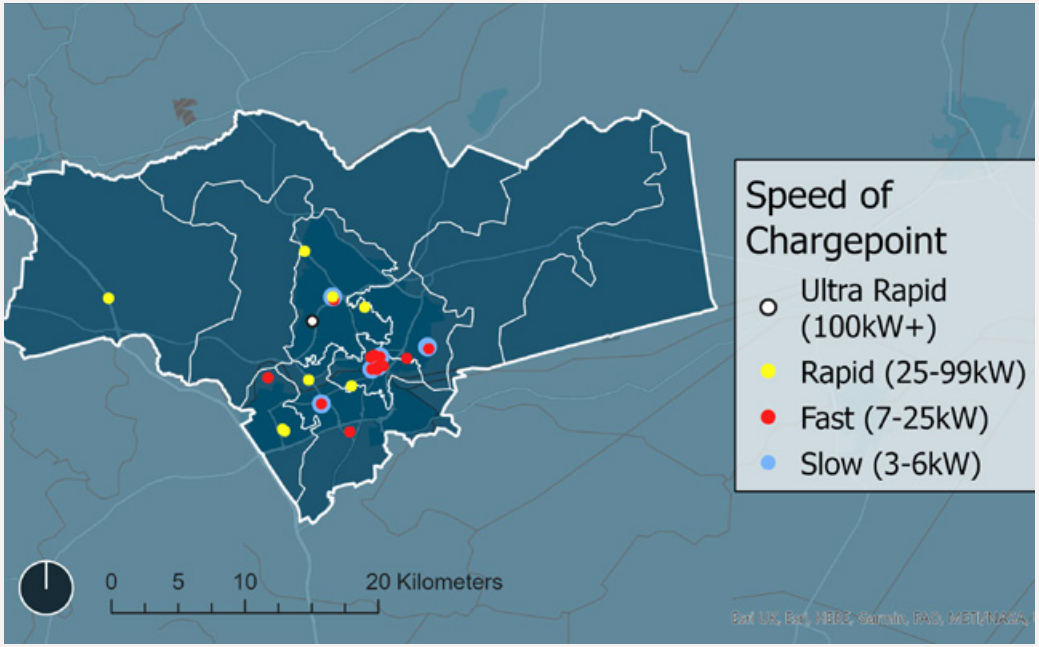


NB: low number of votes in East Rural zone

* 535 residents completed the survey. Details of breakdown by zone, demographic, etc can be found in the Evidence Base. Numbers may not sum due to rounding.

EV Charging Infrastructure





Residents with off-street parking are assumed to charge their vehicles at home, whereas those without are expected to require public charging hubs, including kerb-side and site-based charging (e.g. car parks).

Areas of high density housing without off-street parking exist towards the city centre, and there is a number of fast and rapid chargers already installed in these areas. However, given the projected increase in demand from EVs, a subsequent increase in charging infrastructure is required in these areas, and this could include a large increase in kerb-side technologies.

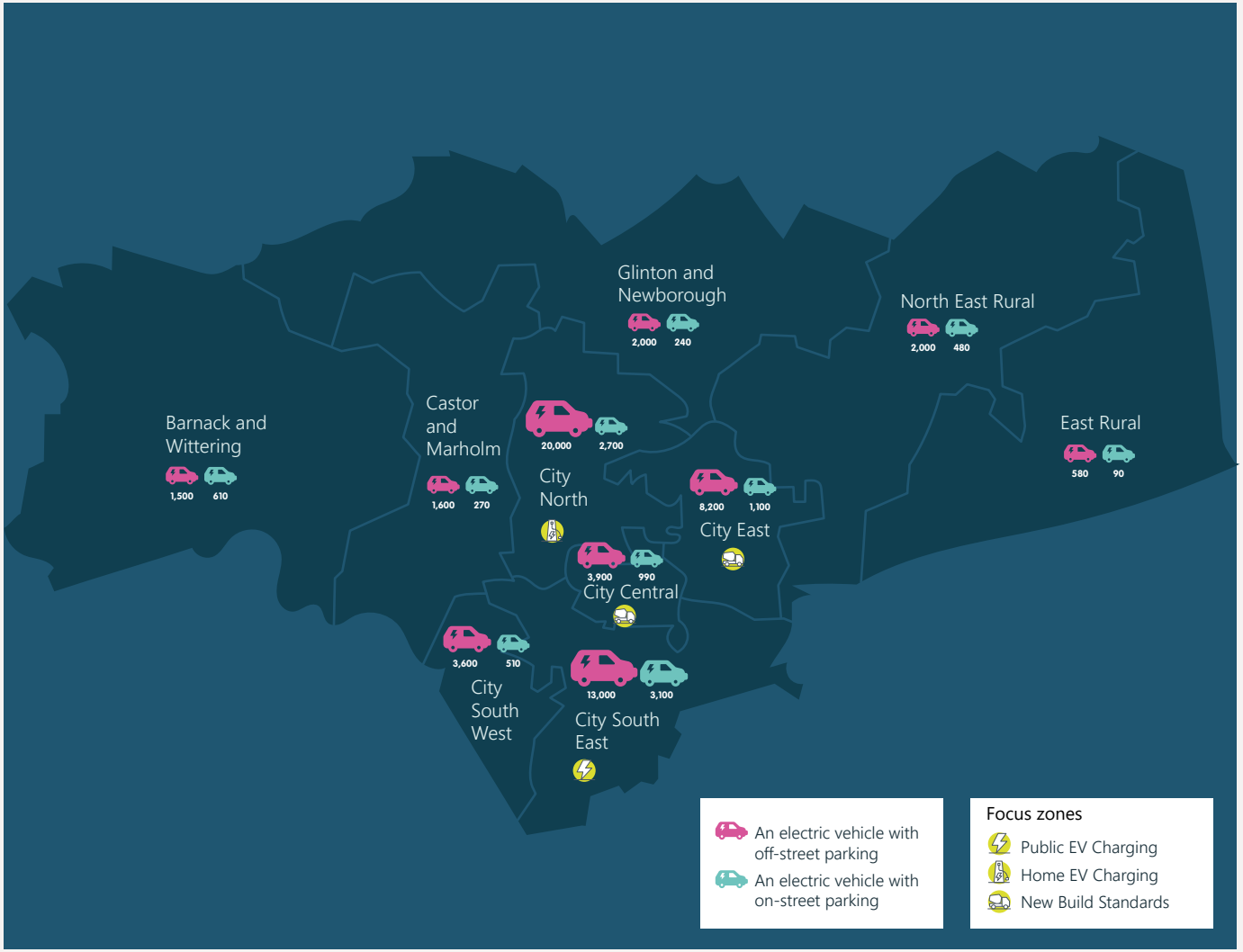
The ZeroCarbon.Vote results show that there is a proportion of respondents who are not considering purchasing an EV and don't have off-street parking. Having more readily available charging infrastructure near to their homes may encourage their transition to EVs

EV Focus Zones

The City South East area has high EV uptake anticipated, with plenty of capacity on the electricity network. City South East is therefore a **focus zone** for public EV charging infrastructure that includes both car parks and on-street charge points.

The City North area has the fastest expected roll-out of EVs, and given there is capacity on the network, this has been identified as a **focus zone** for installations of home chargers.

Zones where substantial numbers of new homes are anticipated can ensure EV charging is fitted during construction, incentivising EV ownership and avoiding the need for costlier retrofit. Strategic transport planning in these areas to provide access to quality public transport and active travel routes could encourage behaviour changes that reduce car dependency, while promoting health.



Local Generation

Overview

Electrification of heat and transport is core to decarbonisation, and this will increase Peterborough's annual demand for electricity from 880 GWh to 1,290 GWh by 2040.

If this electricity demand is supplied by the national grid, then Peterborough's rate of decarbonisation will be limited by the rate that the grid decarbonises. This is likely to limit Peterborough's ability to meet the more ambitious 2030 target, as the grid is expected to reach zero carbon by 2035 at the earliest.

To aim for the earlier target, Peterborough could explore generating more electricity locally in a low carbon way. Even for a 2040 target, local renewable generation can bring economic benefits, reduce emissions earlier, and contribute to the decarbonisation of the national electricity system. There are a number of options for this which are explored on the following pages.

47%

Increase in electricity demand when decarbonised

62,000 tCO_2

Annual carbon emissions in 2030 to meet all electricity demand from the grid

2035

Year in which the grid is expected to fully decarbonise

£135m

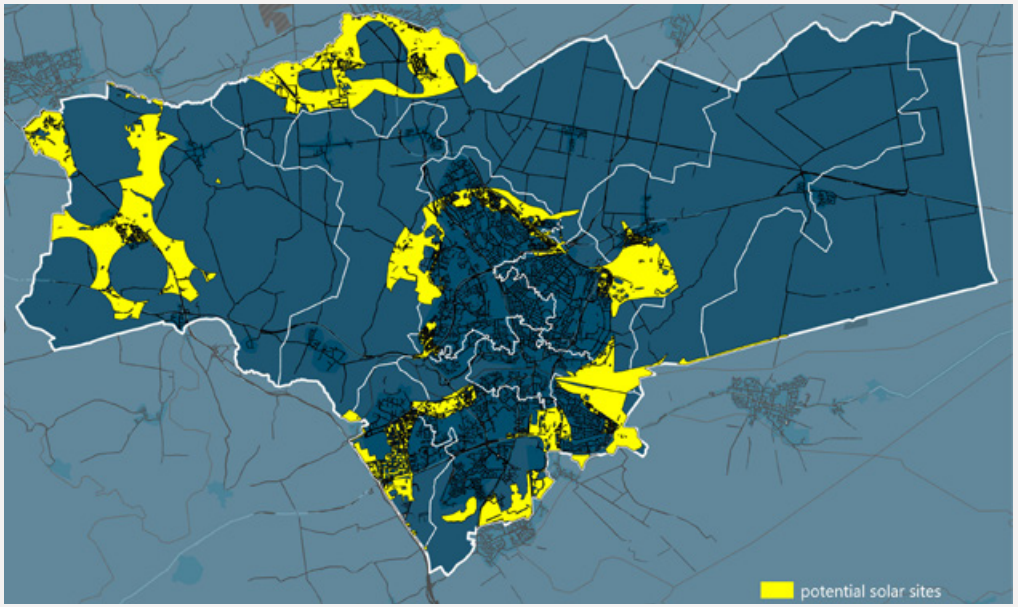
Annual cost of the imported electricity

Large-scale Renewables

Large-scale renewable generation, particularly ground-mounted solar PV and wind turbines, is the most cost-effective way to produce low-carbon electricity, due to economy of scale. However, arrangements such as power purchase agreements would be required to capture this value locally, rather than it being exported to the national grid. Many examples of community ownership models can be found in the UK, with local residents enjoying income or bill savings from the schemes. The requirements for land purchase, planning permission, public acceptance and connection to the grid can put limits on their scale and deployment.

To give an impression of scale, land in Peterborough has been assessed for its suitability for ground-mounted solar, with the areas highlighted in yellow on the map having potential for development, totalling just under 40 km^2 (4,000 hectares). Just over half of this space was used in the cost-optimisation to build solar, resulting in a capacity of **1.35GW$_p$** being installed. This would produce 1,975 GWh of electricity annually, covering all of Peterborough's consumption on a net annual basis, including electrified heating and car charging.

This quantity of ground-mounted solar is **representative of the amount of local renewable energy which would be needed to reach net zero targets** ahead of the national grid, but the energy could be generated by a mix of sources including wind (requiring a wind resource study). If less ground-mounted solar is installed, emissions reductions would need to be found elsewhere, for example by increasing the number of properties connected to district heat networks, or deploying more roof-mounted PV.



Since solar generation will occur in the daytime and vary between the seasons, Peterborough would still need to import from the electricity network when supply from local generation does not meet demand, and export to the network when there is excess supply. Battery storage would enable more of the generated solar to be utilised.

Zone	Capacity Installed by ESC's Model (MW_p)
Barnack and Wittering	88
Glinton and Newborough	91
East Rural	8
City South West	151
City South East	412
City North	239
Castor and Marholm	47
North East Rural	216
City East	87
City Central	11

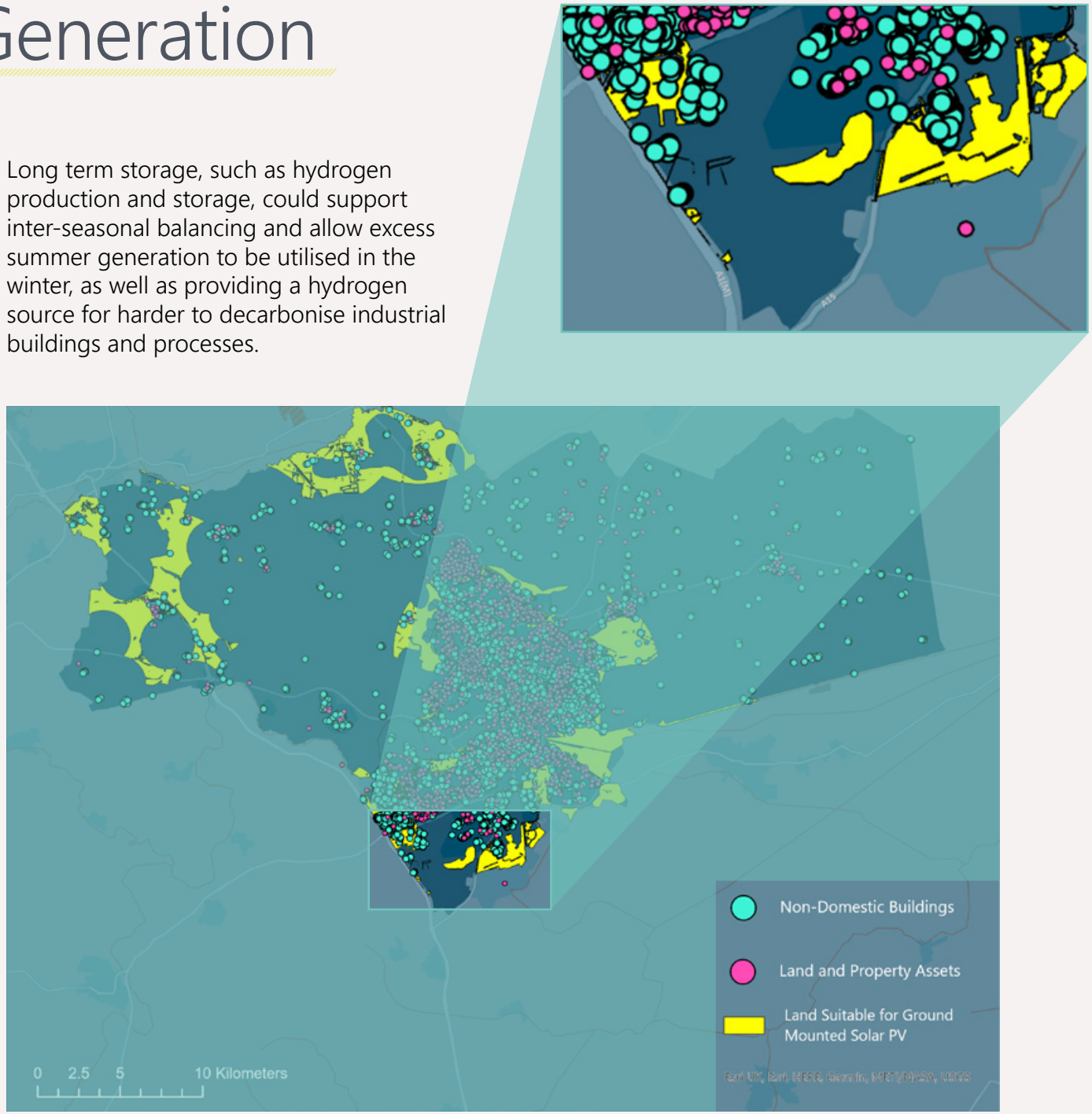
Managing Local Generation

It is not expected that ground-mounted solar would be built upon a single piece of land, but over a large number of distributed plots across Peterborough. This would enable a local energy marketplace to be created where generation assets could be matched with off-takers requiring electricity, allowing local businesses to directly benefit from the production of locally generated low carbon electricity.

The map highlights where the PCC-owned assets and non-domestic buildings are alongside land which has been deemed suitable for ground-mounted solar. As an example, there are warehouses in City South East where potentially suitable land has been identified for solar PV. These businesses could be direct consumers of the generated electricity. Similarly, buildings owned by PCC could also engage in similar contracts.

Due to the variable nature of solar, storage and flexibility could optimise the benefits realised. Battery storage could be co-located with ground mounted solar, which would reduce the land available for solar panels, but increase the value generated from the project. Co-located battery storage can also help to smooth generation and participate in grid balancing services, increasing revenue streams available.

Long term storage, such as hydrogen production and storage, could support inter-seasonal balancing and allow excess summer generation to be utilised in the winter, as well as providing a hydrogen source for harder to decarbonise industrial buildings and processes.

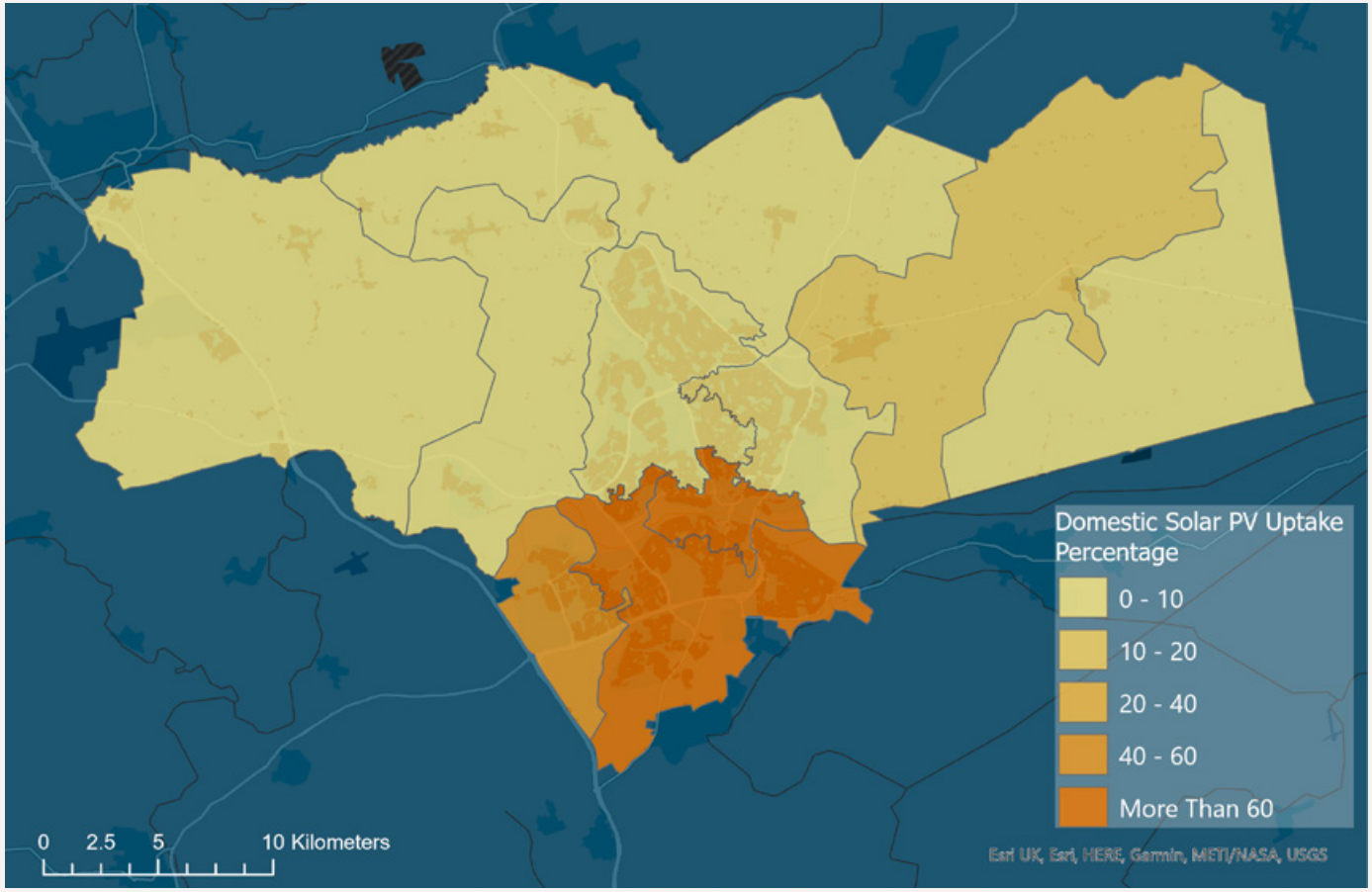


Domestic Solar PV

Although likely to be more expensive per kW generated than ground mounted solar, domestic PV makes use of roof space that would otherwise be unused and can provide direct financial benefits to householders (funding can be more complicated where the building owner is not also the bill payer). A large rollout of domestic PV is of value regardless of the net zero target date chosen and therefore is **low regret**.

Based on roof orientation and pitch, homes are identified for solar PV suitability. If fully developed, these could contribute 360MW of low carbon generation. In this plan, **157MW** of this potential is built at a total capital cost of **£166 million** under the 2040 scenario. This accounts for a significant proportion of homes having already installed solar, based on available government feed-in tariff data. More of the potential could be deployed to compensate for a smaller buildout of ground-mounted solar.

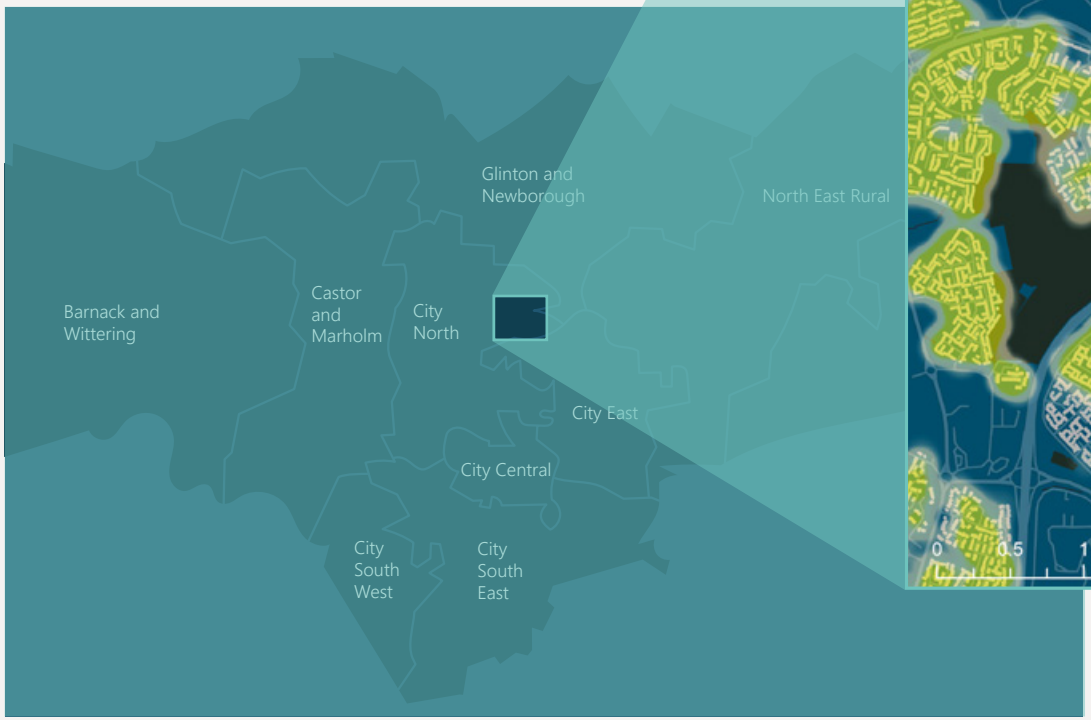
The map (right) shows the percentage of dwellings in each zone where solar was deployed in the 2040 scenario. Domestic PV is more cost effective when as much of the energy generated as possible is consumed by the dwelling. It is therefore sensible to explore deploying the solar as a package in conjunction with electrified heating and transport in a home and looking at battery storage options. The economic case for batteries is likely to change rapidly with the emergence of novel incentives such as time-of-use tariffs and falling battery costs.



Domestic Solar Focus Zone

City North is a zone with relatively high levels of fuel poverty. Generating electricity on-site can reduce the requirement to purchase electricity from suppliers which can reduce costs to the household (depending on how the PV installation is paid for). The roll-out of a scheme like this could start with social housing by working with key stakeholders.

A roll-out of 7MW of solar PV could be undertaken in the City North zone under both 2030 and 2040 net zero scenarios and therefore is seen as a focus zone.

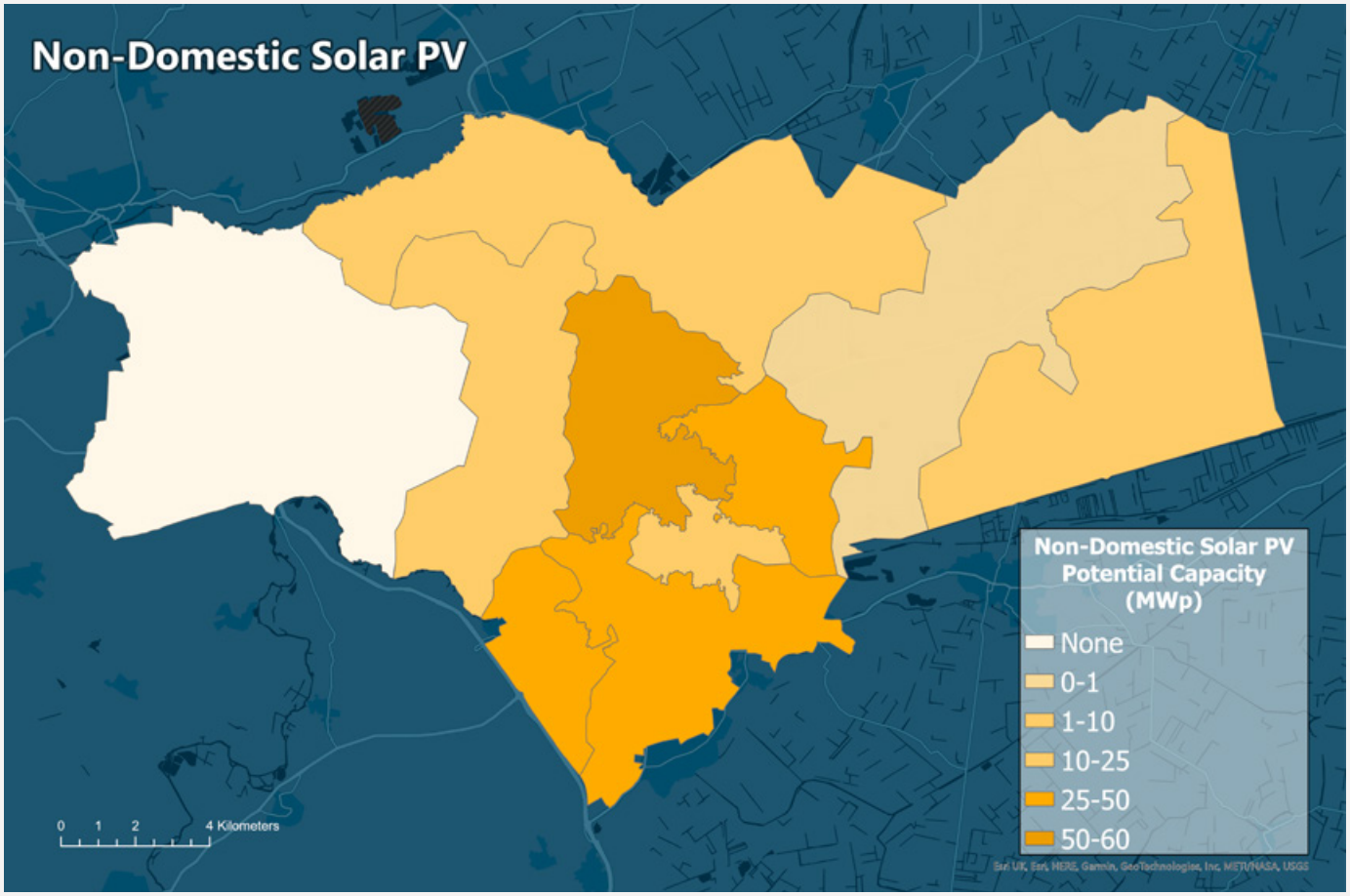


Non-Domestic Solar

Non-domestic solar installations are larger than domestic and so have the potential to be more cost-effective, although complexity can arise in realising the benefits if the building owner is not also the bill payer. Similarly to domestic, the analysis for this plan has shown that a significant roll out of non-domestic solar is a sensible part of a plan regardless of the net zero target date. These projects would therefore be low regret, and should give confidence that it is an appropriate investment. The map opposite shows a potential capacity for non-domestic solar deployment, based on available roof space and assumptions about the extent to which it could be developed.

Non-domestic building construction is more variable than domestic, and it is not possible to say if a building is suitable for PV without a site survey of the roof construction, load bearing capacity and the extent to which other building services such as cooling vents are present.

Sites to target initially for further survey might be those with the largest amount of roof space available on single buildings. City North has a large number of significant educational and industrial sites, while City South West and City South East also have a significant number of factories which could be utilised.

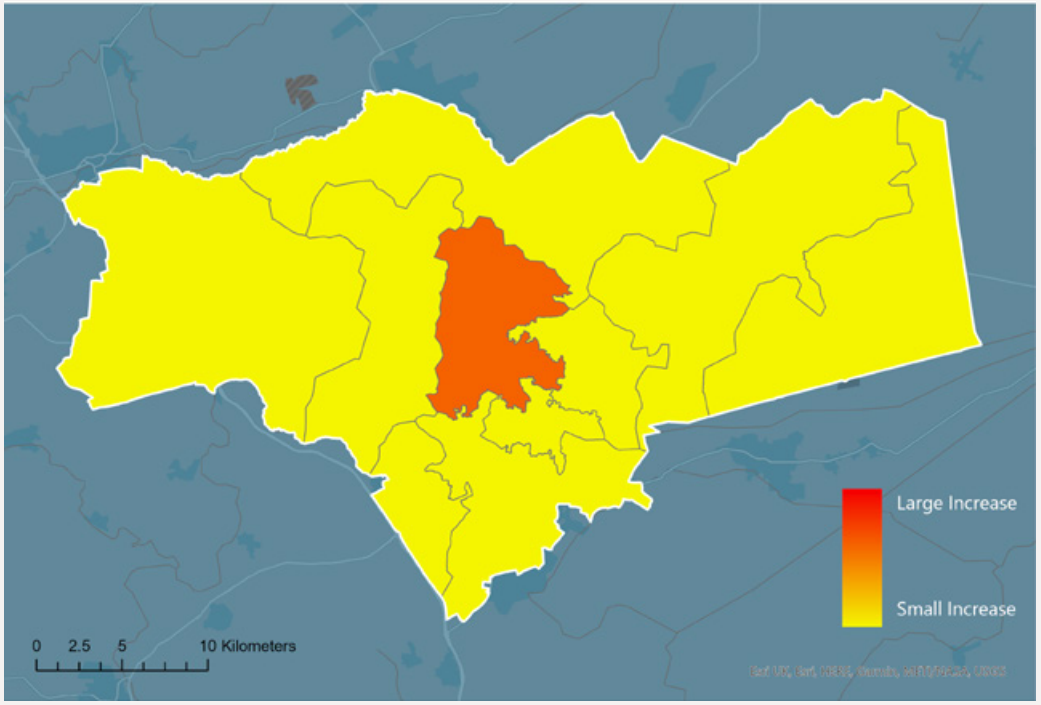


240 MW
Non-domestic solar potential

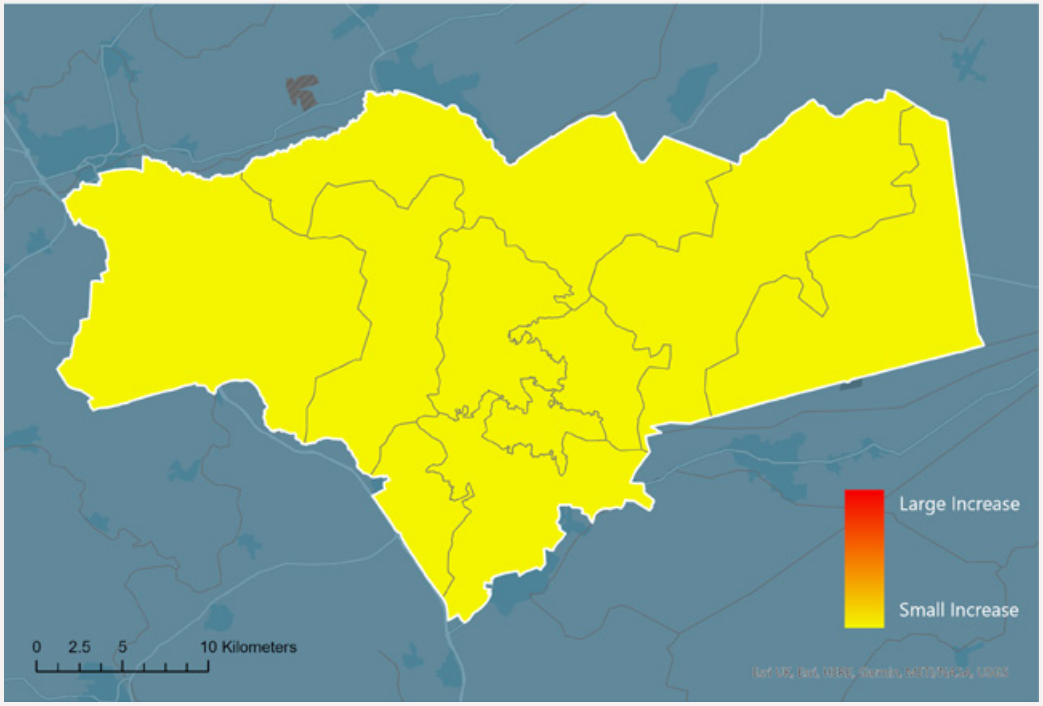
City North, South East and South West have a large number of factories with rooftop space for PV

Networks, Storage & Flexibility

Upgrading the High Voltage Network



Increases in the required capacity on the high voltage feeder network



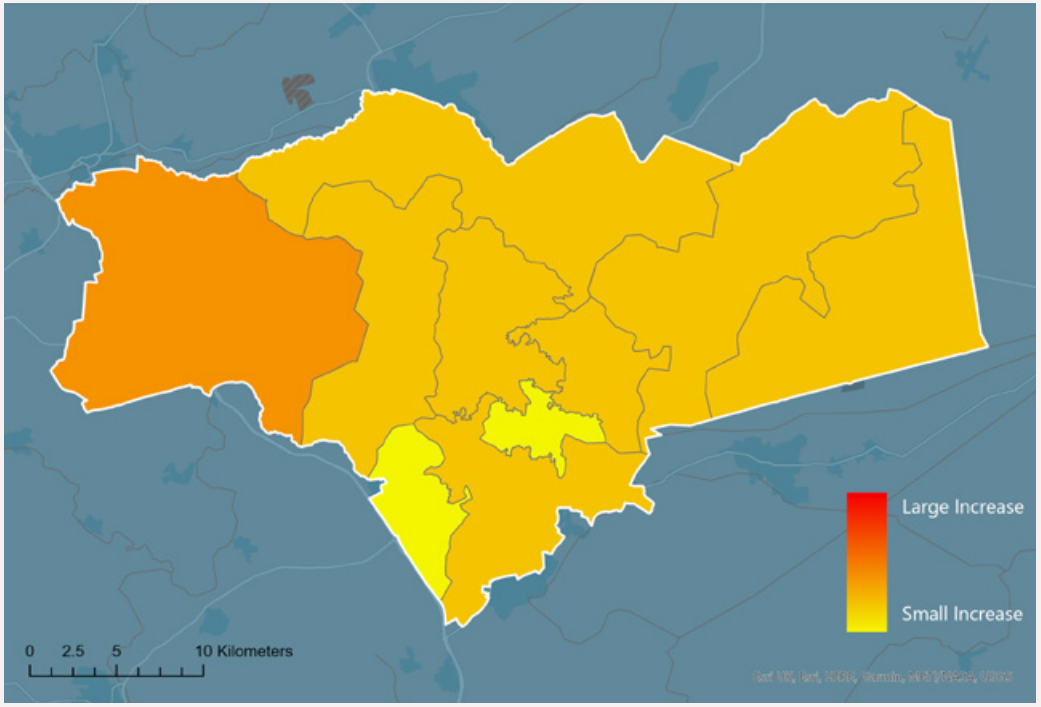
Increases in the required capacity on the high voltage substation network

Electrification of heating and transport increases demands on the electricity networks, which will trigger a need for capacity upgrades in areas. The maps show the need for capacity increase as a proportion of the current capacity in each zone. However, this could be met through a combination of conventional investment in capacity alongside flexibility and storage, explored in following pages.

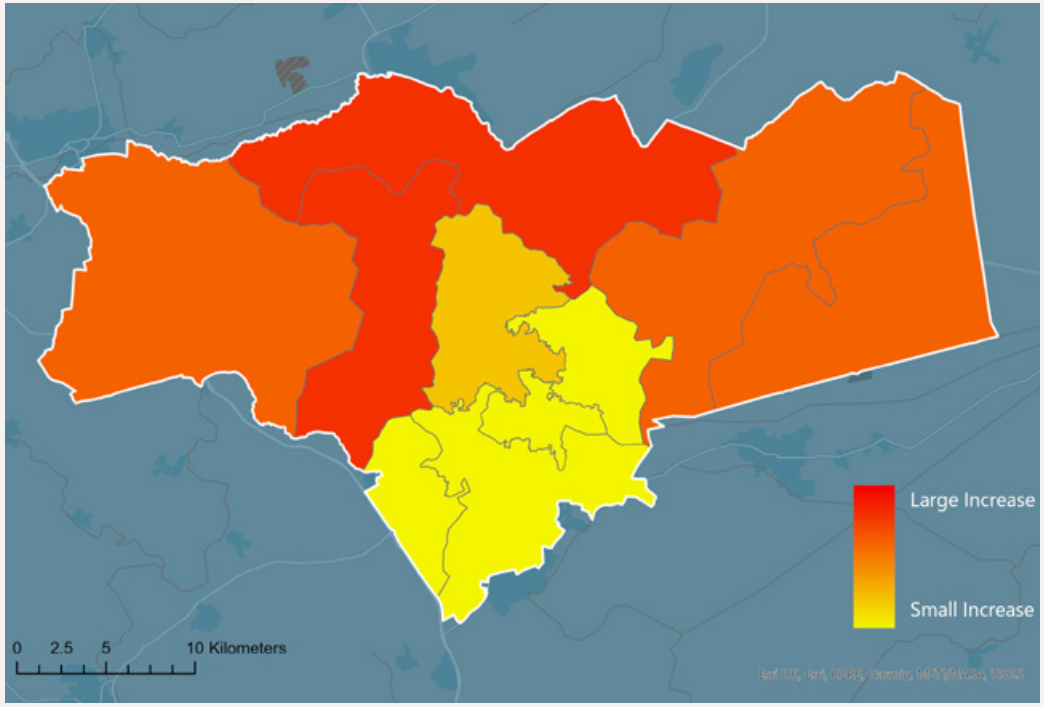
Present day capacity on the high voltage network will accommodate electrification without the need for capacity upgrade in most zones. Only in City North do we see a requirement for a large upgrade of the feeders.

The high voltage network consists of substations on land owned by the distribution network operator, supplying feeders which run to secondary substations, which in turn serve multiple streets.

Upgrading the Low Voltage Network



Increases in the required capacity on the low voltage feeder network



Increases in the required capacity on the low voltage substation network

The low voltage network consists of smaller neighbourhood substations, supplying feeders which run under pavements or roads to each building or on overhead wires in rural areas.

The maps show the need for capacity upgrades as a proportion of the current capacity in each zone. This part of the network sees a need for significant capacity upgrades to both substations and feeders in most zones (over 3x increase for several substations), particularly rural zones. The rural areas of Peterborough require the largest increases proportionately, compared to the urban areas which start from higher capacities presently.

This significant increase in demand is an opportunity to take advantage of flexibility. DNOs could tender for flexibility services on the market and look to delay upgrades.

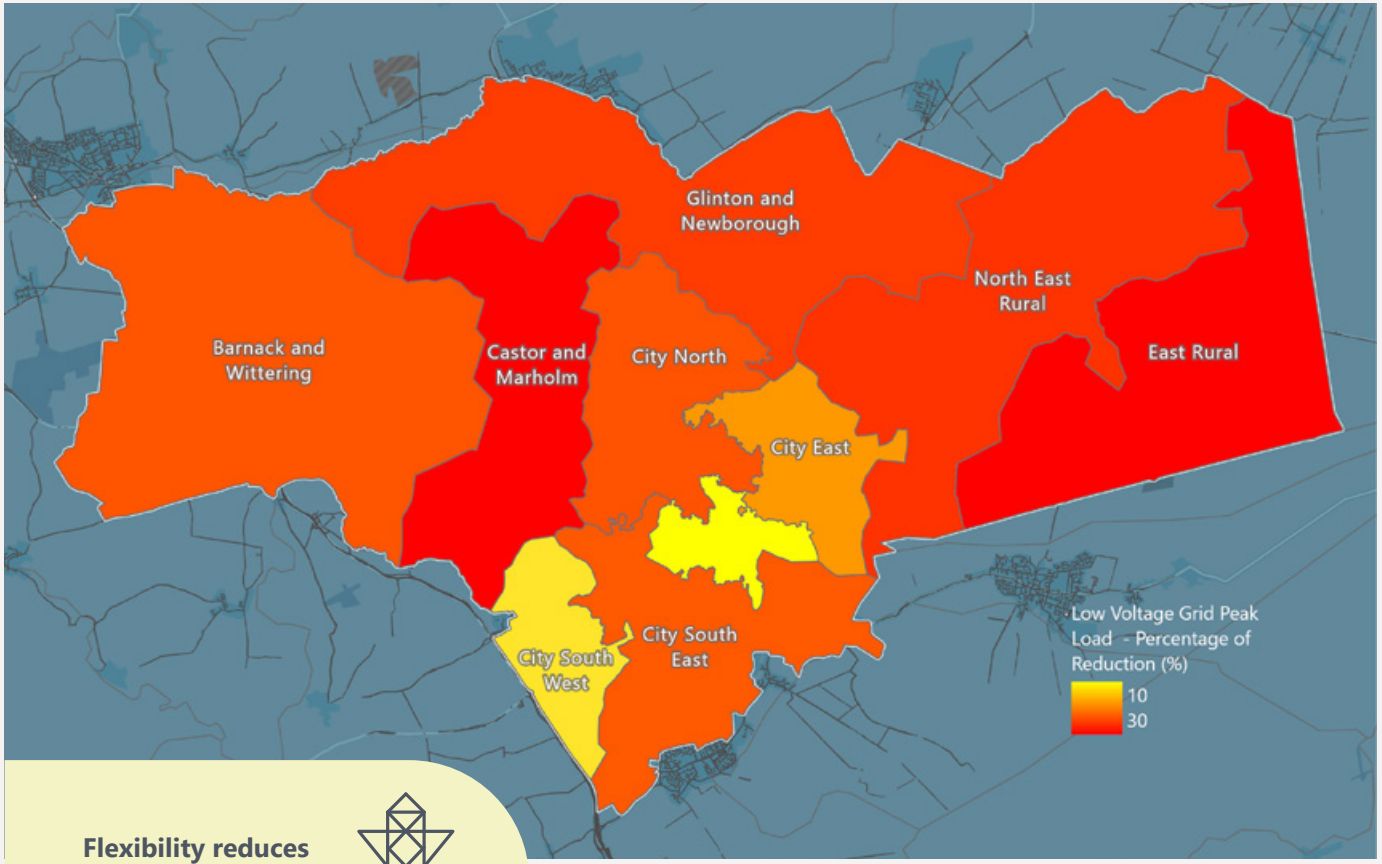
However, further work would be needed to identify solutions, aligning with the DNOs' business planning processes.

Demand Side Flexibility

Aside from the capital cost, the need for capacity upgrades discussed in previous pages could slow down the rollout of low carbon technologies. The regulatory process (i.e., RIIO) can limit the pace of investment in capacity. Flexibility provided by demand side response and storage could help to shift demand from peak times, reducing the need for capacity upgrades.

Demand shifting provided by charging EVs overnight and using large thermal stores in homes with heat pumps has been modelled to explore the benefits of flexibility. These measures were found to reduce the overall peak electrical demand for Peterborough by **20%** in 2030. However, these reductions in DNO costs do not come for free and could have significant cost, and space implications for households.

Barnack and Wittering has been selected as a **focus zone** as it currently has very limited headroom. This creates an opportunity for both behind-the-meter solutions such as installing storage in homes, and in front of the meter solutions such as the DNO procuring flexibility services.



Flexibility reduces the upgrade requirement by 18MW.

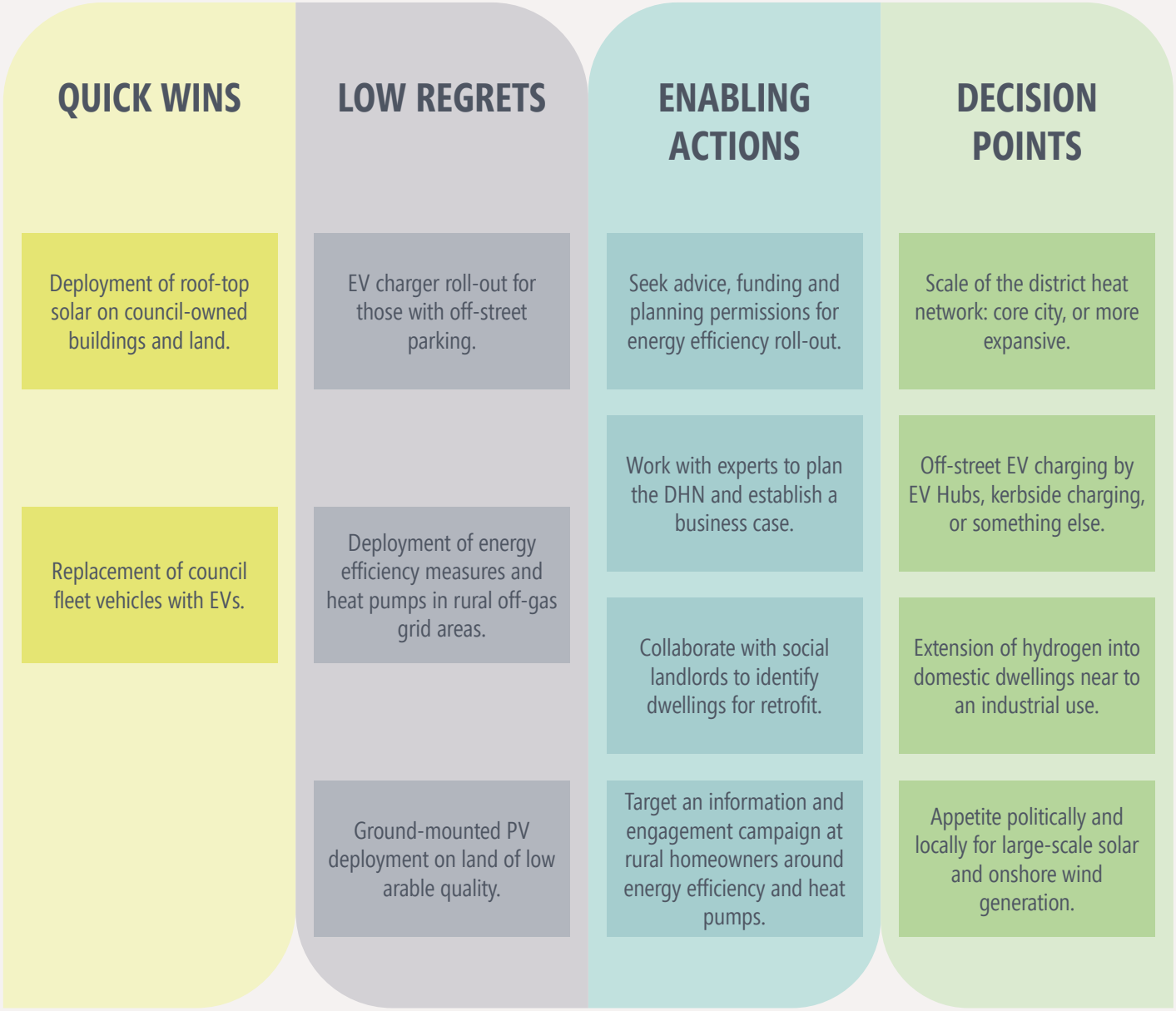
Implementation

Overview of Implementation

Recognising the scale of the transition needed to support Peterborough's net zero ambitions, this LAEP is broken down into:

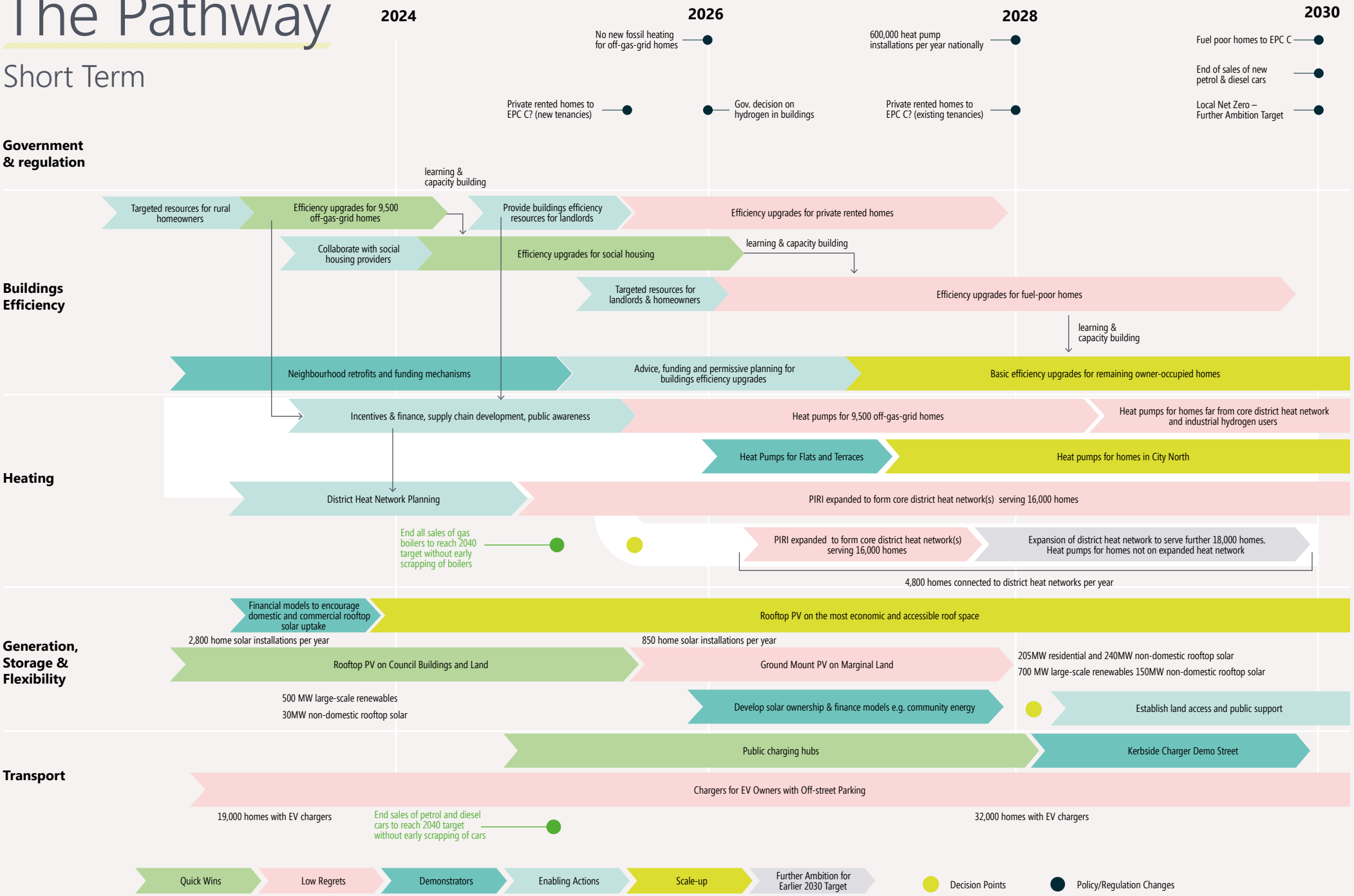
- Near-term components made up of "Quick Wins" which can be carried out in the near-term without major blockers. & "Low Regrets" projects which are common under various scenarios but may require further enabling action before they can be progressed
- Long-term components made up of "Enabling Actions" which need to be carried out ahead of time to pave the way for later solutions & "Decision Points" where the most appropriate solution is chosen at some point in the future once more information is known. These decision points may be needed before widespread scale-up and deployment of solutions.

Some of these are summarised opposite which along with other components feed into The Pathway. The Pathway is followed by a series of Next Steps which highlight the aspects Peterborough should consider to progress the LAEP; working with the Key Stakeholders to determine roles in supporting the implementation of this LAEP.



The Pathway

Short Term



Outline Priority Projects

In creating the LAEP, near-term projects have been identified that PCC could start the process of implementation. These near-term projects are either:

- Low regrets – are common under various scenarios but may require further enabling action before they can be progressed.
- Quick wins – are carried out in the near-term without major blockers
- Focus zones - are specific areas within the LAEP boundary that have a cluster of near-term components

The purpose of identifying specific outline priority projects is to provide PCC with projects that can immediately be implemented to make progress towards net zero. The following section specifies details of these near-term projects, including details such as locations and financial information

PCC Projects: Social Housing

North of Peterborough City Hospital, the Ravensthorpe area of Peterborough has a large number of social houses. Some of these houses are suitable for rooftop PV.

South of the Highlees Community Primary School is a large number of social houses which have been proposed for retrofit.

South of Hartwell way, there is a cluster of social houses which are proposed for rooftop PV. This is based on rooftop orientation – some of these homes will already be fitted with PV, which will need to be established at the address level.

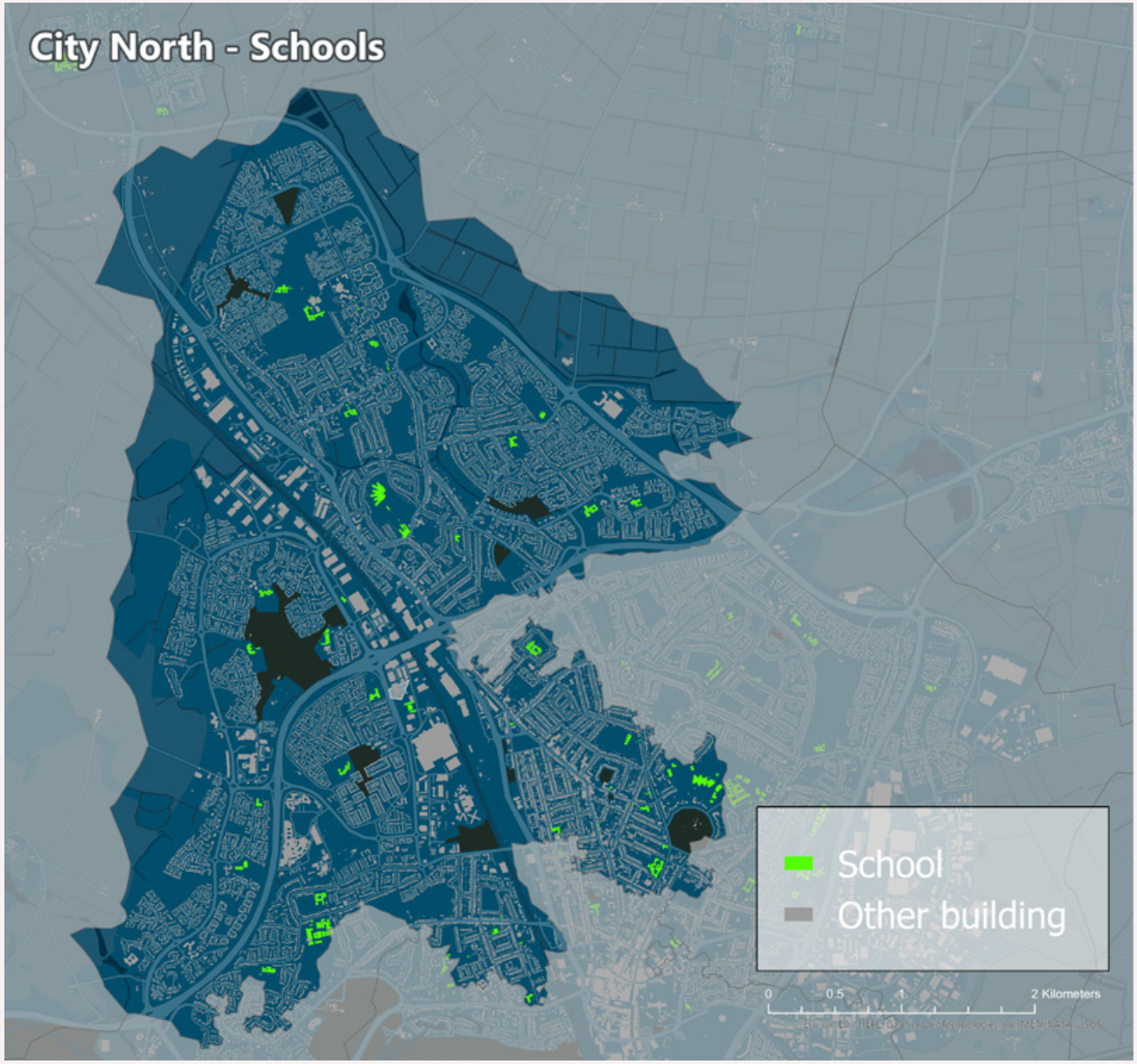
Areas such as these, with a high concentration of dwellings of the same archetype, are ideal for PCC to begin low-regret and quick win projects.

PCC Projects: Schools

City North has several schools with a large area of roof space that are suitable for solar PV installations. Schools are reasonable candidates for solar PV as they are used during the day, however, the high-generation period of the year is typically during the summer holiday when the school is not in use. Yet, solar PV installations will reduce their electricity import requirements, thus reducing their electricity bills and also reducing their carbon emissions.

Previous Public Sector Decarbonisation Scheme (PSDS) assessments for schools align well with this plan for the most part – assuming PCC ownership – typically focussing on PV and heat pumps. However, co-ordination is needed for schools in areas suitable for heat networks, to ensure plans align and opportunities to join heat networks are not missed. For example, Beeches and Bewster schools near the city centre have PSDS assessments based on individual heat pump installations, but would be prime candidates for district heat connections in this plan.

Schools could also integrate other assets such as batteries and work with local flexibility markets to help optimise the balancing of supply and demand locally. Feasibility studies would need to be undertaken on each site to understand the exact potential.



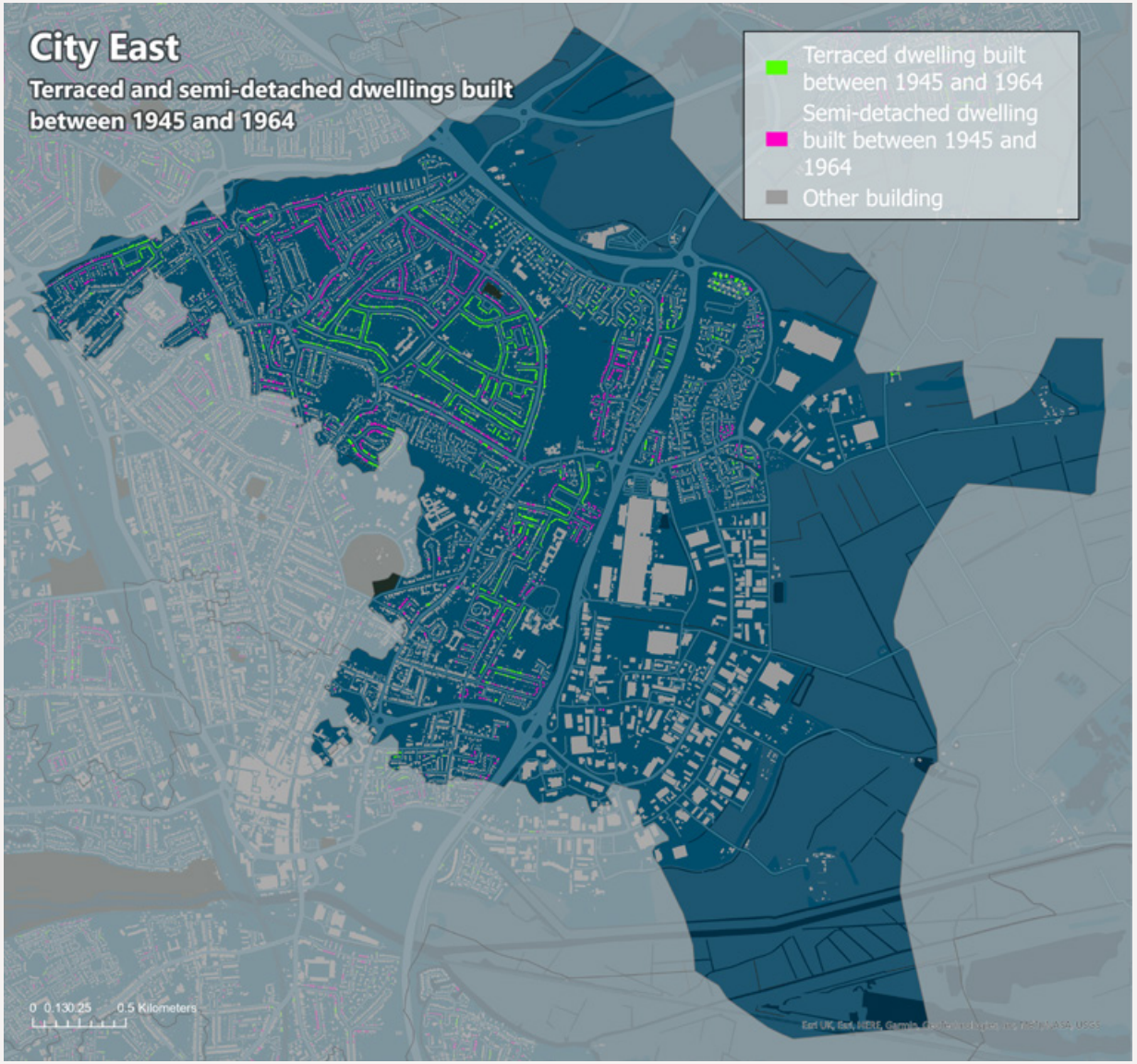
Domestic Retrofit in Fuel Poor Areas

City East has one of the highest levels of fuel poverty in Peterborough (~20%). The Local Authority Delivery scheme, Energy Company Obligation, and Social Housing Decarbonisation Fund* could provide a portion of funds for retrofit in theses areas where appropriate.

Around 1,400 semi-detached dwellings which were built between 1945-1964 can be retrofitted with basic measures at a cost of £2.2m. Many of these dwellings are located in Garton End.

Approximately 1,000 terraced dwellings built between 1945-1964 can be retrofitted with basic measures at a cost of £1.6m. These are mostly near Dogsthorpe in the north west of the zone.

Further survey work is required to assess the dwellings to undergo retrofit.

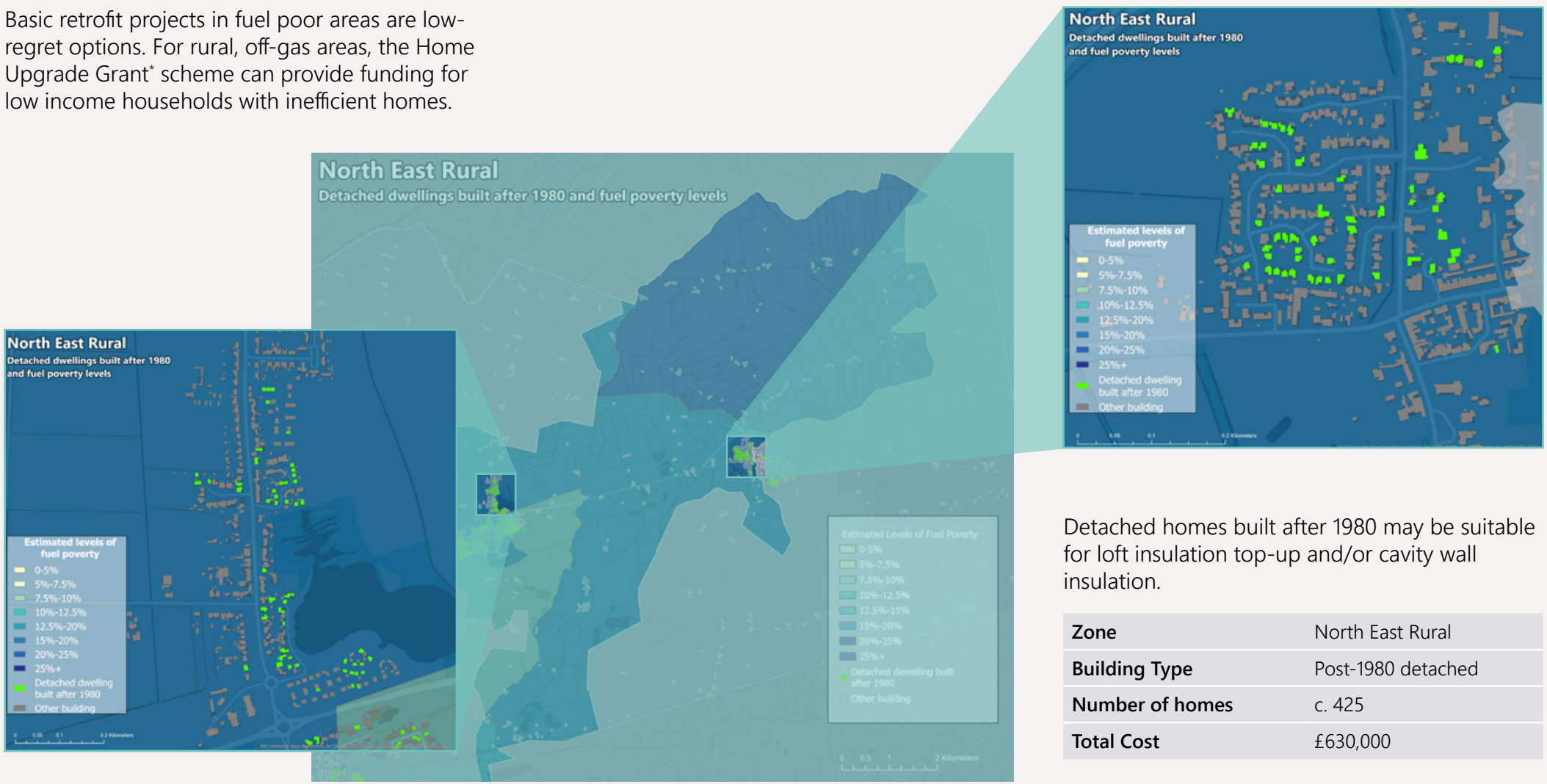


Note: Highlighted dwellings are post-war terraced and semi-detached dwellings in an area with relatively high fuel poverty; the household themselves may not be classified as fuel poor.

* https://www.gov.uk/government/publications/sustainable-warmth-protecting-vulnerable-households-in-england/sustainable-warmth-protecting-vulnerable-households-in-england-accessible-web-version

Domestic Retrofit

Basic retrofit projects in fuel poor areas are low-regret options. For rural, off-gas areas, the Home Upgrade Grant* scheme can provide funding for low income households with inefficient homes.



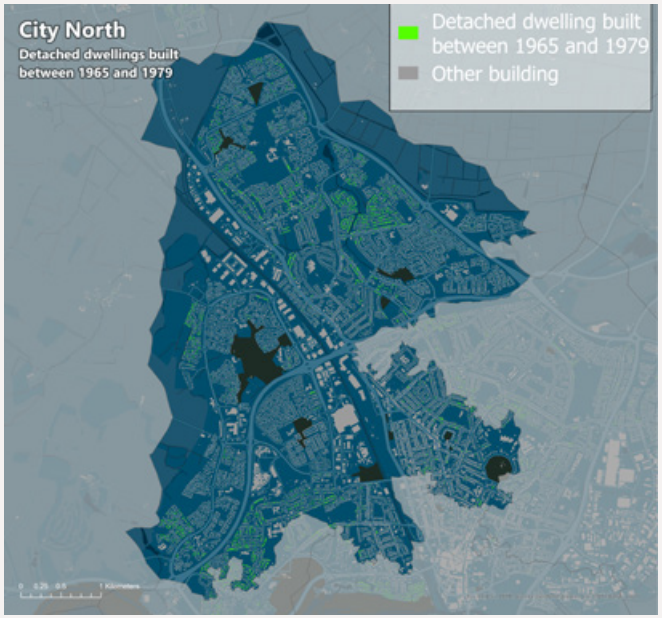
Detached homes built after 1980 may be suitable for loft insulation top-up and/or cavity wall insulation.

Zone	North East Rural
Building Type	Post-1980 detached
Number of homes	c. 425
Total Cost	£630,000

Note: Highlighted dwellings are post-1980 detached dwellings in an area with relatively high fuel poverty; the household themselves may not be classified as fuel poor.

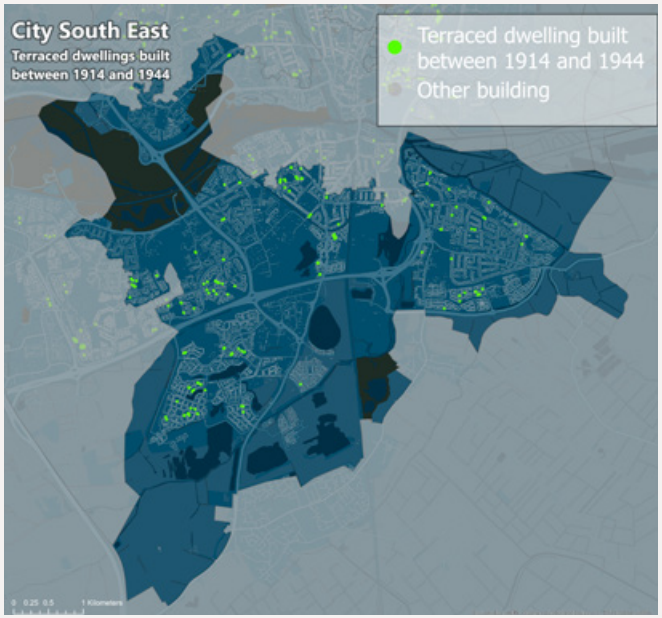
* https://www.gov.uk/government/publications/sustainable-warmth-protecting-vulnerable-households-in-england/sustainable-warmth-protecting-vulnerable-households-in-england-accessible-web-version

Domestic Retrofit



A large number of homes in these areas are private rental or owner-occupied. Work can be undertaken in partnership with residents and landlords to help realise energy efficiency savings through the installation of basic retrofit measures such as cavity wall and loft insulation. Various delivery mechanisms can be tested and best practises can be developed for wider adoption in the area.

Social Housing	Prioritise assets which are in direct control to develop supply chains.
Delivery Mechanism	Develop scheme to demonstrate value of delivery mechanism such as Energisprong



Zone	City North
Building Type	Detached dwellings built between 1965-1979
Number of homes	c. 1,250
Total Cost	£2m

Zone	City South East
Building Type	Terraced built between 1914-1944
Number of dwellings	c. 120
Total Cost	£195,000

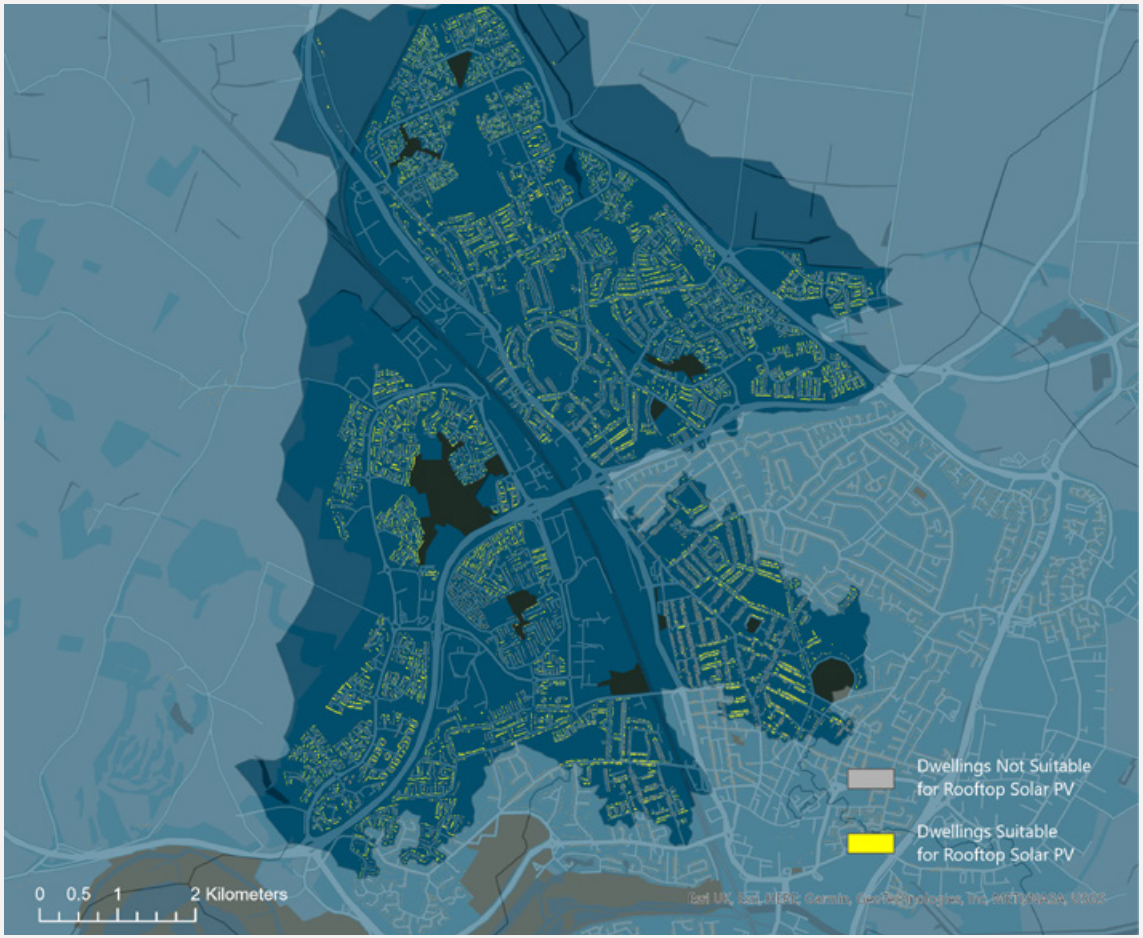
Domestic PV

Specific homes to be targeted for such projects can be decided based on a number of socio-economic factors e.g. fuel poverty, and further feasibility studies should be undertaken to fully understand options and potential benefits to individual households. Site surveys will also be required to identify limits based on localised DNO restrictions. For example, some dwellings identified would have a peak capacity of over £3.68kW and therefore would require an application to be submitted.

137

Fuel Poverty	Prioritising fuel poor areas to reduce bills
Social Housing	Supporting roll-out in owned assets
Solar Together	Supporting community buying programmes to reduce cost

Zone	City North
Size	83,550m^2
Number of homes	c. 2,275
Total Cost	£19.6m



City North dwellings suitable for solar PV

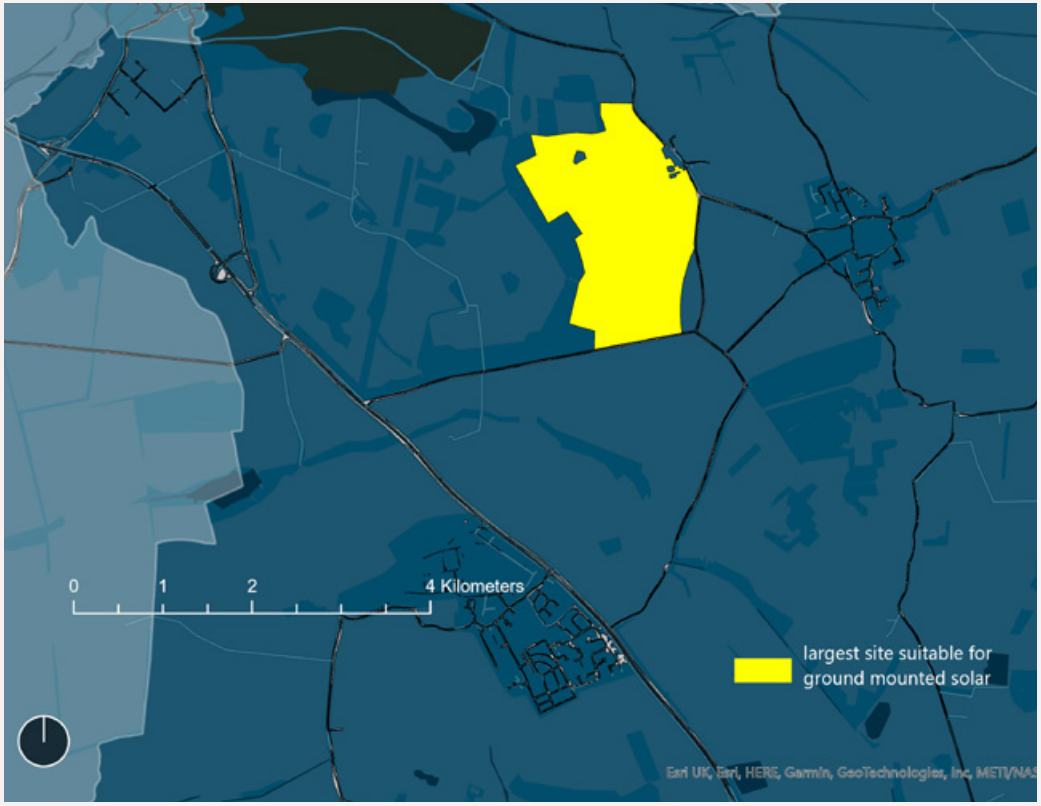
Commercial PV

Zone	Barnack and Wittering
Size	10MW
Total Cost	£9m to £12m
IRR	Up to 9%
Payback period	Around 10 years

This 125.5 hectare site in Barnack and Wittering is a potential site for ground-mounted PV, with potential for an array of up to 75MW. An array of this size would be one of the largest in the UK, hence, it is expected that a smaller array would be deployed then potentially expanded over time.

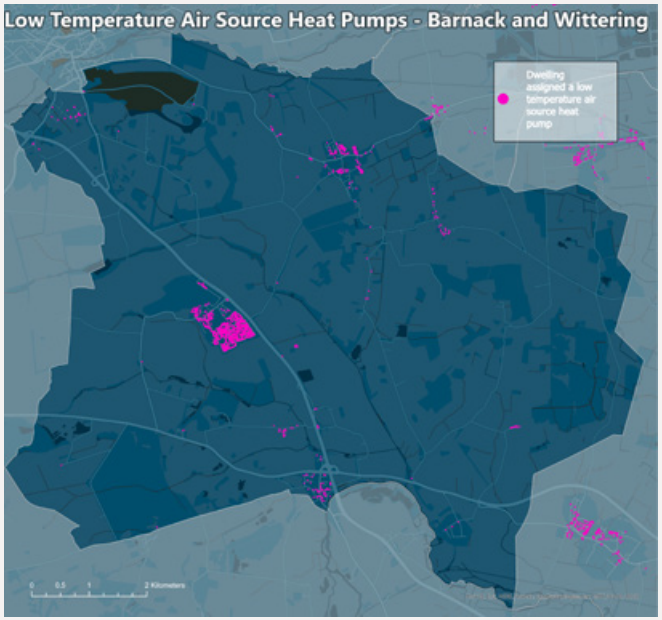
As an illustration, a 10MW solar PV array would cost in the region of £9-12m and have a best-case basic payback period of around 10 years (assuming a 10p/kWh power purchase agreement).

Options: Highlighted in the table opposite are ways in which land owners can create value, depending upon their risk appetite.



Project Development	Local authority owns the land and builds a project on it.
Investor	Local authority partners with an organisation and jointly invests.
Land Lease	Local authority leases the land it owns for others to develop ground mounted PV.
Energy Off-Taker	PCC, via power-purchase-agreements, can secure low-cost electricity with low associated emissions counting towards their footprint.
Energy Off-taker - Utilities	Via a power purchase agreement (PPA), a utilities company can be an off taker of all or some of the generation.

Air Source Heat Pumps

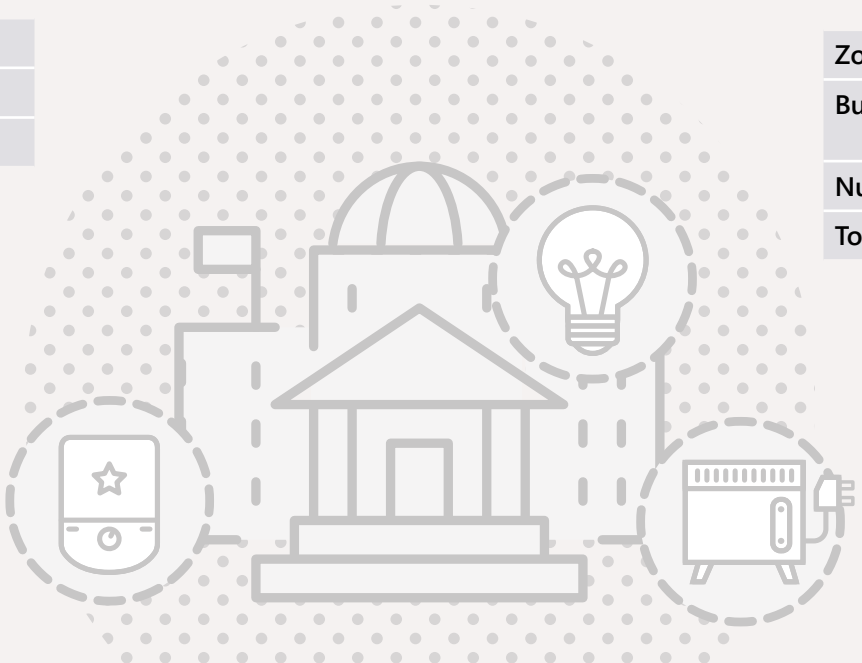


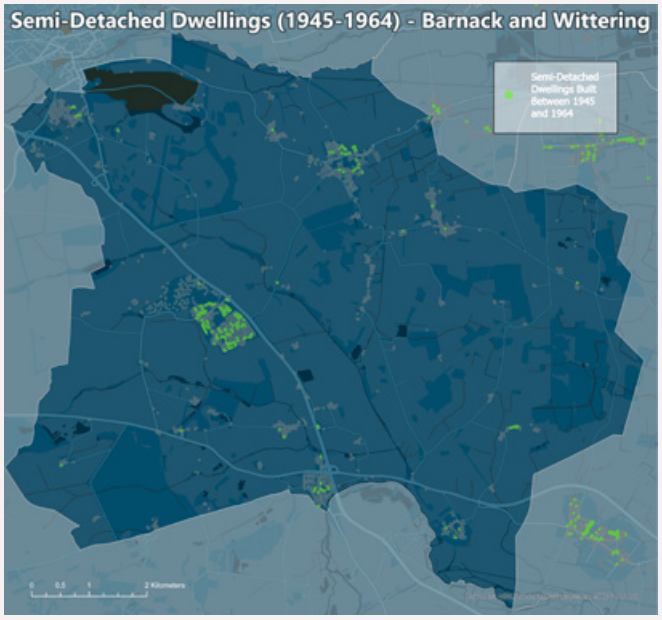
Zone	Barnack & Wittering
Number of homes	c. 1,100
Total Cost	£9.1m

Air source heat pumps are an extremely efficient low carbon technology which can provide the heating requirements for residents and businesses.

Circa 1,100 homes in Barnack and Wittering are proposed to have their heat decarbonised via low temperature ASHP, and on the right we highlight a particular project that could support that endeavour.

Funding	Local Authority can help in funding mechanisms for roll-out of heat pumps
Skills	Local Authority can support the up-skilling of personnel required to deliver projects





Zone	Barnack & Wittering
Building Type	Semi-detached built between 1945-1964
Number of homes	c. 175
Total Cost	£1.4m

District Heat Networks (DHN)

These two proposed networks represent a combination of domestic and non-domestic buildings. The City Central zone is heat dense i.e. buildings requiring heat are closely packed therefore requiring less piping between heat loads which keeps the cost lower. Flats and non-domestic buildings can act as great anchor loads for a heat network, strengthening the business case.

Further work would need to be conducted to assess the feasibility of connecting the buildings.

City Central	Total Peak Demand (MW)
DHN 1	0.9
DHN 2	1.0

Owner	The LA can own the asset and generate a return on investment.
Off-taker	The LA can be a consumer on the network.

The map above shows non-domestic buildings (yellow), flats (green), terraces (blue), semi-detached (turquoise) and detached (pink) buildings.

Next Steps

Taking LAEP Forward: Next Steps

The Local Area Energy Plan for Peterborough has highlighted initial 'low regret' outline priority projects for consideration. In order to take these projects forward and assess the role Peterborough City Council (PCC) wishes to play in the future low carbon system, ESC has developed an initial approach illustrated on the following page.

Prioritise

The first stage recommends PCC works to prioritise the projects identified within the LAEP and commissions desktop feasibility to assess their viability in meeting the councils aims and objectives. Prioritisation of the LAEP projects should be influenced by what is currently within the PCC's direct control, for example social housing or land assets owned by the council. Projects should then be assessed in line with PCC's own regional targets to assess impact on fuel poverty, air quality, local economic growth plans etc.

Prioritisation should also include understanding the role PCC wishes to play as regional decarbonisation projects are further developed. For example, PCC could work with a partner organisation to assess its risk profile, its desired role in any future energy system and then look to match outcomes against different types of local energy business models.

Prioritised projects should subsequently undergo desktop feasibility to assess their viability and to understand the low carbon interventions and renewable technologies required in further detail. This could include sizing commercial renewable technologies, assessing co-located storage options, consideration of network connection requirements and an initial outline business case.

Assess

In the next phase of energy project development, various options can be assessed with the aim of exploring investible delivery mechanisms. Dependent on project type, a partner organisation with experience of innovative business modelling can assess how technologies can be connected and delivered to residents in a way that matches the risk profile of PCC and the role they wish to play. This could include assessing different types of Smart Energy Tariffs that incorporate costs for retrofit for social housing, exploring ways for PCC to invest into infrastructure projects while ensuring commercial revenues are secured or assessing business models where PCC are an off-taker or customer.

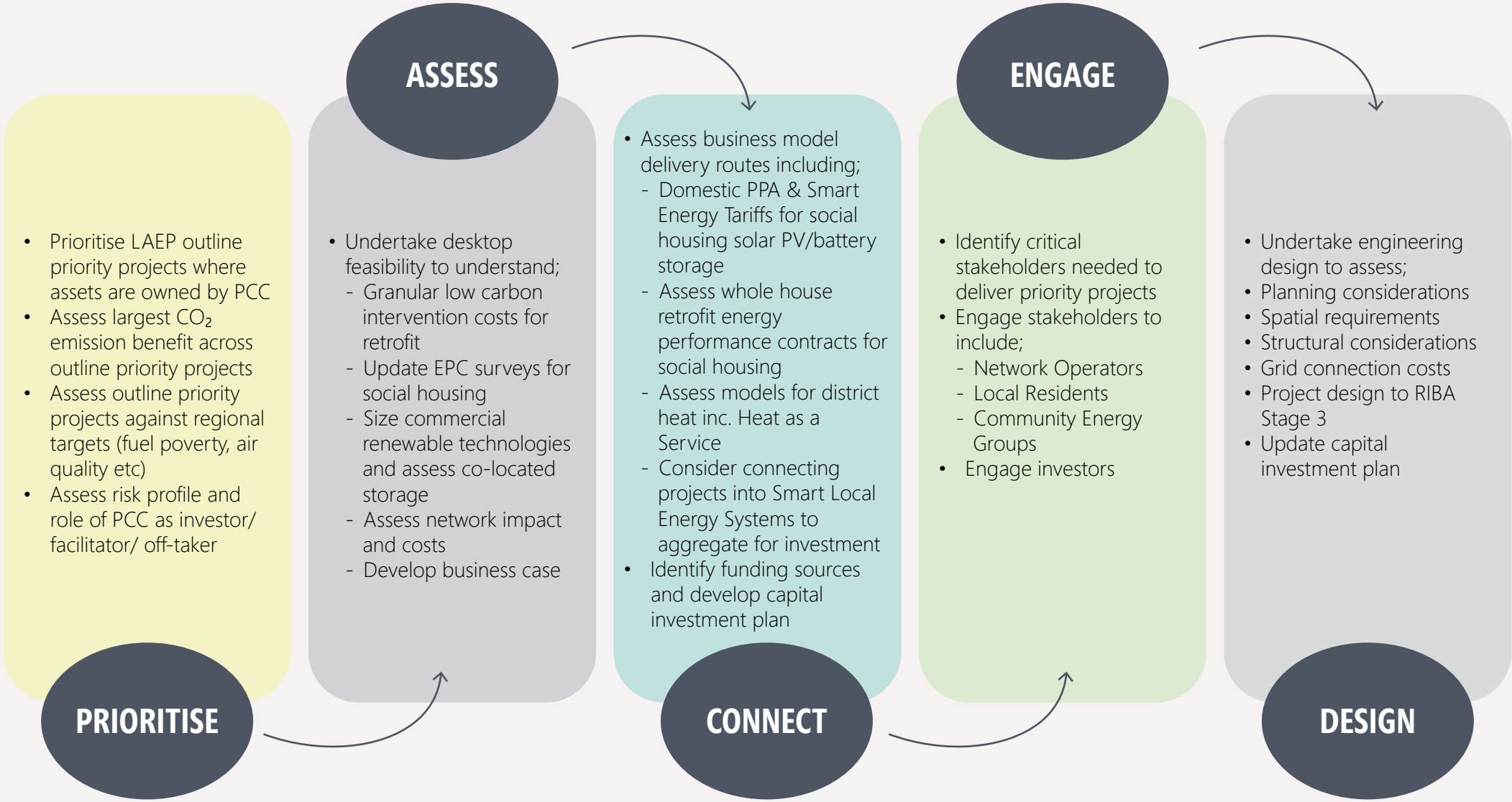
Connect

Further consideration should be given to how technologies and projects can be connected together through Smart Local Energy Systems, which can aggregate to unlock private investment and create numerous co-benefits. Once a firm Capital Investment Plan has been formed and initial sources of investment and funding have been identified, the Design phase needs to firm up assumptions made dung desktop feasibility. This involves working with partner organisations with engineering expertise to assess spatial, planning and structural considerations. Connection costs should be fully understood and a finalised capital investment plan produced.

Engage

Engagement is another key part of taking outline priority projects identified in the LAEP forward. Key stakeholders need to be identified and consideration should be given to how residents are consulted and bought into the potential benefits of decarbonising homes and estates. A partner organisation with strong digital engagement experience and relationships with network operators can support this process.

Unlocking Investment



Energy Systems Catapult is well placed to help Peterborough City Council and other stakeholders with these to move from LAEP towards design and delivery.

Risks

There are risks and benefits associated with each of the technologies and options presented in this LAEP. Because of these, Peterborough's actual transition is expected to vary from what has been presented. Therefore, before making any widescale and significant commitment to one option or technology over another, evaluation of multiple factors will be needed. The key risks associated with this LAEP are summarised below. Consideration of these aspects during implementation must be reflected as outcomes may necessitate an update to this LAEP, in addition there may be additional market, policy and regulatory change that could also result in a need to reconsider aspects of the pathway and LAEP.

Risk	Description	Mitigation
Domestic and non-domestic heat decarbonisation using hydrogen	The LAEP is based on projected figures for hydrogen availability, carbon content and cost; these have influenced the heat pump and heat network focus in a number of zones	Focus zones of least regret identified for heat pump and district heating; moving forward, consideration of UK heat strategy and Cadent plans will be needed before planning wider scale-up
Domestic heat decarbonisation and resident acceptance	Transitioning away from fossil gas boilers to heat pumps or district heating will require innovative solutions to overcome resident acceptance of solutions that are more expensive to purchase and potentially disruptive	Focusing implementation in off gas grid areas reduces risk associated with picking a technology type, where heat pumps would be a low regret solution. These areas could be used to test models and approaches that appeal to residents before considering wide scale up
Level of district heating	The rationale of transitioning large numbers of homes to district heating is based on the ability to cost effectively provide districting heating systems in comparison to other options. This LAEP has only been able to consider the effectiveness of the proposed district heating areas at a high level, where more detailed consideration will be needed	Considering domestic areas around the PIRI project, which could potentially be extended, reduces risk, although further detailed heat network assessment would be required in this instance and for any other areas
Level of local generation (solar PV)	The significant proposed level of Solar PV is most effective at reducing carbon in the earlier years of the plan and therefore presents many considerations; recognising that it is primarily related to the requirement to cost effectively reduce carbon emissions ahead of the decarbonisation of grid supplied electricity	Further consideration of the benefits to Peterborough, potential operating models, system design (e.g. considering smart local energy systems), land use and whether large volumes of locally generated renewable energy should be exported to the grid
Non-domestic buildings and suitable solutions	The decarbonisation options that have been assessed are based on high level information regarding the buildings, their energy systems and the operation/processes of the site. More detailed information will be required to refine preferred solutions	Identify an approach to better understand non-domestic buildings and preferred solutions, potentially targeting the City East area where a high proportion of industrial site types have been identified; this could also inform consideration of hydrogen to this area

Risk	Description	Mitigation
Practicality and disruption associated with heat decarbonisation	Both heat networks and heat pumps can work in most of the building types in Peterborough, however, replacing gas based boilers with these options presents challenges; for example, installation costs and the potential disruptive internal works associated with adapting/changing the heating distribution system	Focusing any transition away from gas in the identified areas of least regret; aligning with the associated hydrogen based risk. In addition, consider any wider roll out once UK heat strategy is in place
Social and community benefits and impacts	Each heat decarbonisation option results in varying benefits and impacts; for example, heat pumps could result in lower energy bills than a hydrogen or heat network system but the installation cost would likely be notably greater without policy intervention	Use socio-demographic indicators when considering implementation; alongside targeting where corresponding whole home based solutions, such as providing deeper retrofit and domestic solar PV systems can best support those residents in most need
Funding and investment	The LAEP has not considered how identified interventions will be funded.	Peterborough will need to work with regional partners and central government to identify potential funding routes
Ability to rapidly scale and implement measures; considering supply chain and impacts of implementation rates	The ability to achieve a net zero target ahead of the UKs 2050 target will require the scale up and deployment of measures far beyond anywhere near current or historical rates; in addition, the benefit of measures (e.g. solar PV) also depends on the ability to install extremely quickly and at highly ambitious scales	Consideration of the corresponding projections for implementation will be needed to determine if and how ambition can be met.

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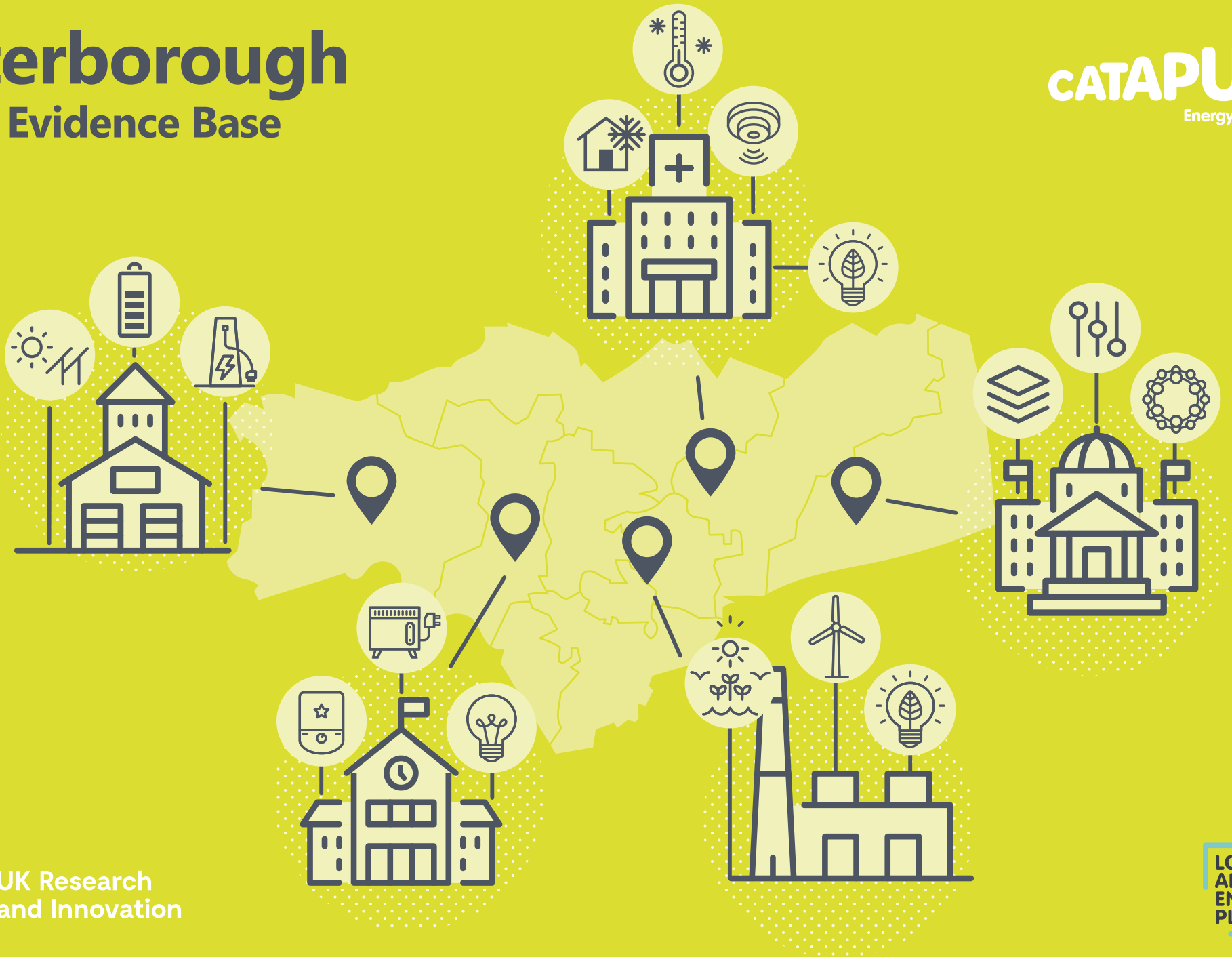


UK Research and Innovation

LOCAL AREA ENERGY PLAN

Introduction

This Evidence Base aims to complement the main document by adding more information about the starting point for Peterborough, how the future-looking modelling was carried out, which data sources were used, and providing some supplementary data/graphs/maps to support the plan.

Contents

Methodology and Data 4

Scope of LAEP and Emissions 5
Modelling Approach 7
Assumptions and Inputs 15
Optimisation Variables 17
Emission Calculations 19
Cost Optimisation Approach 20
Summary of Data Sources 21

System Baseline 24

Current View 25

Scenarios 38

Scenarios 39
Comparison of Scenarios 41

ZeroCarbon.Vote 44

ZeroCarbon.Vote Summary & Result 45

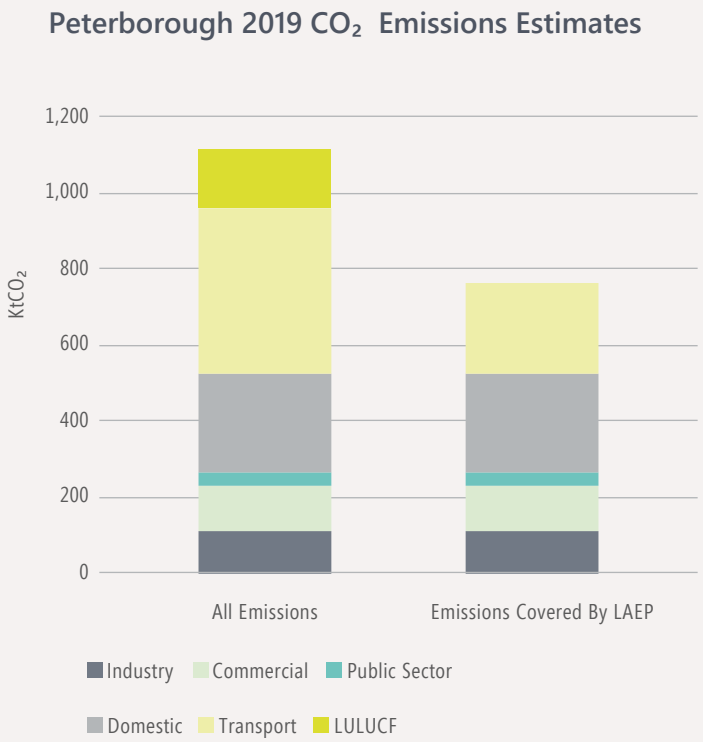
Methodology and Data

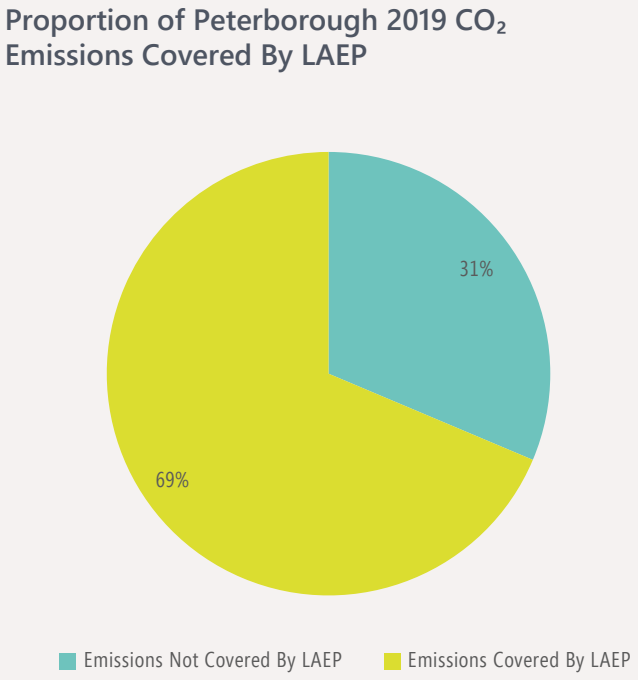
Scope of LAEP and Emissions

The local area energy plan (LAEP) for Peterborough covers roughly 70% of the CO_2 emissions identified in the Local Authority CO_2 data released by the UK Government. Excluded from this LAEP are: land-use, land-use change and forestry (LULUCF), and transport from 'non-private' vehicles. In Peterborough, cars account for 79% of kilometres driven accounting for around 55% of transport emissions.

In total, Peterborough's CO_2 emissions in 2019 were approximately 1.1MtCO_2, with transport accounting for 40% of the total emissions.

Carbon offsetting is not included.



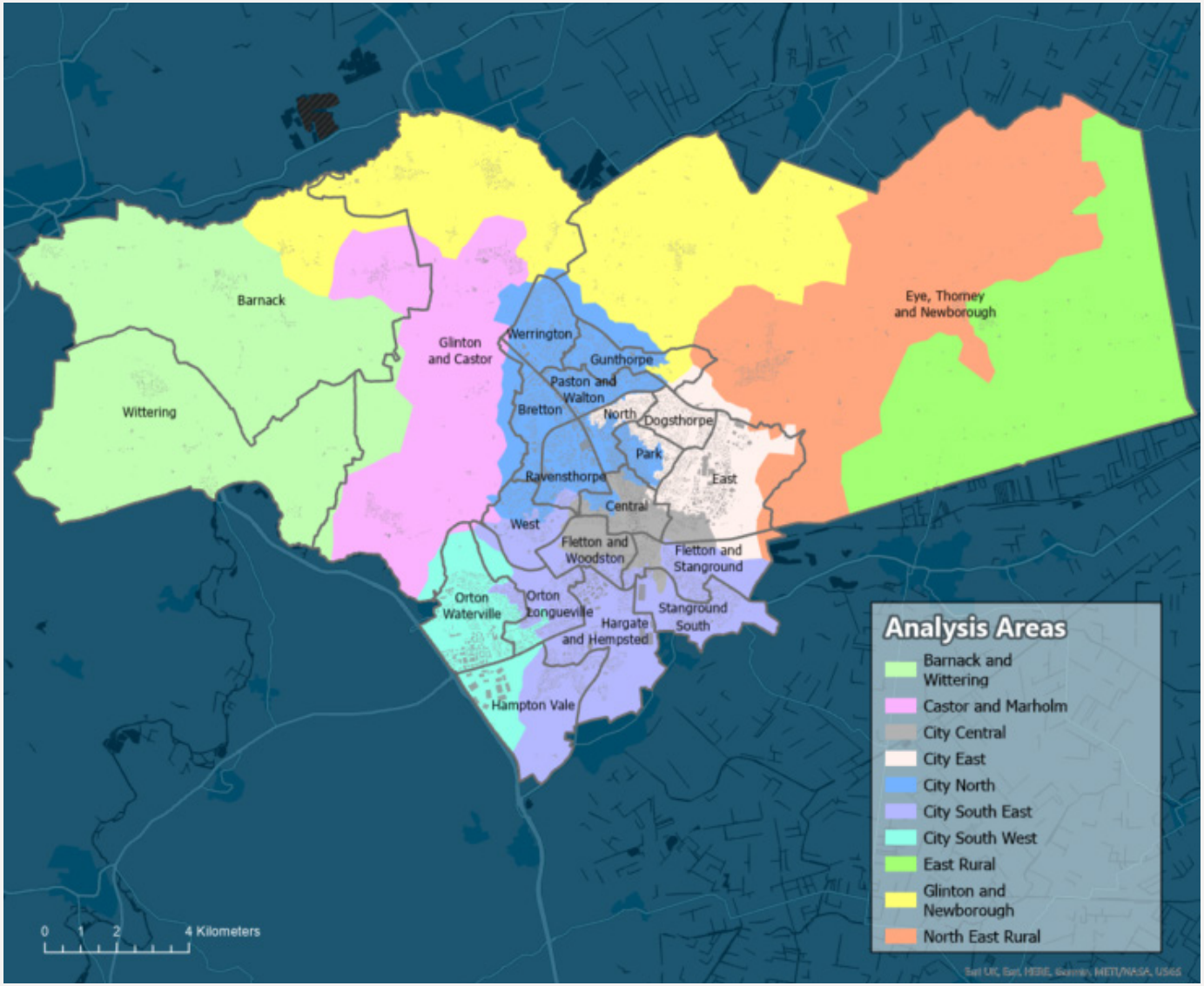


Analysis Zones with Ward Boundaries

To support the conversation with locally elected members, the relationship between analysis zones and electoral wards is shown on this map.

The ten **analysis zones**, defined in the main LAEP report are shown by colour – according to the legend box.

The **electoral wards** are labelled on the map, with ward boundaries overlaid in grey.



Modelling Approach

We have used the ESC-developed EnergyPath Networks™ tool to produce a series of future local energy scenarios for Peterborough. This tool seeks to develop a full range of decarbonisation options for the local area and then use an optimisation approach to identify the combination that best meets the carbon ambitions in a cost-effective way across the whole system.

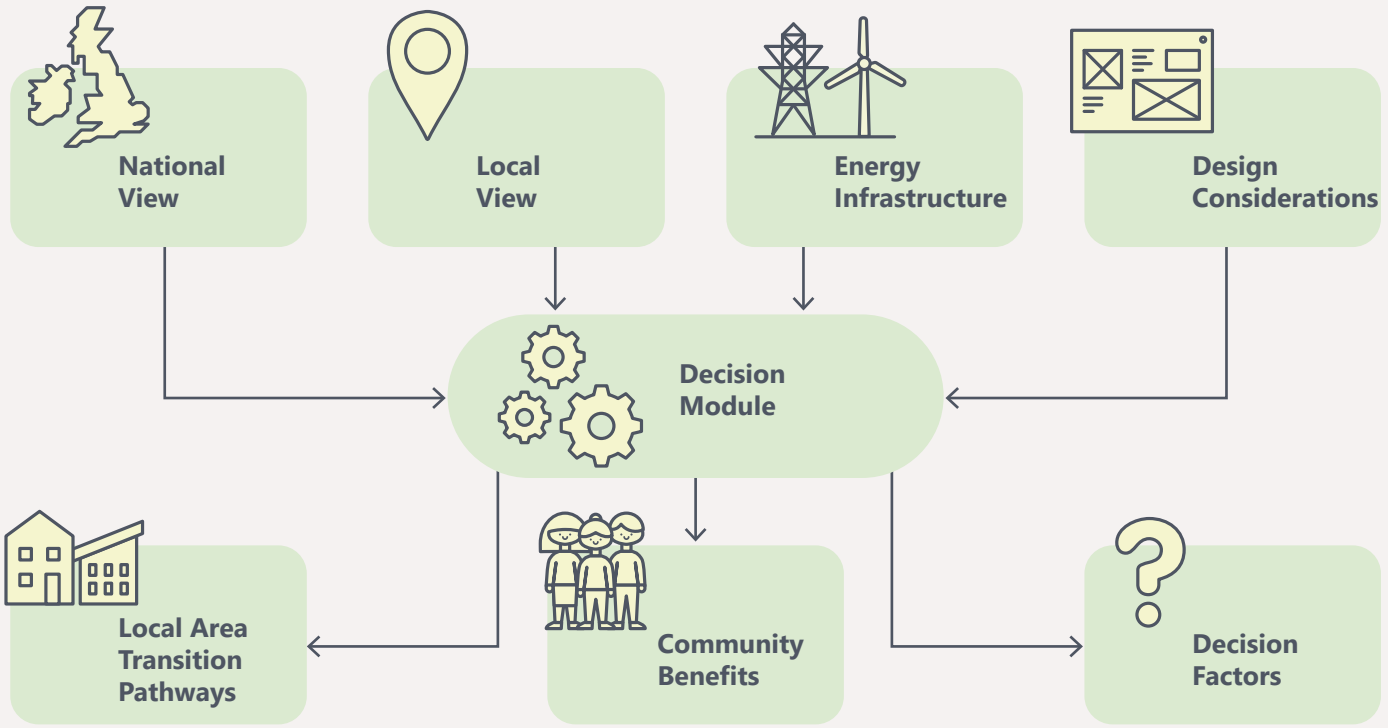
EnergyPath Networks (EPN) is a whole system optimisation analysis framework that aims to find cost effective future pathways for local energy systems to reach a carbon target whilst meeting other local constraints. EPN is spatially detailed, covers the whole energy system and all energy vectors, and projects change over periods of time. The focus is decarbonisation of energy used at a local level.

An overview of EPN is shown in the diagram to the right.

At the core of EPN, a Decision Module compares decarbonisation pathways and selects the combination that meets the CO_2 emissions target set for the local area at the lowest possible total cost to society .

A variety of local energy system pathways are possible to meet emissions targets. Running multiple EnergyPath Networks scenarios and doing detailed sensitivity analyses reveals decarbonisation themes that are prevalent across all scenarios.

EPN uses optimisation techniques in the Decision Module to compare many combinations of options (tens of thousands) rather than relying on comparisons between a limited set of user-defined scenarios (although scenarios of different inputs are still typically used and the Decision Module then runs within each of these scenarios).



Modelling Approach

EnergyPath Networks is unique in combining several aspects of energy system planning in a single tool:

- Integration and trade-off between different methods of meeting heat demand – e.g. gas, solid/liquid fuels, electric power, hydrogen, district heating schemes, etc.
- Integration through the energy supply chain from installing, upgrading or decommissioning assets (production, conversion, distribution and storage) to upgrading building fabric and converting building heating systems.
- Inclusion of existing and new build domestic and commercial buildings.
- The spatial relationships between buildings and the networks that serve them, so that costs and benefits are correctly represented for the area being analysed.
- Spatial granularity down to building level when the input data is of appropriate quality.
- A modelled time frame of 2020 to 2050.

Taken together, the analyses enable informed, evidence-based decision-making and can be used to ensure long-term resilience in near-term decisions, mitigating the risks of stranded assets.

The approach to modelling these aspects of the energy system is described in detail over the following pages.

Modelling Approach

Domestic Buildings

The thermal efficiency of domestic buildings is related to the construction methods used, the level of any additional insulation that has been fitted and any modifications that have been undertaken since construction. The oldest buildings in the UK generally have poor thermal performance compared with modern buildings. In addition to building age, the type and size of a building also have a direct influence on thermal performance. For example large, detached buildings have a higher heat loss rate than purpose-built flats, due to their larger external surface area per m^2 of floorspace.

Buildings are categorised into five age bands in EnergyPath Networks, from pre-1914 to the present, shown in the table on the top right. These are broadly consistent with changes in building construction methods (as defined in building regulations) and so represent different levels of 'as built' thermal efficiency. The thermal efficiency of future new homes represents the minimum efficiency level required by current building regulations. There are ten modelled domestic building types, shown in the table on the bottom right. This allows approximately 60 different age and building type combinations which are used to define the thermal characteristics of existing and planned domestic buildings.

Once the current characteristics of a building have been defined, based on its age and type, the basic construction method can then be categorised. For example, the oldest buildings in the region can be expected to be constructed with solid walls. Buildings constructed between 1914 and 1979 are more likely to have been built with unfilled cavity walls. Buildings constructed from 1980 onwards are likely to have filled cavity walls. Where data (for example, Energy Performance Certificates) shows that they are likely to be present, thermal efficiency improvements that have been carried out since construction (such as filling cavity walls) are also included.

Where available, address level data is utilised in the EnergyPath Networks modelling to provide accurate building attributes. Missing building attributes, for example types of wall or windows are filled using rules based on English Housing Survey data.

Property Age Band
Pre – 1914
1914 – 1944
1945 – 1964
1965 – 1979
1980 – Present
New Build

Property Type
Converted Flat: - Mid Floor / End Terrace
Converted flat: - Mid Floor / Mid Terrace
Converted Flat: - Top Floor / End Terrace
Converted Flat: - Top Floor / Mid Terrace
Detached
End Terrace
Mid Terrace
Purpose-Built Flat: - Mid Floor
Purpose-Built Flat: - Top Floor
Semi-detached

Modelling Approach

Domestic Heating Systems

The definition of current (primary) heating systems is handled in a similar way to the definition of the building fabric. Information is used to identify the heating system as follows:

1. Xoserve data is first used to identify which buildings in the local area are not connected to the gas grid.
2. Direct user input is used where the actual heating system in individual buildings is known (e.g. from Energy Performance Certificates).
3. Defining logic rules based on the most likely heating system combinations within each archetype group.

Once the current thermal efficiency of a building has been defined, Ordnance Survey MasterMap and LIDAR data is used to establish its floor area and height. With this knowledge of a building's characteristics there is sufficient information to perform a Standard Assessment Procedure (SAP) calculation. SAP calculations are used to calculate the overall heat loss rate and thermal mass of domestic buildings in the study area.

EnergyPath Networks utilises these SAP results, as well as detailed retrofit and heating system cost data, to group buildings into similar archetypes. EnergyPlus is used to calculate dynamic energy profiles for heat and power demand for each group, for the current and all potential future pathways. These pathways include potential to install varying levels of fabric retrofit and different future heating systems in multiple combinations. Restrictions are applied so that inappropriate combinations are not considered, so for example loft insulation cannot be fitted to a mid-floor flat. EnergyPath Networks also filters out heating systems and storage combinations that cannot be sized to a large enough power within a home to meet a predefined target comfort temperature and hot water requirements based on the EnergyPlus analysis.

Three primary elements are defined in each heating system combination:

1. The main heating system.
2. A secondary heating system which can provide additional heat or hot water.
3. Thermal storage – either not present or a hot water tank.

For each domestic building the modelling assumes that the heating system will be replaced twice between now and 2050. This assumes that heating systems are replaced at their end of life (generally around 15-20 years). On each of these occasions there is an opportunity to change to an alternative heating system and perform some level of building fabric retrofit. Different heating systems reach end of life at different times, but there would need to be some coordination of the change if transitioning to a district heat or community system. Three different levels of retrofit (thermal performance enhancement) are considered, ranging from do-nothing to a full retrofit. In addition, each heating system option can be combined with advanced heating controls and each level of retrofit. Options will be excluded if a new heating system technology is unable to provide sufficient power to meet heat demand in a building with a given level of retrofit. These combinations mean that for each building there can be as many as 126 different future pathways which must be considered.

Modelling Approach

Non-Domestic Buildings

Non-domestic (commercial and industrial) building stock is more diverse than domestic stock. There are a wide variety of construction methods and few robust data sets are available defining the design of any particular building, its heating system or thermal performance. Due to these limitations, an energy benchmarking approach is used to establish the energy demand of the non-domestic stock.

Different building types are given an appropriate energy use profile per unit of floor area. The building type represents how the building is used (e.g. industry, retail, offices, school) and is sourced from a variety of datasets including OS Address Base and Energy Performance Certificates.

Benchmarks are defined for electricity (direct electric, ground source heat pump and air source heat pump), gas, hydrogen, oil and heat demand in 30-minute time periods for different characteristic heat days. The characteristic heat days for which energy demand profiles are defined are shown in the table to the right. Benchmarks are defined for current and future use to represent changing energy use over time.

The footprint floor area and height for each building is derived from the OS MasterMap and LIDAR data. The building height is then used to establish the number of storeys, from which the total building floor area is estimated. Using an energy benchmark (derived from CIBSE and CARB2 data) appropriate to the particular use class, the half hour building energy demand for gas, electricity and heat is calculated for each of the characteristic days.

For both domestic and non-domestic pathway options, EnergyPath Networks includes costs of replacing all technologies at their end of life. At these points technologies can be replaced with a lower carbon system or like-for-like. For example, even in a scenario without a local carbon target, costs will be incurred when boilers and windows are replaced with analogous technologies.

Characteristic Heat Day
Autumn Weekday
Autumn Weekend
Peak Winter
Spring Weekday
Spring Weekend
Summer Weekday
Summer Weekend
Winter Weekday
Winter Weekend

Modelling Approach

Electricity Network Infrastructure

In order to assess potential options for future changes to energy systems, knowledge of current electricity, gas and heat network routes and capacities is required. From this the costs of increasing network capacities in different parts of the local area, as well as extending existing networks to serve new areas, can be calculated.

The road network is used in EnergyPath Networks as a proxy to calculate energy network lengths. Substation capacities are established using DNO data and steady-state load flow modelling of networks. For example, EnergyPath Networks will find the load at which a Low Voltage (LV) feeder will require reinforcement and the costs associated with doing so. The cost of operating and maintaining the networks varies with network capacity and is modelled using a cost-per-unit length, broken down by network asset and capacity.

The EnergyPath Networks method does not replicate the detailed network planning and analyses performed by network operators. Rather, the energy networks are simplified to a level of complexity sufficient for numerical optimisation and decision-making. The method is used to model the impact of proposed changes to building heat and energy demand on the energy networks that serve them, for example increased or reduced capacity. The costs of these impacts can then be estimated and the effects of different options on different networks can be compared. Only network reinforcements required inside the study area are explicitly considered as options in EPN.

Western Power Distribution (WPD) and UK Power Networks (UKPN) provided the following data for the current electricity network as both DNOs supply Peterborough:

1. Locations and nameplate capacities of the HV (33kV to 11kV) and LV (11kV to 400V) substations.
2. HV to LV substation connections.

EnergyPath Networks synthesises the routes of the HV to LV substation connections assuming that feeders follow the shortest route allowed by the road network. Customer connections are then derived based on nearest substation and peak load constraints for each feeder. Non-domestic buildings with high demands are assumed to connect directly to the HV network. Network feeder capacities are then calculated based on the current load on each feeder and a headroom allowance. Voltage drop and thermal limits are considered when establishing asset capacity requirements.

EnergyPath Networks performs steady state load flow modelling for electricity and heat networks using the Siemens tool PSS® SINCAL.

Once all the building data has been analysed and the buildings located, it is possible to identify their nearest roads, which shows where the buildings are most likely to be connected to energy networks. In this way the total load and the load profile for each energy network can be calculated at different scales from individual building level, through local networks up to aggregate values for the whole study area. This allows an understanding of different energy load scenarios in different parts of the local area and the energy flows between those locations. In addition, an understanding of network lengths and required capacities can be established.

Modelling Approach

Analysis Areas

Due to the complexity of the number of different options available in EnergyPath Networks (for buildings, networks and generation technologies) the total problem cannot be solved at individual building or network asset level. The study area (Peterborough) is divided into a number of spatial analysis areas, shown in the map below. Decisions are made at this level based on aggregating similar buildings and network assets within each area.

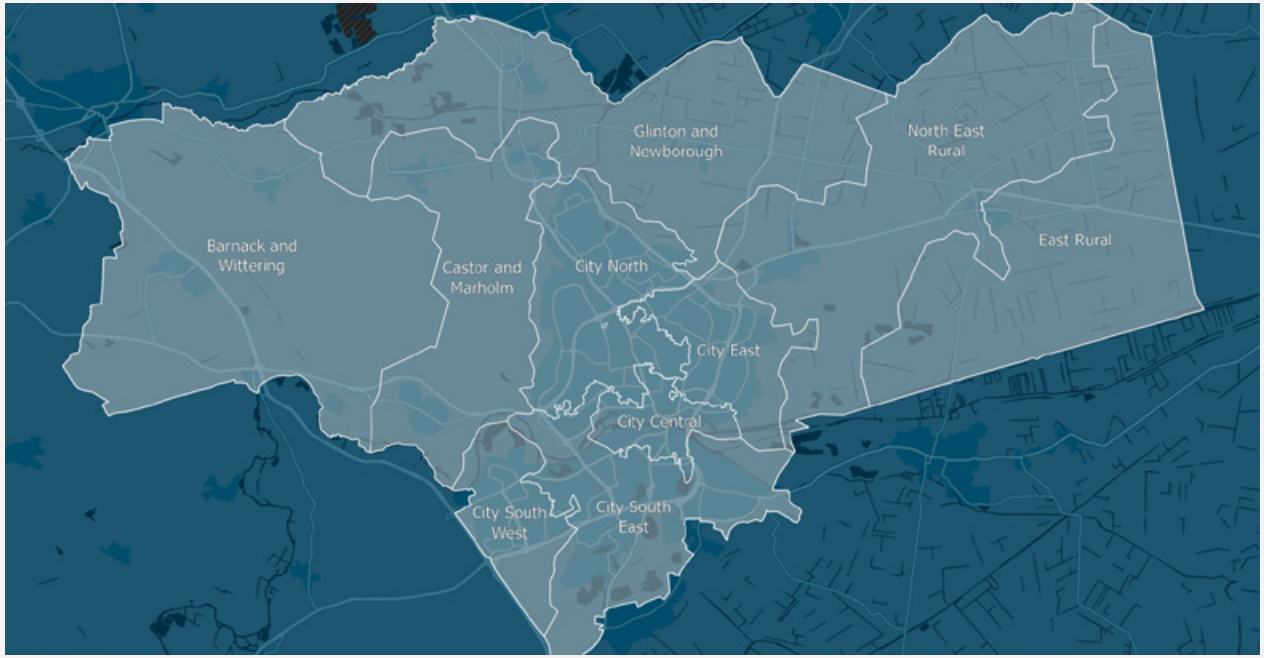
The analysis areas are necessary within the EnergyPath Networks model but do not correspond directly to local districts, wards or neighbourhoods.

Within each analysis area, different components of the system are aggregated. Aggregation of buildings is performed based on energy demand and cost of retrofitting insulation and new heating systems. This way, similar buildings within an individual analysis area will all follow the same pathway. Similarly, decisions on network build and reinforcement are made at an aggregated level. If the electricity loads in one analysis area increase, such that the aggregated capacity of the low voltage feeders is exceeded, then reinforcement of all low voltage feeders within that area will be assumed to be required. The same applies for all other aspects of the energy networks such as low voltage substations, high voltage feeders and substations and heat network capacity.

Since the network options are aggregated, it is important that the boundaries between analysis areas do not cut across the electricity network. It would not be realistic to reinforce the 'downstream' end of an electricity feeder without considering the impact of the loads on those components further upstream in that network.

To ensure consistency in the analysis of electricity network options, the study area was divided by considering each high voltage substation within the local area and all of the electricity network downstream of each substation to give the analysis areas discussed above. Some simplifications to create continuous areas and to remove a low usage private wire substation were applied.

Once the analysis areas had been defined, energy network links between them were defined. This allows transmission of heat, gas and electricity across the analysis area boundaries.



Modelling Approach

Local Energy System Design Considerations

Options which are not considered technically feasible are excluded from EnergyPath Networks – for example, fitting loft insulation into a mid-floor flat or cavity wall insulation to a building which has solid walls.

There are other options which, whilst they may be possible, are not practical in a real-world environment. For example, the use of ground source heat pumps in areas of dense terraced housing: a lack of space means that cheaper ground loop systems cannot be fitted, whilst there is insufficient access for the equipment required to create vertical boreholes. In addition, the heat demand for a row of terraced houses may cause excessive ground cooling in winter leading to inefficient heat pump operation and a need for additional top-up heat from an alternative source.

Consumer preferences also influence suitability of certain options. The installation of domestic hot water tanks for heat storage is a good example. Many low-carbon heat technologies, such as air source heat pumps, work at a lower output power than conventional gas boilers, and this can require the use of heat storage in order to be able to meet peak demand for heat on cold days. However, many households have removed old hot water tanks and fitted combi-boilers to provide hot water on demand. This allowed the space previously occupied by the hot water tank to be repurposed for other uses, which householders find valuable, such as additional household storage.

For example, the English Housing Survey shows that 54% of homes had a combi-boiler in 2016 with this figure rising by around 2% a year since 2001. These consumers often place a high value on the space that has been made available by doing this and are unlikely to embrace heat solutions that require large amounts of domestic space to be sacrificed. A proxy for the value that consumers place on space in their homes is property market values normalised by floor area. With median house price costs in England and Wales in 2017 varying from £32,000 (within County Durham) to £2,900,000 (within Westminster) it is clear that the options for using space for domestic heat storage are likely to be heavily dependent on local factors.

Assumptions and Inputs

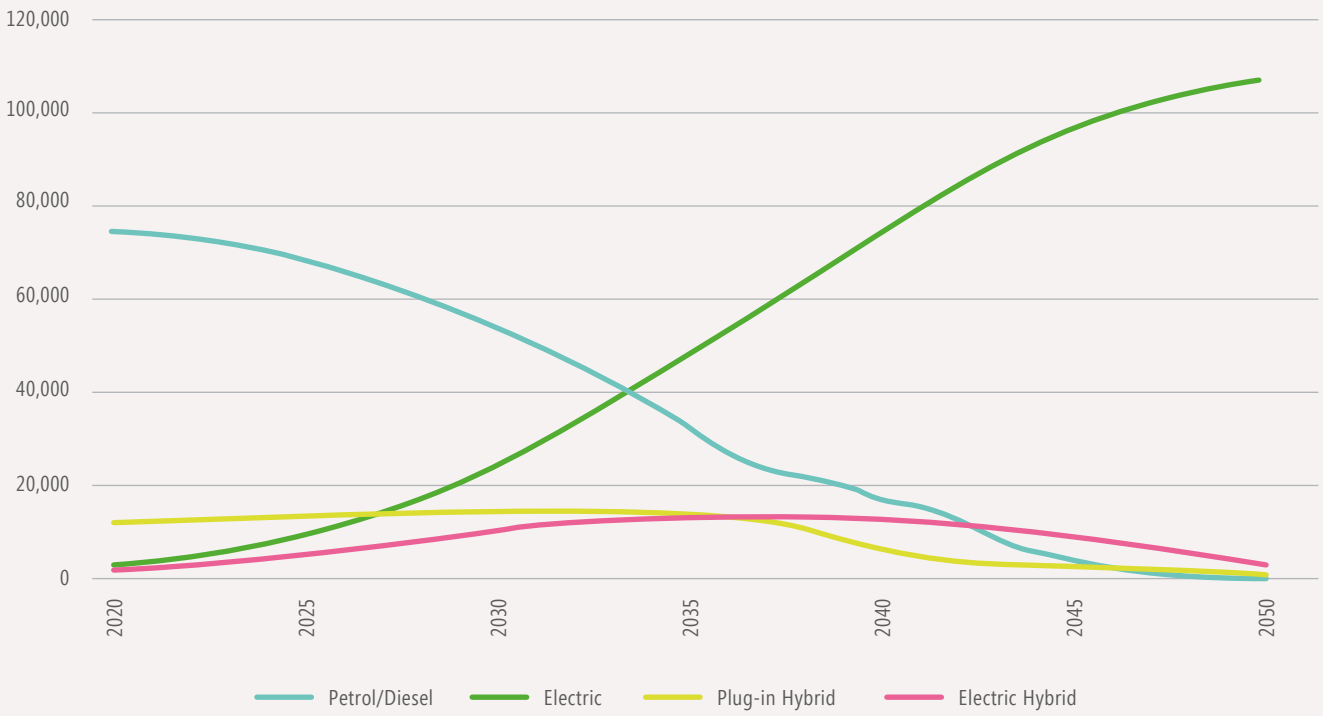
Any technical modelling exercise requires decisions to be made as to the level of complexity and detail that is appropriate. There are several areas where limitations have been applied to limit the complexity of the EnergyPath Networks analysis to keep the scale of the analysis practical, such as grouping buildings into archetypes.

Fixed Input Parameters

Some parameters are considered as fixed inputs within EnergyPath Networks. That is, they are derived externally and presented as inputs to the tool. Any options to vary these parameters are excluded from the decision module. The following energy demands are modelled as inputs:

- Domestic lighting and appliance demands are based on data from DECC's (Department of Energy and Climate Change) household electricity survey which gives these demands for different house types.
- Electric vehicle numbers and charging profiles are based upon assumed take-up rates for electric vehicles and are based on car journeys extracted from the Department for Transport's National Travel Survey. This means that distances travelled (level of charge required) and times of arrival (time of charging) reflect the diversity of real world use. The assumed uptake profile of Electric Vehicles for Peterborough is shown in the graph below.
- The EV charging profiles reflect a vehicle charging immediately after it returns home and so represent a worst case scenario for peak network loads.
- Non-domestic building demands for current systems and future transition options are calculated based on building use and a set of energy benchmarks.

Total number of cars by type



Assumptions and Inputs

Building Modelling

Within the domestic building simulation, a standard target temperature profile is taken from SAP and used for all domestic buildings. This is intended to reflect typical building use patterns. It is recognised that real-world building use will deviate from this profile, as shown by the Energy Follow-Up Survey (EFUS). To reflect this, diversity factors are applied within EnergyPath Networks when individual building energy demands are aggregated to calculate total network demands. These diversity factors modify both the magnitudes of the demands and the times at which they occur.

Construction standards are assumed for buildings of different ages. For example, all pre-1914 buildings are assumed to have solid walls. Similarly, for some building ages the thermal conductivity of the walls is assumed to be the same for each level of insulation. For example, all walls in buildings constructed between 1945 and 1964 which now have filled cavities are assumed to have the same thermal performance. Note that these performance assumptions are based on 'traditional' brick construction and assume that insulation is correctly installed and performs to its technical potential. Buildings constructed in other ways may not be correctly represented in terms of their thermal performance.

Network Modelling

The network modelling approach assumes that development of future energy systems should be driven by consumer needs. On this basis, the EnergyPath Networks modelling framework works on a traditional network reinforcement model. If load on a network is calculated to exceed capacity, then the network will be reinforced to meet that load.

There is limited capability within the model to consider 'Smart' network control or all aspects of Demand Side Response. For example, if a particular feeder in a street was overloaded, a demand side response could be to raise the price of electricity at peak times to decrease consumer demand on the network. EnergyPath Networks will deploy technologies that minimise electricity use at times of peak costs if it is cost effective to do so, but it is not designed to model the behaviours of the DNO or the consumer in this scenario.

The load-flow modelling is not intended to replace full dynamic network modelling conducted by network operators. EPN uses a steady-state approach which is appropriate for establishing peak loads and the capacity required to meet them, to understand the influence of different options on network costs. It considers both voltage and temperature constraints.

Technology Cost and Performance

EnergyPath Networks models the future energy system which is considered to have the lowest cost to society whilst meeting defined carbon targets. The selected options are influenced by the costs associated with different technologies. The modelled technology cost should represent the cost in a fully competitive UK market, with significant volumes of the technology being sold. This is currently the case for markets for some technologies such as a gas boiler, but not for others such as heat pumps.

Where the market is not fully developed it is not appropriate to use the current price charged to consumers. Instead, an estimate of the current costs of buying and installing is made using a variety of data sources to ensure that estimated costs are within reasonable bounds.

Optimisation Variables

A variety of technology options have been considered within the EnergyPath Networks analysis. These are described over the following pages.

Primary Heating Systems

Different current and future heating system combinations have been considered within the analysis. The heating systems assessed are as follows:

- **Gas boilers** are the main source of heat for domestic premises in the UK at present.
- **Oil / LPG boilers** are a popular heat source for those buildings which are not connected to the gas network.
- **Biomass boilers** can provide a low-carbon heat source by burning fuel derived from sustainably sourced wood products.
- **Hydrogen boilers** could provide a low-carbon heat source once hydrogen becomes available.
- **Heat pumps** use electrical energy to transfer heat energy from one source to another. They are similar to a domestic refrigerator which transfers heat from a cold space to the surrounding room. This is reversed in a heat pump system so that the internal space is warmed by transferring heat from outside. Heat pumps have an advantage compared to other electrically powered heat sources as they produce more heat energy than the electrical energy required to power them. Different types of heat pump are considered:
  - **Low Temperature Air Source Heat Pumps (ASHPs)** use the outside air as the source of heat and provide hot water to the heating system at temperatures around 45oC. This temperature is lower than that normally used for domestic heating with a gas boiler and so may require changes to heating distribution systems, such as the provision of larger radiators to allow the building to be heated effectively. These changes are accounted for in the costs of the technology used in the model.
  - **Low Temperature Air Source Heat Pump – Gas Boiler Hybrids** use a combination of a low temperature ASHP to provide a large proportion of the heat demand but can top up this heat using a conventional gas boiler at times when it is not efficient to operate the heat pumps, or the heat pump cannot meet the required demand.
  - **Low Temperature Air Source Heat Pumps** can also have supplementary heat provided by direct electric heating when required.
  - **High Temperature Air Source Heat Pumps** are similar to a low temperature Air Source Heat Pump but provide hot water at a higher temperature (typically 55oC) which may remove the need for other modifications to the heating system. They generally operate at a lower efficiency than low temperature air source heat pumps.
  - **Ground Source Heat Pumps** use heat energy stored in the ground to provide hot water to the heating system. Since ground temperatures are higher than air temperatures in winter they can operate more efficiently and provide higher water temperatures than air source heat pumps. Space is required, however, to install pipework to extract heat from the ground and this adds considerably to the cost of installing these systems.
- **Electric Resistive storage heating** is the most commonly used system for buildings which have electric heating. Room heaters are typically charged overnight (where there can be an option to charge the system at a lower, night rate electricity tariff) and then release this heat over the course of the following day.
- **Electric Resistive heating without storage** provides instant heat through panel, fan or bar heaters.
- **District heating** provides heat to buildings through pipes that carry the heat from a central heat source. In current systems, this is typically a large gas boiler or gas fired Combined Heat and Power (CHP) plant which provides heat to the network and generates electricity which is either consumed locally or exported to the electricity network. Once installed these systems can be converted from using gas to lower carbon alternatives such as a large-scale Ground Source Heat Pump or a biomass boiler. Equally, if there is no gas supply in the first place, then systems can be designed from the outset with such alternatives.

Optimisation Variables

Building Retrofit Options

Domestic buildings in the UK have been constructed to a wide variety of building regulations depending on their age. Many older buildings have low levels of insulation and require much more energy to keep them warm in winter than those built to more recent regulations.

There are many options available to reduce heat loss from older buildings some of which could also be applied to more modern buildings. Loft insulation, wall insulation (cavity or solid depending on existing building fabric) and triple glazing retrofit options are modelled within the EnergyPath Networks model.

In addition, some minor improvements are considered as secondary measures. That is, "quick wins", such as draught proofing, that could be installed at the same time as more substantial building fabric upgrades.

Solar

EnergyPath Networks considers the deployment of solar panels within a local area to generate electricity and hot water. Both systems can produce significant amounts of energy in summer months but may produce close to zero energy on winter days when the sun is low in the sky and days are much shorter. This may coincide with times of greatest heat demand, so alternative energy supply options need to be available at these times.

In the case of electricity generation (solar photovoltaics) the power might be used by the home owner or might be exported to the electricity network if the amount being generated exceeds the demand of the generating building.

Solar hot water systems typically heat water in a hot water tank by circulating a fluid between a heating coil within the tank and the roof mounted panel heated by the sun.

Heat Storage

Heat storage can be considered at two scales:

- Individual domestic storage in hot water tanks.
- Large-scale storage in association with heat networks.

In both cases, it is assumed that more heat could be produced at certain times than is required to meet demand. This provides an option to store that heat and then release it back into the heating system at times when the peak demand is high. It can sometimes be a cost-effective solution as it allows a less powerful heat source to be installed that can be topped up using stored heat at times of peak demand.

Depending on the location in the UK, the value of the floor space lost could outweigh the capital savings associated with installing a heating system with a hot water tank over a more powerful heating system without a hot water tank.

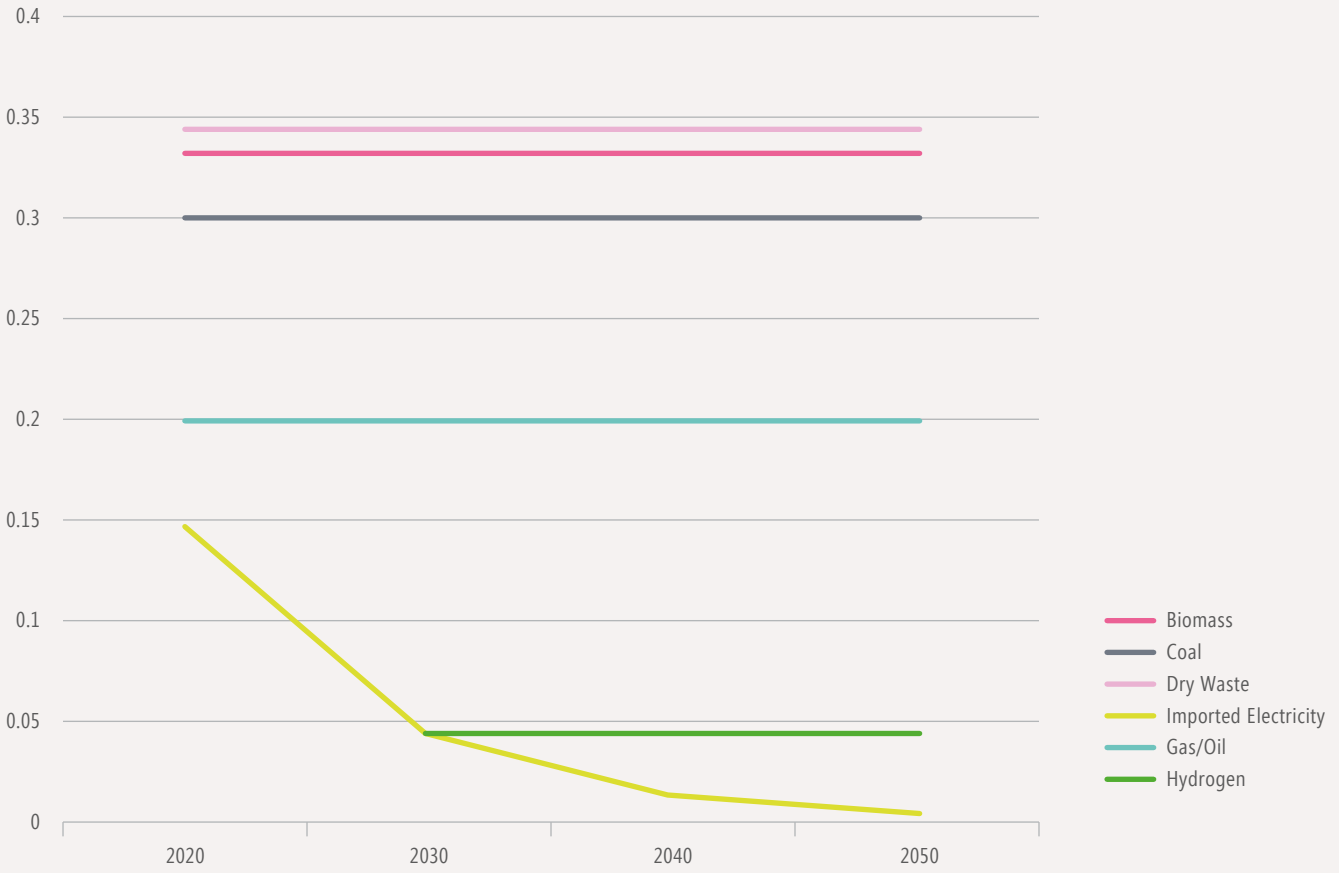
Emission Calculations

EPN optimises to calculate the lowest cost route to meeting a defined carbon target. Domestic, industrial and commercial emissions (i.e. those related to buildings) are in scope for the model. Transport emissions (beyond personal vehicles) and those resulting from land use change are excluded from the analysis.

Some types of non-domestic buildings are projected to have reductions in demand and so emissions over the time period to 2050, even if their heat demand continues to be met using gas or electricity. Emission reductions from these buildings can occur due to:

- Conversion of the national grid to low-carbon electricity which decarbonises the emissions associated with local electricity consumption as shown in graph to the right.
- Reduced gas use in buildings where there is historical evidence to support this trajectory – mainly associated with professionally managed buildings whose managers have a commercial incentive to improve energy efficiency.

CO_2 Emissions Inputs to EnergyPath Networks



Note that it is assumed Hydrogen does not become available until the mid-2030s and therefore there are no emissions for Hydrogen prior to 2030.

Cost Optimisation Approach

EnergyPath Networks has been used to provide evidence to support local area energy planning and the development of local energy system designs able to meet local carbon reduction targets. The importance of other factors such as fuel poverty and health benefits should be recognised in the planning of the future energy system but they are not core parameters in EnergyPath Networks.

Once a set of potential options for the buildings and energy networks in the local area have been identified, the Decision Module compares all valid option combinations and selects the set that meets the local CO_2 emissions target at minimum cost.

The costs considered are the total cost to society for the whole energy system including capital costs, fuel costs and operation and maintenance costs to 2050.

The future costs are discounted. Discounting is a financial process which aims to determine the "present value of future cash flows", or in other words: calculating what monies spent or earned in the future would be worth today. Discounting reflects the "time value of money" – one pound is worth more today than a pound in, say, one year's time as money is subject to inflation and has the ability to earn interest. A discount rate of 3.5% is used, as suggested in the UK Treasury's "Green Book" (used in the financial evaluation of UK Government projects).

Taxes and subsidies are excluded as these are transfer payments with zero net cost to society. Their inclusion in the analysis might result in the selection of sub-optimal solutions. The intention is that, once evidence has been used to define a local area energy strategy and possible future local energy system designs then appropriate delivery methods and associated policies can be developed to enable delivery.

Summary of Data Sources

Buildings and Roads

Category	Data Source	Usage	Owner	Reference and Copyright (if applicable)
Domestic, Non-Domestic and Roads	Ordnance Survey AddressBase Premium, MasterMap Topography, Highways, Building Heights, Sites, VectorMap District, Open Roads	• Shows location, footprint and classification of buildings, plus road layout for network modelling. • Provides status and classification of non-domestic building (e.g. office, retail). • Informs building size and height. • Latest data obtained September 2021 for buildings and roads.	Ordnance Survey	© Crown copyright and database rights 2021 OS 100024236
Domestic and Non-Domestic	Lidar Data	• Used to obtain building heights	Department for Environment, Food & Rural Affairs	Lidar data © Crown 2021 copyright Defra licenced under the Open Government Licence (OGL). https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Domestic and Non-Domestic	Energy Performance Certificates (EPC)s	• ESC-built address matching algorithm to match housing attributes from EPCs • Informs building-level attributes – e.g. current heating system, levels of insulation. • Non-domestic Energy Performance Certificates (EPC) and Display Energy Certificates (DEC) to provide further building attributes and demands.	Ministry of Housing, Communities & Local Government	Energy Performance Certificates obtained from https://epc.opendatacommunities.org/ under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Domestic	English Housing Survey	• Informs building-level attributes – e.g. current heating system, levels of insulation.	Ministry of Housing, Communities & Local Government	© Crown copyright material is reproduced with the permission of the Controller of HMSO and the Queen's Printer for ScotlandMinistry of Housing, Communities and Local Government. (2021). English Housing Survey, 2017: Housing Stock Data: Special Licence Access. [19 March 2019]. 2nd Edition. UK Data Service. SN: 8546, http://doi.org/10.5255/UKDA-SN-8546-2
Domestic	Off Gas Postcodes from Xoserve	• Used to determine off-gas buildings	Xoserve	Off Gas Postcodes © Copyright Xoserve Limited 2020
Domestic	Heritage Data: Listed Buildings	• Potential constraint on retrofit for listed buildings	Historic England	© Historic England 2021. Contains Ordnance Survey data © Crown copyright and database right 2021. The Historic England GIS Data contained in this material was obtained on 22/09/2021. The most publicly available up to date Historic England GIS Data can be obtained from http://www.HistoricEngland.org.uk
Domestic	DECC household electricity survey	• Domestic appliance use profiles	UK Government	© Crown copyright, 2013. Data obtained from https://www.gov.uk/government/publications/household-electricity-survey--2 under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Domestic	ETI's Optimising Thermal Efficiency of Existing Housing Project	• Retrofit Costs	ETI	https://www.eti.co.uk/library/optimising-thermal-efficiency-of-existing-housing
Non-Domestic	Land Registry	• Informs classification of non-domestic building.	UK Government	© Crown copyright, 2020. Data obtained from https://use-land-property-data.service.gov.uk/datasets/inspire/download under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Non-Domestic	Energy benchmarks (kWh/m^2) developed in conjunction with Arup	• Non-Domestic building energy profiles	Energy Systems Catapult	
Future Building Stock	Peterborough Land Supply	• Identify location and number of buildings with planned construction dates	Peterborough City Council	

Summary of Data Sources

Networks, Generation, Emissions and Transport

Category	Data Source	Usage	Owner	Reference and Copyright (if applicable)
Networks	Cadent Gas	• Mapping of pipes including material, size and pressure.	Cadent Gas	
Networks and Generation	WPD	• Substation locations, capacities and headroom (for 11kV-400V upwards)•Embedded Capacity Register used to identify registered generation assets within the region	WPD	Supported by WPD Open data. Wester Power Distribution network data downloaded from connecteddata.westernpower.co.uk licensed under the Open Government Licence v3.0 www.westernpower.co.uk/open-data-licence
Networks and Generation	UKPN	• Substation locations, capacities and headroom (for 11kV-400V upwards)•Embedded Capacity Register used to identify registered generation assets within the region	UKPN	UK Power Networks substation network data downloaded from www.ukpowernetworks.opendatasoft.com licensed under CC by 4.0 https://creativecommons.org/licenses/by/4.0/
Networks	ETI Infrastructure Calculator	• Electricity, Gas, Heat and Hydrogen Network Costs	ETI	https://www.eti.co.uk/programmes/energy-storage-distribution/infrastructure-cost-calculator
Networks	ETI Macro Distributed Energy project	• Energy Centre costs and technical parameters	ETI	http://www.eti.co.uk/library/macro-distributed-energy-project/
Networks and Generation	District heating study for Peterborough - HNDU Detailed Project Development stage - Techno-economic feasibility analysis review Draft report (November 2021)	• Capacity and locations of planned generation assets for PIRI heat network•Locations of buildings to be connected to PIRI heat network	Element Energy and Peterborough City Council	
Networks	East Coast Hydrogen Feasibility Report	• Relative proportions of Blue/Green Hydrogen for East Coast Hydrogen•87 % 'blue', 11 % 'green', 0.044 tCO2e/MWh, £61.20/MWh between 2030-2040 and £54.10 for 2040-2050.	National Grid	https://www.nationalgrid.com/uk/gas-transmission/document/138181/download
Networks	BEIS Hydrogen Production Costs	• Hydrogen Cost and Emissions Calculations	UK Government	© Crown copyright, 2021. Data obtained from https://www.gov.uk/government/publications/hydrogen-production-costs-2021 under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Networks and Emissions	BEIS Green Book	• Electricity Grid Prices and Emissions		© Crown copyright, 2021. Data obtained from https://www.gov.uk/government/publications/valuation-of-energy-use-and-greenhouse-gas-emissions-for-appraisal under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Generation	Renewable Energy Planning Database	• Current planned and operational renewable energy installations (above 150kw)•	UK Government	© Crown copyright, 2020. Data obtained from https://www.gov.uk/government/publications/renewable-energy-planning-database-monthly-extract under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Generation	Feed-in-tariff install reports	• Current levels of domestic PV by postcode	UK Government	© Crown copyright, 2020. Data obtained from https://www.ofgem.gov.uk/environmental-and-social-schemes/feed-tariffs-fit/contacts-guidance-and-resources/public-reports-and-data-fit/installation-reports under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Generation	Peterborough planning database	• Used to identify planned local generation sites.	Peterborough City Council	https://www.peterborough.gov.uk/council/planning-and-development/planning-and-building/search-applications
Emissions	National Atmospheric Emissions Inventory (NAEI)	• Locations of large emission sources	National Atmospheric Emissions Inventory	© Crown 2021 copyright Defra & BEIS via naei.beis.gov.uk, licenced under the Open Government Licence (OGL). https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/

Summary of Data Sources

Land Classification and Electric Vehicles

Category	Data Source	Usage	Owner	Reference and Copyright (if applicable)
Land	Flood Risk Maps	• Identification of areas unsuitable for ground mounted solar PV	UK Government	© Crown copyright, 2021. Data obtained from https://www.gov.uk/government/publications/flood-risk-maps-2019 under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Land	Natural England: Sites of Special Scientific Interest, Special Areas of Conservation, National Nature Reserves, Areas of Natural Beauty, Ramsar – Wetlands Sites	• Identification of areas unsuitable for ground mounted solar PV	Natural England	© Natural England copyright, 2021. © Crown copyright and database right. Data obtained from https://naturalengland-defra.opendata.arcgis.com/search?collection=Dataset under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Land	Heritage Data: National Parks and Woodland	• Identification of Land use	Historic England	© Historic England 2021. Contains Ordnance Survey data © Crown copyright and database right 2021. The Historic England GIS Data contained in this material was obtained on 22/09/2021. The most publicly available up to date Historic England GIS Data can be obtained from http://www.HistoricEngland.org.uk
Land	Agricultural Land Classification	• Identification of areas unsuitable for ground mounted solar PV	UK Government	© Crown copyright, 2021. Data obtained from https://data.gov.uk/dataset/952421ec-da63-4569-817d-4d6399df40a1/provisional-agricultural-land-classification-alc under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Land	CORINE	• Identification of areas unsuitable for ground mounted solar PV	Environmental Information Data Centre	Cole, B.; De la Barreda, B.; Hamer, A.; Codd, T.; Payne, M.; Chan, L.; Smith, G.; Balzter, H. (2021). Corine land cover 2018 for the UK, Isle of Man, Jersey and Guernsey. NERC EDS Environmental Information Data Centre. https://doi.org/10.5285/084e0bc6-e67f-4dad-9de6-0c698f60e34dData obtained from https://catalogue.ceh.ac.uk/documents/084e0bc6-e67f-4dad-9de6-0c698f60e34d Under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Electric Vehicles	Zap-Map®	• Location and speed of public chargepoints.•National Chargepoint Registry (NCR) has not been used since its data is included within Zap-Map's national database.	Zap-Map®	https://www.zap-map.com/
Electric Vehicles	DVLA Vehicle Licensing Statistics	• Baseline data for ESC analysis on the expected uptake of EVs on the network.	UK Government	© Crown copyright, 2021. Data obtained from https://www.gov.uk/government/collections/vehicles-statistics under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
Electric Vehicles	National Travel Survey	• Input for EV charging profiles	UK Government	© Crown copyright, 2021. Data obtained from https://www.gov.uk/government/collections/national-travel-survey-statistics under the Open Government License v3.0 https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/

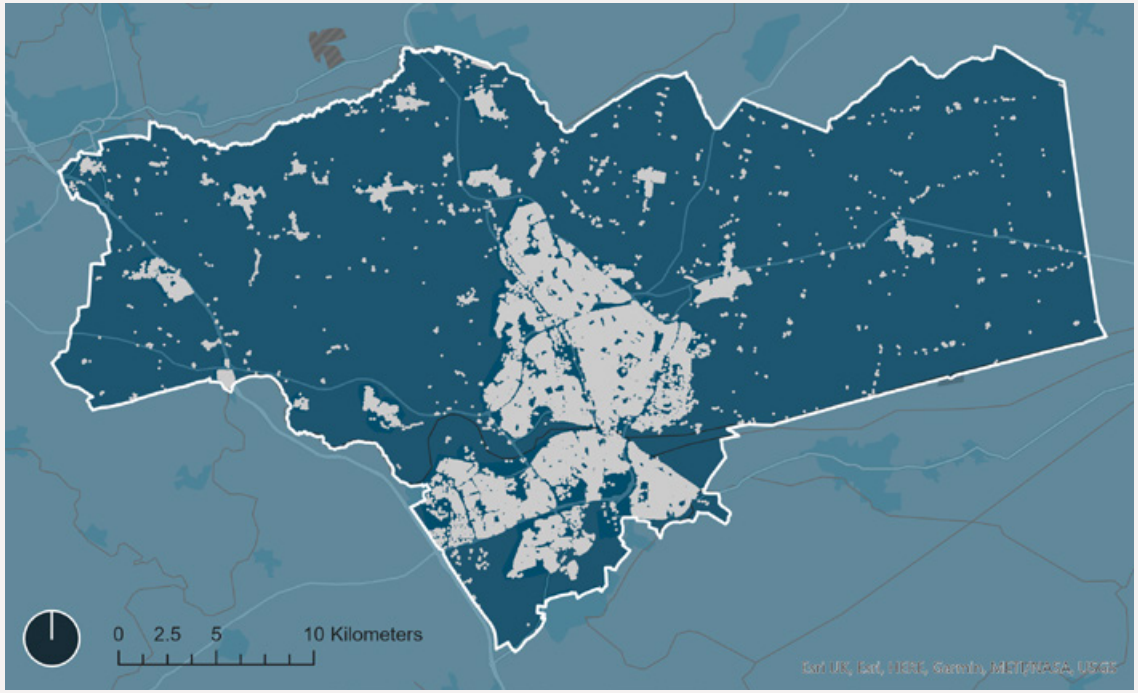
System Baseline

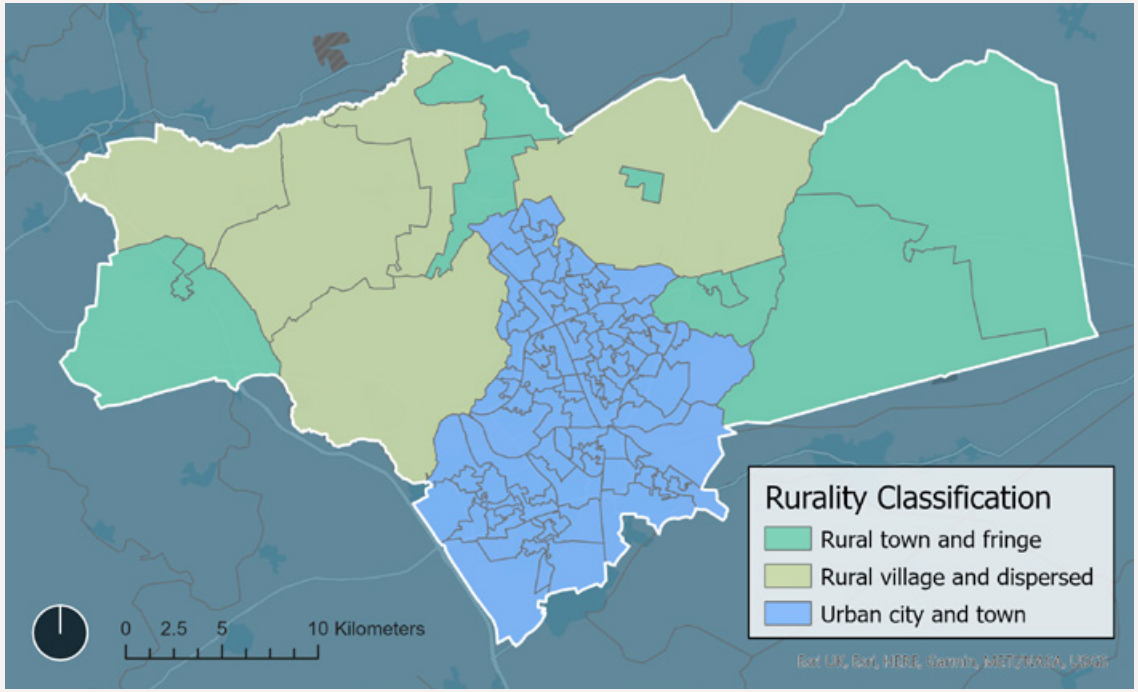
Current View: Local Buildings

Peterborough currently has around 87,000 dwellings which are mainly located in the south and central parts of the local authority area. The top map shows the location of these existing dwellings and non-domestic, commercial, industrial buildings to give an illustration of the overall built environment.

The bottom map shows the rurality classification of each lower-level super output area (LSOA*). Together these maps show the high density of buildings in and around Peterborough centre.

Between 2022 and 2036, an additional 15,000 dwellings are expected to be built across Peterborough. When built, these dwellings will represent almost 17.5% of the housing stock.





* LSOAs are small geographical areas with an average population of around 1,500 people.

Current View: Dwelling Type & Age

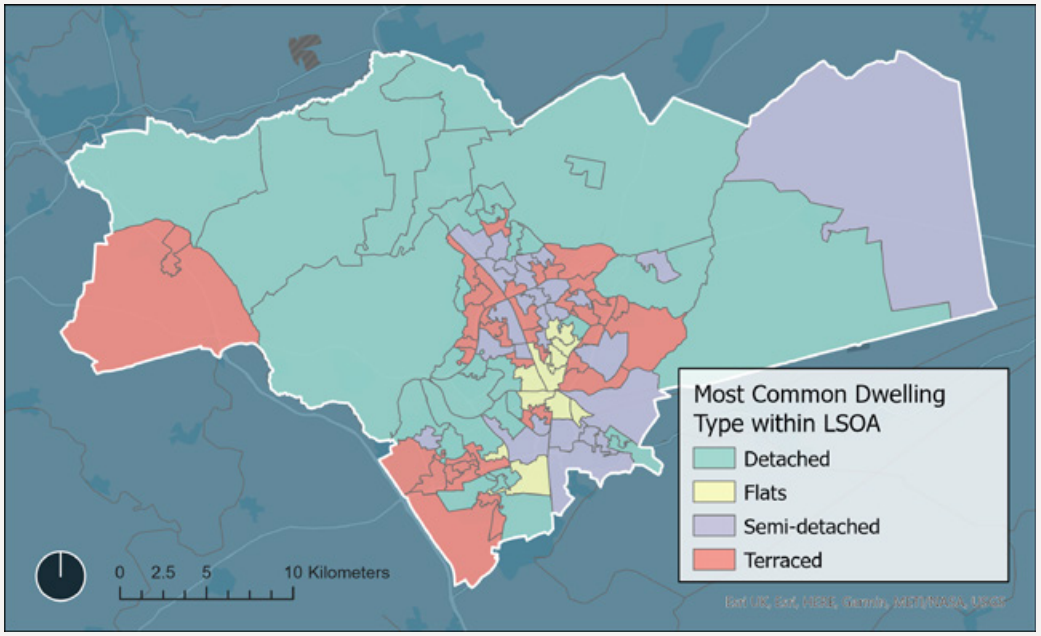
To understand the current housing stock in more detail, it was segmented by: type, age, floor area, heating system, loft insulation level, wall type, and window type. The maps below show the modal (i.e. the most common) dwelling type and age within each LSOA.

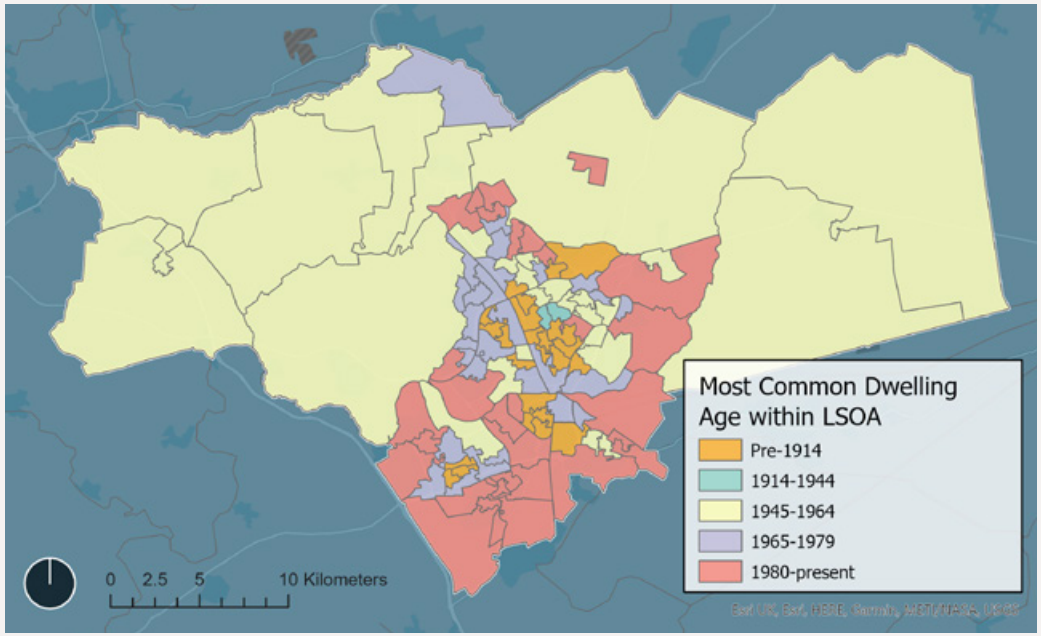
From the maps it can be seen that in the high-density centre of Peterborough there is a predominance of smaller dwelling such as flats and terraces, whereas in the more rural zones larger detached dwellings are more common.

The age of the dwellings also varies spatially. In the majority of the rural zones, the dwellings were most commonly built in the post-war period.

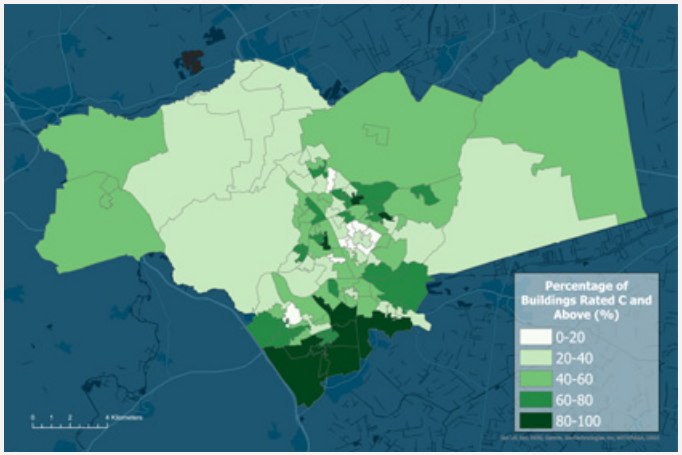
A slight divergence from the pattern is shown in the image to the right where terraced dwellings are common in a rural area in the west of Peterborough.

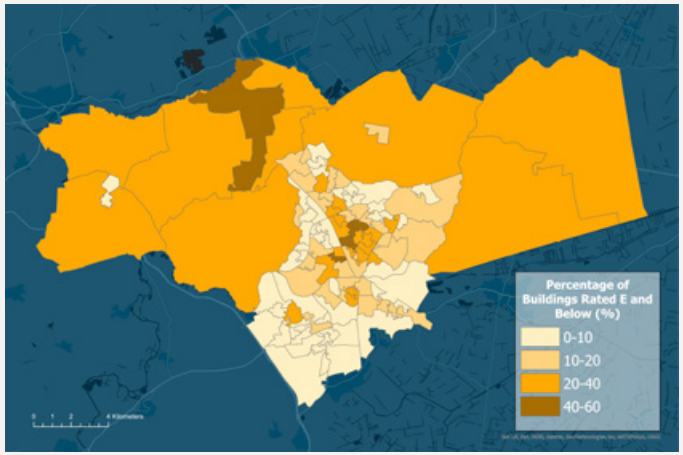
Image from GoogleMaps of Main Street in the west of the region near Wittering.

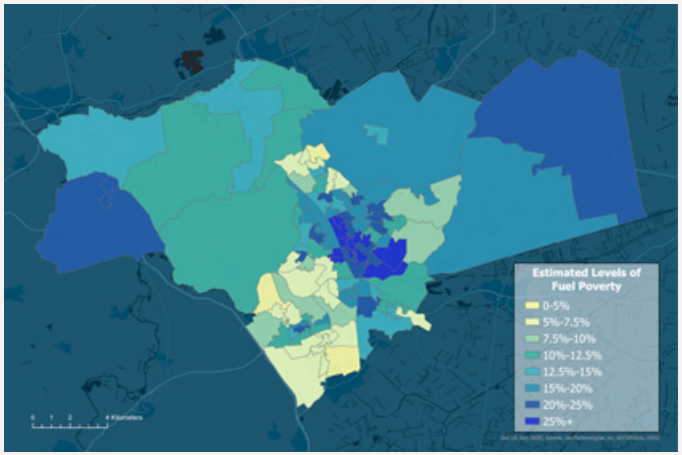




Current View: Domestic Energy Performance







The maps above show the current energy efficiency performance of dwellings across Peterborough in different ways: on the left, those with a good level of insulation; and in the centre those with a poor level of insulation. Combined, these two maps show that dwellings in the rural areas typically have worse EPC* ratings than those in urban areas. This is unsurprising as smaller dwellings such as flats and terraces have a lower heat loss due to their lower external exposure.

At a more practical level, the map in the centre can also indicate where to focus government funding (e.g. Home Upgrade Grant) which is only applicable to dwellings with EPC ratings of E or below.

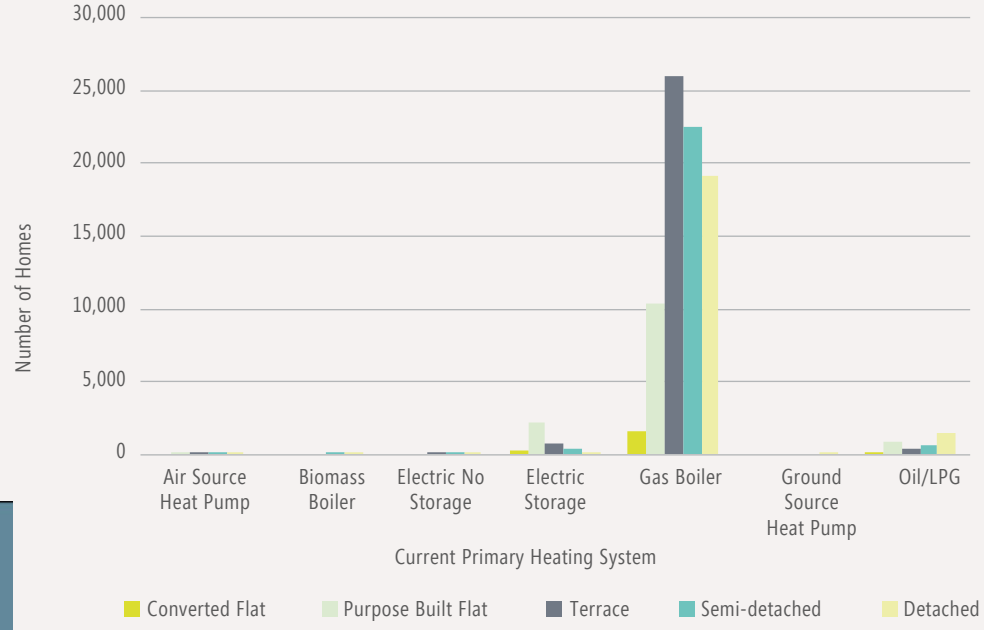
The map on the right shows the estimated level of fuel poverty in each LSOA. Note, the data used is from 2019 and therefore does not reflect any expected increase in fuel poverty due to 2022 fuel prices. However, a broad trend can be identified by comparing the EPC maps and the fuel poverty map. LSOAs where dwellings have a higher average energy performance rating, have a lower incidence of fuel poverty showing the societal link between energy, retrofit and personal finances.

* Energy Performance Certificates

Current View: Domestic Heating Systems

95% of buildings currently use gas, oil or LPG for heating and therefore will need to be decarbonised. The majority of these are gas boilers. Oil and LPG boilers are assumed to be used in more rural off-gas homes.

Using Xoserve data, it has been identified that about 5% of dwellings are not connected to the gas grid. These buildings would therefore be unlikely to have access to hydrogen in the future.



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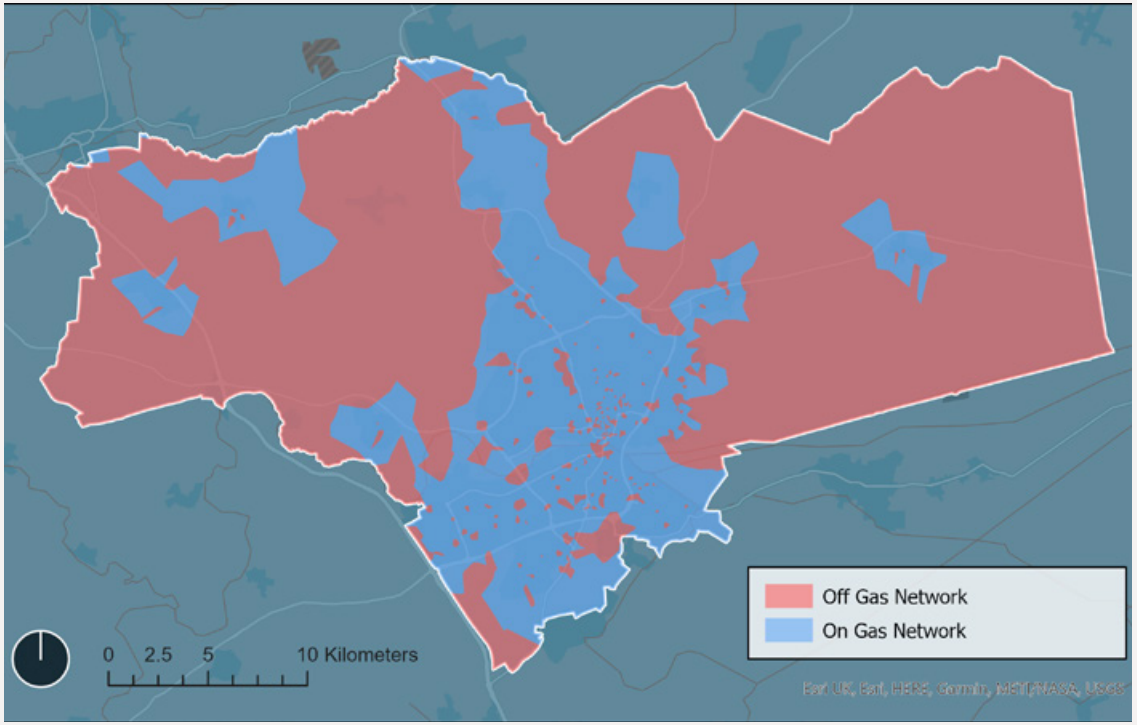
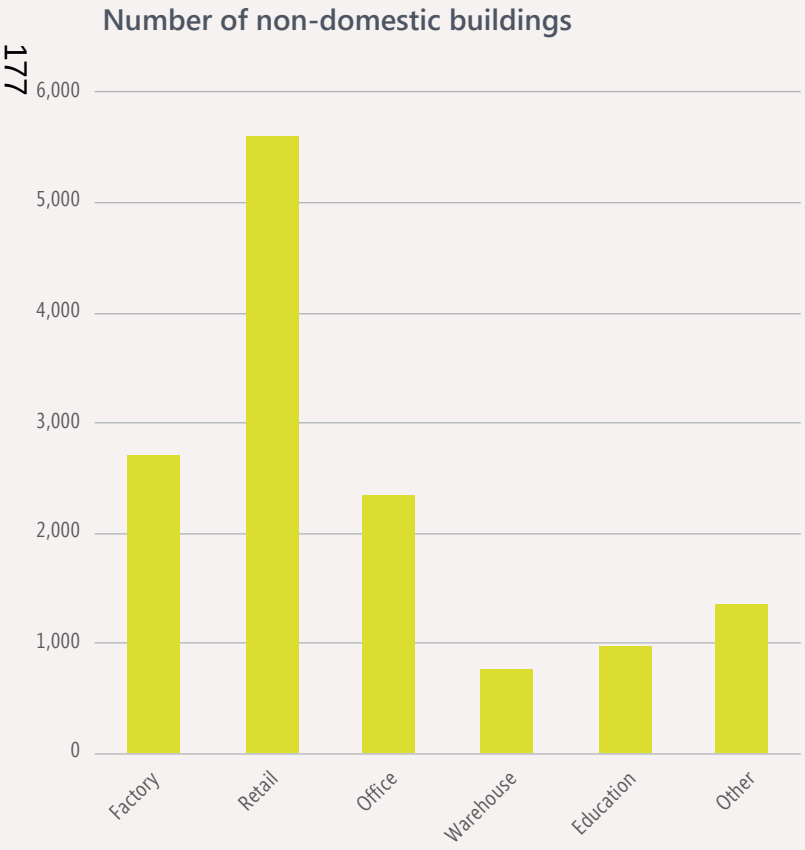


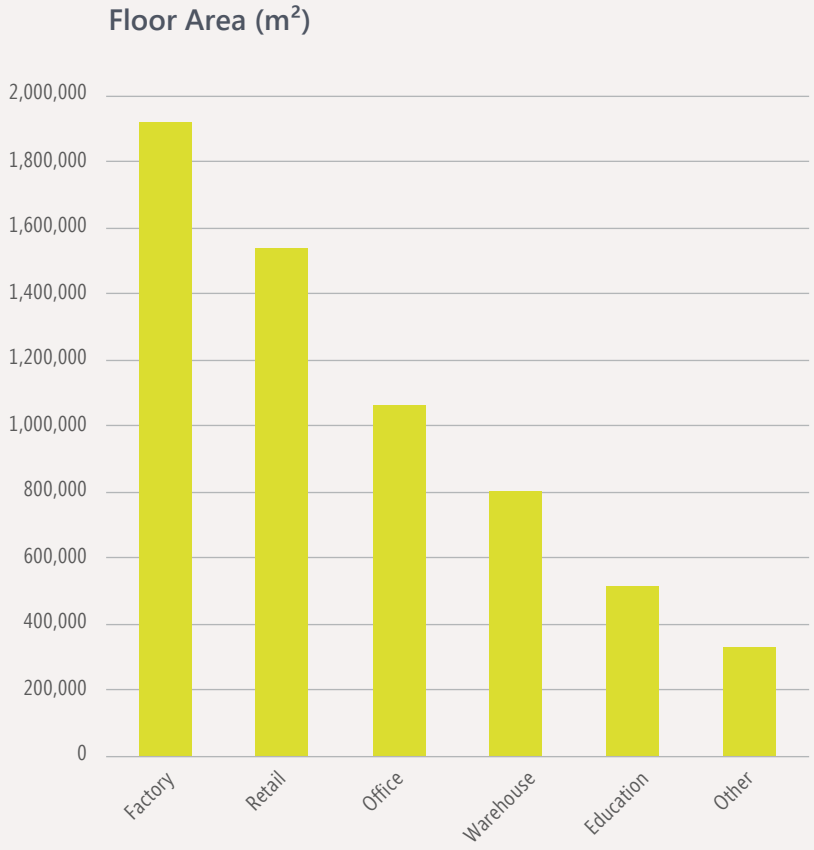
Current View: Non-Domestic Buildings

The graphs below show the breakdown of different used for non-domestic buildings by number and floor area. Note that the total floor area of a building represents the aggregate floor area over all storeys.

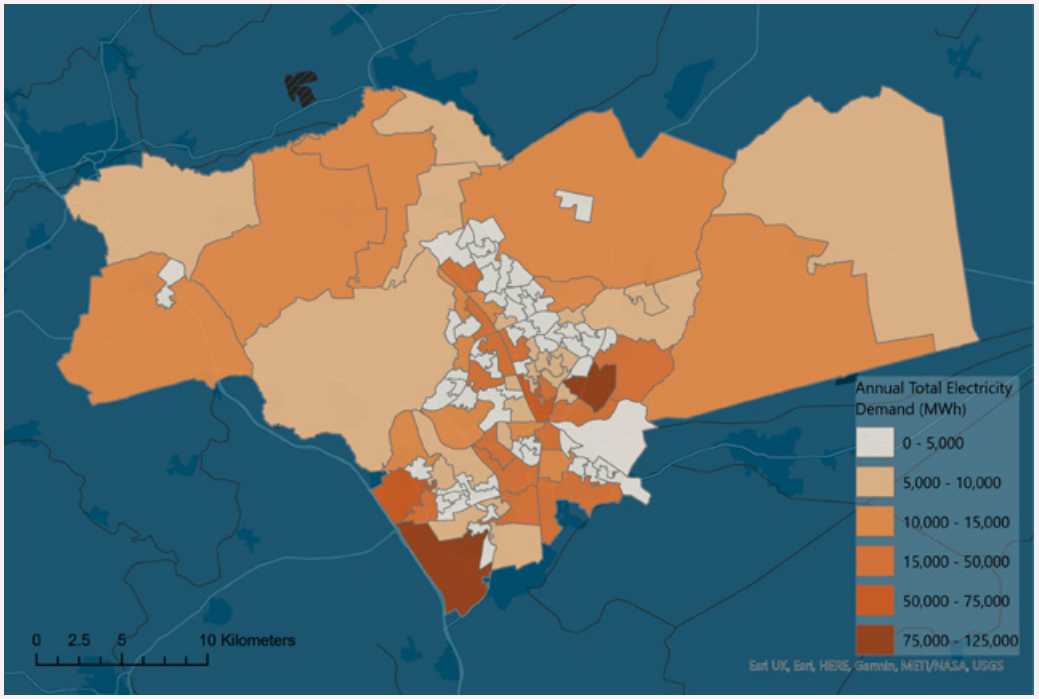
Energy benchmarks for non-domestic buildings in the model are kWh/m^2.

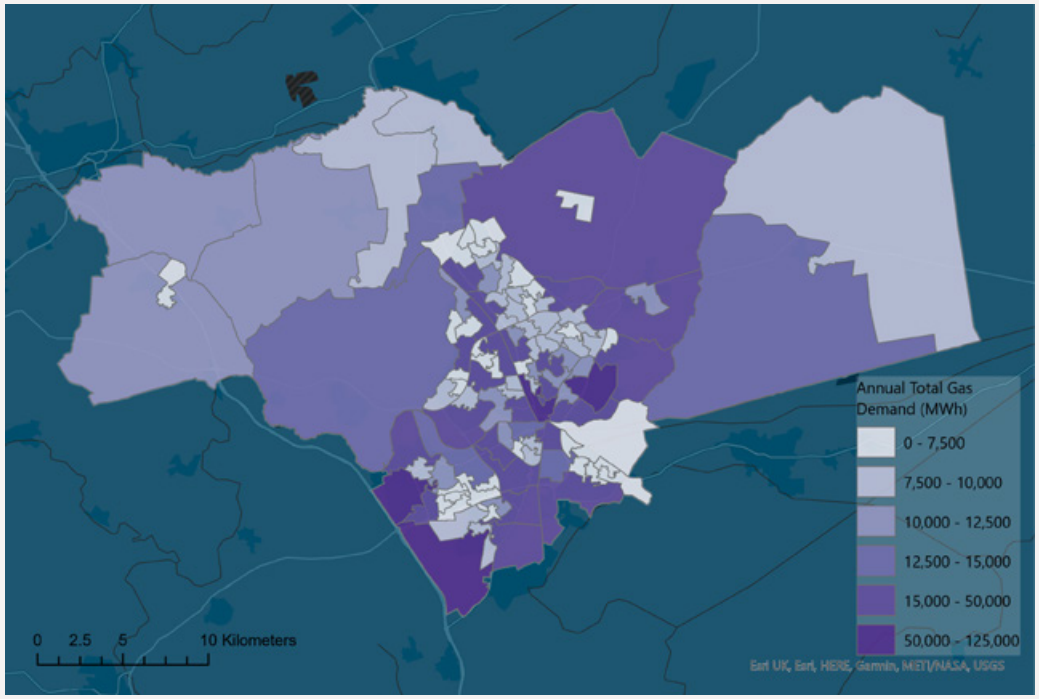
177





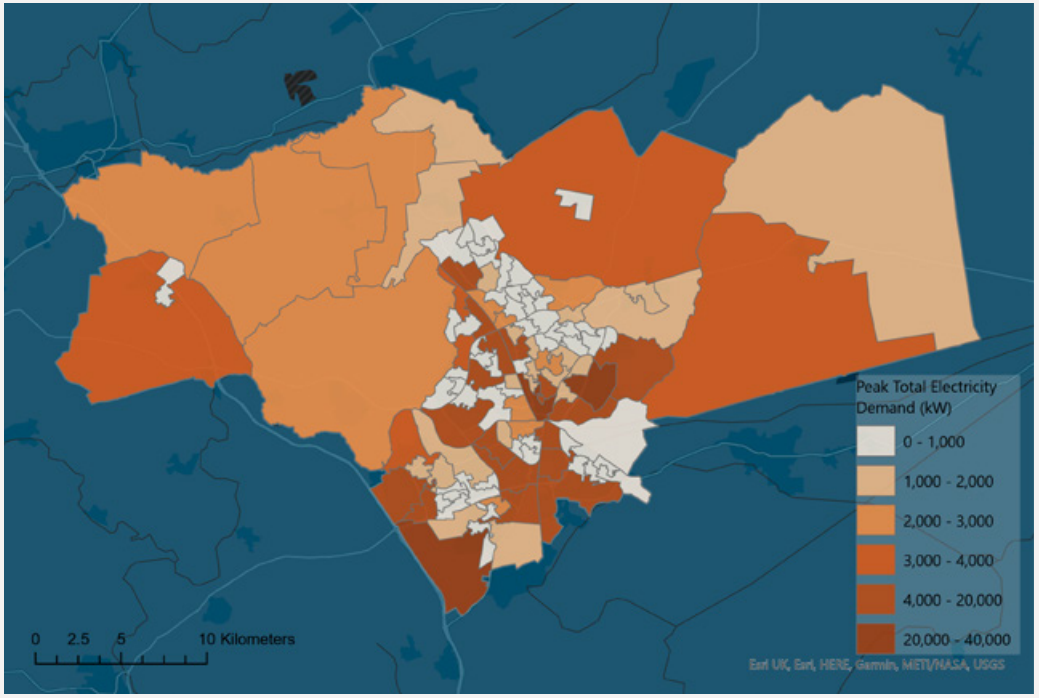
Current View: Annual Total Demand

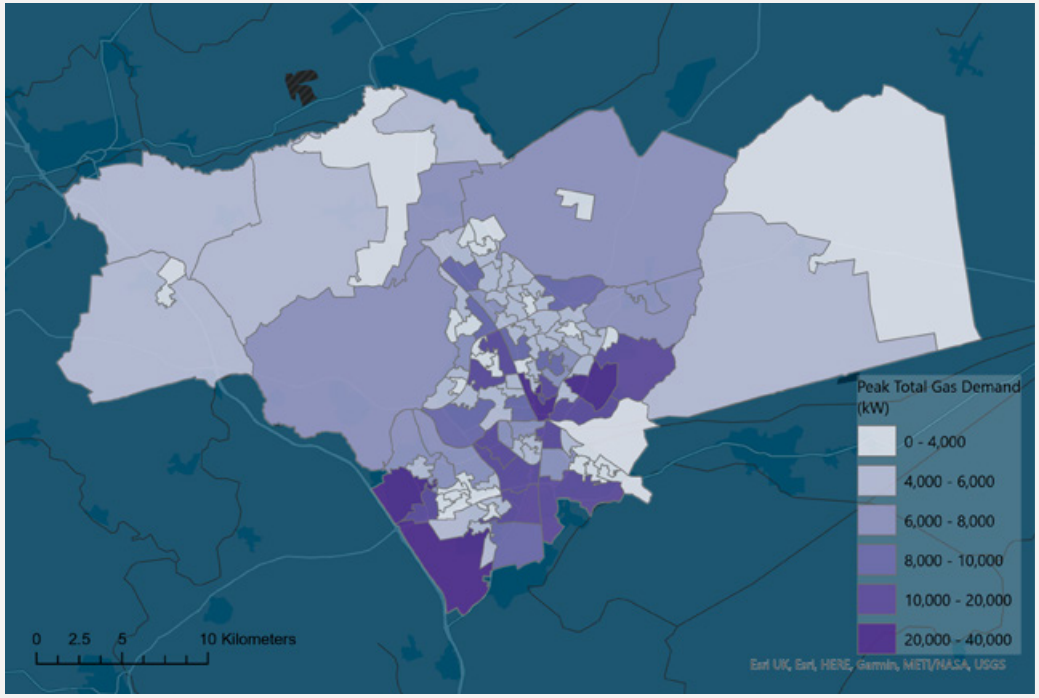




The images above show the modelled annual electricity and gas demands (for domestic and non-domestic combined) in each lower-tier super output area (LSOA) across Peterborough.

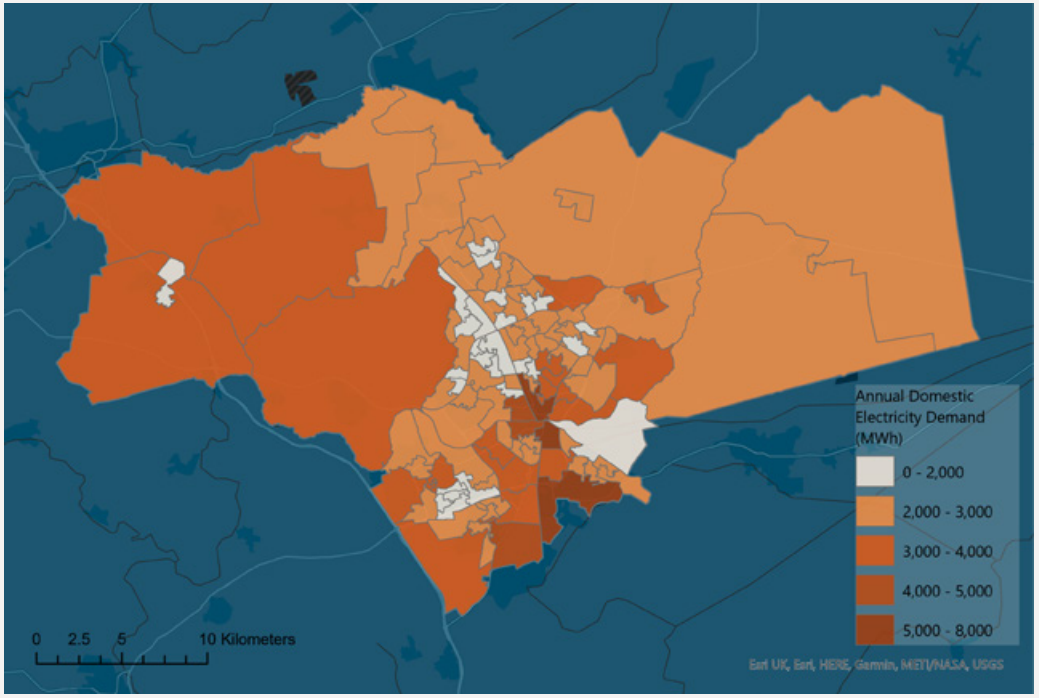
Current View: Peak Total Demand

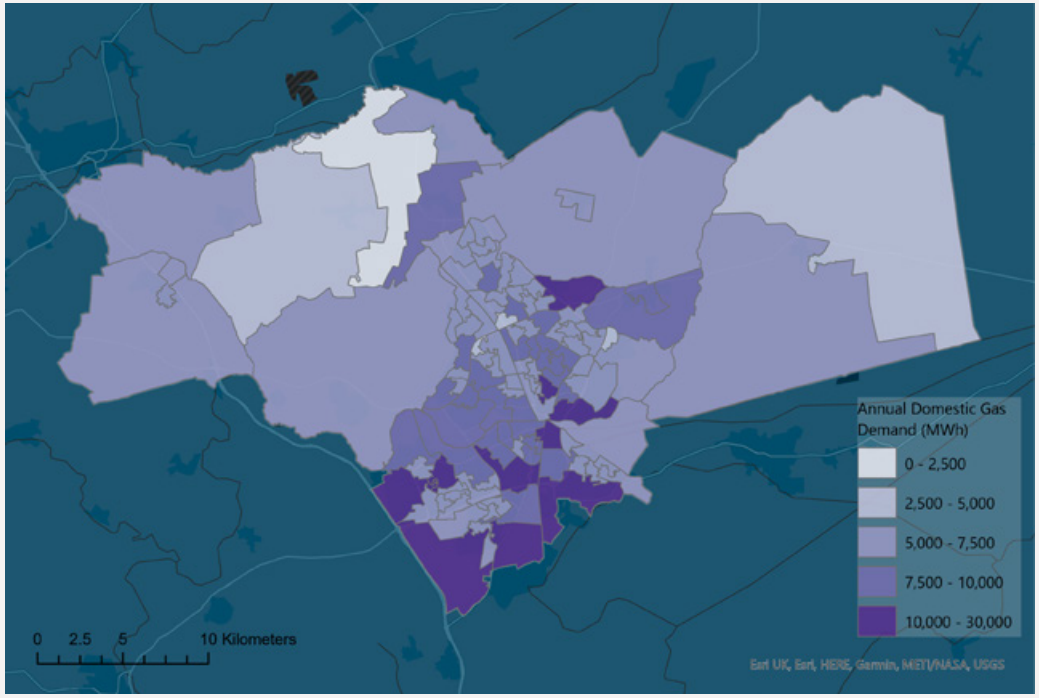




The images above show the modelled peak electricity and gas demands (for domestic and non-domestic combined) in each lower-tier super output area (LSOA) across Peterborough.

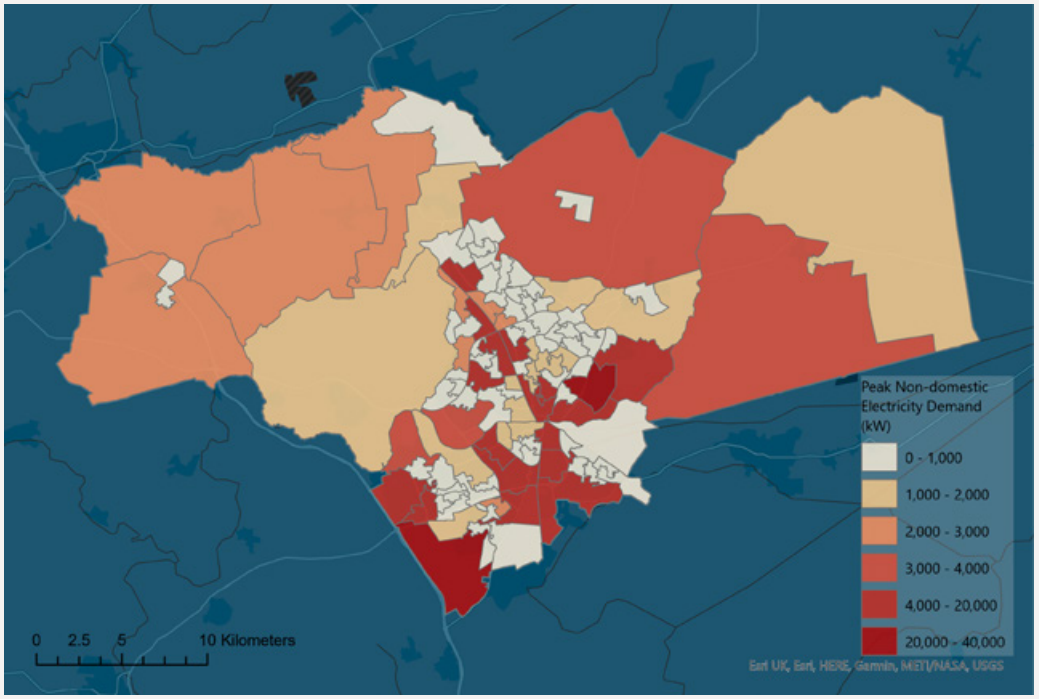
Current View: Domestic Annual Demand

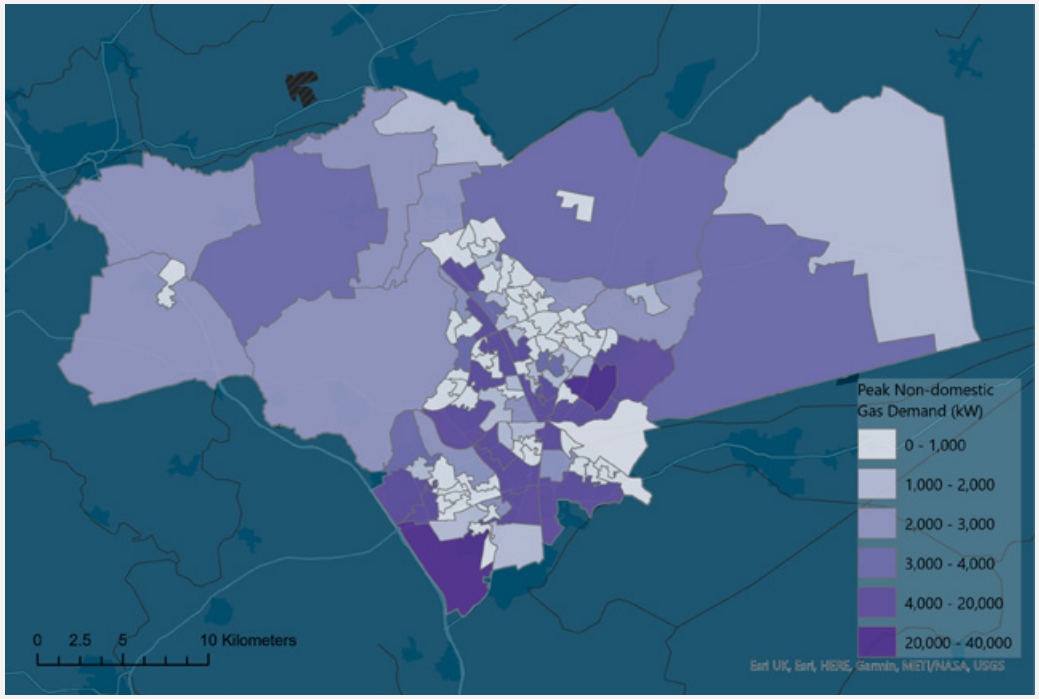




The images above show the modelled annual electricity and gas demands (domestic only) in each lower-tier super output area (LSOA) across Peterborough.

Current View: Non-Domestic Peak Demand





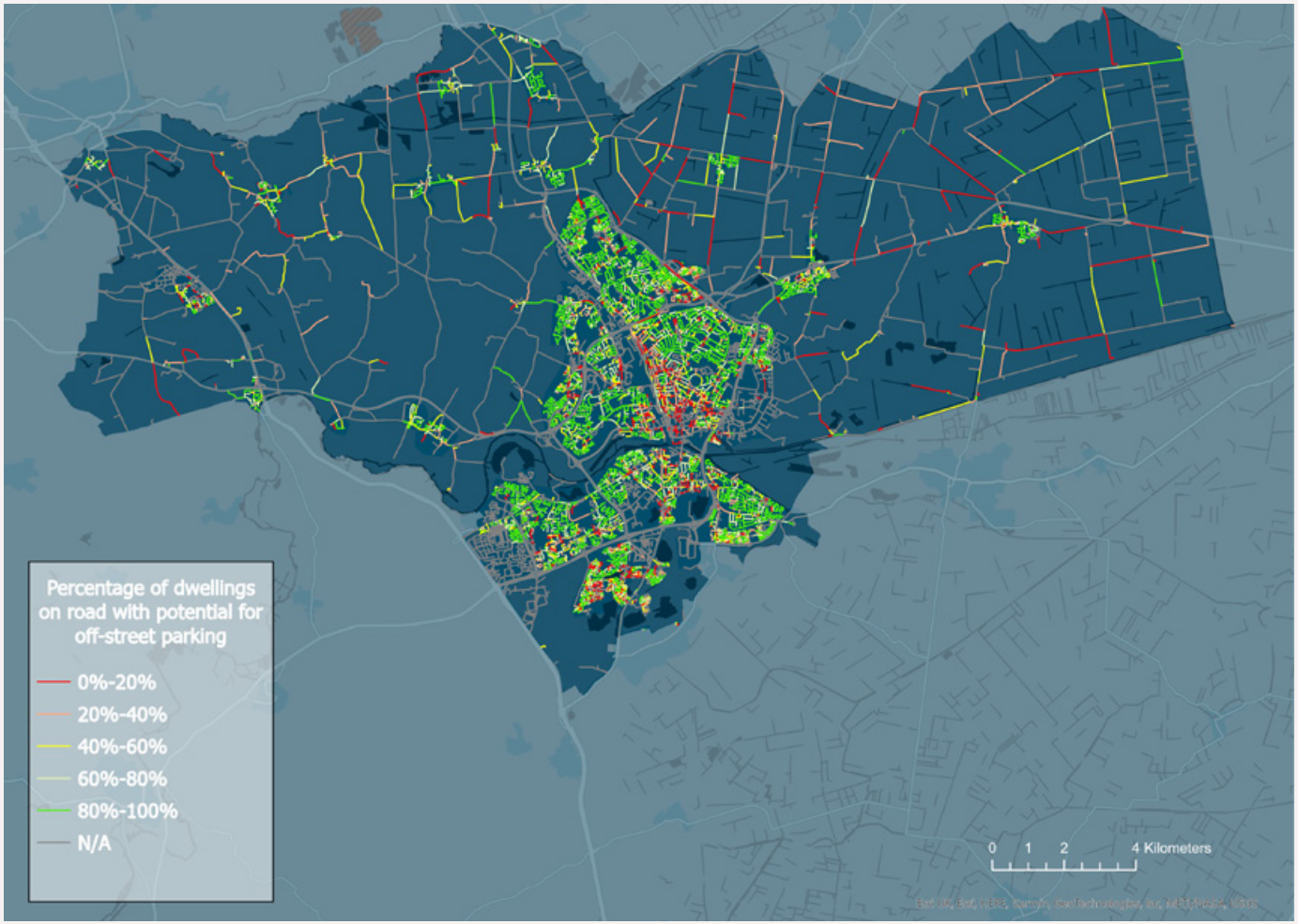
The images above show the modelled peak electricity and gas demands (non-domestic only) in each lower-tier super output area (LSOA) across Peterborough.

Current View: Off Street Charging Assessment

This is a spatial analysis carried out by attempting to fit a standard UK parking space of 4.8m x 2.4m in the owned area between the house and its nearest road. Doing so helps identify homes that may be able to charge an EV on a driveway, and areas that will require alternative charging solutions for on-street parking.

182

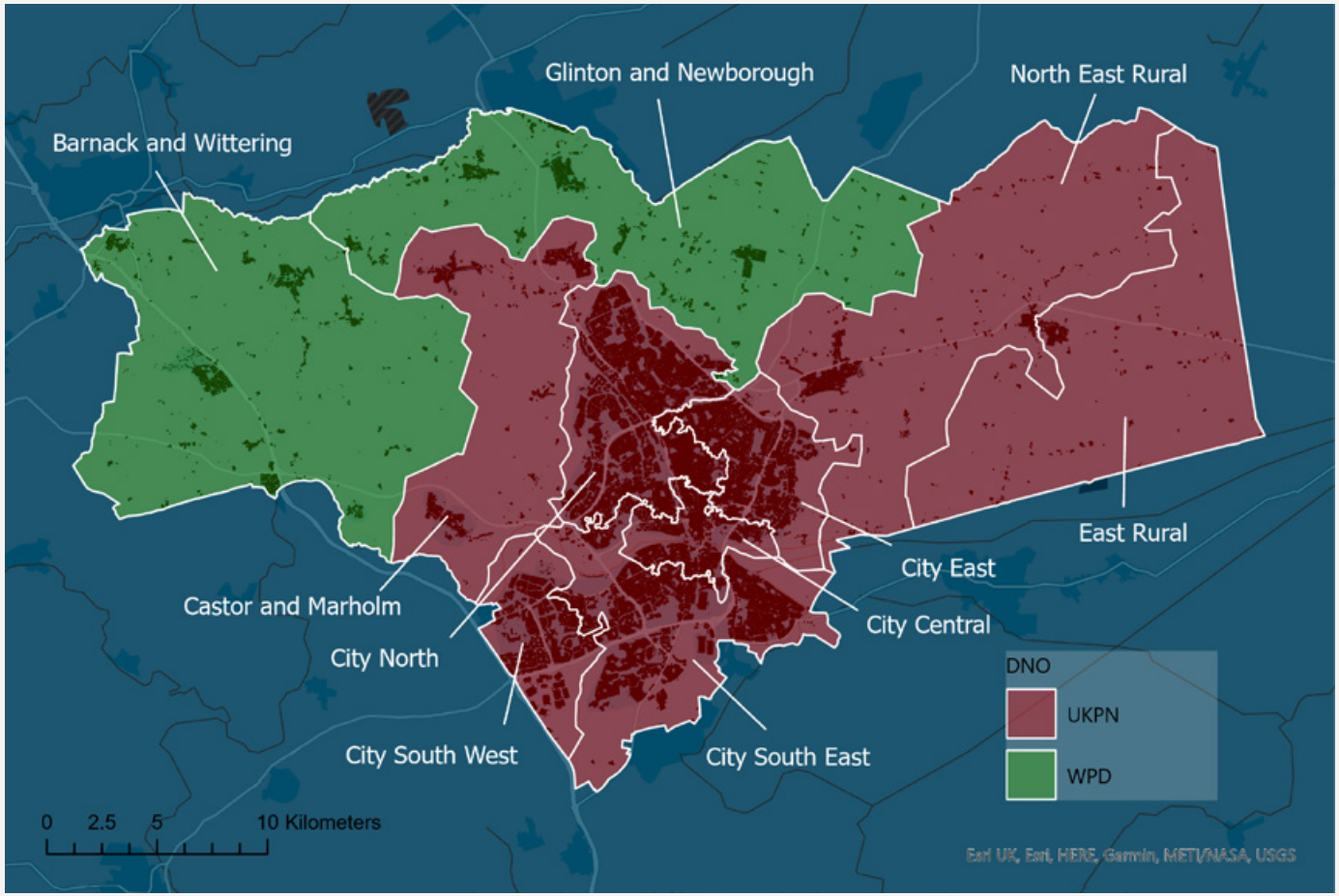
It can be seen that most of the suburban areas have good potential for off-street parking, whereas the most urban areas do not. This is expected given the housing types in these locations. Whether residents are encouraged to remove front gardens for EV charging is a policy decision but should be considered alongside the need for flood management.



Current View: Electricity Network Operators

Electrification of heating and transport places significant additional demand on the electricity network. In some zones this is likely to require upgrades of electrical substations and feeders to meet the increased demand, although there will be opportunities to explore the role that innovative flexibility and storage technologies can play in reducing or deferring the need to invest in upgrades. The rural zones have less network capacity overall as they serve fewer premises, so they see a large increase in required capacity as a proportion of their present capacity to accommodate electrification. In contrast, the city centre zones start with higher present day capacity and see only small proportional increases.

The local authority area of Peterborough is split, with both Western Power Distribution (WPD) and UK Power Networks (UKPN) supplying electricity to different parts. The majority of zones are supplied by UKPN, with the 'Barnack and Wittering' and 'Glinton and Newborough' zones being supplied by WPD.

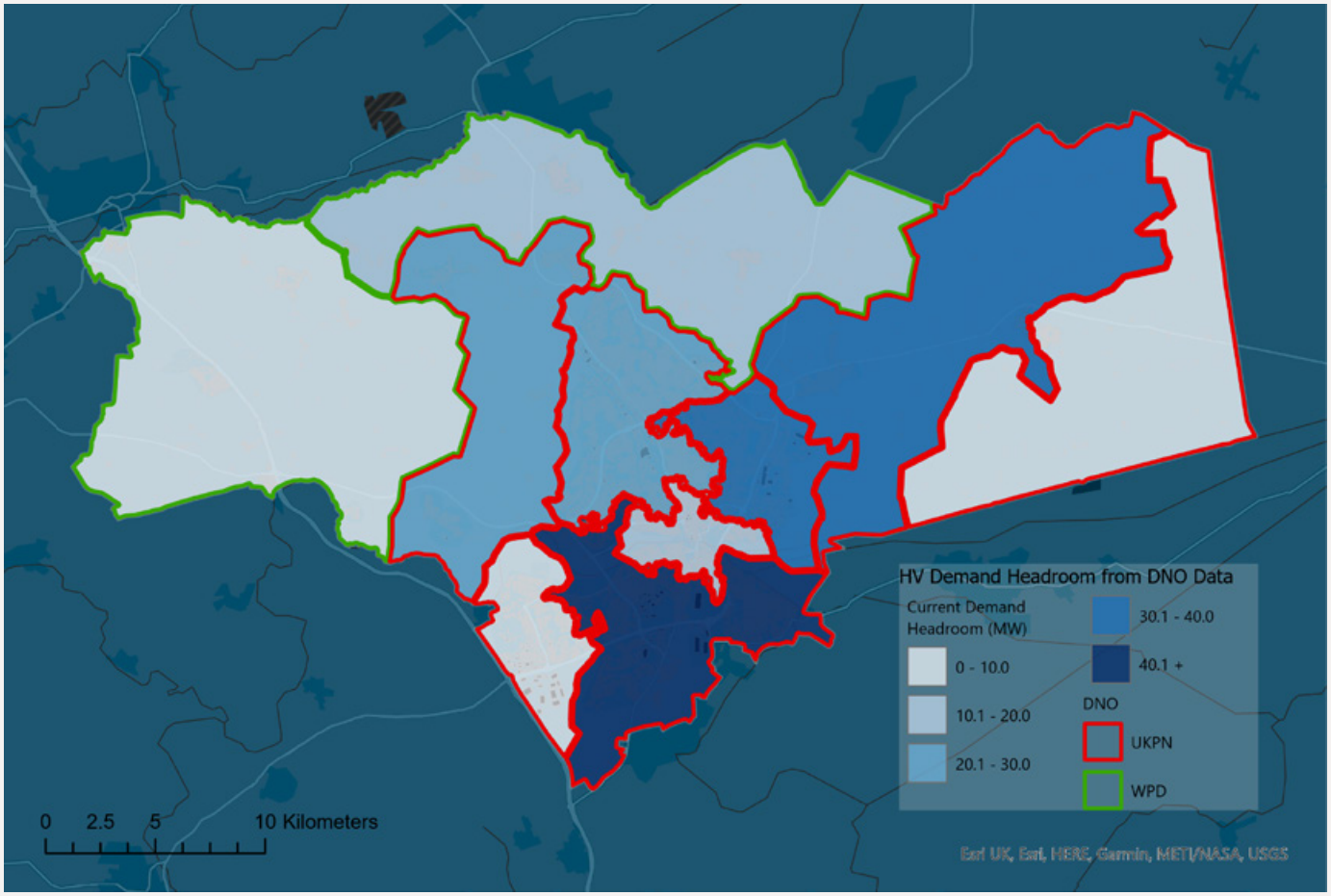


Current View: Electricity Network Capacity

The colours from the previous map have been shown here as outlines, with the blue graded shading representing the current demand headroom on primary substations.

This information was provided by the DNOs and therefore may differ slightly from the modelled data presented elsewhere in this Evidence Base report, or the main LAEP document.

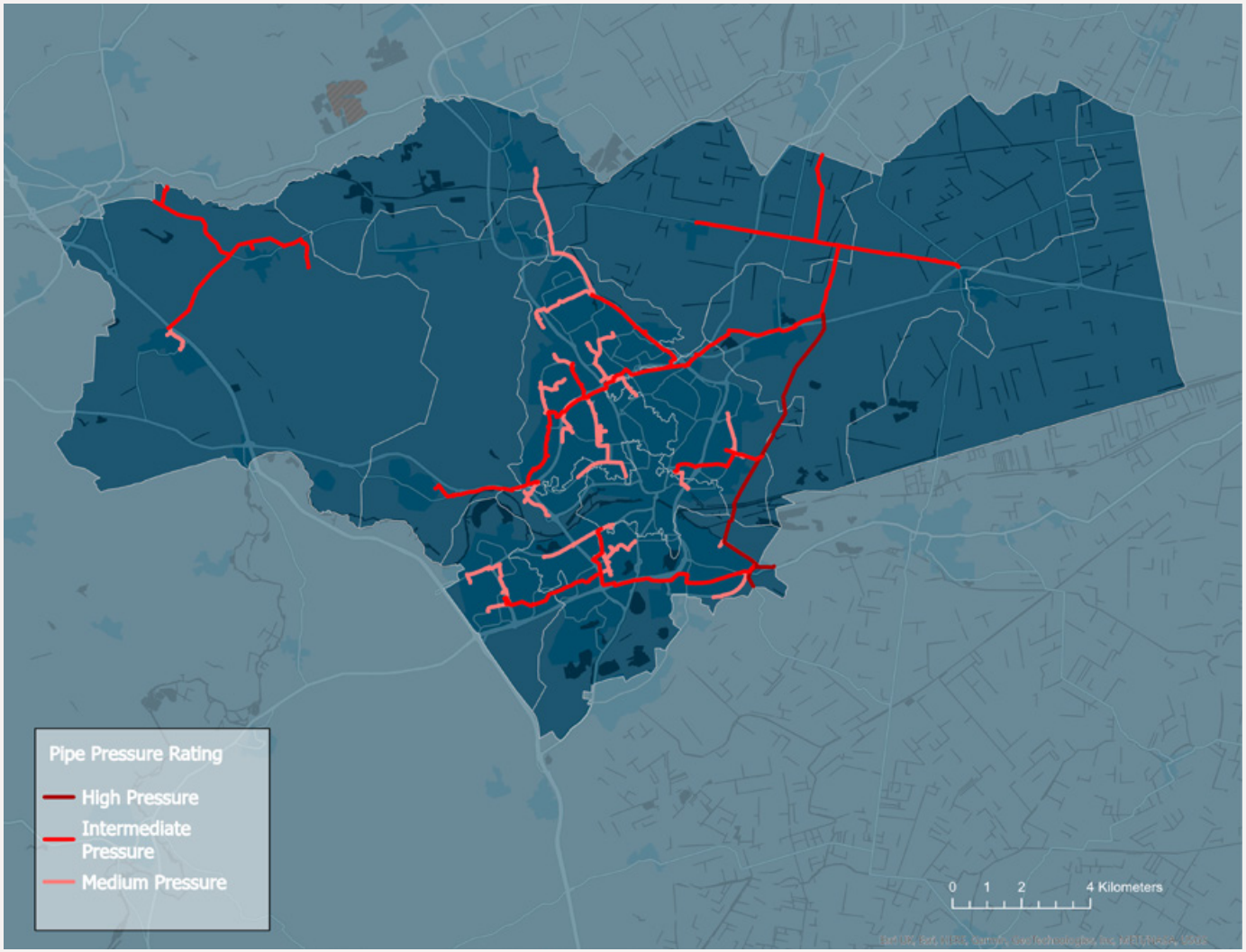
Areas with substantial spare capacity on the network today will be able to make early progress with the installation of heat pumps and EV chargers before encountering a need for network upgrades. For example, City South East has a very large amount of spare capacity which could enable large scale electrification.



Current View: Fossil Gas Network

The map shows the locations of high, intermediate, and medium pressure gas pipes across Peterborough.

In the LAEP modelling, this information from Cadent – the gas network operator – was used alongside other data and costs to identify areas that could be most suitable and cost-effective for transitioning to hydrogen as a heat source when it likely becomes available in the 2030s.



Scenarios

Scenarios

Three key scenarios have been explored to understand the impact of Peterborough's ambition to support the city to reach net zero carbon by 2030 in contrast to later targets and the costs and benefits of doing so.

The scenarios allow various visions of the future to be explored in what they would mean for Peterborough's energy system, building an understanding of where uncertainties are greater and smaller

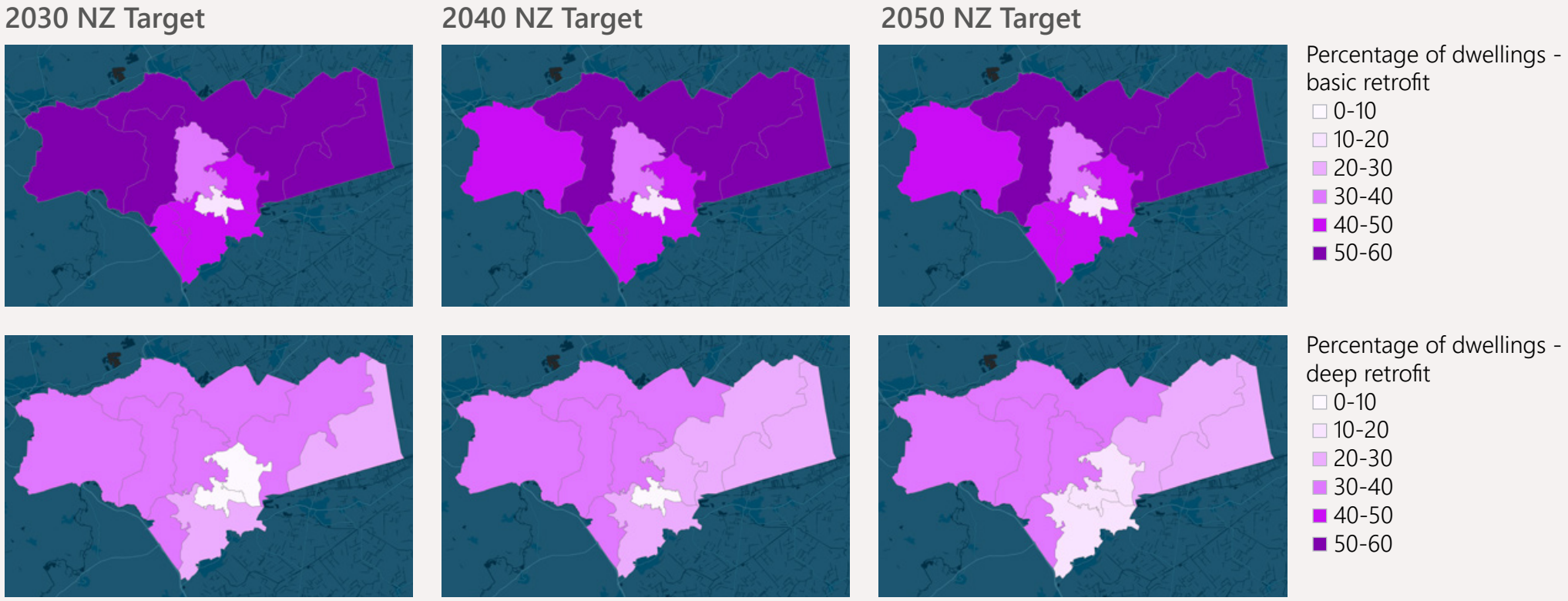
	2030 Net Zero Target	2040 Net Zero Target	2050 National NZ Target	Do Nothing
Description	Getting as close as possible to Peterborough's ambitious target, focussing on actions within local control.	Decarbonising ahead of the UK as a whole.	Decarbonising in line with the rest of the country, according to the legislated target. This provides a counterfactual for the impacts of doing more locally.	Required for compliance with HM Treasury Green Book guidelines, this scenario reflects no further decarbonisation between now and 2050. Only measures deemed to be cost-effective were installed.
Hydrogen	Not available in time to contribute to the 2030 target, but available from the mid 2030s	Available from the mid 2030s to be used where it can cut emissions cost-effectively	Available from the mid 2030s to be used where it can cut emissions cost-effectively	Available from the mid 2030s to be used where it is the most cost-effective option
Building Efficiency Heating Transport Local Generation Networks	These technologies are available for unconstrained deployment in each scenario to find the least-cost energy system arrangement which reaches the carbon target.			

Scenarios

Scenarios	Description
2030 Carbon Target	A cost optimal approach to get as close to existing carbon target as possible, focusing on options within Peterborough's local control.
2040 Carbon Target	Hydrogen is unlikely to be available in time for a 2030 carbon target, so an approach with a softer target to see if H_2 then plays a greater role – and what the cost impacts are.
National Net Zero by 2050	No local target, just following national ambitions. This helps provide context of doing more locally.
2030 Carbon Target (with demand shift)	Not presented as a full scenario. Time shifted demand profiles for EV and heat pumps reflecting greater levels of smart control and flexibility – to what extent does this change network reinforcement requirements and the optimal plan
Business As Usual	Not presented as a full scenario. Shows current spend on energy to give a baseline to compare costs against.

- A variety of energy system scenarios are possible to deliver Peterborough's future energy vision. It is not practical to consider every possible configuration of Peterborough's local energy system in a limited number of scenarios, therefore three main scenarios have been considered with additional analysis on two further scenarios; these represent the prominent cost-effective options that could materialise.
- The scenarios are not predictions or forecasts of the most probable outcomes. They are based on available information and have been used to inform a plan for Peterborough. The decarbonisation of any local energy system will require considerable co-ordination, planning and investment as well as consumer and social engagement.
- The scenarios have been developed through frequent engagement with Peterborough City Council, as well as consulting with a wider group of stakeholders including Cadent, UK Power Networks and Western Power Distribution.
- A brief description of the different scenarios developed and used to inform the plan is given here, with modelling outputs from the scenarios provided in the following pages. These scenarios provide an understanding of pace and scale of activity needed, costs and investment needed for local implementation in support of decarbonisation goals and the commonality and variation of measures across the different future local energy scenarios. The scenarios help to explore choices around how to reach carbon neutrality using different technologies and known solutions where they exist.

Comparison of Scenarios - Domestic

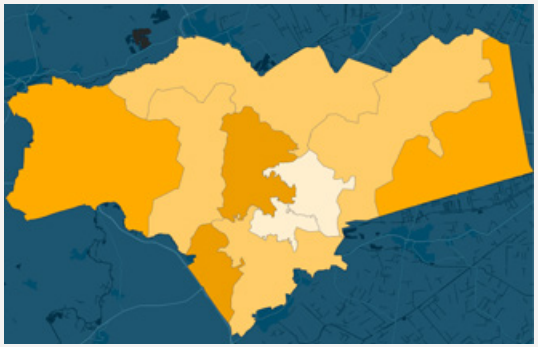


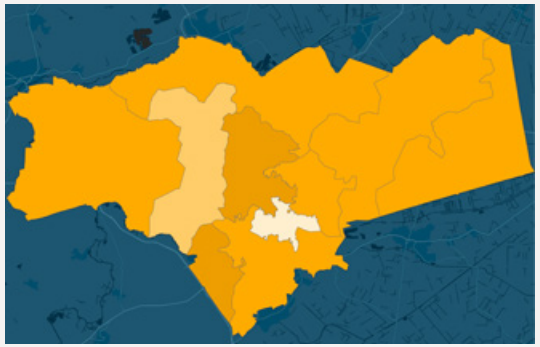
Comparison of Scenarios - Domestic

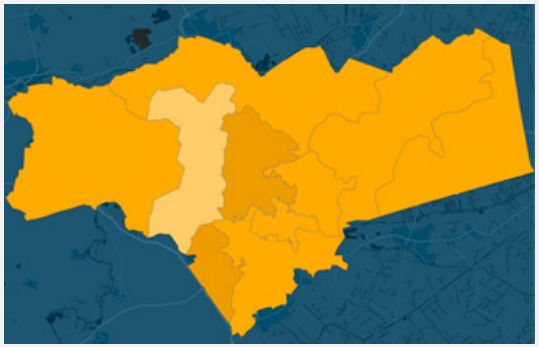
2030 NZ Target

2040 NZ Target

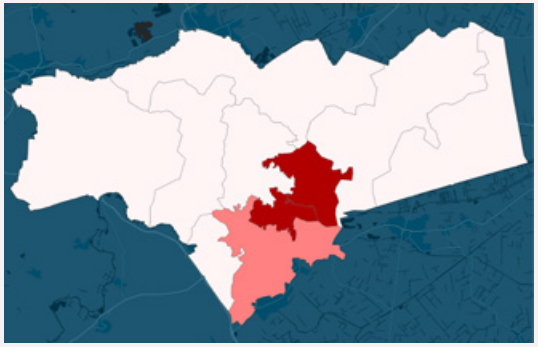
2050 NZ Target

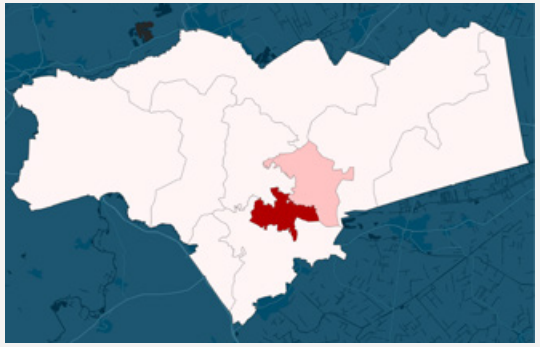


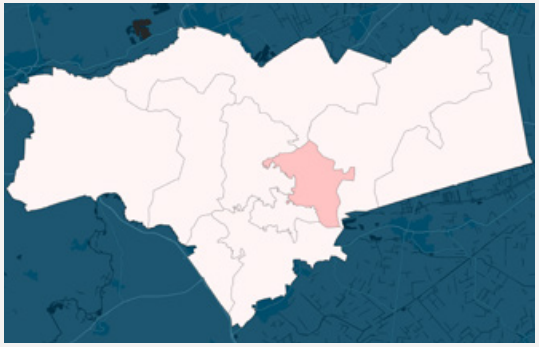




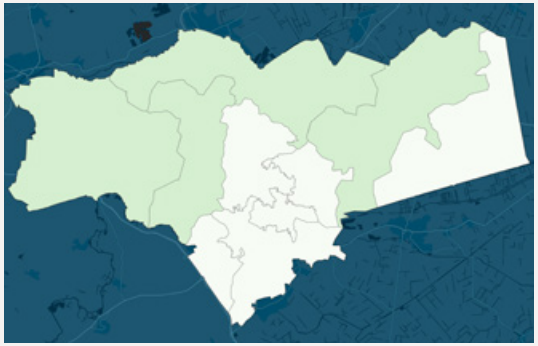
Air Source Heat Pump - Percentage of Buildings
- <20
- 20-40
- 40-60
- 60-80
- 80-100

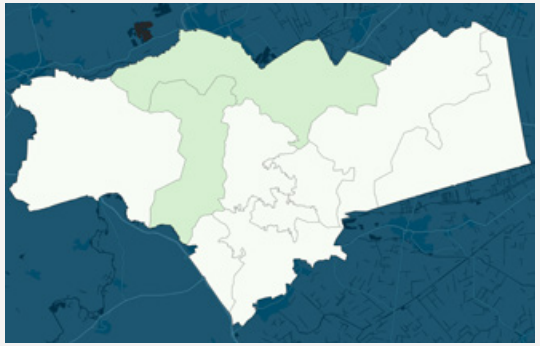


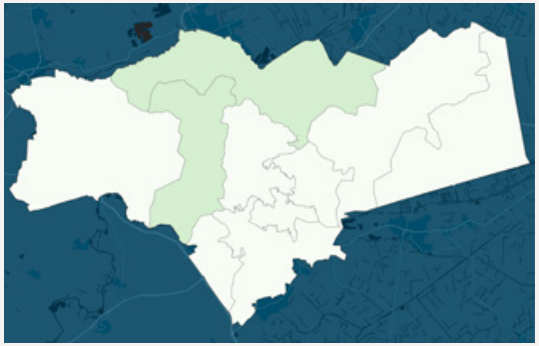




District Heat - Percentage of Buildings
- <20
- 20-40
- 40-60
- 60-80
- 80-100







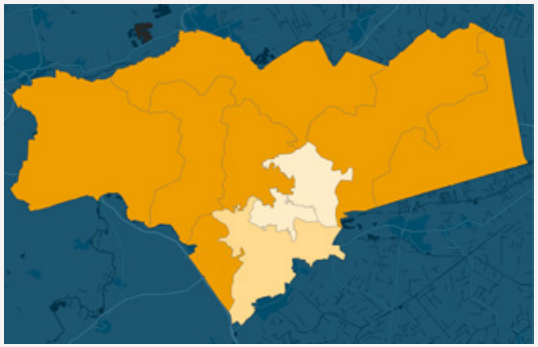
Ground Source Heat Pump - Percentage of Buildings
- <20
- 20-40
- 40-60
- 60-80
- 80-100

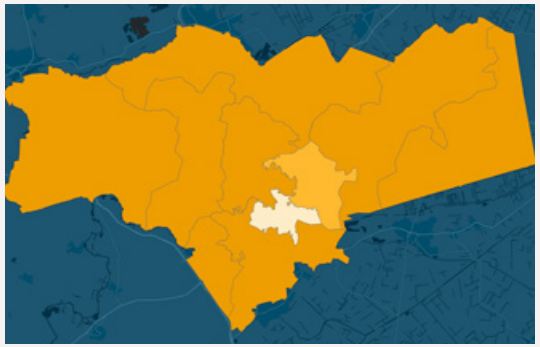
Comparison of Scenarios - Non-Domestic

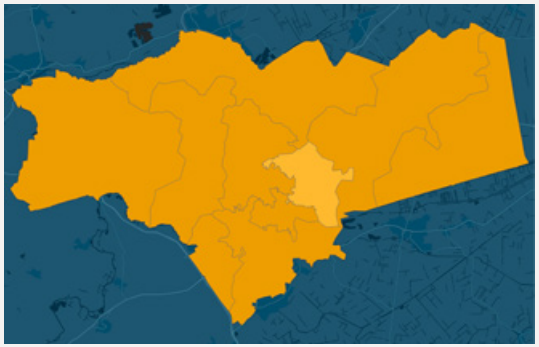
2030 NZ Target

2040 NZ Target

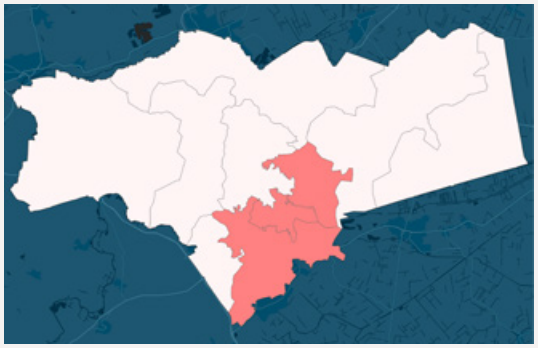
2050 NZ Target

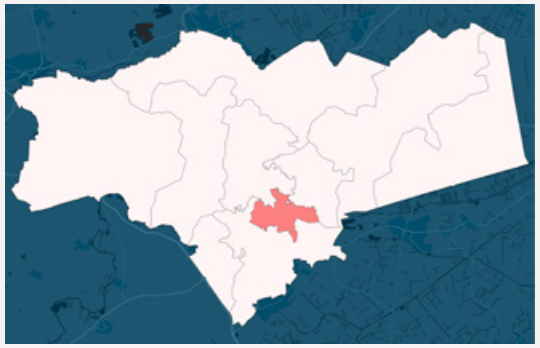


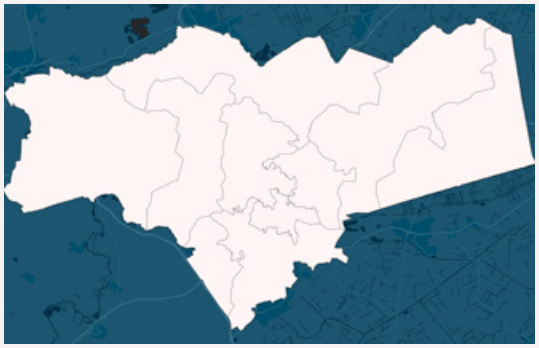




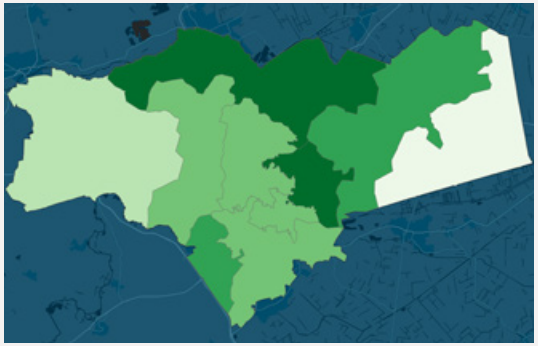
Electricity – Percentage of Non-Domestic Buildings
- <20
- 20-40
- 40-60
- 60-80
- 80-100

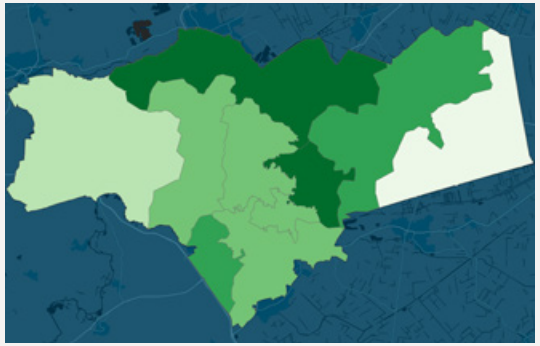


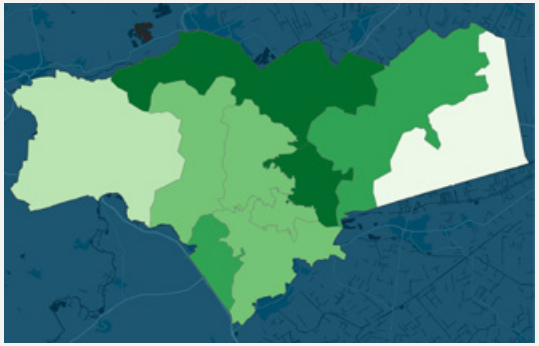




Heat – Percentage of Non-Domestic Buildings
- <20
- 20-40
- 40-60
- 60-80
- 80-100







Hydrogen – Percentage of Non-Domestic Buildings
- <1
- 1-5
- 5-10
- 10-15
- 15-20

ZeroCarbon.Vote

ZeroCarbon.Vote: Summary

ZeroCarbon.Vote is ESC's prototype online "ZeroCarbon.Vote" platform to engage with residents of a given location. In parallel with the development of the LAEP, ESC used the ZeroCarbon.Vote platform to engage with a small but representative sample of Peterborough's population (approximately matching demographic, household tenure, etc).

On the platform, participants are presented with heating technology options relevant to their specific house type, and a little information about each option (such as relative capital and running costs, disruption, etc). They then express preferences and reasons for those preferences. The results give an indication of the extent to which (based on the simple initial information provided to them) residents' preferences align with the potential recommendations for each zone within the plan.

For Peterborough, the survey was live between 31st January and 13th March 2022. A total of 796 residents engaged with the website by inputting their postcode. Of these, 535 voted with 415 completing the full survey. This represents around 0.5% of households in Peterborough.

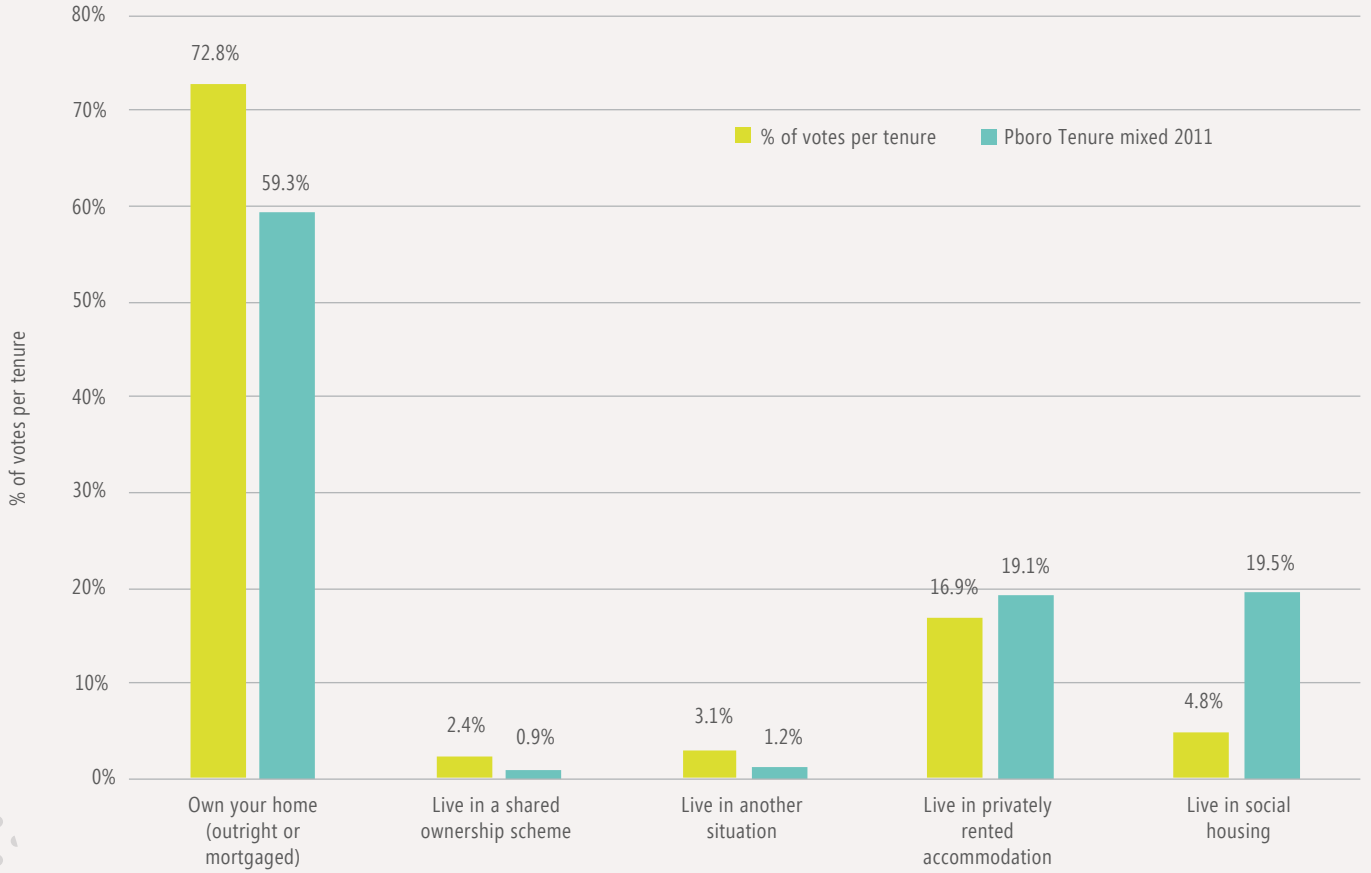
ZeroCarbon.Vote: Summary

The survey reached a good representation of Peterborough's population in terms of tenure, age and house type when compared to the 2011 Census data.

As expected,

- Homeowners are the largest group *(significantly higher than that expected from the Census data)*
- Social housing seems to be underrepresented

Note: The 'Live in your friend's / relative's or partner's home' category has been grouped together with 'Live in another situation' to match the Census categories.



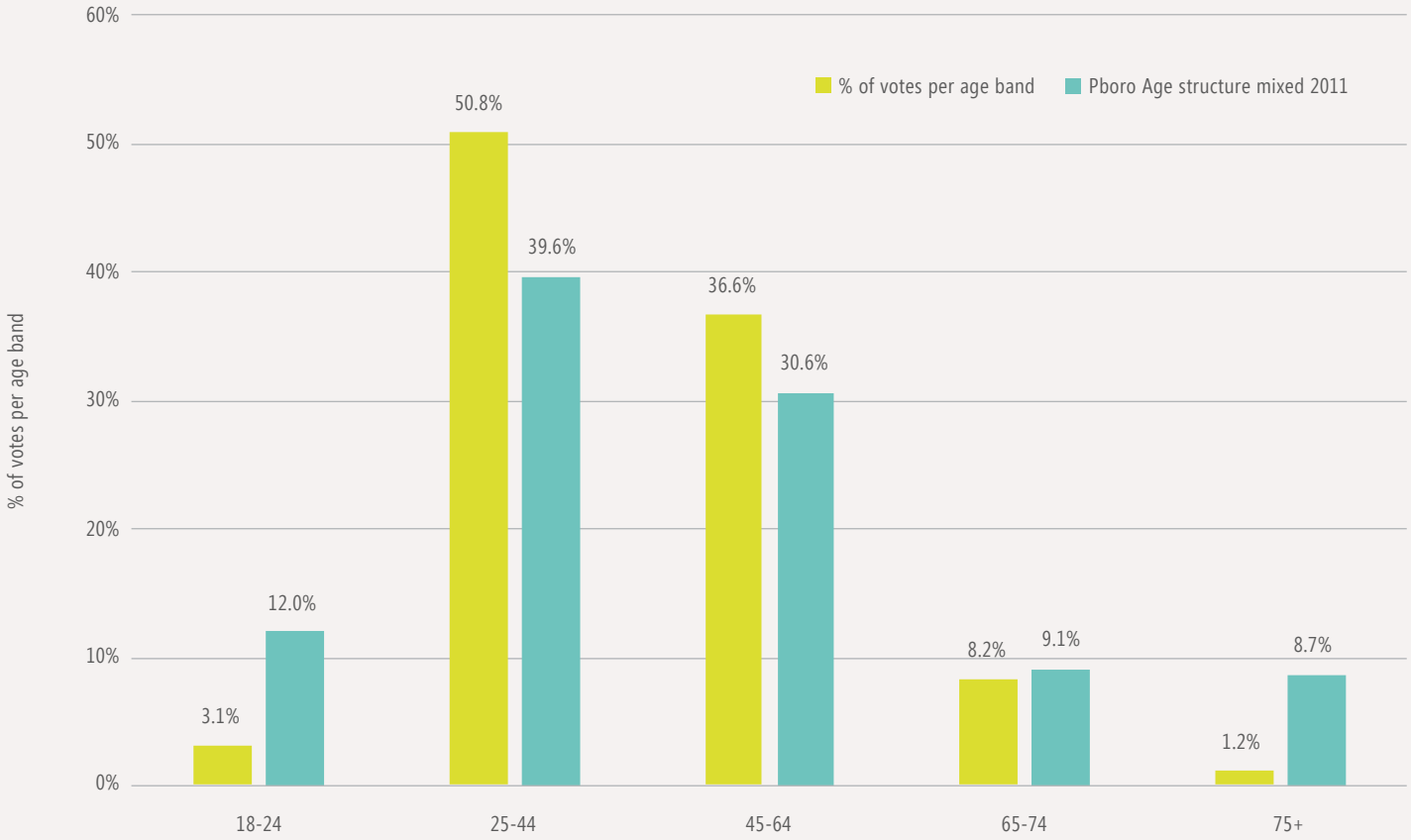
Source Census 2011: UV63 Tenure (Households)

ZeroCarbon.Vote: Summary

Half of the votes come from participants within the 25-44 age band. This percentage is significantly larger than that of Peterborough's population according to the 2011 Census data.

The 18-24 and 75+ age bands are instead underrepresented.

Note: Age bands have been grouped to match those available in the 2011 Census data.

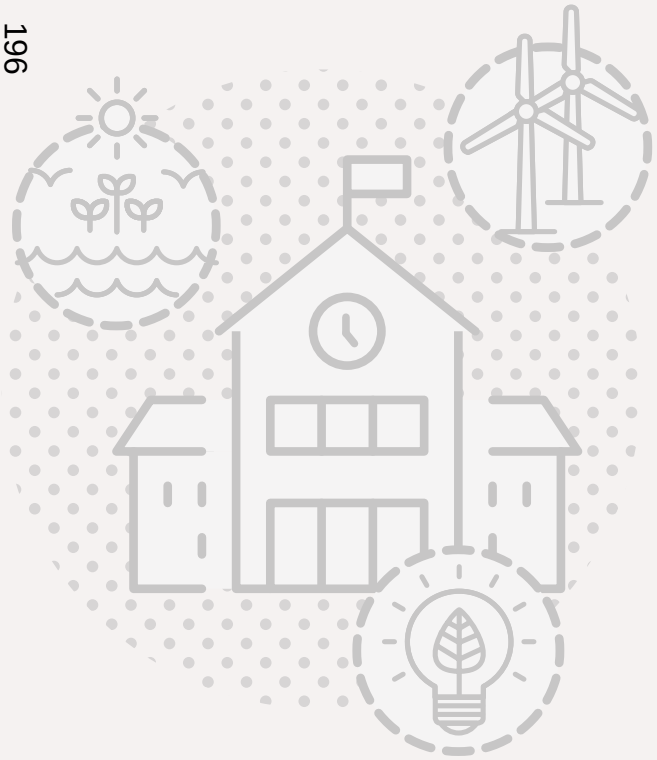


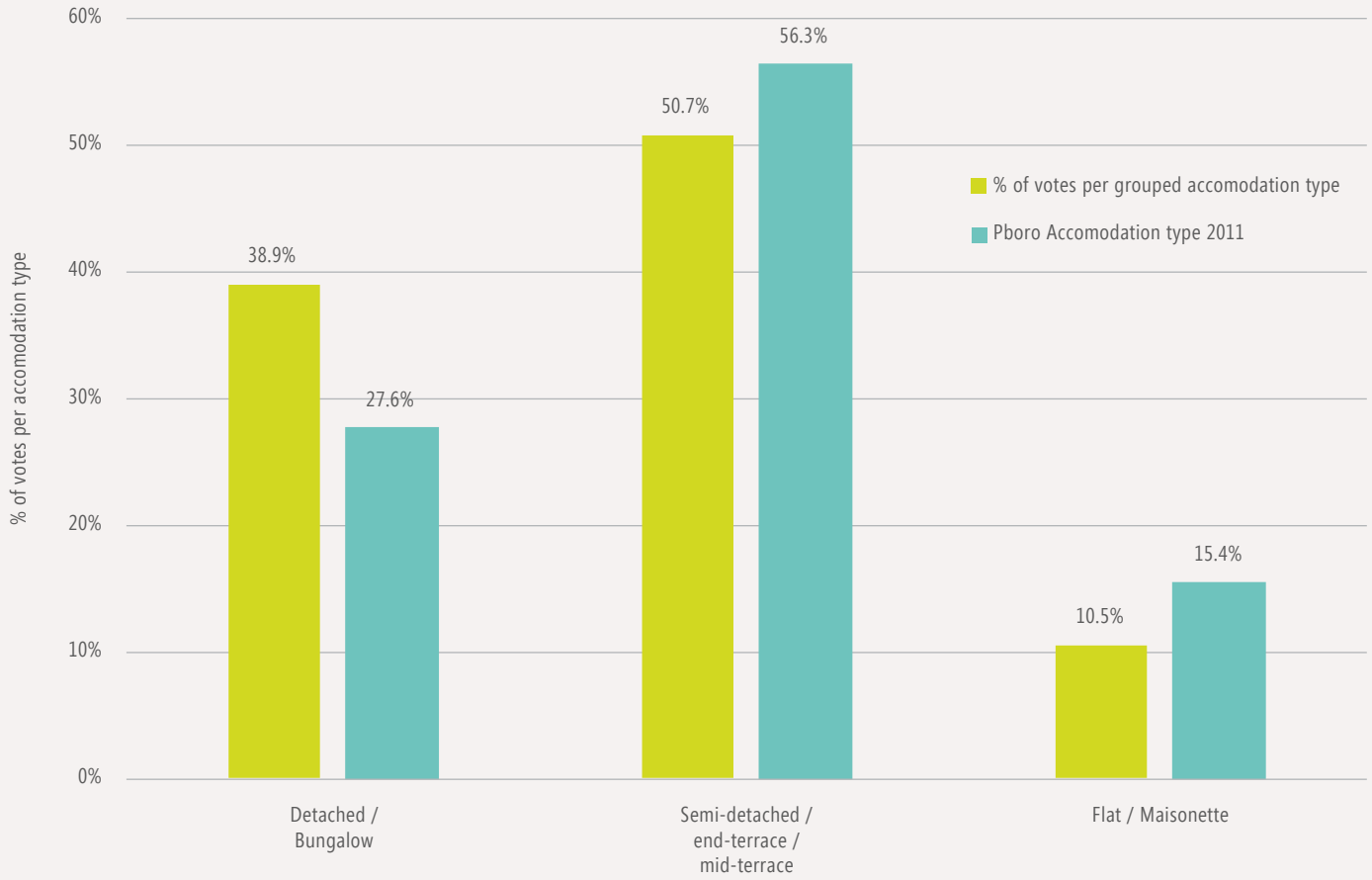
Source Census 2011: KS102EW - Age structure

ZeroCarbon.Vote: Summary

The percentage of voters living in detached and/ or bungalow houses is larger than that expected from the 2011 Census data however the survey respondents were broadly representative.

Note: House types have been grouped to match the categories available in the Census data.

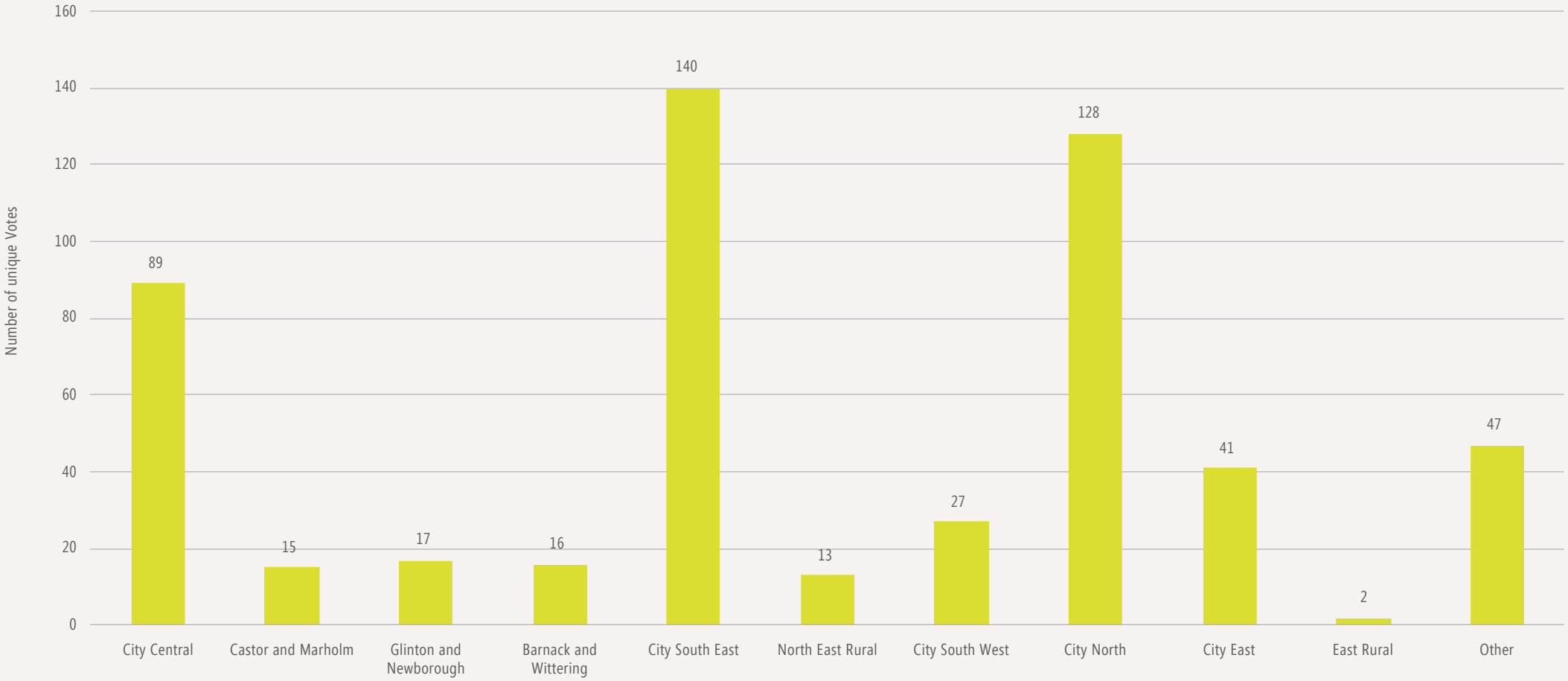




Source Census 2011: UV56 Accommodation Type (Households)

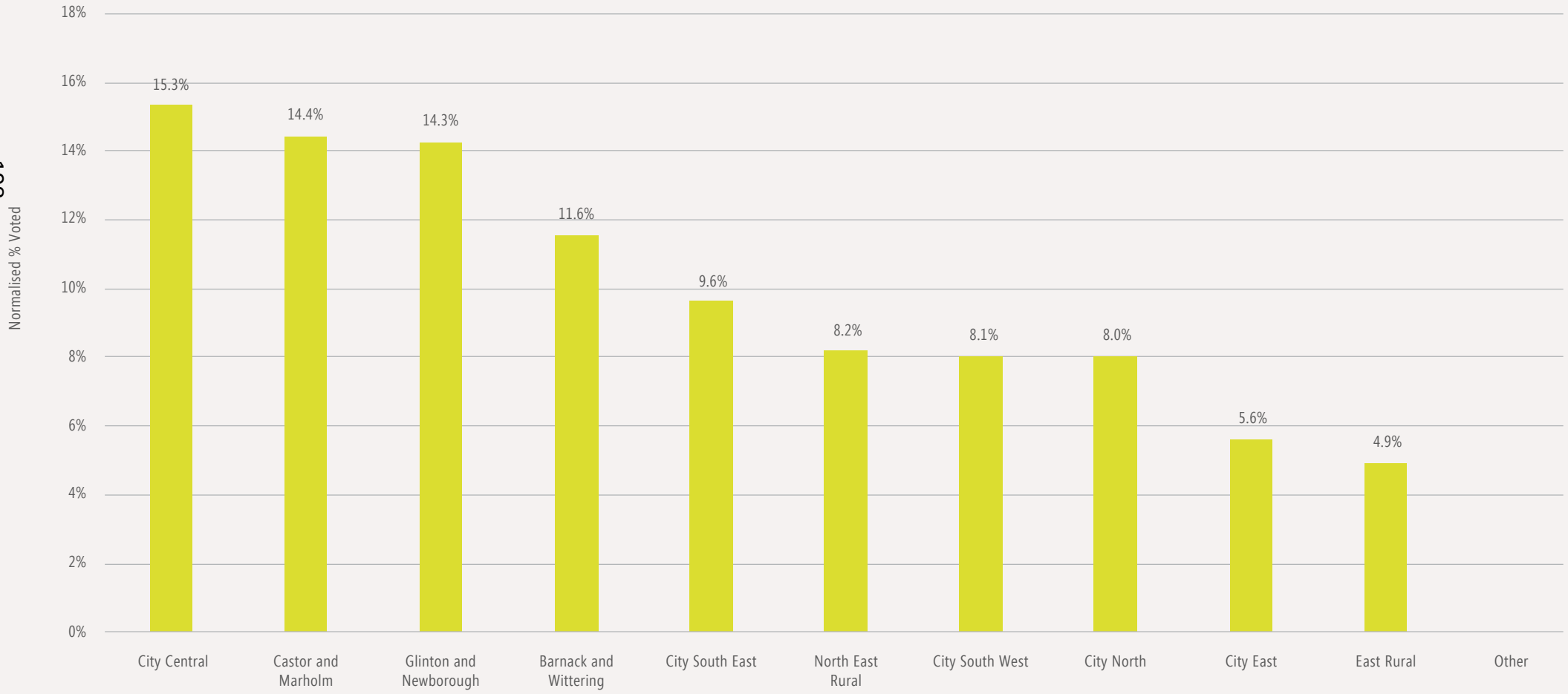
ZeroCarbon.Vote: Summary

The graph below shows the number of unique votes registered on the ZeroCarbon.Vote platform, however, the population and size of each zone varies significantly. (NB: 'Other' refers to votes from outside of Peterborough)



ZeroCarbon.Vote: Summary

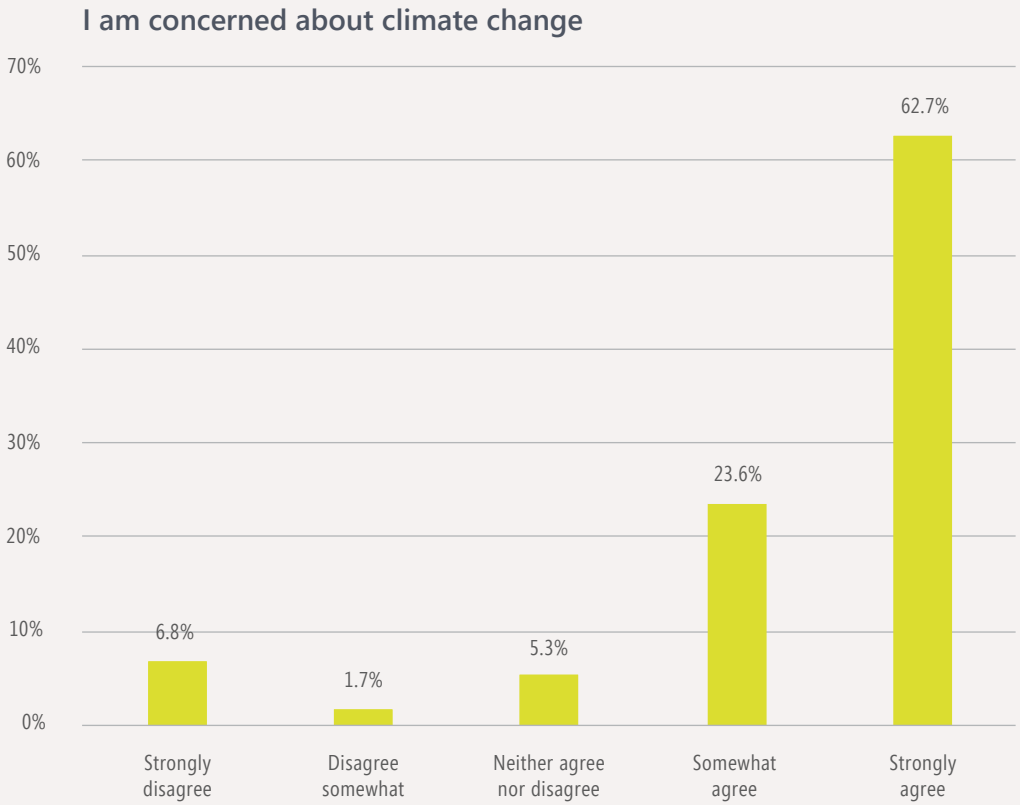
When normalised against the population of each zone, it can be seen that the City Central zone is the most "engaged".



ZeroCarbon.Vote: Results

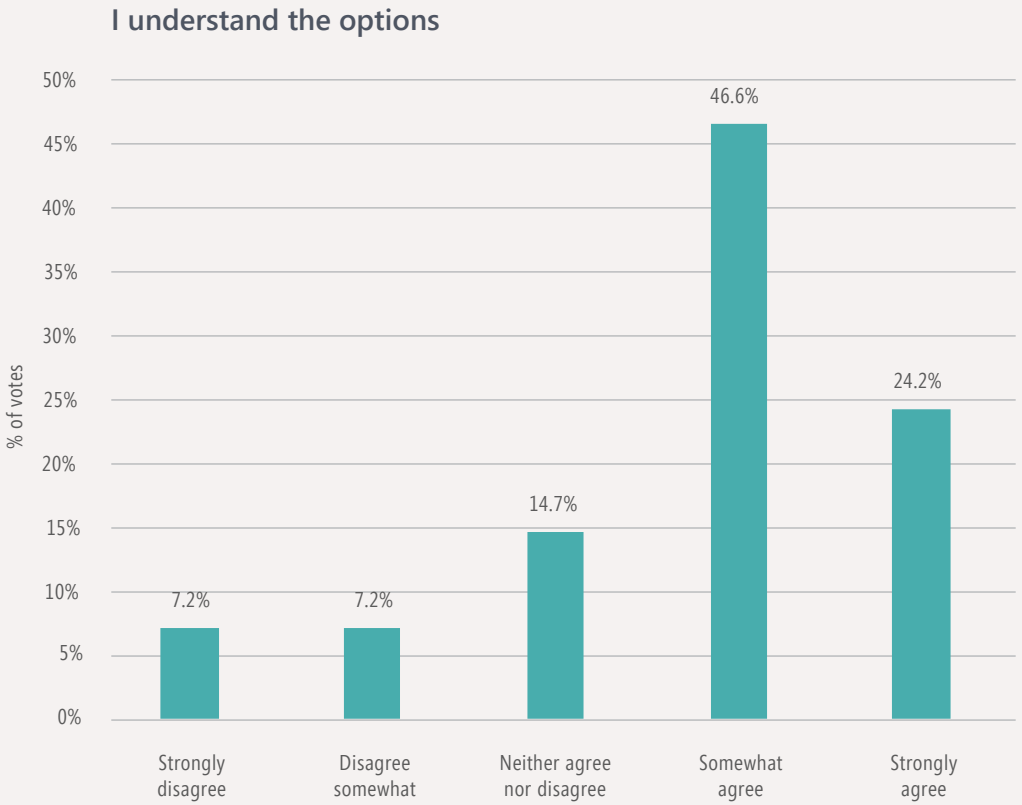
Question: How much do you agree with the statement "I am concerned about climate change"

- More than **86%** of the respondents are agree with the statement



Question: How much do you agree with the following statement "I understood the options to help me vote"?

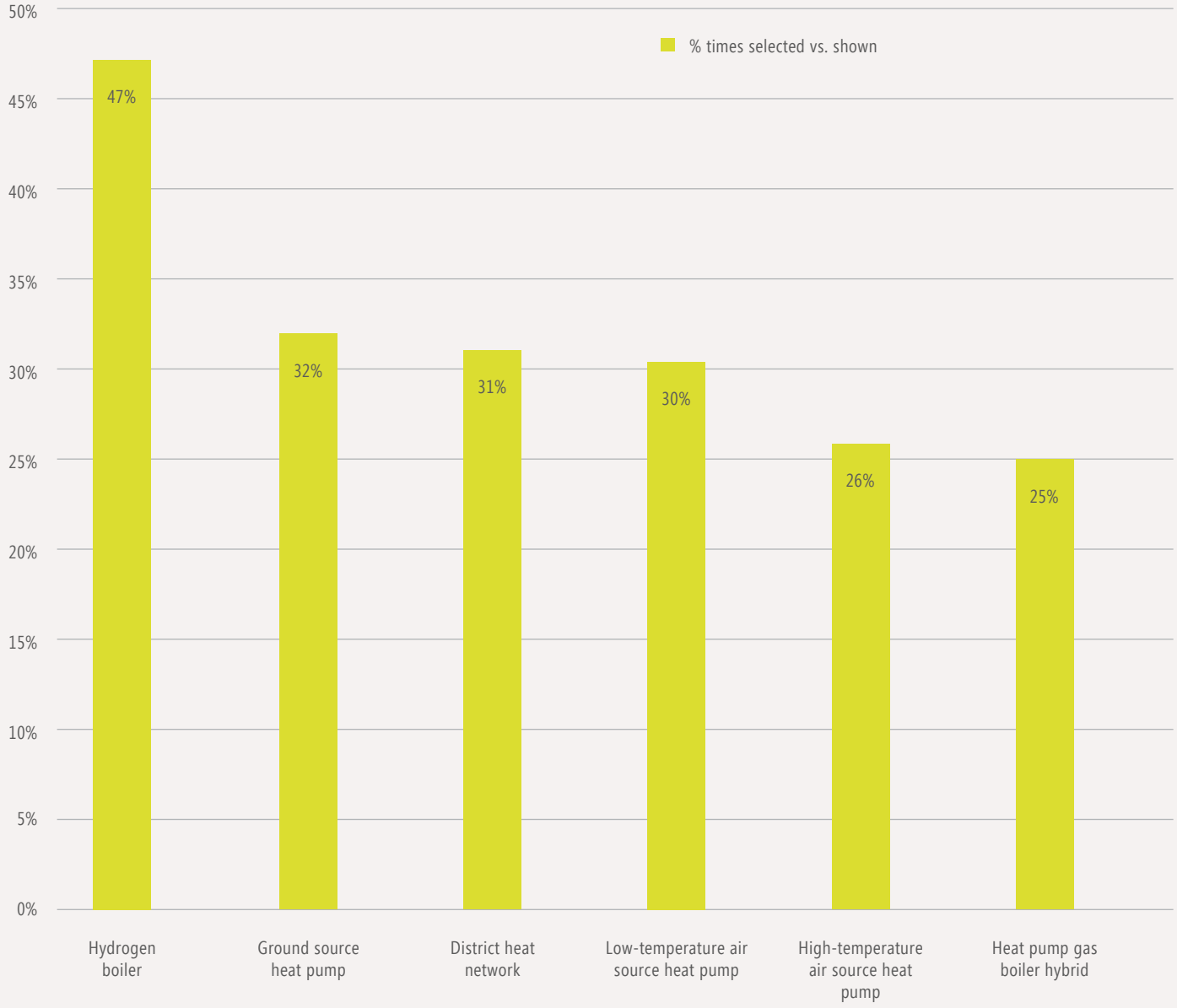
- Around **70%** of the respondents claim to have understood the options shown.



ZeroCarbon.Vote: Results

Which heating system was selected the most when available?

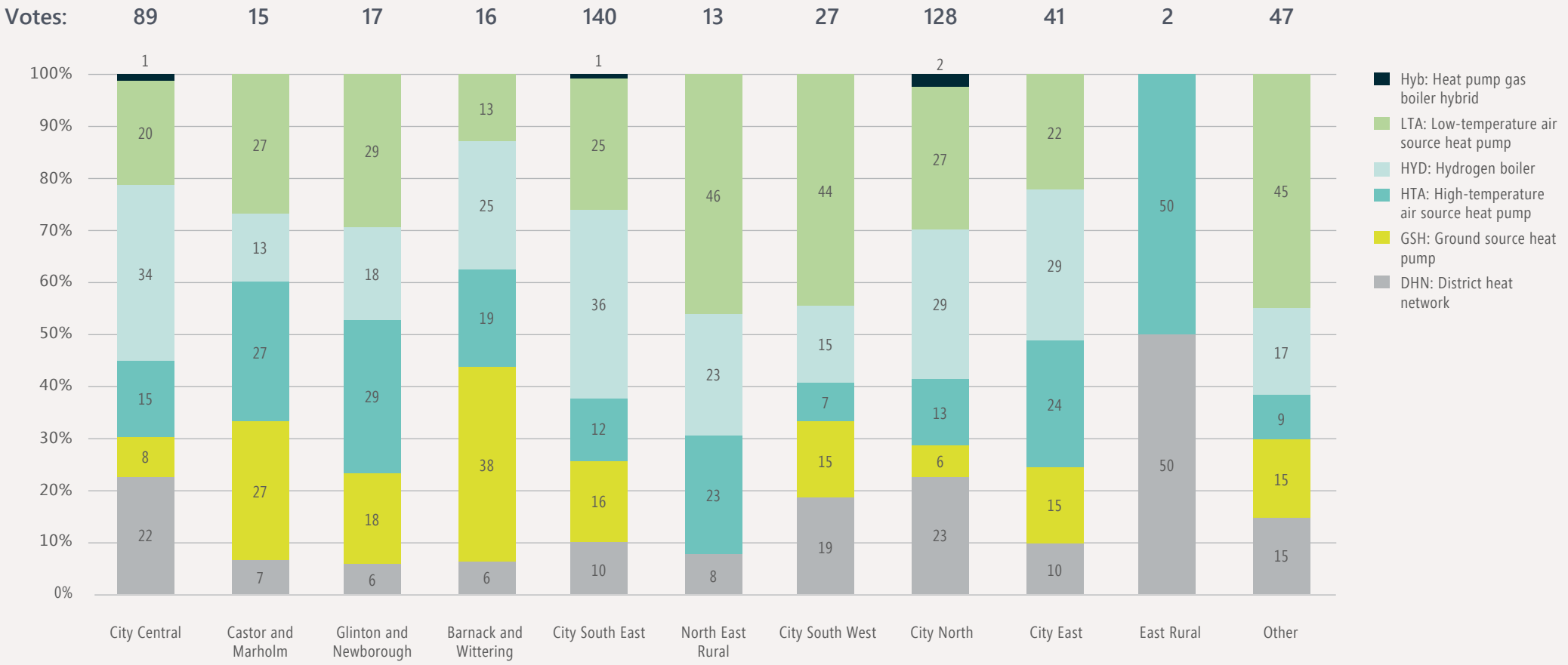
- Hydrogen boiler was the most "preferred" option across all voters, selected almost half of the times it was offered. (Note: Not all options were shown to every respondent meaning their preference may not have been available to them.)
- Hydrogen was also the most voted individual technology (154 out of the 535 votes).
- When combined, 'heat pumps' were the most voted for with 292 votes.



ZeroCarbon.Vote: Results

The graph shows the number of votes that each technology type received in each zone.

(Note: Not all options were shown to every respondent meaning their preference may not have been available to them.)

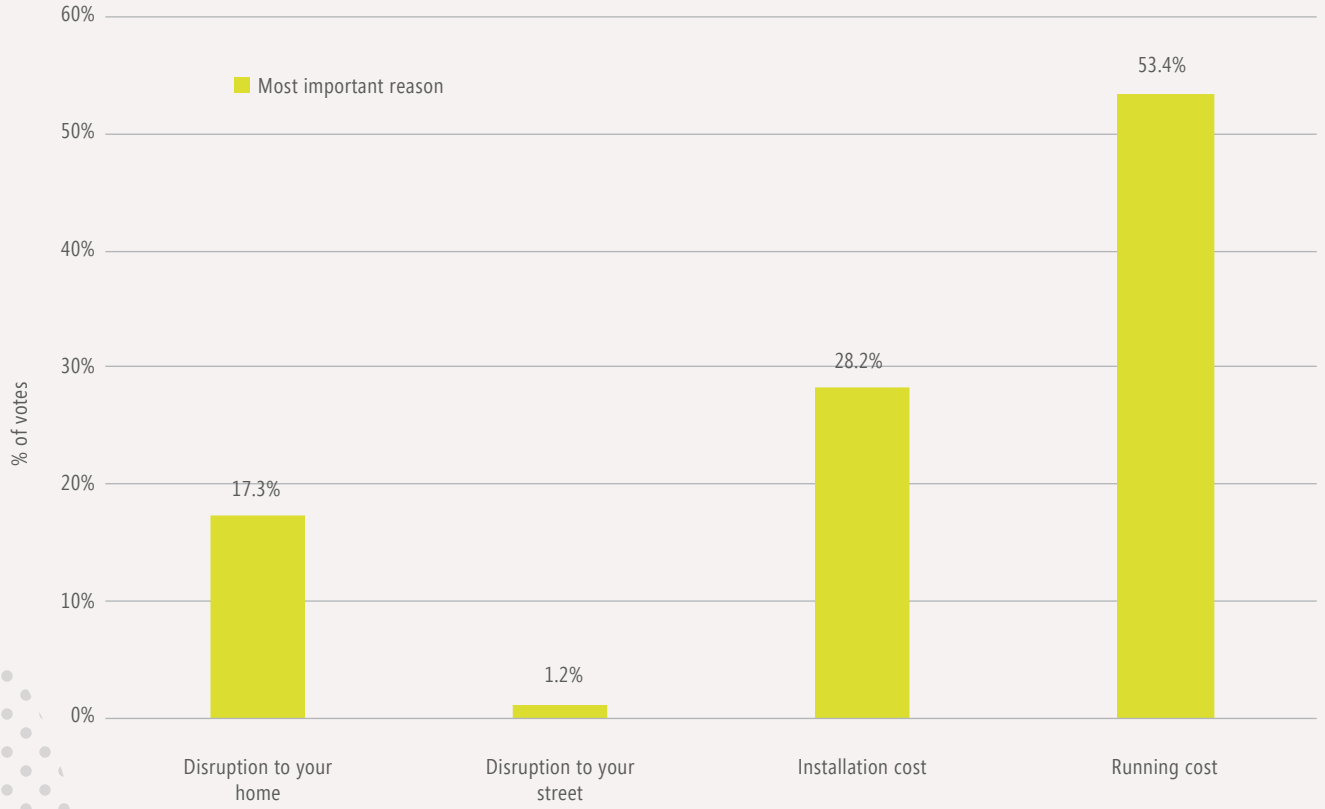


ZeroCarbon.Vote: Results

Question: What was most important when deciding to vote for that heating technology?

The most selected reason by respondents for making the heating technology selection was 'running costs'. Least selected was 'disruption to your street', being selected by only five respondents out of 535.

Note: This survey was done in the run up to the first major energy price rise in 2022 which may have altered the considerations of respondents.



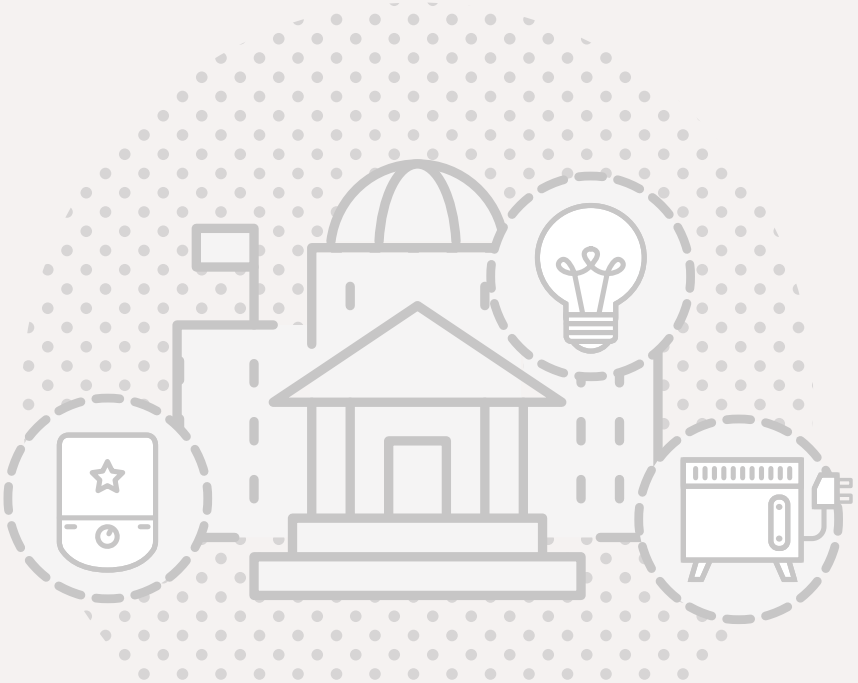
ZeroCarbon.Vote: Results

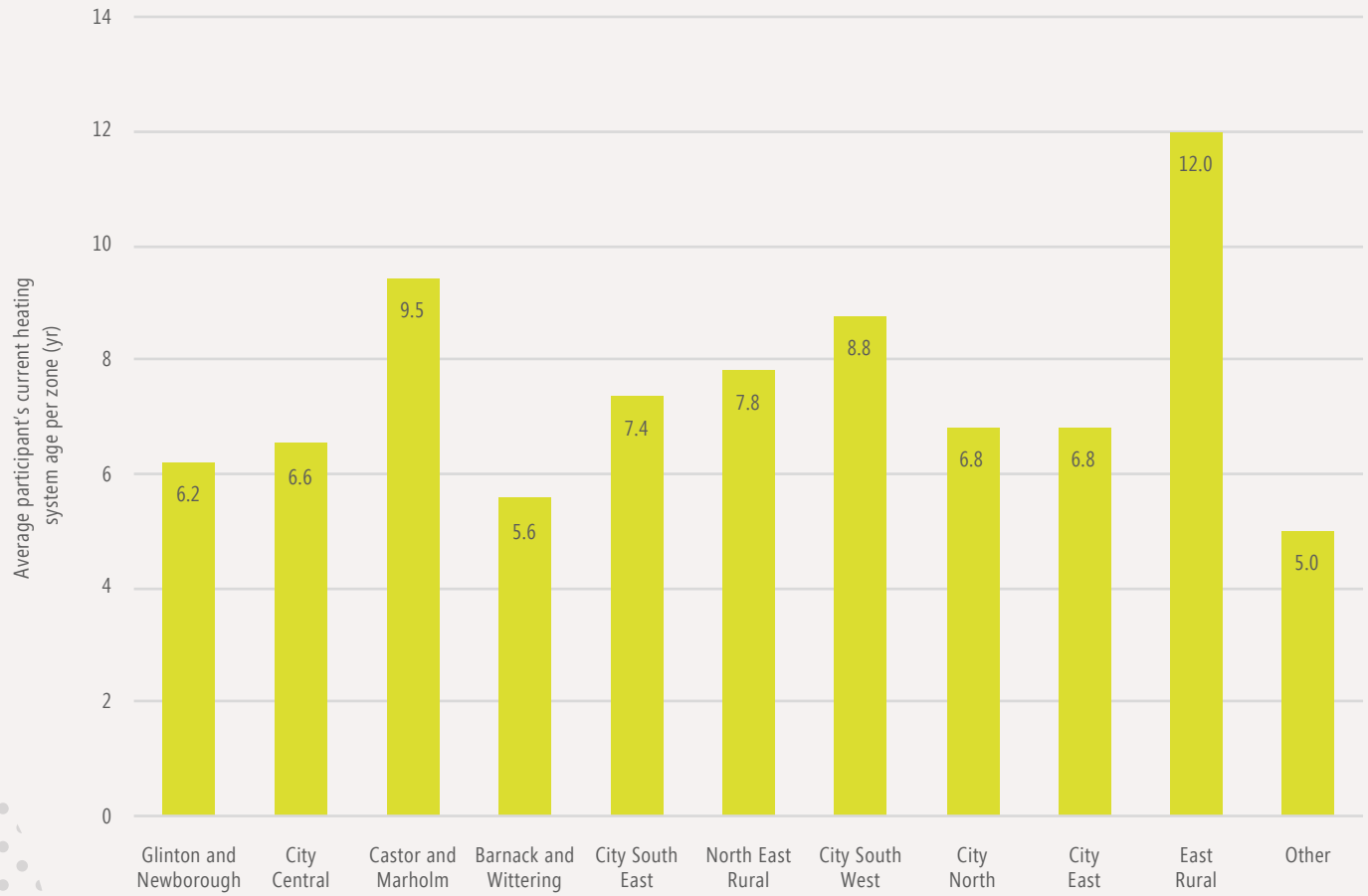
From the survey responses, it was found that more than 74% of the respondent's current heating systems are over four years old, with over 25% reporting their heating system was over ten years old.

The respondents in 'Castor and Marholm' had the highest average age of heating system at over nine years old.

Note: Heating system ages were given in the following categories: Less than a year, 1-3 years, 4-7 years, 8-10 years, 10+ years. Midpoints were taken to calculate the average with 10+ being assumed to be 12.

Note: Low number of votes in some zones.

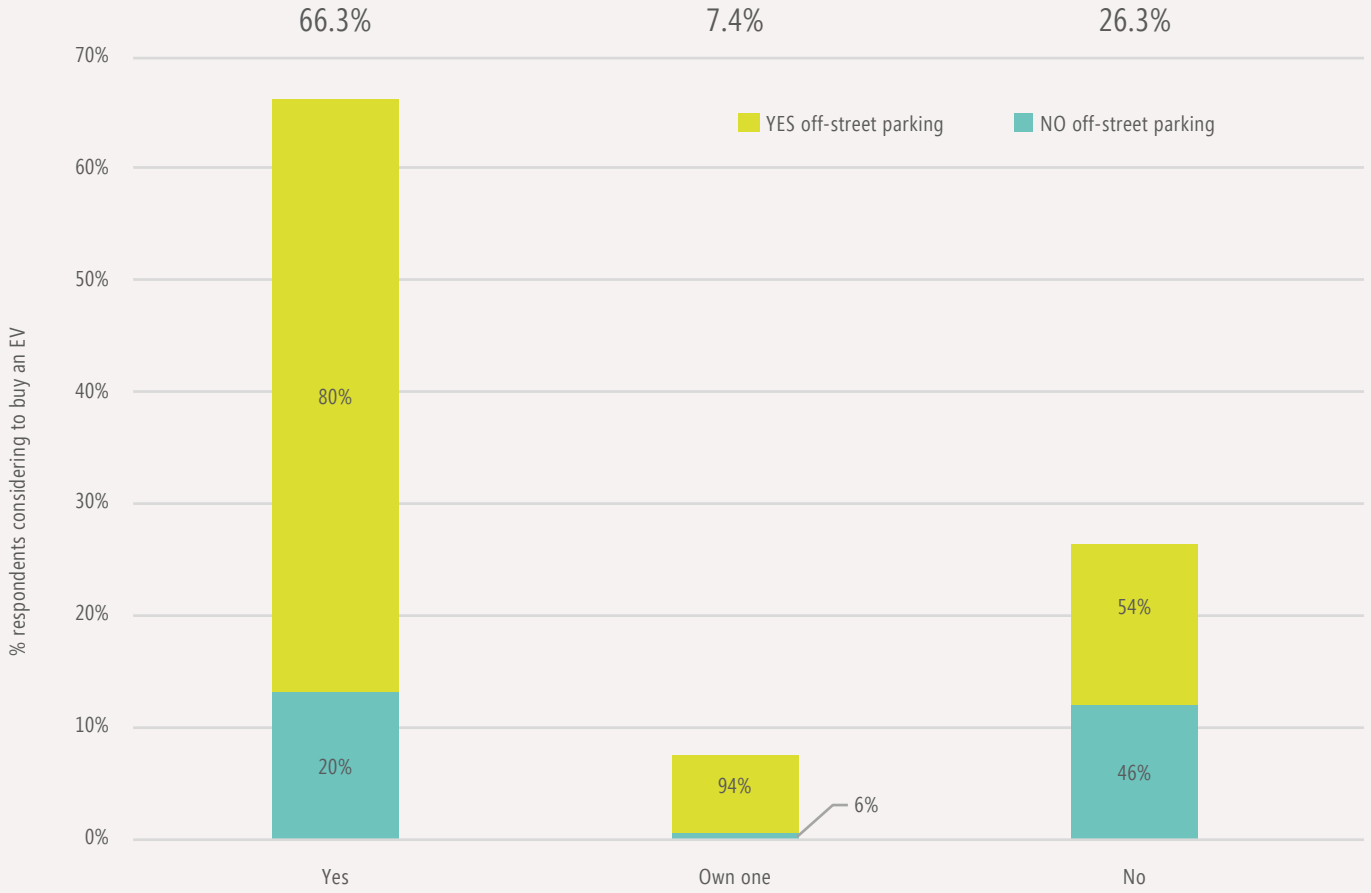




ZeroCarbon.Vote: Results

The majority of the respondents (73.7%) are either considering an EV as their next car or already own one. Of those, 80% have off-street parking.

However, only 54% for those who are not considering an EV as their next car have off-street parking.

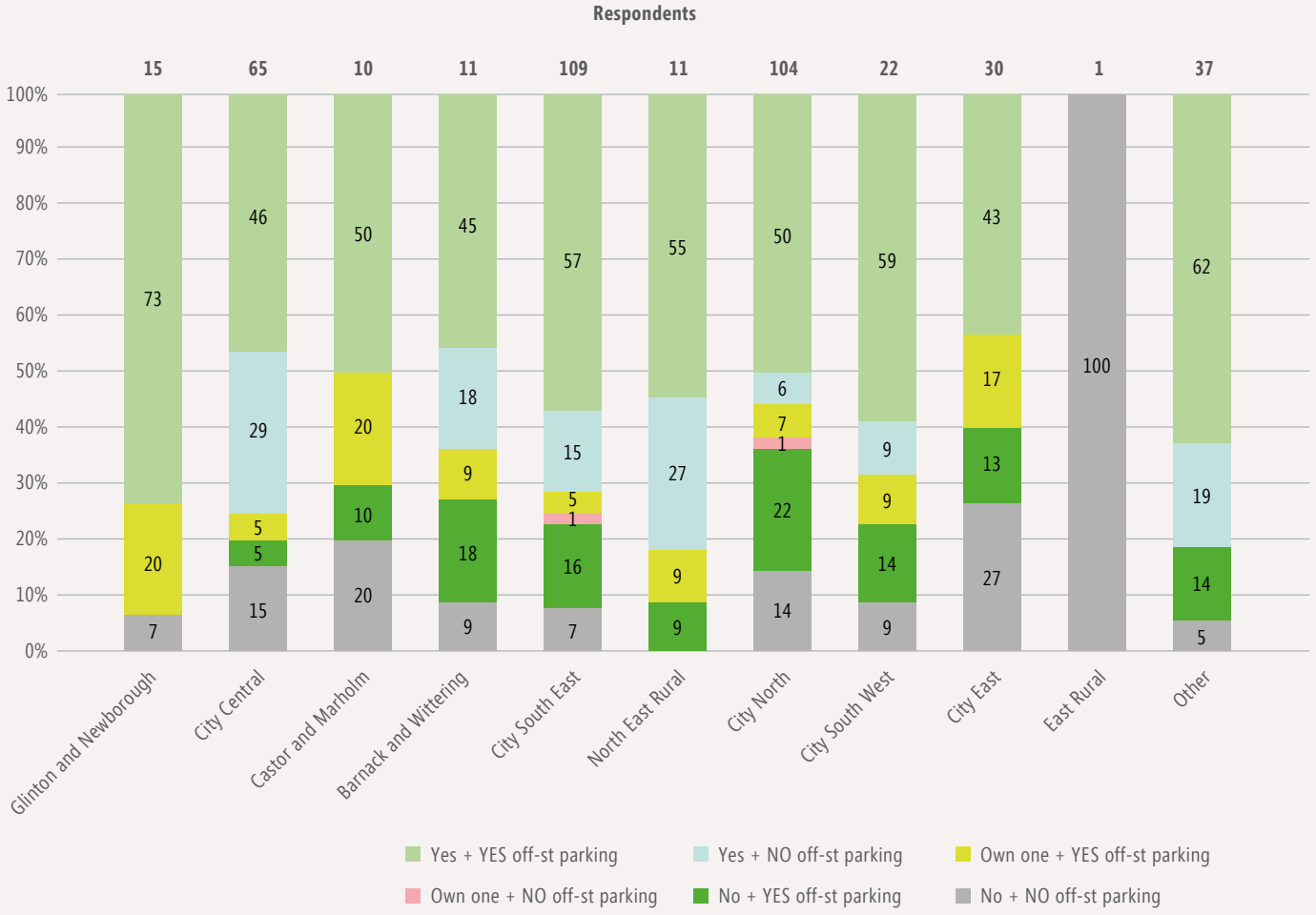


ZeroCarbon.Vote: Results

City Central reported the largest percentage of respondents with NO off-street parking: 44.6%

City East and City North have the largest percentage of respondents that are not considering an EV as their next car.

Note: Low number of votes in some zones



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UK Research and Innovation

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Cabinet	AGENDA ITEM No. 9
14 November 2022	PUBLIC REPORT

Report of:	Rob Hill, Acting Service Director, Communities	
Cabinet Member(s) responsible:	Cllr Steve Allen, Cabinet Member for Housing, Culture and Communities	
Contact Officer(s):	Rob Hill, Assistant Director, Community Safety Ian Phillips, Head of Communities and Partnership Integration Clair George, Head of Prevention and Enforcement Service	Tel. 07815 558081

FINAL REPORT OF THE TASK AND FINISH GROUP TO EXAMINE THE ISSUES WITH CAR CRUISING IN PETERBOROUGH

RECOMMENDATIONS	
FROM: Task and Finish Group	**Deadline date:** N/A

It is recommended that Cabinet consider and comment on the final report from the Task and Finish Group and endorse the report and recommendations contained within; namely:

1. That the council works over the next 12 –18 months to obtain a city-wide injunction for car cruising and explores all opportunities for external funding to support this.
2. In the interim period, the council extends the Woodston Public Space Protection (PSPO) and include Pleasure Fair Meadow car park and extends to other hot spot areas should they be required, and the evidence supports it.
3. That the council works with Cambridgeshire Constabulary to develop a Community Protection Notice (CPN) scheme, issued to any driver/owner committing anti-social behaviour.
4. That council officers explore funding for additional appropriate infrastructure measures such as ANPR cameras, physical barriers and working with private landowners to deter car cruise or anti-social driving as necessary.
5. That the council makes a proactive effort to use existing CCTV resources as evidence gathering for reporting issues to the police and for enforcement.
6. That the Task and Finish group's work is now concluded, and the group is formally closed. However, it should be noted that the Task and Finish group's work has concentrated on the impact from anti-social car driving and has not specifically looked at other vehicles such as motorbikes and e-scooters.

1. ORIGIN OF REPORT

1.1 The report is from the Task and Finish group established by the Growth, Resources and Communities Scrutiny Committee to explore issues connected with car meets in Peterborough.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is to advise Cabinet of the work of the Task and Finish group and seek endorsement of the recommendations proposed by the Growth, Resources and Communities Scrutiny Committee.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.7, *'To take a leading role in promoting the economic, environmental and social wellbeing of the area.'*

3. TIMESCALES

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

4. BACKGROUND AND KEY ISSUES

4.1 Cabinet considered an interim report from the Task and Finish group in June 2022 and endorsed a number of recommendations. Since then, the Task and Finish group has continued to explore the issues around car cruising in Peterborough and has now completed its investigations.

Attached is the final report and an executive summary from the report is below:

Executive summary

4.2 Car meets and cruising events have become increasingly popular over the last few years and take place in many towns and cities across the country. The majority of people who attend these events do so as car enthusiasts, however these events often attract people who drive in an anti-social and sometimes dangerous manner causing noise and distress for residents. There is also a high risk of a driver or spectator being killed or seriously injured as a result of behaviour and activity taking place.
The Task and Finish group have previously recommended a number of actions to help tackle these issues. In this final report, additional recommendations are proposed to give the police and council greater powers to prevent these car meets from taking place and provide more options for enforcement.

4.3 There are three main proposals:

1. A city-wide injunction which would allow the police and designated officers from the council to enforce breachers of the injunction either at the time or post event (if the evidence supports it). Injunctions have been very successfully used in other local authorities and therefore likely to be effective also in Peterborough. The council would need to be the lead applicant to apply for the injunction which is estimated to cost of £30-50k and take 12 months or so depending on the Court process. The council should consider bidding for external funding from the Police and Crime Commissioner and Road Safety Partnership to help contribute towards the costs if it is minded to adopt this option.

2. The use of location specific Public Space Protection Order, this would be initially at Woodston to cover the Pleasure Fair Meadow car park and surrounding area, but also implemented in other areas should action move the issue to an additional location. This would take around 6 months to establish and cost approximately £3k per area. Enforcement can be through fixed penalty notices or Court conviction.

3. Community Protection Notices which can be issued to drivers found to be causing anti-social behaviour and can be used effectively where there is evidence of repeated issues. CPNs will require officer time to establish and issue but have no other associated costs.

4.4 The Growth, Resources and Communities Scrutiny Committee considered the report from the Task and Finish Group at their meeting on 1 November. The Committee RESOLVED to recommend that the Peterborough City Council focuses its efforts for establishing an authority wide injunction for car cruising, which has been proven successful in other cities.

5. CONSULTATION

5.1 Consultation has taken place with Cambridgeshire Constabulary, other local authorities, residents, effected businesses and attempts have been made to speak with people from the car cruising fraternity but have not been successful.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 The options outlined in this report would likely have a highly significant impact in reducing, or eliminating car cruising in Peterborough. This in turn, will reduce noise and distress for residents and businesses and reduce the risk of someone being killed or seriously injured at an unauthorised event.

7. REASON FOR THE RECOMMENDATION

7.1 Car cruising often leads to anti-social and dangerous driving, not to mention noise, smell and distress for nearby residents. There is a risk that these continued events will lead to a serious accident without further action being taken. Preventative action through an injunction or PSPO will reduce the impact and risks associated with car cruising.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 Do nothing and continue with the status quo. This option would continue to see resident's lives impacted through the actions and behaviour of people attending car cruise events. In addition, there remains a higher risk of drivers, passengers or spectators being killed or seriously injured as a result.

9. IMPLICATIONS

Financial Implications

9.1 There are three options for the committee to consider:

1. A city-wide injunction – this is the most likely to be successful at resolving the issues created by car meets and anti-social driving. However, it is also the most expensive at an estimated £30-£50k. External funding from the Police and Crime Commissioner and the Road Safety Partnership should be explored to contribute towards the costs.
2. A Public Space Protection Order (PSPO) – these are issued to cover a specific location, for example Woodston (also covering Pleasure Fair Meadow). Costs are estimated to be £3k but may end up dispersing the problem to other parts of the city requiring a further PSPO to be developed.
3. Community Protection Notices would only require officer time to develop. They can be issued to individuals causing anti-social behaviour and are likely to be most effective when targeted at repeat offenders. They are less likely to prevent a car meet or anti-social driving from taking place, but do provide an additional tool for enforcement.

The above options are not currently budgeted for and funding would need to be obtained from either the council and/or external stakeholders.

Legal Implications

9.2 Legal support will be required to review the evidence and submit an application to Court for an injunction. It is likely that the council will need to seek external expert advice to provide assistance.

Equalities Implications

9.3 None.

Carbon Impact Assessment

9.5 The report contains no proposals for changes to service delivery and therefore there is no decision to take which may impact carbon emissions of the council or the city.

10. BACKGROUND DOCUMENTS

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

10.1 None.

11. APPENDICES

11.1 Appendix 1 - The final report of the Task and Finish Group to Examine the Issues with car Cruising in Peterborough

Appendix 2 – Options Appraisal

GROWTH, RESOURCES AND COMMUNITIES SCRUTINY COMMITTEE TASK AND FINISH GROUP

TO EXAMINE ISSUES WITH CAR CRUISING IN PETERBOROUGH

Final Report

Table of Contents

1. INTRODUCTION 2

2. EXECUTIVE SUMMARY 4

3. TERMS OF REFERENCE 7

4. PROCESS AND METHODOLOGY USED FOR THE INVESTIGATION 8

4.1Methodology 9

4.2Process 9

4.3Key Witnesses / Expert Advisers interviewed 9

5. BACKGROUND 10

6. FINDINGS AND CONCLUSIONS 12

Key Themes: 14

7. PREVIOUS RECOMMENDATIONS AND UPDATES 19

9. LEGAL IMPLICATIONS 21

10. LIST OF BACKGROUND PAPERS AND RESEARCH SOURCES USED DURING THE INVESTIGATION 22

11. APPENDICES 22

INTRODUCTION

At the Full Council meeting of 21 October 2020, a motion presented by Cllr Coles was agreed requesting the formation of a Task and Finish Group to examine issues relating to car cruises in Peterborough.

The proposal to set up the Task and Finish Group was presented to the Adults and Communities Scrutiny Committee on 17 November 2020. The proposal was accepted, and the terms of reference agreed. Possible nominations to the Task and Finish Group were sought at the meeting to be confirmed following the meeting through the Group Secretaries.

The cross-party Task and Finish Group comprised of the following members:

Cllr Julie Stevenson

Independent

Cllr Christian Hogg

Liberal Democrat

Cllr Samantha Hemraj

Labour

Cllr Nicola Day

Member of Group from June 2022

Green

Cllr Lindsay Sharp

Member of Group from June 2022

Conservative

Cllr Andy Coles
Conservative

Cllr Oliver Sainsbury
Conservative

The Task and Finish Group would also like to thank Inspector Karl Secker – Cambridgeshire Constabulary and PC Rob Reay – Cambridgeshire Constabulary for their input into this review.

Officers supporting the Task and Finish Group were:

- Rob Hill, Acting Director, Communities
- Clair George – Head of Prevention and Enforcement Service
- Ian Phillips - Head of Communities and Partnerships Integration
- Paulina Ford, Senior Democratic Services Officer
- David Beauchamp, Democratic Services Officer

The Task and Finish Group wishes to thank all of the officers who have provided guidance and assistance in producing this report and for their hard work and support.

2. EXECUTIVE SUMMARY

Car meets and cruising events have become increasingly popular over the last few years and take place in many towns and cities across the country. The majority of people who attend these events do so as car enthusiasts, however these events often attract people who drive in an anti-social and sometimes dangerous manner causing noise and distress for residents. There is also a high risk of a driver or spectator being killed or seriously injured as a result of behaviour and activity taking place.

The Task and Finish group have previously recommended a number of actions to help tackle these issues. In this final report, additional recommendations are proposed to give the police and council greater powers to prevent these car meets from taking place and provide more options for enforcement.

There are three main proposals:

1. A city-wide injunction which would allow the police and designated officers from the council to enforce breachers of the injunction either at the time or post event (if the evidence supports it). Injunctions have been very successfully used in other local authorities and therefore likely to be effective also in Peterborough. The council would need to be the lead applicant to apply for the injunction which is estimated to cost of £30-50k and take 12 months or so depending on the Court process. The council should consider bidding for external funding from the Police and Crime Commissioner and Road Safety Partnership to help contribute towards the costs if it is minded to adopt this option.
2. The use of location specific Public Space Protection Order, this would be initially at Woodston to cover the Pleasure Fair Meadow car park and surrounding area, but also implemented in other areas should action move the issue to an additional location. This would take around 6 months to establish and cost approximately £3k per area. Enforcement can be through fixed penalty notices or Court conviction.
3. Community Protection Notices which can be issued to drivers found to be causing anti-social behaviour and can be used effectively where there is evidence of repeated issues. CPNs will require officer time to establish and issue but have no other associated costs.

Further details regarding these options are set out in the attached appraisal.

2.1 Summary of previous recommendations

1. That the Council shares this interim report with Cambridgeshire Police with a view to agreeing a memorandum of understanding guaranteeing support for the Council with the implementation of injunction(s), community protection orders or public space protection orders.
2. That the Chief Executive of Peterborough City Council and a member of the Council's cabinet agree to champion this issue and to engage with both Peterborough MPs and the Police and Crime Commissioner to secure their support in championing this issue.
3. That the Cambridgeshire and Peterborough Police and Crime Commissioner is asked to compile a report on how the police should tackle this issue.
4. That the council fully costs the financial implications of developing an injunction for car meets in Peterborough.
5. That the council fully costs the financial implications of introducing Community Protection Orders.
6. That the council fully costs the financial implications of developing measures to prevent car meets from taking place at Pleasure Fair Meadow car park, as part of the Woodston PSPO.
7. That the Highways Team produces detailed plans, with a clear indication of costs, of how it proposes to alter the layout of Stapledon Road to ensure it is no longer suitable for antisocial driving.
8. That the Task and Finish Group continues its work by exploring sources of funding that are available to reduce the funding burden on city finances.
9. That the Task and Finish Group makes a further attempt to engage the car cruise community.
10. That the council's planning department should actively consider whether future planning applications should consider measures that will prevent antisocial driving.

2.2 SUMMARY OF ADDITIONAL RECOMMENDATIONS

1. That the council works over the next 12 –18 months to obtain a city-wide injunction for car cruising and explores all opportunities for external funding to support this.
2. In the interim period, the council extends the Woodston Public Space Protection (PSPO) and include Pleasure Fair Meadow car park and other hot spot areas should

they be required, and the evidence supports it.

3. That the council works with Cambridgeshire Constabulary to develop a Community Protection Notice (CPN) scheme, issued to any driver/owner committing anti-social behaviour.
4. That council officers explore funding for additional appropriate infrastructure measures such as ANPR cameras, physical barriers and working with private landowners to deter car cruise or anti-social driving as necessary.
5. That the council makes a proactive effort to use existing CCTV resources as evidence gathering for reporting issues to the police and for enforcement.
6. That the Task and Finish group's work is now concluded, and the group is formally closed. However, it should be noted that the Task and Finish group's work has concentrated on the impact from anti-social car driving and has not specifically looked at other vehicles such as motorbikes and e-scooters.

3. TERMS OF REFERENCE

Purpose

To make recommendations to the Committee to inform the development of initiatives that prevent, or mitigate the impacts of:

- Unauthorised car meets in Peterborough.
- Anti-social use of any motorised vehicle to the detriment of our residents.

Scope

Using a combination of reviewing good practice and learning from elsewhere, discussions with expert witnesses, research, analysis of data, and interviews with councillors, develop proposals that set out:

i. all available powers that are able to prevent unauthorised, anti-social, dangerous car meets from taking place or continuing,
ii. what other legislative powers may be obtained to help address this issue,
iii. proposals for working with organisers to facilitate, where possible, safe events for static car meets that are lawful and non-disruptive to our residents,
iv. advice and support to private landowners in the defence and protection of their property.

Reporting

The Scrutiny Task and Finish group will report to the Growth, Resources and Communities Scrutiny Committee (formally known as the Communities Scrutiny Committee)

Terms of Reference approved by the Adults and Communities Scrutiny Committee (now the Growth, Resources and Communities Scrutiny Committee on 17 November 2020.

4. PROCESS AND METHODOLOGY USED FOR THE INVESTIGATION

4.1 Methodology

- Desktop research
  - Contact with other Local Authorities
  - Internet research
- Interviewing Key Witnesses / Stakeholders
- Local knowledge / information obtained by the Task and Finish Group members

4.2 Process

The timetable of the events leading to the production of this report are set out below:

Meeting Date	Items Discussed / Guests Attending
22 December 2020	First meeting to scope the review, discuss if any co-opted members were required and appoint a Chair for the group.
16 February 2021	Meeting with officers to discuss current legislation and local powers, current car cruising hotspots and events. Identification of key stakeholders and any key witnesses.
11 March 2021	Presentation of evidence requested at the previous meeting, discussions with police on their powers and current issues around car cruise events, and whether a car cruising injunction could be put in place. Discussions on how to engage with organisers of car cruising events and feedback from local residents affected by them.
20 January 2022	Part 1. Evidence Gathering Session with local residents. Part 2. Formulating conclusions and recommendations.
14 February 2022	Discuss conclusions and recommendations and review draft interim report.
8 March 2022	Presentation on interim findings to Scrutiny
20 June 2022	Cabinet meeting to determine recommendations

6 September 2022	Key witness session with Cambridgeshire Constabulary and Matt Staton, Road Safety Manager Cambridgeshire County Council
10 October 2022	Discuss final conclusions, recommendations and agreed final report

4.3 Key Witnesses / Expert Advisers interviewed

- Inspector Karl Secker – Cambridgeshire Constabulary
- Police Constable Rob Reay – Cambridgeshire Constabulary
- Inspector Matt Snow – Cambridgeshire Constabulary
- Five residents
- Matt Staton – Road Safety Manager, Cambridgeshire County Council

The Task and Finish Group would like to thank everybody who assisted them during the investigation for their support and openness. This assistance was appreciated.

5. BACKGROUND

Car cruising and anti-social driving on public and private roads and car parks is not a new issue and has been happening within Peterborough for decades. Over recent years, the numbers of people taking part, either as active participants or as spectators, has been steadily growing, causing an increased nuisance for residents impacting their quality of life.

This nuisance is not limited to occasional screeching of tyres or sounding of horns. It is a chronic noise nuisance, that can last from 9pm until 3am on any day of the week, but particularly at weekends.

It is crucial to make a distinction between car cruises and other anti-social use of vehicles. Car cruises are generally unauthorised events that anyone may attend to meet other car enthusiasts. These events are often organised in public or private places (typically car parks) without permission. Those who attend do so principally to socialise with other enthusiasts and to look at their cars. These events are generally described as ‘static’, which means there is no driving. Drivers are expected to park and turn their engines off. However, the events are not subject to health and safety risk assessments, no one is generally ‘in charge’ of ensuring the event is safe, no toilet facilities are provided, and litter is often left behind. Although car cruises can generate a lot of noise, this is usually when cars join or leave the

event, or when loud music is played.

Contrast this with anti-social use of vehicles. Unfortunately, after attending unauthorised car cruises at one location in the city, it has become commonplace for a number of drivers to relocate to a different part of the city, where they undertake street racing and various forms of stunt driving. Not only does this activity present an immediate threat to the lives of other road users and any pedestrians or bystanders, the noise and the strong smell of burning rubber that is generated when cars are 'drifted' can carry for over a kilometre and can cause great distress to any residents living nearby. This distress can range from chronic lack of sleep and stress due to the noise to frustration at being unable to open any windows due to the stench of burning rubber.

Further to this, where antisocial driving has taken place, it has become increasingly common for damage to nearby buildings to occur, which means the activity has an impact even when it takes place adjacent to buildings that are unoccupied (such as in the late evenings).

The issue is not unique to Peterborough, with many parts of the country also experiencing significant problems. Events tend to be publicised via social media with named venues and dates. Occasionally, participants are encouraged to meet in a particular location, when they will then be given further instructions on where the meet is being held. Mobile phones and applications such as WhatsApp are sometimes used in an attempt to keep the location of the meet a secret until the last moment.

Councils across the country have attempted to deal with these issues with varying degrees of success. On occasion, a serious incident has acted as a catalyst for agencies to address the problems. Some councils have used physical measures at frequently used locations, whilst others have turned to enforcement action to prevent car meets from taking place, for example, with the use of injunctions or Public Space Protection Orders (PSPOs).

Injunctions may only be granted through the courts (subject to evidence and proof that clearly demonstrates the need for action). It can be very expensive to pull together the necessary casework. One local authority estimated that the legal fees alone amounted around a £100k, although this did cover several other district councils. It should be noted that so-call 'blanket injunctions' that prevent 'persons unknown' from gathering, have recently been challenged through the High Court.

Data supplied by Cambs Police indicates that there are currently two 'hotspot' locations for car cruises and one hotspot location for antisocial driving in Peterborough. This data is based on 'calls for service' from members of the public and local councillors:

- Orton Southgate Industrial Estate (Stapledon Road, Holkham Road, Newcombe Way) - Orton Waterville ward
    - 1/1/2019-31/12/2020 - 65 calls
    - 1/1/21 -31/12/2021 - 71 calls
    - 1/1/22 - 30/9/22 - 33 calls
- Pleasure Fair Meadow Car Park – Fletton and Stanground Ward/Fletton and Woodston ward
    - 1/1/2019-31/12/2020 – 21 calls
    - 01/12/2021 – 31/12/2021 – 40 calls
    - 01/01/2022 – 30/9/22 – 10 calls
- Vivacity Car Park, Hampton - Hamton Vale ward
    - 1/1//2019-21/12/2019 - 43 calls
    - 01/12/2021 – 31/12/2021 – 33 calls
    - 01/01/2022 – 30/9/22– 19 calls

Calls for service were also received for Royce Road, Greyhound Stadium and parts of Werrington. There were also complaints about Brotherhood Retail Park where people experienced antisocial behaviour due to weekly car cruises and antisocial driving. However, since ANPR (automatic number plate recognition) cameras were installed allowing minimum time after 8pm, the police report no calls for service.

The Counci's Prevention and Enforcement Service also receives complaints direct from the public. Between 1/1/2021-10/2/22 there were 28 reports, with a further 12 between March and September 2022 about antisocial behaviour connected with car cruises and antisocial driving as follows:

- Pleasure Fair Meadow = 14
- Stapledon Rd/Orton = 8
- Vivacity Fitness/Krispy Kreme in Hampton = 13
- Shrewsbury Ave/Oundle Rd = 2
- Werrington car park/skate park = 2
- Stapledon Road = 1

6. FINDINGS AND CONCLUSIONS

The Task and Finish Group gathered evidence from a range of stakeholders: Cambs Police, residents, business owners and ward councillors. The group also reached out to the organisers of the car cruises. Regrettably, however, they declined to communicate with the

Council.

As a consequence of these evidence-gathering sessions, the following conclusions were reached:

- While car cruises need not necessarily lead to antisocial behaviour, the organisers of these events appear not to wish to assume full responsibility for ensuring the events are safe or orderly. While we acknowledge that they do discourage participants from behaving antisocially, their refusal to organise professional, permitted events (with all the necessary paperwork and risk assessments, etc. that legitimate events require) means they are unable to control how participants behave.
- Once a car cruise ends for the evening, it is common for a substantial number of drivers to drive to another location where they participate in driving that is antisocial and dangerous. It is these 'auxiliary' events that generate most of the complaints from residents. These are also the events where accidents are more likely to occur. While one could say that this is not the fault of those organising the car cruises, it is clear to the Task and Finish Group that cruise events tend to be followed by such 'after parties' although there have been many instances of antisocial driving at the locations mentioned that have not been preceded by a car cruise.
- The negative impact of this antisocial behaviour on residents cannot be understated. The annoyance, distress, and frustration that residents report is not the result of an isolated screech of a tyre or beep of a horn. It is now common for the noise and the smell to start from around 9pm and finish at around 3am on Friday, Saturday and Sunday nights, and on some weekday nights too (particularly since the start of the pandemic when the roads became quieter). The noise is chronic and relentless, pausing only when the drivers need to change their shredded tyres. Residents report an inability to sleep, to concentrate on tasks, to carry on conversations or to hear the television or radio over the noise of screeching tyres. In the Summer months, the noise also prevents residents from enjoying their gardens in the evening. The combination of smell and noise mean residents cannot open their windows to ventilate their homes.
- Residents also express concern for bystanders who watch the antisocial driving, as well as those law-abiding motorists who may be using the public highway at the same time as the antisocial drivers. Residents are aware that there have been several serious accidents at Stapledon Road, and express distress and concern about this. While residents are terribly angry with the drivers, they do not wish anyone to be hurt.
- Residents report difficulty getting through to the police on 101 to report incidents. The

introduction of Cambs Police's live web chat facility has been very helpful, as it means residents no longer have to wait for the phone to be answered (call centre operatives tend to answer requests to chat within moments). However, residents report that police operators rarely understand the problem and often tell residents that they cannot send units to the scene as they are dealing with other emergencies. Some residents say they have given up reporting incidents to the police, as they do not believe anything will be done.

- While the live chat on the Cambs Police website is useful, this has recently been moved without warning and some residents have had difficulty finding it. It would be helpful if Cambs Police would publicise the new location of the live web chat facility.
- Cambs Police do not have the resources to answer all calls for service that relate to dangerous driving.
- Business owners feel that this it is a problem that must be addressed. Even those not directly affected by the noise and smell (as they are not in their building at night when the activity takes place), complained of excessive litter that they must clear away at their own expense on Monday mornings.
- Some business owners complained of damage to their property. One business owner describes coming to work every Monday to find windows to their premises have been broken by the antisocial activity over the weekend (small stones thrown up by the cars as they skid outside the premises). All mentioned the amount of debris and litter on the street after every weekend meet, as well as structural damage.
- Several business owners complained that those gathered at the car meets use their business's skips as toilets. Several lamented what a lovely place this once was to work, but is now unpleasant, due to the litter and debris associated with the antisocial driving.
- All the business owners that were spoken to said they are happy with the suggestion of traffic calming measures as a preferred option.
- Several business owners mentioned that the police had told them that they couldn't act as Stapledon Road is a private road. This, however, is not correct. The car park in the middle of the road is private, but the road itself, where the driving takes place, is a public highway.
- Several business owners mentioned that they have sympathy with young people who have nothing to do of an evening and expressed a wish that a facility might be provided where they could undertake this activity more safely.
- Several business owners suggested that CCTV would be effective, as the cars that are driven antisocially often have false number plates and are not legally road

worthy. One spoke of a car driving on its wheel rims, which is a motoring offence. Some business owners have invited the police to review their CCTV footage, but to date the police have not done so.

- Recently, we have seen some improvements following the council's installation of calming measures in Stapledon Road. This however has displaced the problem to a neighbouring estate in Tresham Road also a recent police operation to deal with this new venue has seen a great decrease in activity. This police operation needs to be repeated periodically if the problem returns.
- From the above, it seems that both physical measures and robust policing has a significant effect on reducing these issues. The Task and Finish group feels that the police's ability to deal with the situation through the use of injunctions will have a significant impact in future to deter these incidents.

Key Themes:

There are two key themes that have been identified namely, a) law enforcement to punish those drivers breaking the law and b) restricting access to hot spot areas where car meets/anti-social driving takes place.

The Task and Finish group notes that:

- Both public and private land is being used for car cruises and for antisocial driving. While the Council may be able to implement highway adaptions to deter antisocial driving, it should be noted that it cannot prevent access to private car parks or other land.
- While the group believes that no single organisation can be responsible for dealing with the impact of car cruises and anti-social driving, support from Cambridgeshire Police is essential.
- Regrettably, there is no identified land which the council owns where car cruises can take place at night which would not disturb residents.
- The defence of car parks and other spaces can be effective, but the following factors must be considered: a) cost b) legitimate access and c) displacement of the activity to another location.
- Where the council has CCTV footage, the police can consider using it for enforcement or prosecution.
- The adjustments made to Stapledon Road have had a significant impact on reducing anti-social driving in that area but have consequently moved the problem to other parts of the city.
- Stevenage Borough Council have had an injunction against car cruising for several

years. They report that the impact has been highly positive and almost completely eradicated the problem, especially for large scale events.

Enforcement

Police Enforcement Powers

In the past, the police have occasionally used the Anti-Social Behaviour, Crime and Policing Act 2014 to issue 'dispersal orders' when they have been made aware of planned and spontaneous car meets. The issuing of dispersal orders depends upon the ability of the police to enforce the order and the likely impact on the community of the order being enforced.

Where the police know of a planned event, Neighbourhood Police Officers will attempt to identify the organiser and engage with them ahead of the event. This is an attempt to build a picture of what is planned and so the police can make an informed decision on whether measures will be implemented to prevent the event's occurrence.

Should the police be notified of a spontaneous event, they may attend depending on the risk assessment of both the event, and the other calls requiring attendance at that time. Attendance will involve officers engaging with the organiser and attendees and dealing with any offences that are immediately apparent, if proportionate and necessary.

The police encourage the public to report antisocial driving but asks them to be mindful that they may not attend immediately or at all due to the demands placed on the police service by higher-risk calls. However, the police say that every call and report will add strength to the longer-term work that is ongoing across the constabulary, and therefore they encourage reporting of such events as and when they happen.

Injunctions – against person unnamed

Legislation states that under Section 1 of the Anti-Social Behaviour, Crime and Policing Act 2014 injunctions cannot be used against persons unnamed. Therefore, councils must resort to using injunctions under the Section 222 of the Local Government Act 1972. This means a local authority must be the lead agency on an taking an injunction, rather than the police.

Several authorities around the country have used LGA Section 222 injunctions to prevent the anti-social behaviour associated with car meets. Most of these injunctions have been successful in tackling the issues to date. If granted, an injunction would forbid people from participating in, attending, promoting, organising or publicising a street racing event. Anyone ignoring the injunction could be arrested, face penalties such as up to two years' imprisonment or an unlimited fine, or have their assets seized.

Any injunction must be evidence-led, with a detailed evidence pack developed to support the injunction, including calls for service, number of events, and the impact of events on individuals, local businesses and the wider community.

Estimated costs for a LGA Section 222 injunction vary depending on the area covered and number of authorities involved. The cost to Peterborough could be as much as £30k in legal costs and costs associated with evidence-gathering. This is an estimate and will depend on Legal reviewing the evidence pack and whether there is any challenge through the Court.

Conditions included in several local authorities' injunctions have included

- Prohibiting participating in a 'car cruise event'
- Prohibiting the promotion, organisation and publicising of a car cruise event.

Conditions attached to a LGA Section 222 injunction could include power of arrest, penalties or the seizure of assets.

Other local authorities suggest that the timescale for implementation of a LGA Section 222 injunction is around one year. This is how long it takes to obtain the initial injunction, which is then subject to review every couple of years. Other local authorities also state that the success of such injunctions is down to a multi-agency approach to enforcement, with regular meetings taking place between partner organisations, and a firm commitment to undertake weekend actions.

Pros - area wide, consistent message, provides a clear basis to tackle the problems

Cons - expensive, commitment required from all agencies to enforce actively and routinely

Public Space Protection Orders

Under the Anti-Social Behaviour, Crime Policing Act 2014, Local Authorities can use Public Space Protection Orders (PSPOs) to impose restrictions and requirements deemed appropriate to stop individuals committing anti-social behaviour in public open spaces.

Peterborough currently has three PSPOs in place, which cover the city centre, Millfield and Woodston. Authorised officers from Peterborough City Council, police constables and Police Community Support Officers (PCSOs) can all enforce PSPOs.

The penalty for breaches of a PSPO is a Fixed Penalty Notice (FPN) of £100 (those who do not pay the FPN will be prosecuted). Individuals who persistently breach a PSPO could be issued with a Community Protection Notice, Community Behaviour Order or a civil injunction.

Several local authorities are using PSPOs to tackle the issue of car cruising. Some PSPOs are district-wide while other focus on a particular location. Local authorities can attach various conditions to a PSPO. E.g.:

- Prohibit participation in car cruise events anywhere in the geographical area.
- Prohibit the promotion or organisation via email, the internet, social media, etc. or any publication or broadcast car cruise event within a defined geographical area.
- Prohibit attendance of any meeting of two or more vehicles in a public space, as a vehicle owner, driver, passenger or spectator
- Prohibit engagement in any activity that a reasonable person would consider to be car cruising.

PSPOs can be enforced at the time of the offence or afterwards (if evidence is collected by an authorised officer or if the offence is captured on CCTV). Although district wide PSPOs can be granted, these are still dependent on police officers attending the location at the time of the offence to gather evidence if no CCTV cameras covering the location.

It is recognised that PSPOs covering an individual location can result in movement of the problem to another location. For example, if a PSPO was introduced in Pleasure Fair Meadow car park it is possible the car meet could be displaced to another city centre car park.

As with an injunction, a PSPO must be evidence-led, and legal challenges could be made. The cost of implementing a PSPO is significantly less than an injunction as the local authority makes the order and the only costs involved are officer time and signage. PSPOs take approximately six months to implement, and a six-week education phase is required before enforcement commences.

Local authorities which have seen a reduction in vehicle nuisance through the implementation of a PSPO, have stated that a multi-agency approach is required with a firm commitment from all agencies including the police to enforce. This could include collecting evidence at the time of the offence, or the police providing the council with vehicle details if an offence is captured on CCTV. Some authorities have wider agreements in terms of issuing Community Protection Notices (see below) for consistent breaches for those organising events. They also commit resources to dedicated weekends of enforcement.

Some local authorities publish the number of FPNs they have issued on social media, including on car club pages.

Pros – PSPOs can be inexpensive

Cons - PSPOs require multiagency commitment for active enforcement and can lead to displacement of the problem.

Community Protection Notices (CPN)

Community Protection Notices (CPNs) can be issued by councils or the police to any person aged 16 or over, or a business or organisation, found to be committing antisocial behaviour which is impacting negatively on the quality of life of people living in the local community.

Initially, a written warning must be issued, informing the perpetrator of a problem with their behaving behaviour. A request that the behaviour stops is accompanied by an explanation of what will happen if the behaviour continues. If the behaviour continues, a CPN can be issued, which will require them to either stop it, or to take reasonable steps to avoid it.

A breach of a CPN is a criminal offence. The use of a CPN in relation to car cruises would be to target those responsible for organising events or repeat perpetrators of vehicle nuisance.

Pros - Inexpensive, targets individuals rather than blanket coverage

Cons - Enforcement required, cost associated with the gathering of evidence and issuing of the CPN.

Physical Measures – restricting access to hot spot areas

Adaptations

The Task and Finish group identified various hot spot locations where anti-social driving often takes place. This is usually late at night and causes disruption for residents due to the excessive noise caused by cars driving aggressively and performing stunts, often at speed. The group assessed the benefits of road adaptions which would make the area less desirable for anti-social driving. Subject to funding, schemes could be developed as part of other programmes of works.

It was noted by the group that certain hot spot locations are owned by private companies and managed by an agent who would be responsible for the introduction of any physical measures. Where a hot spot location is a mix of public highway and private land, preventative measures should be installed simultaneously to have maximum impact.

Pros – Physical measures prevent events from taking place in a certain area

Cons - Costs, can lead to displacement

Dedicated areas for car cruising events

The group discussed the possibility of dedicating a piece of land for the use of car cruise events away from a residential area. Initial discussions suggest this is not a possibility due to lack of land and other issues such as insurance and liability.

7. PREVIOUS RECOMMENDATIONS AND UPDATES

The Task and Finish Group made the following recommendations to Scrutiny Committee in March 2022 which were subsequently agreed by Scrutiny and Cabinet:

1. That the Council shares this interim report with Cambridgeshire Police with a view to agreeing a memorandum of understanding guaranteeing support for the Council with the implementation of injunction(s), community protection orders or public space protection orders.

Update: The report has been shared and the police have verbally agreed to support the council in enforcing an injunction or other order once it is in place. Once the council has developed the details of the scheme, a memorandum of understanding will be drafted and agreed between the council and police.

2. That the Chief Executive of Peterborough City Council and a member of the Council's cabinet agree to champion this issue and to engage with both Peterborough MPs and the Police and Crime Commissioner to secure their support in championing this issue.

Update: Cabinet has already endorsed the recommendation and followed up with a joint letter to the police from the Chief Executive and Cabinet Member for Communicaiton, Culture and Communities.

3. That the Cambridgeshire and Peterborough Police and Crime Commissioner is asked to compile a report on how the police should tackle this issue.

Update: The Office of the Police and Crime Commissioner has responded as follows:

> "The Commissioner is aware of local concerns about this issue which understands has been a challenge for a number of years. The Commissioner is also aware that the scrutiny committee has had a task and finish group looking at these issues.
>
> The Safer Peterborough Partnership is responsible for tackling crime & disorder, enabling responsible authorities to work together. The Commissioner has supported the Safer Peterborough Partnership and offered funding through the Safer Communities Fund to support this local problem-solving approach.
>
> The Commissioner understands there were concerns about police response.

Responsibility for holding the Constabulary to account sits with the Commissioner but in the context of operational independence, the Chief Constable is responsible for delivery of policing so specific concerns about police involvement should be escalated to the Chief Constable in the first instance."

4. That the council fully costs the financial implications of developing an injunction for car meets in Peterborough.

Update: The estimate cost for developing an injunction is approximately £50,000. This can vary depending on the amount of legal work required and whether it is challenged in the Courts.

5. That the council fully costs the financial implications of introducing Community Protection Notice.

Update: It is anticipated that the costs would be negligible, effectively officer time only.

6. That the council fully costs the financial implications of developing measures to prevent car meets from taking place at Pleasure Fair Meadow car park, as part of the Woodston PSPO.

Update: A PSPO is estimated to cost approximately £3,000 in legal fees, plus a further £20,000 for ANPR CCTV cameras (if needed at any additional location).

7. That the Highways Team produces detailed plans, with a clear indication of costs, of how it proposes to alter the layout of Stapledon Road to ensure it is no longer suitable for antisocial driving.

Update: The works were completed in July 2022 and have had an immediate impact on reducing anti-social driving in the area, although the problems have been displaced to other parts of the city.

8. That the Task and Finish Group continues its work by exploring sources of funding that are available to reduce the funding burden on city finances.

Update: Officers will continue to explore opportunities for funding through the Police and Crime Commissioner and Safer Peterborough Partnership and the Road Safety Trust.

9. That the Task and Finish Group makes a further attempt to engage the car cruise community.

Update: further attempts to speak with individuals have been made but have not as yet been successful.

10. That the council's planning department should actively consider whether future planning applications should consider measures that will prevent antisocial driving.

Update: The report has been passed to the Planning Department for consideration in any future proposals for housing developments.

8. FINANCIAL IMPLICATIONS

There are three options for the committee to consider:

1. A city-wide injunction – this is the most likely to be successful at resolving the issues created by car meets and anti-social driving. However, it is also the most expensive at an estimated £30-£50k. External funding from the Police and Crime Commissioner and the Road Safety Partnership should be explored to contribute towards the costs.
2. A Public Space Protection Order (PSPO) – these are issued to cover a specific location, for example Woodston (also covering Pleasure Fair Meadow). Costs are estimated to be £3k but may end up dispersing the problem to other parts of the city requiring a further PSPO to be developed.
3. Community Protection Notices would only require officer time to develop. They can be issued to individuals causing anti-social behaviour and are likely to be most effective when targeted at repeat offenders. They are less likely to prevent a car meet or anti-social driving from taking place, but do provide an additional tool for enforcement.

As set out in the report, the cost of an injunction is expected to be around £50k but this is dependent on further legal advice and whether there are any objections to Court which need to be argued.
Both PSPO and Community Protection Notices costs are likely to be officer time only.
An injunction will require expert legal advice costing an estimated £30k. Whilst this would be the most effective for deterring anti-social driving, it needs to be cost effective and may not be affordable for the council.

9. LEGAL IMPLICATIONS

Although the current recommendations in the report do not have any direct legal implications, the exploring an injunction and a public space protection order to cover Pleasure Fair will be undertaken in full consultation with our legal department.

10. LIST OF BACKGROUND PAPERS AND RESEARCH SOURCES USED DURING THE INVESTIGATION

None

11. APPENDICES

Enforcement option appraisal

Further information on this review is available from:

Democratic Services Team

Governance Directorate

Town Hall

Bridge Street

Peterborough

PE1 1HG

Telephone – (01733) 747474

Email – scrutiny@peterborough.gov.uk

Option	Council Support Required	Police Support Required	Risk of Displacement	Likelihood of Success (reduced/no car meets)	Estimated Costs
1. City wide injunction A city-wide injunction would give designated officers (PCC (Peterborough City Council) and Police) powers to enforce breaches of the injunction either at the time of the event or retrospectively. Conditions of the injunction would need to be developed with the police along with a memo of understanding. The local authority must be the lead agency for taking a city-wide injunction under Section 222 of the Local Government Act against persons unknown. An estimated timescale approx. 6 months to 1 year, depending on the review of evidence that the council/police hold.	CCTV control room Legal Offcer time to gather evidence and process penalty notices	Support to develop the conditions for the injunction Attendance at car cruise events or any gathering which breach the injunction Enforcement of drivers/attendees breaching the injunction Where the council has cctv evidence, enforcement of breaches post event	Low/medium - evidence from other council areas has shown that injunctions are an effective tool and significantly reduce car cruises from taking place. There is however, the small potential for events to move outside of the city to neighboroughing areas. The council will work with neighbouring councils to fully brief on any injunctions, sharing intelligence of intended car meets and helping to mitigate the impact.	Injunctions have successfully been used at Stevenage and councils in the Black Country and therefore highly likely to succeed in Peterborough. If the police are able to provide the committment and resources to enforce an injunction, then it has a strong chance of significantly deterring events from taking place. Enforcement can also be backed up with CCTV evidence provided by the council post event.	Estimate of £30-50k depending on further legal advice and whether the injunction is challenged in the Courts. An additional £40-50k could be needed if the council wanted to also introduce ANPR cameras. This is not essential as the police can enforce based upon their own evidence or via council CCTV.
2. Public Space Protection Orders - Neighbourhood Under the Anti-Social Behaviour, Crime Policing Act 2014, Local Authorities can use Public Space Protection Orders (PSPOs) to impose restrictions and requirements deemed appropriate to stop individuals committing anti-social behaviour in public open spaces. To implement a PSPOs on Pleasure Fair Meadow would take approximately six months to implement, a six-week education phase is required before enforcement commences. Conditions and enforcement of a PSPO (Public Space Protection Orders) would need to be developed with the police. A fixed penalty notice of £100 can be issued, or for more serious offences a fine of up to £1,000 if convicted at Court.	CCTV control room Legal Offcer time to gather evidence and process fixed penalty notices	Attendance at car cruise events to gather evidence and issue warnings Supplying driver information to the council for enforcement purposes	Medium/high - it is possible that if events were prohibited at Pleasure Fair Meadow then they would could move to another carpark/location. A further PSPO could then be developed in the new location should the evidence support it. However, if also combined with a city wide injunction, then the overall risk would be low.	A PSPO would have a strong chance of reducing/preventing events taking place at Pleasure Fair Meadow, or other hot spot areas if implemented with ANPR cameras which come at cost. Other issues may arise when implementing on private land which are hot spot locations.	£3,000 in legal fees plus £20,000 for additional ANPR cameras

3. Community Protection Notices (CPNs) - Individuals CPNs can be issued by councils or the police to any person aged 16 or over, or a business or organisation, found to be committing antisocial behaviour which is impacting negatively on the quality of life of people living in the local community. Initially, a written warning must be issued, informing the perpetrator of a problem with their behaviour. A request that the behaviour stops is accompanied by an explanation of what will happen if the behaviour continues. If the behaviour continues, a CPN can be issued, which will require them to either stop, or to take reasonable steps to avoid it. A breach of a CPN is a criminal offence. The use of a CPN in relation to car cruises would be to target those responsible for organising events or repeat perpetrators of vehicle nuisance. CPW/CPNs are not expensive in terms of issues, however officers time would be required to gather the evidence and enforce each separate stage and the amount of time required will be different on each occasion. A fixed penalty notice of £100 can be issued, or for more serious offences a Court summons and a fine of up to £2,500 if convicted.	CCTV control room Legal Offcer time to gather evidence and process CPN	Attendance at car cruise events to gather evidence and issue warnings Enforcement of drivers/attendees breaching a CPN Where the council has cctv evidence, enforcement of breaches post event	Medium risk of displacing to other areas, but this would be reduced if combined with either an injunction and/or PSPO. Also a high chance of dispersing the problem to neighboroughing district council areas	Warnings may deer a few attendees, but unlikely to have any significant impact. It may prove difficult to identify organisers of the events, or make a strong enough case to show that they are liable for anti-social behaviour committed by other non-connected drivers/attendees.	Officer time and associated legal costs with pursuing Court action (if required).

Cabinet	AGENDA ITEM No. 10
14 NOVEMBER 2022	PUBLIC REPORT

Report of:	Cecilie Booth, Executive Director of Corporate Services and S151 Officer	
Cabinet Member(s) responsible:	Cllr Fitzgerald, Leader of the Council	
Contact Officer(s):	Kevin Halls, IT Finance & Contracts Manager	Tel. 01223 699636

RENEWAL OF MICROSOFT LICENSING AGREEMENT

RECOMMENDATIONS	
FROM: *Cecilie Booth, Executive Director of Resources*	**Deadline date:** *15/12/2022*

It is recommended that Cabinet

1. Agree the procurement of the new Microsoft Licensing Agreement
2. Award the Contract for Microsoft Enterprise Agreement to the preferred bidder for a period of 3 years with effect from the 15 December 2022

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet following a referral from the Corporate Leadership Team on 26 October 2022.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is to:

1. Agree the procurement of the new Microsoft Licensing Agreement

2. Award the Contract for Microsoft Enterprise Agreement to the preferred bidder for a period of years with effect from the 15th of December

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.5, *'To make decisions on actions relating to the awarding, assigning and termination of contracts over £500k, and waiving or granting exemptions to Contract Regulations where contracts are over £500k, with the exception any time-critical, operational, or routine decision, which may be determined by the relevant portfolio holder.'*

2.3 The attached Appendix 1 is NOT FOR PUBLICATION in accordance with paragraph (s) 3 of Schedule 12A of Part 1 of the Local Government Act 1972 in that it contains information relating to the financial or business affairs of any person (including the authority holding that information), namely detail of the preferred bidder. The public interest test has been applied to the information contained within the exempt annex and it is considered that the need to retain the information as exempt outweighs the public interest in disclosing it as to do so could jeopardise the award process if publicly released before the 7 of November. Annex will be available for publication after that date

3. TIMESCALES

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

4. BACKGROUND AND KEY ISSUES

4.1 Peterborough City Council uses Microsoft software extensively across all Directorates and their services. The Council is licensed to do so under the terms of its Microsoft Enterprise Agreement. The current Agreement expires in December 2022.

As well as the traditional software of email, calendar, Word and Excel that underpin the day-to-day function of the Council, the Office 365 suite of products includes a wide variety of new tools that enable people to work differently and more effectively. A prime example of this is Teams, which, with its focus on collaboration and multiple means of communication supports flexible and remote working across all levels of the organisation and enhanced collaboration with external organisations and partners. This functionality is currently in regular use though out the Council

Currently, the Council has agreements with two separate suppliers covering Microsoft. One agreement covers software used by staff and members (for example Microsoft Office 365 and MS Teams) and the other covers back-office (software running the Council servers and Cloud services). As part of this procurement the intention is to merge these agreements into a single contract to allow for a consolidated market position and to facilitate a clearer view going forward of what software the Council uses and how this can be leveraged for further savings.

5. CORPORATE PRIORITIES

5.1 The recommendation links to the Council's Corporate Priority, 'Sustainable Future City Council':

- *How we Work*
- *How we Serve*
- *How we Enable*

Microsoft is the industry standard for office applications so by maintaining Microsoft products at the core of our business we are ensuring continuity across the Council with standard sets of features reducing the need for additional training and maintaining a software interface familiar to most IT users creating the best chance for anybody new to the Council will be able to pick and go and simply as possible.

A prime example of this is Teams, which, with its focus on collaboration and multiple means of communication supports flexible and remote working across all levels of the organisation and enhanced collaboration with external organisations and partners.

Other features of Office 365 that will increase the efficiency and security of the organisation are:

- Easy to use automation of workflow between people and between applications. This allows for processes to be redesigned to be more efficient and consistent.
- Sophisticated document storage that ensures compliance with Records Management and General Data Protection Regulation (GDPR) policies and allows those documents to be shared simple and collaboratively with staff and customer both internal and external to the council.
- A set of tools that allow teams and individuals to plan work, manage and assign tasks to monitor and manage performance in a simple and intuitive way.

6. CONSULTATION

6.1 As part of the decision, consultation was undertaken with the relevant Service leads within the Council, as well as the respective legal services for the Council.

6.2 The report had also been considered by the Corporate Leadership Team and Cabinet Policy Forum.

7. ANTICIPATED OUTCOMES OR IMPACT

7.1 Award of Microsoft licensing agreement to the preferred bidder

8. REASON FOR THE RECOMMENDATION

8.1 While there are various alternative solutions to Microsoft no one supplier currently provides such a broad suite of well-known products as Microsoft. While IT will continue to monitor individual applications for suitable replacements, a complete removal of Microsoft products could take many years to complete.

The tender opportunity was run under Crown commercial services Framework RM6068 Technology Products and Associated Services (lot 3) and received five responses from suppliers. The preferred bidder was selected from these responses as they scored highest based on a mixture of quality and cost scoring particularly highly in areas around added value and ongoing account management.

9. ALTERNATIVE OPTIONS CONSIDERED

9.1 While there are various alternative solutions to Microsoft no one supplier currently provides such a broad suite of well-known products as Microsoft. While IT will continue to monitor individual applications for suitable replacements, a complete removal of Microsoft products could take many years to complete.

10. IMPLICATIONS

Financial Implications

10.1 The annual cost of Microsoft Software last year was £794,598.26. This is currently funded from a revenue budget held by the IT and Digital Service PC1192

We took every opportunity to ensure best value in carrying out this procurement, under Framework RM6068 Technology Products and Associated Services (lot 3),with a 30/70 quality/price split for the evaluation criteria. However, as costs for this software are negotiated at a national and with the Council's increased use of Microsoft products, direct contract savings are not expected on this procurement. We will ensure that the new Microsoft Agreement includes further benefits for the Council, over and above what is available through the current Agreement, particularly through the suite of products available through Office 365.

Having this core Enterprise Agreement in place will give the Council access to additional Microsoft software and professional services, such as Microsoft Project, Power BI Professional and Microsoft Visio. Any additional costs for these services will be subject to an annual subscription under this new contract and exact usage figures will be reviewed and amended as part of that process. This will again ensure we achieve best value for the Council in its use of Microsoft products. We estimate that use of these additional products would be in the region of £6,000p.a.

The replacement Enterprise Agreement is based on current user numbers with any changes to these numbers being provided to the licencing partner on an annual basis. The IT service will have a mixed licensing structure within the Agreement to reflect the difference between users who fully utilise all the Microsoft tools and those who do not. This will also ensure we get best value out of this Agreement.

Legal Implications

10.2 Advice has been received from the Council's legal and procurement teams in support of this procurement.

Peterborough City Council is a contracting authority for the purposes of the Public Contract Regulations 2015 (PCR). It must run a compliant procurement process when purchasing goods or services with a value over a prescribed EU threshold (£189,330).

The procurement of the agreement has been by way of a further competition using Crown Commercial Services (CCS) Framework RM6068 - Technology Products & Associated Services Lot 3: Software and Associated Services. A Further Competition Procedure was carried out and Suppliers on the Framework were given the opportunity to submit a Call-Off Tender in response to the Buyer's Statement of Requirements in accordance with the said Framework.
CCS is a central purchasing body (CPB) as defined under the PCR. The PCR allows contracting authorities to buy goods or services through a CPB. Once the CPB's procurement arrangements are carried out in accordance with Government procurement guidelines
CCS has set up the Framework through a tender under EU procedures. An award by Peterborough City Council is compliant with PCR by calling off the Framework.

Equalities Implications

10.3 There are not equalities implications related to this decision

10.4 This report does not have any implications for Children In Care and Care Leavers.

11. BACKGROUND DOCUMENTS

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

11.1 None.

12. APPENDICES

12.1 Exempt Appendix 1 – Detail of Preferred Bidder

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Cabinet	AGENDA ITEM No. 11
14 NOVEMBER 2022	PUBLIC REPORT

Report of:	Corporate Director of Resources and S151 Officer	
Cabinet Member(s) responsible:	Councillor Andy Coles, Cabinet Member for Finance and Corporate Governance	
Contact Officer(s):	Cecilie Booth, Corporate Director of Resources and S151 Officer	Tel. 452520

FEES, CHARGES, AND INFLATION REVIEW

RECOMMENDATIONS	
FROM: Cabinet Member for Finance and Corporate Governance	**Deadline date:** N/A
It is recommended that Cabinet endorses the increases in Fees and Charges as outlined in this report and recommends adoption to Full Council for immediate implementation.	

1. ORIGIN OF REPORT

1.1 An annual review of Fees & Charges comprises part of the Council's Budget setting process. Due to a range of pressures around the budget setting process for 2022/23, a full review was not undertaken. This report proposes that inflationary increase as identified in this report are introduced asap in the 2022/23 financial year, and the proposed 2023/24 increases are incorporated in the Medium-Term Financial Strategy (MTFS) and the 2023/24 budget setting report.

2. PURPOSE AND REASON FOR REPORT

2.1 This report provides the conclusion of the comprehensive review of fees and charges and proposes inflationary increases wherever possible for the 2022/23 and 2023/24 financial years.

This review provides a consistent approach in setting, monitoring, and reviewing fees and charges across all services. This will ensure that fees and charges support Council objectives and are set at a level that maximises income generation.

3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	**YES**	If yes, date for Cabinet meeting	**14/11/22**
Date for relevant Council meeting	**07/12/22**	Date for submission to Government Dept. *(Please specify which Government Dept.)*	**N/A**

4. BACKGROUND AND KEY ISSUES

4.1 The Council should review fees and charges annually as part of the budget setting framework. Due to a range of pressures around the budget setting process for 2022/23, a full review was not undertaken at the time, so this report proposes that inflationary increase is introduced asap in the 2022/23 financial year, and the proposed 2023/24 increases are incorporated in the 2023/24 budget setting report. August CPI (10.1%) is considered in the current financial year wherever feasible. This ensures that fees and charges support Council objectives and are set at a level that maximises income generation.

It should be noted that some statutory fees and charges are set nationally and therefore not subject to individual review.

If the proposed fees and charges are introduced, with immediate effect, additional income of £0.3m could potentially be generated in 2022/23 and £0.8m in 2023/24. This will be built into the 2023/24 cash limit work currently being undertaken. Table 1 outlines the respective services where additional may be generated.

Work is currently underway with plans to raise parking fees in year with CPI. Once agreed by Cabinet, updated signage and Traffic Regulations Orders (TRO) will commence to allow for this. This will require 28 days from approval to come into effect and additional income proposed in this report are expected to flow from November 2022. Next year full impact of the proposed 10% increase is based on this and we will look to revise from Q2 2023/24 if there is scope to increase further assessing the current rate of CPI then.

Cabinet has already approved the parking strategy, which includes new charges for Electric Vehicle charge, including those solely for taxi and private license use.

There are 17 Council owned public charging points in place in five locations in car parks across the City Centre and there will shortly be four rapid chargers for taxis and private hire vehicles. In the past, the Council has offered both free parking and free electricity to users. In the current economic climate, this is no longer affordable.

It is therefore recommended that Cabinet approve the proposed parking charges to be implemented across all electric vehicle charging bays consistent with the specified parking fee at any given location; and implement a charge for the power consumed whilst using the charging facility, to cover full costs and in line with current charges in other local authority areas. It is anticipated, once charging has commenced, it is very likely that the vehicles currently benefiting from free electricity will stop using the charge points and after a period, EV charging is expected to find its level. It will take a few months of monitoring to understand the changes in usage. This is to be expected whenever new charges are implemented for the first time. The expected income for EV charging included in this report is predicted based on best available data at this time.

It should be noted that the proposed increases mainly relate to car parking charges and may reduce public use. Table 2 summarises the specific increases relating to parking charges.

Table 1: Summary of additional fees and charges income

Directorate	Area	2022/23 Total £	2023/24 Total £
Customer & Digital Services	Communications	1,339	5,400
Customer & Digital Services	Health & Safety and Resilience & Risk	125	500
Governance	Land Charges	3,570	14,000
Governance	Mayoralty/Civic	130	523
People & Communities	ASC Day Opportunities	454	1,153
People & Communities	ASC Finance Operations	0	19,122
People & Communities	ASC ISP	0	0
People & Communities	Children Homes	18,138	43,531
People & Communities	Education	0	3,020
Place & Economy	Archaeology Services	0	950
Place & Economy	Asset Management	0	450
Place & Economy	Housing & Healthy Living - Housing	2,190	6,690
Place & Economy	Parking Services	79,160	237,480
Place & Economy	Parking Services - Electric Vehicle Non-Rapid Charging	67,276	134,552
Place & Economy	Parking Services - Electric Vehicle Rapid Charging	78,187	156,374
Place & Economy	Peterborough Highway Services	250	390
Place & Economy	Street Work	0	7,425
Place & Economy	Transport and Development	2,880	0
Resources	Citizenship Services	0	626
Resources	Peterborough Cemeteries - Interment Fees & rights of burial	12,995	51,979
Resources	Peterborough Crematorium	28,505	114,021
Resources	Peterborough Crematorium - Memorial Sales	1,048	4,190
Resources	Registration Services	0	4,729
Grand Total		**296,247**	**807,106**

Table 2: Parking Charges

Type of Parking	2022/23 Total £	2023/24 Total £	Change
Car Parks	53,710	161,130	10% increase
Pay and Display	10,560	31,680	10% increase
Residents Permits	8,440	25,320	10% increase
Season Tickets	3,040	9,120	10% increase
Staff Permits	3,410	10,230	10% increase
Electric Vehicle Rapid Charging	78,187	156,374	New charge – enforceable from Nov 2022 *
Electric Vehicle Non-Rapid Charging	67,276	134,552	New charge – enforceable from Nov 2022 *
Parking Services Total	**224,623**	**528,406**	

Table 2 above assumes 10% increase in-year during 2022/23 from November 2022 and a full year increase of 10% in 2023/24.

5. CONSULTATION

5.1 The review of Fees and Charges review is part of the budget setting framework.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 The Council is expecting to generate additional income of £0.3m in-year during 2022/23 and £0.8m for 2023/24.

7. REASON FOR THE RECOMMENDATION

7.1 The outcome of this review will support the Council in setting a lawful and balanced budget for 2023/24 and increase income in the current year 2022/23.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 Keep fees and charges as per current, however, this is not affordable in the short or medium term as the Council has an increasing budget shortfall.

9. IMPLICATIONS

Financial Implications

9.1 The council is expecting to generate additional income of £0.3m in 2022/23 and £0.8m in 2023/24.

Legal Implications

9.2 Some services are mandatory and governed by specific legislation, and there are some statutory fees and charges which are set nationally. Other services are discretionary, and fees and charges can be set locally. The Council has a general power to charge for discretionary services

under Section 93 of the Local Government Act 2003 ("LGA 2003") and under the power of general competence found in Section 1 of the Localism Act 2011 ("LA 2011").

The Council must not charge for a service if legislation prohibits it from doing so. If legislation requires the Council to provide a service and to charge for it, we are required to do so. In the absence of specific powers or prohibitions on charging for services, the Council may use the powers in either s93 of the Local Government Act 2003 or s1 of the Localism Act 2011 to make charges for discretionary services. The Council cannot use these powers to make a profit, however the Council can include the full cost of all aspects of the service provision when calculating the costs.

Equalities Implications

9.3 There are not anticipated to be any equalities implications

Carbon Impact Assessment

9.5 Implementing a charge for electric vehicle charging may result in a decreased use of Council owned electric vehicle charging infrastructure. Drivers may choose to charge their vehicles at home, thereby reducing the Council's electricity costs.

10. BACKGROUND DOCUMENTS

10.1 Link to Council meeting on 2nd March 2022 for full review of fees and charges to be undertaken (page 44)

https://democracy.peterborough.gov.uk/documents/b12206/220302%20Council%20Additional%20Information%20Pack%2002nd-Mar-2022%2018.00%20Council.pdf?T=9

Link to Council meeting - record of outcomes on 2nd March 2022 for full review of fees and charges to be undertaken (page 1)

https://democracy.peterborough.gov.uk/documents/g4596/Decisions%2002nd-Mar-2022%2018.00%20Council.pdf?T=2

Link to Parking Strategy – July 2022
Implement Recommendations from the Peterborough Parking Strategy.pdf

11. APPENDICES

11.1 Appendix 1 – Full Fees and Charges Schedule

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Appendix 1 – Full Fees & Charges Schedule

Directorate	Area	Type of Charge	Nature of Charge - Heading	Council Lead / Statutory	Current charge 2022/23 (£0.00)	Proposed Charge 2022/23 (£0.00)	% Change in 2022/23	Proposed new 2023/24 (£0.00)	% Change 2022/23 - 2023/24
Customer & Digital Services	**Communications**	Media Sales	**Commercial Bookings - Roundabout Sponsorship for larger roundabouts**	Council Lead	4,500.00	4,955	10%	4,955.00	10.1%
Customer & Digital Services	**Communications**	Media Sales	**Commercial Bookings - Roundabout Sponsorship for smaller roundabouts**	Council Lead	1,200.00	1,321	10%	1,321.00	10.1%
Customer & Digital Services	**Health & Safety and Resilience & Risk**	Commercial H&S SLA	**H&S Service Level Agreement (Primary School)**	Council Lead	800.00	881	10%	881.00	10.1%
Customer & Digital Services	**Health & Safety and Resilience & Risk**	Commercial H&S SLA	**H&S Service Level Agreement (Secondary)**	Council Lead	1,050.00	1,156	10%	1,156.00	10.1%
Customer & Digital Services	**Health & Safety and Resilience & Risk**	Commercial H&S SLA	**H&S Service Level Agreement Primary (Academy Trust Buy Back)**	Council Lead	450.00	495	10%	495.00	10.0%
Customer & Digital Services	**Health & Safety and Resilience & Risk**	Construction, Design and Management Fees	**Construction, Design & Management Regulations 2015 Fees (Health & Safety)**	Council Lead	58.00	64	10%	64.00	10.3%
Customer & Digital Services	**Health & Safety and Resilience & Risk**	Construction, Design and Management Project Fees	**Construction, Design & Management Regulations 2015 Fees (Health & Safety)**	Council Lead	1,000.00	1,101	10%	1,101.00	10.1%
Customer & Digital Services	**Health & Safety and Resilience & Risk**	Commercial H&S SLA	**H&S Service Level Agreement Secondary (Academy Trust Buy Back)**	Council Lead	700.00	771	10%	771.00	10.1%
Governance	**Land Charges**	Land Charges	**Additional Enquiry (Including Solicitors, each)**	Council Lead	35.00	39	11%	39.00	11.4%
Governance	**Land Charges**	Land Charges	**Additional parcel of land (each)**	Council Lead	30.00	33	10%	33.00	10.0%

Governance	**Land Charges**	Land Charges	**CON 29R (Commercial)**	Council Lead	-	190	New charge	190.00	New charge
Governance	**Land Charges**	Land Charges	**CON 29R (Residential)**	Council Lead	132.00	145	10%	145.00	9.8%
Governance	**Land Charges**	Land Charges	**CON29O Enquiry (each)**	Council Lead	36.00	36	0%	36.00	0.0%
Governance	**Land Charges**	Land Charges	**Expedite Fee (for a 2-day turnaround)**	Council Lead	70.00	77	10%	77.00	10.0%
Governance	**Mayoralty/Civic**	Civic room lettings - bookings for charitable purposes & public sector agencies	**Rate per hour 18:00 to 02:00 - Monday - Friday**	Council Lead	46.17	51	10%	51.00	10.5%
Governance	**Mayoralty/Civic**	Civic room lettings - bookings for charitable purposes & public sector agencies	**Rate per hour 18:00 to 02:00 - Saturday**	Council Lead	83.08	92	11%	92.00	10.7%
Governance	**Mayoralty/Civic**	Civic room lettings - bookings for charitable purposes & public sector agencies	**Rate per hour up to 18:00 - Monday - Friday**	Council Lead	28.85	32	11%	32.00	10.9%
Governance	**Mayoralty/Civic**	Civic room lettings - bookings for charitable purposes & public sector agencies	**Rate per hour up to 18:00 - Saturday**	Council Lead	46.17	51	10%	51.00	10.5%
Governance	**Mayoralty/Civic**	Civic room lettings - civil marriages - council chamber/bourges/viersen	**rate for 2 hours include room for Registrar**	Council Lead	281.61	310	10%	310.00	10.1%
Governance	**Mayoralty/Civic**	Civic room lettings - civil marriages - council chamber/bourges/viersen	**rates include room for Registrar if reception held in Town Hall**	Council Lead	95.78	105	10%	105.00	9.6%
Governance	**Mayoralty/Civic**	Civic room lettings - commercial bookings	**Rate per hour 18:00 to 02:00 - Monday - Friday**	Council Lead	99.82	110	10%	110.00	10.2%
Governance	**Mayoralty/Civic**	Civic room lettings - commercial bookings	**Rate per hour 18:00 to 02:00 - Saturday**	Council Lead	137.34	151	10%	151.00	9.9%
Governance	**Mayoralty/Civic**	Civic room lettings - commercial bookings	**Rate per hour up to 18:00 - Monday - Friday**	Council Lead	69.24	76	10%	76.00	9.8%
Governance	**Mayoralty/Civic**	Civic room lettings - commercial bookings	**Rate per hour up to 18:00 - Saturday**	Council Lead	99.82	110	10%	110.00	10.2%

Governance	**Mayoralty/Civic**	Civic room lettings - private bookings - all rooms	**Rate per hour 18:00 to 02:00 - Monday - Friday**	Council Lead	83.09	91	10%	91.40	10.0%
Governance	**Mayoralty/Civic**	Civic room lettings - private bookings - all rooms	**Rate per hour 18:00 to 02:00 - Saturday**	Council Lead	113.11	124	10%	124.00	9.6%
Governance	**Mayoralty/Civic**	Civic room lettings - private bookings - all rooms	**Rate per hour up to 18:00 - Monday - Friday**	Council Lead	58.86	65	10%	65.00	10.4%
Governance	**Mayoralty/Civic**	Civic room lettings - private bookings - all rooms	**Rate per hour up to 18:00 - Saturday**	Council Lead	83.09	92	11%	92.00	10.7%
Governance	**Mayoralty/Civic**	Civic room lettings - wedding receptions - reception room	**Fixed rate from 10:00 to 01:00- Saturday**	Council Lead	951.01	1,046	10%	1,046.00	10.0%
Governance	**Mayoralty/Civic**	Civic room lettings - wedding receptions - reception room	**Rate per hour 01:00 to 02:00 - Saturday**	Council Lead	113.11	124	10%	124.00	9.6%
People & Communities	**ASC Day Opportunities**	Day care charge for Day opportunity - Cresset	**Day care charge for Day opportunity - Cresset**	Council Lead	42.00	42.00	0%	42.00	0.0%
People & Communities	**ASC Day Opportunities**	Meal charge to Day opportunity - Cresset	**Meal charge to Day opportunity - Cresset**	Council Lead	4.00	4.40	10%	4.40	10.0%
People & Communities	**ASC Day Opportunities**	Transport charge to Day opportunity - Cresset	**Transport charge to Day opportunity - Cresset**	Council Lead	2.50	2.75	10%	2.75	10.0%
People & Communities	**ASC Finance Operations**	Appointee Charge	**Appointee Charge - Care homes**	Council Lead	8.00	8.00	0%	8.38	4.8%
People & Communities	**ASC Finance Operations**	Appointee Charge	**Appointee Charge - community based care**	Council Lead	8.00	8.00	0%	10.55	31.9%
People & Communities	**ASC ISP**	Extra Care Schemes	**Extra Care Schemes**	Council Lead	26.06	26.06	0%	26.06	0.0%
People & Communities	**Children Homes**	Children Homes	**Cherry Lodge - 1:1 Staffing**	Council Lead	21.66	21.66	0%	21.66	0.0%
People & Communities	**Children Homes**	Children Homes	**Cherry Lodge - Overnight respite**	Council Lead	520.00	572.52	10%	572.52	10.1%
People & Communities	**Education**	Children Services Transport	**Discretionary Transport**	Council Lead	355.00	355.00	0%	395.00	11.3%

People & Communities	**Education**	Children Services Transport	**Post 16 Transport**	Council Lead	1,200.00	1,200.00	0%	1,321.00	10.1%
People & Communities	**Education**	Schools Unauthorised Absence penalty notices	**If paid over 21 days and up to 28 days**	Statutory	120.00	120.00	0%	120.00	0.0%
People & Communities	**Education**	Schools Unauthorised Absence penalty notices	**If paid within 21 days**	Statutory	60.00	60.00	0%	60.00	0.0%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat A (Development of an Historic Building Structure). Historic England level 1 Building Recording**	Council Lead	26.00	26	0%	29.00	11.5%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat A (Development of an Historic Building Structure). Historic England level 2 Building Recording**	Council Lead	52.00	52	0%	57.00	9.6%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat A (Development of an Historic Building Structure). Historic England level 3 Building Recording**	Council Lead	77.00	77	0%	85.00	10.4%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat A (Development of an Historic Building Structure). Historic England level 4 Building Recording**	Council Lead	103.00	103	0%	113.00	9.7%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat A (Development of an Historic Building Structure). Monitoring watching brief)**	Council Lead	206.00	206	0%	227.00	10.2%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat B (Minor development). Evaluation**	Council Lead	283.00	283	0%	311.00	9.9%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat B (Minor development). Excavation**	Council Lead	335.00	335	0%	369.00	10.1%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat B (Minor development). Monitoring (Watching Brief)**	Council Lead	206.00	206	0%	227.00	10.2%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat C (Small Scale Major). Evaluation**	Council Lead	536.00	536	0%	590.00	10.1%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat C (Small Scale Major). Excavation**	Council Lead	597.00	597	0%	657.00	10.1%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat C (Small Scale Major). Monitoring (Watching Brief)**	Council Lead	258.00	258	0%	284.00	10.1%

Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat D (Large Scale Major). Evaluation**	Council Lead	675.00	675	0%	743.00	10.1%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat D (Large Scale Major). Excavation**	Council Lead	752.00	752	0%	827.00	10.0%
Place & Economy	**Archaeology Services**	Archaeological planning services	**Cat D (Large Scale Major). Monitoring (Watching Brief)**	Council Lead	258.00	258	0%	284.00	10.1%
Place & Economy	**Archaeology Services**	Countryside Stewardship Historic Environment Farm Environment Record	**Higher -Tier Band 1 0-30ha**	Statutory	52.00	52	0%	52.00	0.0%
Place & Economy	**Archaeology Services**	Countryside Stewardship Historic Environment Farm Environment Record	**Higher -Tier Band 2 31-75ha**	Statutory	105.00	105	0%	105.00	0.0%
Place & Economy	**Archaeology Services**	Countryside Stewardship Historic Environment Farm Environment Record	**Higher -Tier Band 3 76-150ha**	Statutory	210.00	210	0%	210.00	0.0%
Place & Economy	**Archaeology Services**	Countryside Stewardship Historic Environment Farm Environment Record	**Higher -Tier Band 4 150ha upwards**	Statutory	420.00	420	0%	420.00	0.0%
Place & Economy	**Archaeology Services**	Historic Environment Record	**Priority Search (within 3 working days) – supplement to above**	Council Lead	30.00	30	0%	30.00	0.0%
Place & Economy	**Archaeology Services**	Historic Environment Record	**Strategic/remote extended search (50-150 records or, typically, pipeline routes, areas over 1km radius in rural areas, 500m radius in villages and 250m radius in the urban area)**	Council Lead	104.00	104	0%	114.00	9.6%
Place & Economy	**Archaeology Services**	Historic Environment Record	**Strategic/remote standard search (up to 50 records or, typically, 1km radius**	Council Lead	73.00	73	0%	80.00	9.6%

			in rural areas, 500m radius in villages and 250m radius in the urban area)						
Place & Economy	**Asset Management**	Highways	**Residential Vehicle Crossings - Dropped Crossing/Kerb**	Council Lead	110.00	110	0%	120.00	9.1%
Place & Economy	**Asset Management**	Street Naming & Numbering	**Street naming & numbering information. Fees charged dependant on number of plots and fees will be charged from 1st January 2015 - 1 Plot (fee per plot)**	Council Lead	70.00	70	0%	75.00	7.1%
Place & Economy	**Asset Management**	Street Naming & Numbering	**Street naming & numbering information. Fees charged dependant on number of plots and fees will be charged from 1st January 2015 - 2 to 10 (fee per plot)**	Council Lead	55.00	55	0%	60.00	9.1%
Place & Economy	**Asset Management**	Street Naming & Numbering	**Street naming & numbering information. Fees charged dependant on number of plots and fees will be charged from 1st January 2015 - Existing property name change**	Council Lead	70.00	70	0%	75.00	7.1%
Place & Economy	**Asset Management**	Street Naming & Numbering	**Street naming & numbering information. Fees charged dependant on number of plots and fees will be charged from 1st January 2015 - Over 10 (fee per plot)**	Council Lead	45.00	45	0%	50.00	11.1%
Place & Economy	**Asset Management**	Street Naming & Numbering	**Street naming & numbering information. Fees charged dependant on number of plots and fees will be charged from 1st January 2015 - Readdressing following developer amendments**	Council Lead	45.00	45	0%	50.00	11.1%
Place & Economy	**Business Regulation - Environmental Health**	Other Charges - High Hedges	**High Hedges - Concessions Application Fee**	Council Lead	455.00	455	0%	455.00	0.0%
Place & Economy	**Business Regulation -**	Other Charges - High Hedges	**High Hedges - Unsuccessful Application**	Council Lead	362.00	362	0%	362.00	0.0%

	Environmental Health								
Place & Economy	**Business Regulation - Environmental Health**	Other Charges - High Hedges	**High Hedges - Unsuccessful Application for Concessions**	Council Lead	222.00	222	0%	222.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application fee - Standard Process**	Statutory	1,650.00	1,650	0%	1,650.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Additional Fee operating without permit**	Statutory	1,188.00	1,188	0%	1,188.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC Application Fee**	Statutory	3,363.00	3,363	0%	3,363.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Partial Transfer**	Statutory	698.00	698	0%	698.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Subsistence Fee high risk**	Statutory	2,334.00	2,334	0%	2,334.00	0.0%

Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Subsistence fee low risk**	Statutory	1,447.00	1,447	0%	1,447.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Subsistence Fee medium risk**	Statutory	1,611.00	1,611	0%	1,611.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Subsistence late payment fee**	Statutory	52.00	52	0%	52.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Substantial Variation**	Statutory	3,363.00	3,363	0%	3,363.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Transfer Fee**	Statutory	235.00	235	0%	235.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC - Variation**	Statutory	1,368.00	1,368	0%	1,368.00	0.0%

Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**LA-IPPC -Surrender**	Statutory	698.00	698	0%	698.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Reduced fee activities - variation resulting in substantial change**	Statutory	102.00	102	0%	102.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Standard process where the substantial change results in a new PCC activity**	Statutory	1,650.00	1,650	0%	1,650.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Substantial Change - Standard Process**	Statutory	1,050.00	1,050	0%	1,050.00	0.0%
Place & Economy	**Business Regulation - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Temporary transfer - Repeat following enforcement or warning**	Statutory	53.00	53	0%	53.00	0.0%
Place & Economy	**Business Regulations**	Regulatory Services - other	**Preapplication advice**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Business Regulations - Environmental Health**	Environmental Health - Food Safety	**Diary Refills**	Council Lead	12.00	12	0%	15.00	25.0%

Place & Economy	**Business Regulations - Environmental Health**	Environmental Health - Food Safety	**Export Health Certificates**	Statutory	293.00	293	0%	293.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Environmental Health - Food Safety	**Food Hygiene Advice Visit**	Council Lead	70.00	74	6%	74.00	5.7%
Place & Economy	**Business Regulations - Environmental Health**	Environmental Health - Food Safety	**Food Hygiene Reinspection Visits**	Council Lead	214.00	314	47%	314.00	46.7%
Place & Economy	**Business Regulations - Environmental Health**	Environmental Health - Food Safety	**Food Safety training**	Council Lead	38.00	38	0%	50.00	31.6%
Place & Economy	**Business Regulations - Environmental Health**	Environmental Health - Food Safety	**Safer Food Better Business**	Council Lead	25.00	25	0%	30.00	20.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Charges	**Pre-planning advice - first 4 hours**	Council Lead	550.00	550	0%	550.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Charges	**Pre-planning advice - per hour**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Business Regulations - Environmental Health**	Other Charges - High Hedges	**High Hedges- Application Fee**	Council Lead	777.00	777	0%	777.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Charges - Private water supplies	**Private water supplies**	Statutory	1,425.00	1,425	0%	1,425.00	0.0%

Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Additional fee for operating without a permit**	Statutory	1,188.00	1,188	0%	1,188.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application Fee - for the eighth and subsequent applications**	Statutory	498.00	498	0%	498.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application Fee - For the third to seventh applications**	Statutory	985.00	985	0%	985.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application Fee - Mobile plant**	Statutory	1,650.00	1,650	0%	1,650.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application Fee - PVR I & II combined**	Statutory	257.00	257	0%	257.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application fee - PVR I, and Dry Cleaners**	Statutory	155.00	155	0%	155.00	0.0%

Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application Fee - Standard process (includes solvent emission activities)**	Statutory	1,650.00	1,650	0%	1,650.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Application Fee - VRs and other Reduced Fee Activities**	Statutory	362.00	362	0%	362.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Mobile Plant temporary transfer - First Transfer**	Statutory	53.00	53	0%	53.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**New operator at low risk reduced fee activity**	Statutory	78.00	78	0%	78.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Reduced fee activities: Additional fee for operating without a permit**	Statutory	71.00	71	0%	71.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Reduced fee activities: partial transfer**	Statutory	47.00	47	0%	47.00	0.0%

Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Standard process partial transfer**	Statutory	497.00	497	0%	497.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Standard process transfer**	Statutory	169.00	169	0%	169.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence - Late payment fee**	Statutory	52.00	52	0%	52.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - eighth and subsequent permits - high**	Statutory	473.00	473	0%	473.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - eighth and subsequent permits - low**	Statutory	198.00	198	0%	198.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - eighth and subsequent permits - medium**	Statutory	316.00	316	0%	316.00	0.0%

Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - for the third to seventh permits - high**	Statutory	924.00	924	0%	924.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - for the third to seventh permits - low**	Statutory	385.00	385	0%	385.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - for the third to seventh permits - medium**	Statutory	617.00	617	0%	617.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - Mobile plant, for first and second permits - high**	Statutory	1,551.00	1,551	0%	1,551.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - Mobile plant, for first and second permits - low**	Statutory	626.00	626	0%	626.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - Mobile plant, for first and second permits - medium**	Statutory	1,034.00	1,034	0%	1,034.00	0.0%

Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - PVR I & II Combined - High**	Statutory	341.00	341	0%	341.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - PVR I & II Combined - Low**	Statutory	113.00	113	0%	113.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - PVR I & II Combined - Medium**	Statutory	226.00	226	0%	226.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - PVR I and Dry Cleaners - High**	Statutory	237.00	237	0%	237.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - PVR I and Dry Cleaners - Medium**	Statutory	158.00	158	0%	158.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - PVRI and Dry Cleaners - Low**	Statutory	79.00	79	0%	79.00	0.0%

Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - Standard process - high**	Statutory	1,747.00	1,747	0%	1,747.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence fee - Standard process - medium**	Statutory	1,161.00	1,161	0%	1,161.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence fee - Standard process Low**	Statutory	772.00	772	0%	772.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - VRs and other reduced fees - high**	Statutory	548.00	548	0%	548.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - VRs and other reduced fees - low**	Statutory	228.00	228	0%	228.00	0.0%
Place & Economy	**Business Regulations - Environmental Health**	Other Environmental Health Licences - Prescribed Processes	**Subsistence Fee - VRs and other reduced fees - medium**	Statutory	365.00	365	0%	365.00	0.0%

Place & Economy	**Business Regulations - Hackney Carriages**	Hackney Carriage Licence Fees - Hackney Carriage Drivers	**Hackney Carriage Drivers**	Council Lead	690.00	690	0%	752.00	9.0%
Place & Economy	**Business Regulations - Hackney Carriages**	Hackney Carriage Licence Fees - Hackney Carriage Vehicle Licence	**Hackney Carriage Vehicle Licence**	Council Lead	550.00	550	0%	600.00	9.1%
Place & Economy	**Business Regulations - Hackney Carriages**	Hackney Carriage Licence Fees - Miscellaneous	**Miscellaneous**	Council Lead	458.00	458	0%	498.00	8.7%
Place & Economy	**Business Regulations - Hackney Carriages**	Hackney Carriage Licence Fees - Private Hire	**Private Hire**	Council Lead	1,038.00	1,038	0%	1,132.00	9.1%
Place & Economy	**Business Regulations - Hackney Carriages**	Hackney Carriage Licence Fees - Private Hire Operators Licence	**Private Hire Operators Licence**	Council Lead	18,060.00	18,060	0%	19,703.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Breeding dogs**	Statutory	1,675.00	1,675	0%	1,827.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Commercial operation One animal type: catteries or kennels, including commercial dog day care**	Statutory	1,635.00	1,635	0%	1,784.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Commercial operation Two animal activity types: e.g., Kennels with Catteries**	Statutory	1,980.00	1,980	0%	2,160.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Hiring out horses**	Statutory	1,670.00	1,670	0%	1,821.00	9.0%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Home activities boarding / day-care**	Statutory	1,107.00	1,107	0%	1,206.00	8.9%

Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Keeping or training animals for exhibition**	Statutory	704.00	704	0%	767.00	8.9%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Providing or arranging for the provision of boarding (franchisor (company)) with out-of-scope host families**	Statutory	1,975.00	1,975	0%	2,154.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences	**Selling animals as pets**	Statutory	1,665.00	1,665	0%	1,816.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences - Dangerous Wild Animals	**Dangerous Wild Animals**	Council Lead	935.00	935	0%	1,020.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Animal Welfare Licences - Zoo Licensing Act 1981	**Zoo Licensing Act 1981**	Council Lead	1,325.00	1,325	0%	1,445.00	9.1%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Adult gaming centre	**Adult gaming centre**	Statutory	8,600.00	8,600	0%	8,760.00	1.9%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Alcohol Licences Premises Notification of 2 or less machines	**Alcohol Licences Premises Notification of 2 or less machines**	Statutory	50.00	50	0%	50.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Alcohol Licences Premises Notification of 2 or less machines	**Alcohol Licences Premises Notification of more than 2 machines**	Statutory	465.00	465	0%	465.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Betting Premises (excluding tracks)	**Betting Premises (excluding tracks)**	Statutory	9,567.00	9,567	0%	9,702.00	1.4%

Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Bingo Club	**Bingo Club**	Statutory	12,325.00	12,325	0%	12,525.00	1.6%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Club Gaming Permit and Club Gaming Machine Permit	**Club Gaming Permit and Club Gaming Machine Permit**	Statutory	665.00	665	0%	665.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Family entertainment centre	**Family entertainment centre**	Statutory	2,660.00	2,660	0%	2,750.00	3.4%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - FEC Gaming Machine	**Family entertainment centre**	Statutory	5,095.00	5,095	0%	5,325.00	4.5%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - FEC Gaming Machine	**FEC Gaming Machine**	Statutory	740.00	740	0%	740.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Prize Gaming	**Prize Gaming**	Statutory	740.00	740	0%	740.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Gambling Act 2005 - Tracks	**Tracks**	Statutory	8,905.00	8,905	0%	9,150.00	2.8%
Place & Economy	**Business Regulations - Licensing**	Lottery Licensing	**Lottery Licensing**	Statutory	60.00	60	0%	60.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Other Charges - Motor Salvage Operators Registration (3 Yearly)	**Motor Salvage Operators**	Council Lead	723.00	723	0%	788.00	9.0%
Place & Economy	**Business Regulations - Licensing**	Other Environmental Health Licences	**Licensing of sex establishments**	Council Lead	5,390.00	5,390	0%	5,885.00	9.2%

Place & Economy	**Business Regulations - Licensing**	Other Environmental Health Licences	**Other Environmental Health Licences**	Council Lead	300.00	300	0%	300.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Other Environmental Health Licences - Provision of Information (Environmental Health)	**Provision of Information (Environmental Health)**	Council Lead	215.25	215	0%	226.00	5.0%
Place & Economy	**Business Regulations - Licensing**	Other Environmental Health Licences - Registration for tattooing, body piercing, acupuncture, and electrolysis	**Registration for tattooing, body piercing, acupuncture, and electrolysis**	Council Lead	350.00	350	0%	383.00	9.4%
Place & Economy	**Business Regulations - Licensing**	Regulatory Services Other fees	**Service Charges**	Council Lead	144.00	144	0%	144.00	0.0%
Place & Economy	**Business Regulations - Licensing**	Street Trading Consents (non pedestrian area) - All Other Traders (C)	**All Other Traders (C)**	Council Lead	934.00	934	0%	934.00	0.0%
Place & Economy	**Business Regulations - other**	Regulatory Services - Other fees	**Provision of Information (Environmental Health)**	Council Lead	98.00	98	0%	98.00	0.0%
Place & Economy	**City Centre Operations**	City Centre Services	**Administration Charges**	Council Lead	32.00	32	0%	35.00	9.4%

Place & Economy	**City Centre Operations**	City Centre Services - Administration charges	**Administration Charges**	Council Lead	32.00	32	0%	35.00	9.4%
Place & Economy	**City Centre Operations**	City Centre Services - Commercial Space	**Commercial Space**	Council Lead	121.00	121	0%	133.00	9.9%
Place & Economy	**City Centre Operations**	City Centre Services - Equipment hire	**Equipment Hire**	Council Lead	160.00	160	0%	176.00	10.0%
Place & Economy	**City Centre Operations**	City Centre Services - Pedestrian area trading consents	**Pedestrian Area Trading Consents**	Council Lead	1,175.00	1,175	0%	1,291.00	9.9%
Place & Economy	**City Centre Operations**	City Centre Services - Service charges	**Service Charges**	Council Lead	314.00	314	0%	356.00	13.4%
Place & Economy	**Housing & Healthy Living - Communities**	Gladstone Park Community Centre	**GPCC Facility Hire**	Council Lead	319.30	319	0%	319.30	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Enforcement	**Charge for services of notices**	Council Lead	400.00	440	10%	440.00	10.0%
Place & Economy	**Housing & Healthy Living - Housing**	Enforcement	**Houses of Multiple Occupation License**	Council Lead	750.00	826	10%	826.00	10.1%
Place & Economy	**Housing & Healthy Living - Housing**	Enforcement	**Immigration**	Council Lead	125.00	138	10%	138.00	10.4%
Place & Economy	**Housing & Healthy Living - Housing**	Enforcement	**Mobile Parks up to 149**	Statutory	500.00	500	0%	500.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Enforcement	**Mobile Parks up to 49**	Statutory	200.00	200	0%	200.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Enforcement	**Mobile Parks up to 99**	Statutory	350.00	350	0%	350.00	0.0%

Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Duty of care - failing to produce waste transfer notes	**Duty of Care - failing to produce waste transfer notes**	Council Lead	800.00	900	13%	800.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Duty of care - failure to produce authority to transport waste	**Duty of Care - Failure to produce authority to Transport Waste**	Statutory	800.00	800	0%	800.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Fly Tipping	**FPN Fly Tipping**	Statutory	400.00	400	0%	400.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Fly Tipping - Duty of Care	**FPN - Fly Tipping Duty of Care**	Statutory	400.00	400	0%	400.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Littering, graffiti, fly posting	**Littering, Graffiti, Fly Posting**	Council Lead	300.00	400	33%	300.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Section 47 (commercial)	**Section 47 (Commercial)**	Statutory	290.00	290	0%	290.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Smoke free	**Community Protection Notices**	Statutory	300.00	300	0%	300.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Smoke free	**Smoke Free**	Statutory	130.00	130	0%	130.00	0.0%

Place & Economy	**Housing & Healthy Living - Housing**	Environmental Enforcement - Unauthorised distribution of literature	**Unauthorised distribution of literature**	Statutory	240.00	240	0%	240.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Public Space Protection Orders	**Breach of protection order**	Statutory	300.00	300	0%	300.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Selective Licensing	**Admin charge - variation fee**	Council Lead	50.00	50	0%	50.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Selective Licensing	**Application for temporary Exemption notice**	Council Lead	50.00	50	0%	50.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Selective Licensing	**Charge for a single let property if the landlord or agent does not have the accreditation mentioned above**	Council Lead	608.00	608	0%	608.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Selective Licensing	**Fee for a five-year period of the landlord fails to register by 1st December for a license and the council must ask for registration**	Council Lead	908.00	908	0%	908.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Selective Licensing	**Re-inspection fee - Properties found not to be compliant after inspection**	Council Lead	100.00	100	0%	100.00	0.0%
Place & Economy	**Housing & Healthy Living - Housing**	Vehicle Littering	**Vehicle Littering**	Statutory	300.00	300	0%	300.00	0.0%
Place & Economy	**Parking Services**	Electric Vehicle Non-Rapid Charging	**Electricity**	Council Lead	-	1	New charge	0.70 *requires flexibility to change in line with electricity prices	New charge

Place & Economy	**Parking Services**	Electric Vehicle Rapid Charging	**Electricity**	Council Lead	-	1	New charge	0.90 *requires flexibility to change in line with electricity prices	New charge
Place & Economy	**Parking Services**	Off Street Parking - Evening season ticket	**Evening Season Ticket**	Council Lead	1,284.42	1,413	10%	1,412.90	10.0%
Place & Economy	**Parking Services**	Off Street Parking - Off street - city council tariff structure 5.00pm to 7.00am and Sundays and bank holidays	**Off Street - City Council Tariff Structure 5.00pm to 7.00am and Sundays and Bank Holidays**	Council Lead	54.00	59	10%	59.40	10.0%
Place & Economy	**Parking Services**	Off Street Parking - Off street - city council tariff structure 7.00am to 5.00pm	**Off Street - City Council Tariff Structure 7.00am to 5.00pm**	Council Lead	28.00	31	10%	30.90	10.4%
Place & Economy	**Parking Services**	Off Street Parking - Off street - city council tariff structure 7.00am to 7.00pm	**Off Street - City Council Tariff Structure 7.00am to 5.00pm**	Council Lead	44.20	49	11%	48.90	10.6%
Place & Economy	**Parking Services**	Off Street Parking - Season tickets	**Season Tickets**	Council Lead	6,060.30	6,666	10%	6,666.20	10.0%

Place & Economy	**Parking Services**	Off Street Parking (all exclude vat as not chargeable) - Higher level PCN's - all off street parking	**PCN's - All Off-Street Parking**	Statutory	210.00	210	0%	215.00	2.4%
Place & Economy	**Parking Services**	Off Street Parking (all exclude vat as not chargeable) - Lower Level PCN's - all off street parking	**PCN's - All Off-Street Parking**	Statutory	150.00	150	0%	150.00	0.0%
Place & Economy	**Parking Services**	On Street Parking (all exclude vat as not chargeable) - Higher Level PCN's - all on street parking	**PCN's - All on Street Parking**	Statutory	210.00	210	0%	210.00	0.0%
Place & Economy	**Parking Services**	On Street Parking (all exclude vat as not chargeable) - Lower Level PCN's - all on street parking	**PCN's - All on Street Parking**	Statutory	150.00	150	0%	150.00	0.0%
Place & Economy	**Parking Services**	On Street Parking (all exclude vat as not chargeable) - Monday to Saturday	**Monday to Sunday**	Council Lead	5.50	6	11%	6.10	10.9%
Place & Economy	**Parking Services**	Residential parking areas (all exclude vat)	**Residential Parking Areas (all exclude VAT)**	Council Lead	150.00	165	10%	165.00	10.0%
Place & Economy	**Parking Services**	Residential parking areas (all exclude vat) - permits for others - per permit	**Permits for others - per permit**	Council Lead	660.00	726	10%	726.00	10.0%

Place & Economy	**Parking Services**	Staff Occasional permit - Premium	**Staff off road parking permits**	Council Lead	35.00	39	10%	38.50	10.0%
Place & Economy	**Parking Services**	Staff Occasional permit - Standard	**Staff off road parking permits**	Council Lead	28.00	31	10%	30.80	10.0%
Place & Economy	**Parking Services**	Staff Permits	**Staff Parking Charges**	Council Lead	3,748.04	4,123	10%	4,122.80	10.0%
Place & Economy	**Peterborough Highway Services**	Highway Control Team - Highway Status Enquiries	**Highways Status Enquiries - Fixed Fee**	Council Lead	25.00	35	40%	35.00	40.0%
Place & Economy	**Peterborough Highway Services**	Highway Control Team - Temporary Directional Sign Charges	**Highways Temporary Directional Sign Charge - Fixed Fee**	Council Lead	125.00	125	0%	125.00	0.0%
Place & Economy	**Peterborough Highway Services**	Highways Development - highways section 184 charges	**Highways Section 184 Charges - Initial Deposit**	Council Lead	500.00	500	0%	500.00	0.0%
Place & Economy	**Peterborough Highway Services**	Highways Development - highways section 278 agreements	**Highways Section 278 Agreements - Work with agreement less than £20,000**	Council Lead	3,000.00	3,000	0%	3,000.00	0.0%
Place & Economy	**Peterborough Highway Services**	Highways Development - highways section 38 agreements	**Highways Section 38 Agreements - Highways Section 38 Agreements**	Council Lead	1,176.00	1,595	36%	1,595.29	35.7%
Place & Economy	**Peterborough Highway Services**	Highways Development - highways section 38 agreements	**Highways Section 38 Agreements - Work with agreement less than £20,000 (fixed £3,000 fee)**	Council Lead	3,000.00	3,000	0%	3,000.00	0.0%

Place & Economy	**Peterborough Highway Services**	Highways Development Searches	**Highways Section Land Search Charges - Land Charge searches per site**	Council Lead	23.00	23	0%	23.00	0.0%
Place & Economy	**Peterborough Highway Services**	Highways Development Searches	**Highways Section Land Search Charges - SearchFlow and Searches Online Enquiries**	Council Lead	102.00	102	0%	102.00	0.0%
Place & Economy	**Peterborough Highway Services**	Highways Development Searches	**Highways Section Land Search Charges - Traffic Scheme enquiries per site**	Council Lead	47.00	47	0%	47.00	0.0%
Place & Economy	**Planning Services**	Planning – Ad-hoc Charges	**CON Enquiry re CIL liability for a property**	Council Lead		150	New charge	150.00	New charge
Place & Economy	**Planning Services**	Planning – Ad-hoc Charges	**Confirmation of Compliance with S106 or CIL payment**	Council Lead		550	New charge	550.00	New charge
Place & Economy	**Planning Services**	Planning – Ad hoc Charges	**Emailed copy of S106 Agreement**	Council Lead		365	New charge	365.00	New charge
Place & Economy	**Planning Services**	Planning – Ad hoc Charges	**Paper Copy of EIA**	Council Lead		85	New charge	85.00	New charge
Place & Economy	**Planning Services**	Planning – Ad hoc Charges	**Paper copy S106 Agreement**	Council Lead		395	New charge	395.00	New charge
Place & Economy	**Planning Services**	Planning Fees - copying charges	**Plan Printing - Rural locations 1:500 (6 copies) Location and Block Plan**	Council Lead	7.00	40	471%	40.00	471.4%
Place & Economy	**Planning Services**	Planning Fees - copying charges	**Plan Printing - Urban locations 1:1250 (6 copies) Location Plan**	Council Lead	27.00	30	11%	30.00	11.1%
Place & Economy	**Planning Services**	Planning Fees - copying charges	**Plan Printing - Urban locations 1:500 (6 copies) Block Plan**	Council Lead	7.00	10	43%	10.00	42.9%
Place & Economy	**Planning Services**	Planning Fees - copying charges	**Searches - By PCC Staff per hour**	Council Lead	25.00	45	80%	45.00	80.0%
Place & Economy	**Planning Services**	Planning Pre-Application Advice Fees Commercial	**Pre-Application Advice Fees Over 1000 square metres of new floorspace up to 3750 square metres**	Council Lead	63.33	70	10%	69.66	10.0%

Place & Economy	**Planning Services**	Planning Pre-Application Advice Fees Commercial	**Pre-Application Advice Fees Over 3750 square metres of new floorspace**	Council Lead	2,500.00	2,750	10%	2,750.00	10.0%
Place & Economy	**Planning Services**	Planning Pre-Application Advice Fees New Dwellings	**Pre-Application Advice Fees 10 - 14 no. (including change of use to dwellings) or where the number of dwellings is not yet known, residential development on land up to 0.5 hectares**	Council Lead	50.00	55	10%	55.00	10.0%
Place & Economy	**Planning Services**	Planning Pre-Application Advice Fees New Dwellings	**Pre-Application Advice Fees 15 – 50 (including change of use to dwellings) or where the number of dwellings is not yet known, residential development on sites over 0.5 up to 2.5 hectares**	Council Lead	63.33	70	10%	69.66	10.0%
Place & Economy	**Planning Services**	Planning Pre-Application Advice Fees New Dwellings	**Pre-Application Advice Fees More than 50 dwellings**	Council Lead	2,500.00	2,750	10%	2,750.00	10.0%
Place & Economy	**Street Work**	RTPI	**RTPI operator membership fee - 51-100 vehicles**	Council Lead	4,750.00	4,750	0%	4,750.00	0.0%
Place & Economy	**Street Work**	Street works	**Provision of Access Protection Marking**	Council Lead	115.00	115	0%	130.00	13.0%
Place & Economy	**Street Work**	Street works	**Section 171 Licence**	Council Lead	250.00	250	0%	275.00	10.0%
Place & Economy	**Street Work**	Street works	**Street works Licence**	Council Lead	500.00	500	0%	550.00	10.0%
Place & Economy	**Street Work**	Street works	**Tower Crane / Oversail Licence**	Council Lead	140.00	140	0%	155.00	10.7%
Place & Economy	**Street Work**	Street works	**Traffic Counters**	Council Lead	45.00	45	0%	50.00	11.1%
Place & Economy	**Street Work**	Street works - Road Closure	**Event Signage - Approval of Temporary Signage**	Council Lead	110.00	110	0%	120.00	9.1%
Place & Economy	**Street Work**	Street works - Road Closure	**Full Road Closure - external**	Council Lead	1,250.00	1,250	0%	1,300.00	4.0%

Place & Economy	**Street Work**	Street works - Road Closure	**Road Closure - Temporary Traffic Notice**	Council Lead	700.00	700	0%	775.00	10.7%
Place & Economy	**Street Work**	Street works - Road Closure	**Road Closure -Emergency**	Council Lead	500.00	500	0%	550.00	10.0%
Place & Economy	**Street Work**	Street works - Road Closure	**Road Closure Notice - internal**	Council Lead	800.00	800	0%	850.00	6.3%
Place & Economy	**Street Work**	Street works - scaffold	**Mobile Elevated Working Platform (Cherry Picker)**	Council Lead	140.00	140	0%	155.00	10.7%
Place & Economy	**Street Work**	Street works - scaffold	**Scaffold/Hoarding Licence - Initial**	Council Lead	140.00	140	0%	155.00	10.7%
Place & Economy	**Street Work**	Street works - scaffold	**Scaffold/Hoarding Licence - Renewal**	Council Lead	70.00	70	0%	75.00	7.1%
Place & Economy	**Street Work**	Street works - skip permit	**Skip Permit - Initial (< 3 days' notice)**	Council Lead	45.00	45	0%	50.00	11.1%
Place & Economy	**Street Work**	Street works - skip permit	**Skip Permit - Initial (> 3 days' notice)**	Council Lead	45.00	45	0%	50.00	11.1%
Place & Economy	**Street Work**	Street works - skip permit	**Skip Permit - Renewal (> 3 days' notice)**	Council Lead	45.00	45	0%	50.00	11.1%
Place & Economy	**Street Work**	Street works - skip permit	**Skip Permit - Skip charges for being in a metered parking bay, per bay per day**	Council Lead	50.00	50	0%	55.00	10.0%
Place & Economy	**Street Work**	Street works - skip permit	**Skip Permit - Skip charges for City Centre pedestrianised and semi pedestrianised areas per day**	Council Lead	200.00	200	0%	200.00	0.0%
Place & Economy	**Street Work**	Street works - skip permit	**Skip Permit - Skip charges for City Centre wait and load**	Council Lead	60.00	65	8%	65.00	8.3%
Place & Economy	**Street Work**	Traffic Signals	**Switch on / off Traffic Signals**	Council Lead	330.00	330	0%	365.00	10.6%
Place & Economy	**Street Work**	Traffic Signals	**Switch on / off Traffic Signals - engineer waiting time per hour or part thereof after 30mins**	Council Lead	95.00	95	0%	105.00	10.5%
Place & Economy	**Street Work**	Traffic Signals	**Switch on / off Traffic Signals (Out of hours)**	Council Lead	420.00	420	0%	460.00	9.5%

Place & Economy	**Street Work**	Traffic Signals	**Switch on / off Traffic Signals (Out of hours) - engineer waiting time per hour or part thereof after 30mins**	Council Lead	105.00	105	0%	115.00	9.5%
Place & Economy	**Trading Standards**	All equipment and other weights and measures services, including Public Weighbridge Operators	**Service Charges**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (1 year duration)	**Petroleum Licensing**	Statutory	61.00	61	0%	61.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (10-year duration)	**Petroleum Licensing**	Statutory	610.00	610	0%	610.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (2-year duration)	**Petroleum Licensing**	Statutory	122.00	122	0%	122.00	0.0%

Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (3-year duration)	**Petroleum Licensing**	Statutory	183.00	183	0%	183.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (4-year duration)	**Petroleum Licensing**	Statutory	244.00	244	0%	244.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (5-year duration)	**Petroleum Licensing**	Statutory	305.00	305	0%	305.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (6-year duration)	**Petroleum Licensing**	Statutory	366.00	366	0%	366.00	0.0%

Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (7-year duration)	**Petroleum Licensing**	Statutory	427.00	427	0%	427.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (8-year duration)	**Petroleum Licensing**	Statutory	488.00	488	0%	488.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (9-year duration)	**Petroleum Licensing**	Statutory	549.00	549	0%	549.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (1 year duration)	**Petroleum Licensing**	Statutory	128.00	128	0%	128.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (10-year duration)	**Petroleum Licensing**	Statutory	1,280.00	1,280	0%	1,280.00	0.0%

Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (2-year duration)	**Petroleum Licensing**	Statutory	256.00	256	0%	256.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (3-year duration)	**Petroleum Licensing**	Statutory	384.00	384	0%	384.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (4-year duration)	**Petroleum Licensing**	Statutory	512.00	512	0%	512.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (5-year duration)	**Petroleum Licensing**	Statutory	640.00	640	0%	640.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (6-year duration)	**Petroleum Licensing**	Statutory	768.00	768	0%	768.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (7-year duration)	**Petroleum Licensing**	Statutory	896.00	896	0%	896.00	0.0%

Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (8-year duration)	**Petroleum Licensing**	Statutory	1,024.00	1,024	0%	1,024.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (9-year duration)	**Petroleum Licensing**	Statutory	1,152.00	1,152	0%	1,152.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (1 year duration)	**Petroleum Licensing**	Statutory	45.00	45	0%	45.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (10-year duration)	**Petroleum Licensing**	Statutory	450.00	450	0%	450.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (2-year duration)	**Petroleum Licensing**	Statutory	90.00	90	0%	90.00	0.0%

Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (3-year duration)	**Petroleum Licensing**	Statutory	135.00	135	0%	135.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (4-year duration)	**Petroleum Licensing**	Statutory	180.00	180	0%	180.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (5-year duration)	**Petroleum Licensing**	Statutory	225.00	225	0%	225.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (6-year duration)	**Petroleum Licensing**	Statutory	270.00	270	0%	270.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (7-year duration)	**Petroleum Licensing**	Statutory	315.00	315	0%	315.00	0.0%

Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (8-year duration)	**Petroleum Licensing**	Statutory	360.00	360	0%	360.00	0.0%
Place & Economy	**Trading Standards**	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (9-year duration)	**Petroleum Licensing**	Statutory	405.00	405	0%	405.00	0.0%
Place & Economy	**Trading Standards**	Business advice provided outside of a Primary Authority agreement	**Service Charges**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Trading Standards**	Certificate of accuracy when requested following routine testing	**Service Charges**	Council Lead	36.00	36	0%	40.00	11.1%
Place & Economy	**Trading Standards**	Extended Fireworks Licence - Annual licence to sell fireworks outside the permitted periods as stated	**Explosives Licensing**	Statutory	500.00	500	0%	500.00	0.0%

Place & Economy	**Trading Standards**	Fees charged in respect of environmental searches carried out on request will include for up to two hours officer time	**Environmental Searches**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Trading Standards**	Hourly rate chargeable for Accredited Financial Investigator	**Investigations**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Trading Standards**	Hourly rate chargeable for Administrative Officer	**Investigations**	Council Lead	42.00	42	0%	50.00	19.0%
Place & Economy	**Trading Standards**	Hourly rate chargeable for Trading Standards Officer	**Investigations**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Trading Standards**	If site visit required	**Service Charges**	Council Lead	72.00	72	0%	80.00	11.1%

Place & Economy	**Trading Standards**	Manufacture only, or manufacture and placing on the market, of feed additives referred to in Article 10(1)(a) of Regulation 183/2005 other than those specified in Regulation 2(3), or of premixtures of such additives (Approvals)	**Feed Registrations**	Statutory	451.00	451	0%	451.00	0.0%
Place & Economy	**Trading Standards**	New application where a minimum separation distance is prescribed (1 year duration)	**Explosives Licensing**	Statutory	189.00	189	0%	189.00	0.0%
Place & Economy	**Trading Standards**	New application where a minimum separation distance is prescribed (2-year duration)	**Explosives Licensing**	Statutory	248.00	248	0%	248.00	0.0%
Place & Economy	**Trading Standards**	New application where a minimum separation distance is prescribed (3-year duration)	**Explosives Licensing**	Statutory	311.00	311	0%	311.00	0.0%

Place & Economy	**Trading Standards**	New application where a minimum separation distance is prescribed (4-year duration)	**Explosives Licensing**	Statutory	382.00	382	0%	382.00	0.0%
Place & Economy	**Trading Standards**	New application where a minimum separation distance is prescribed (5-year duration)	**Explosives Licensing**	Statutory	432.00	432	0%	432.00	0.0%
Place & Economy	**Trading Standards**	New application where NO minimum separation distance is prescribed (1 year duration)	**Explosives Licensing**	Statutory	111.00	111	0%	111.00	0.0%
Place & Economy	**Trading Standards**	New application where NO minimum separation distance is prescribed (2-year duration)	**Explosives Licensing**	Statutory	144.00	144	0%	144.00	0.0%
Place & Economy	**Trading Standards**	New application where NO minimum separation distance is prescribed (3-year duration)	**Explosives Licensing**	Statutory	177.00	177	0%	177.00	0.0%
Place & Economy	**Trading Standards**	New application where NO minimum separation distance is prescribed (4-year duration)	**Explosives Licensing**	Statutory	211.00	211	0%	211.00	0.0%

Place & Economy	**Trading Standards**	New application where NO minimum separation distance is prescribed (5-year duration)	**Explosives Licensing**	Statutory	243.00	243	0%	243.00	0.0%
Place & Economy	**Trading Standards**	Out of county mileage to be charged on Primary Authority-related journeys	**Service Charges**	Council Lead	0.45	0	0%	0.45	0.0%
Place & Economy	**Trading Standards**	Placing on the market of feed additives referred to in Article 10(1)(a) of Regulation 183/2005 other than those specified in Regulation 2(3), or of premixtures of such (Approvals).	**Feed Registrations**	Statutory	226.00	226	0%	226.00	0.0%
Place & Economy	**Trading Standards**	Primary Authority: Annual fee of 4 hours; to include 3 hours of bespoke business advice, with the balance contributing to the overall management of the scheme	**Service Charges**	Council Lead	288.00	288	0%	320.00	11.1%

Place & Economy	**Trading Standards**	Renewal of licence where a minimum separation distance is prescribed (1 year duration)	**Explosives Licensing**	Statutory	88.00	88	0%	88.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where a minimum separation distance is prescribed (2-year duration)	**Explosives Licensing**	Statutory	150.00	150	0%	150.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where a minimum separation distance is prescribed (3-year duration)	**Explosives Licensing**	Statutory	211.00	211	0%	211.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where a minimum separation distance is prescribed (4-year duration)	**Explosives Licensing**	Statutory	272.00	272	0%	272.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where a minimum separation distance is prescribed (5-year duration)	**Explosives Licensing**	Statutory	333.00	333	0%	333.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where NO minimum separation distance is prescribed (1 year duration)	**Explosives Licensing**	Statutory	55.00	55	0%	55.00	0.0%

Place & Economy	**Trading Standards**	Renewal of licence where NO minimum separation distance is prescribed (2-year duration)	**Explosives Licensing**	Statutory	88.00	88	0%	88.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where NO minimum separation distance is prescribed (3-year duration)	**Explosives Licensing**	Statutory	123.00	123	0%	123.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where NO minimum separation distance is prescribed (4-year duration)	**Explosives Licensing**	Statutory	155.00	155	0%	155.00	0.0%
Place & Economy	**Trading Standards**	Renewal of licence where NO minimum separation distance is prescribed (5-year duration)	**Explosives Licensing**	Statutory	189.00	189	0%	189.00	0.0%
Place & Economy	**Trading Standards**	Replacement of licence or registration referred to above if lost	**Explosives Licensing**	Statutory	37.00	37	0%	37.00	0.0%
Place & Economy	**Trading Standards**	Transfer of licence or registration	**Explosives Licensing**	Statutory	37.00	37	0%	37.00	0.0%
Place & Economy	**Trading Standards**	Varying name of licensee or address of site	**Explosives Licensing**	Statutory	37.00	37	0%	37.00	0.0%

Place & Economy	**Trading Standards**	Where environmental search requests are made that incur officer's time more than two hours, an additional charge of £33 per hour per officer, or part thereof will be charged	**Environmental Searches**	Council Lead	36.00	36	0%	40.00	11.1%
Place & Economy	**Trading Standards**	Work undertaken under the formal Primary Authority Agreement	**Service Charges**	Council Lead	72.00	72	0%	80.00	11.1%
Place & Economy	**Transport and Development**	Highways Development - highways section 142 agreement	**Licence to cultivate highway (section 142) - Drafting and monitoring licence**	Council Lead	150.00	150	0%	150.00	0.0%
Place & Economy	**Transport and Development**	Queensgate bus station	**Queensgate Bus Station - Annual Permit**	Council Lead	15.00	15	0%	15.00	0.0%
Place & Economy	**Transport and Development**	Queensgate bus station	**Queensgate Bus Station - Departure Fees per vehicle**	Council Lead	0.41	0	0%	0.41	0.0%
Place & Economy	**Transport and Development**	Transport Planning	**Accident data -**	Council Lead	-	120	New charge	120.00	New charge
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - 1 Weeks ATC data**	Council Lead	126.00	126	0%	126.00	0.0%
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - 3-leg turning count**	Council Lead	315.00	315	0%	315.00	0.0%
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - 4-leg turning count**	Council Lead	630.00	630	0%	630.00	0.0%

Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - 5-leg turning count / interchange survey**	Council Lead	945.00	945	0%	945.00	0.0%
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - Link Count**	Council Lead	157.50	158	0%	157.50	0.0%
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - Peterborough Transport Model - 1000 – 3000 dwelling/170,000 sqm B1 commercial**	Council Lead	-	3,000	New charge	3,000.00	New charge
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - Peterborough Transport Model - Over 3000 dwellings/200,000 sqm B1 commercial**	Council Lead	-	5,000	New charge	5,000.00	New charge
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - Peterborough Transport Model - Under 1000 dwellings/70,000 sqm B1 commercial**	Council Lead	-	1,500	New charge	1,500.00	New charge
Place & Economy	**Transport and Development**	Transport Planning	**Traffic Data - Traffic Flow Diagram**	Council Lead	210.00	210	0%	210.00	0.0%
Resources	**Citizenship Services**	Group Citizenship Ceremonies	**Group Citizenship ceremonies**	Statutory	80.00	80	0%	80.00	0.0%
Resources	**Citizenship Services**	Private Citizenship Ceremonies	**Private Citizenship ceremonies (Monday-Friday)**	Council Lead	210.00	210	0%	220.00	4.8%
Resources	**Citizenship Services**	Private Citizenship Ceremonies	**Private Citizenship ceremonies (Saturday)**	Council Lead	270.00	270	0%	280.00	3.7%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Administrative Charges	**Assignment of Grave Ownership**	Council Lead	61.00	63	3%	63.00	3.3%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Administrative Charges	**Customs letter / Duplicate Cremation Certificate (per copy)**	Council Lead	12.00	13	8%	13.00	8.3%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Administrative Charges	**Despatch of cremated remains in UK**	Council Lead	60.00	62	3%	62.00	3.3%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Administrative Charges	**Duplicate Grave Deed**	Council Lead	32.00	33	3%	33.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Administrative Charges	**Fee for Cremated Remains Placed in Coffin: admin fee equals witness fee Mon-Fri**	Council Lead	36.00	37	3%	37.00	2.8%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Administrative Charges	**Transfer of Ownership of Grave.**	Council Lead	61.00	63	3%	63.00	3.3%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Brick Lined Graves	**Adult double depth (Monday - Friday)**	Council Lead	5,450.00	5,629	3%	5,629.00	3.3%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Brick Lined Graves	**Adult double depth (Saturday)**	Council Lead	6,200.00	6,400	3%	6,400.00	3.2%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Brick Lined Graves	**Adult double depth (Sunday)**	Council Lead	6,740.00	6,950	3%	6,950.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Brick Lined Graves	**Adult single depth (Monday - Friday)**	Council Lead	3,470.00	3,575	3%	3,575.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Brick Lined Graves	**Adult single depth (Saturday)**	Council Lead	4,235.00	4,360	3%	4,360.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Brick Lined Graves	**Adult single depth (Sunday)**	Council Lead	4,750.00	4,900	3%	4,900.00	3.2%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Exclusive Right of Burial: Casket Grave	**5 years top up extension to Reinstate Exclusive rights**	Council Lead	232.00	240	3%	240.00	3.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Exclusive Right of Burial: Casket Grave	**60 years**	Council Lead	2,794.00	2,880	3%	2,880.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Interment Fee - Earthen Graves	**Adult (Monday - Friday)**	Council Lead	1,019.00	1,040	2%	1,040.00	2.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Interment Fee - Earthen Graves	**Adult (Saturday)**	Council Lead	1,783.00	1,820	2%	1,820.00	2.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Interment Fee - Earthen Graves	**Adult (Sunday and Bank Holiday)**	Council Lead	2,293.00	2,340	2%	2,340.00	2.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Adult Interment Fee - Earthen Graves	**Late Burial attendance. Add to Interment Fee**	Council Lead	268.00	276	3%	276.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Below Ground Burial Vaults Second Interment Fee	**Saturday**	Council Lead	1,783.00	1,820	2%	1,820.00	2.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Below Ground Burial Vaults Second Interment Fee	**Sunday**	Council Lead	2,293.00	2,340	2%	2,340.00	2.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Below Ground Burial Vaults Second Interment Fee	**Monday - Friday**	Council Lead	1,019.00	1,040	2%	1,040.00	2.1%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Casket Graves - Includes Interment and Casket fee	**Casket Grave (Monday - Friday)**	Council Lead	1,412.00	1,450	3%	1,450.00	2.7%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Casket Graves - Includes Interment and Casket fee	**Casket Grave (Saturday)**	Council Lead	2,176.00	2,230	2%	2,230.00	2.5%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Casket Graves - Includes Interment and Casket fee	**Casket Grave (Sunday)**	Council Lead	2,686.00	2,750	2%	2,750.00	2.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Below Ground Burial Vaults Inc Exclusive Right of Burial (75 years) and Interment Fee	**Eastfield single depth child vault (Monday - Friday)**	Council Lead	1,118.00	1,173	5%	1,173.00	4.9%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Below Ground Burial Vaults Inc Exclusive Right of Burial (75 years) and Interment Fee	**Eastfield single depth child vault (Saturday)**	Council Lead	1,300.00	1,337	3%	1,337.00	2.8%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Below Ground Burial Vaults Inc Exclusive Right of Burial (75 years) and Interment Fee	**Eastfield single depth child vault (Sunday)**	Council Lead	1,422.00	1,423	0%	1,423.00	0.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Brick Lined Graves	**0-5 years (Monday - Friday)**	Council Lead	1,310.00	1,350	3%	1,350.00	3.1%
Resources	**Peterborough Cemeteries -**	Child Brick Lined Graves	**0-5 years (Saturday)**	Council Lead	1,480.00	1,525	3%	1,525.00	3.0%

	Interment Fees & rights of burial								
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Brick Lined Graves	**6-17 years (Monday - Friday)**	Council Lead	2,300.00	2,370	3%	2,370.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Brick Lined Graves	**6-17 years (Saturday)**	Council Lead	2,490.00	2,565	3%	2,565.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Brick Lined Graves	**6-17 years (Sunday)**	Council Lead	2,615.00	2,693	3%	2,693.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Brick Lined Graves+C561	**0-5 years (Sunday)**	Council Lead	1,592.00	1,640	3%	1,640.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Exclusive Right of Burial - Brick Lined Grave	**0-5 years - 60 years**	Council Lead	626.00	645	3%	645.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Exclusive Right of Burial - Brick Lined Grave	**5 years top up extension to Exclusive Rights of Burial**	Council Lead	168.00	173	3%	173.00	3.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Exclusive Right of Burial - Brick Lined Grave	**6-17 years - 60 years**	Council Lead	1,397.00	1,440	3%	1,440.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Interment Fee - Earthen Graves	**Earthen Graves 0-5 years (Monday - Friday)**	Council Lead	223.00	228	2%	228.00	2.2%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Interment Fee - Earthen Graves	**Earthen Graves 0-5 years (Saturday)**	Council Lead	390.00	399	2%	399.00	2.3%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Interment Fee - Earthen Graves	**Earthen Graves 0-5 years (Sunday and Bank Holiday)**	Council Lead	501.00	513	2%	513.00	2.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Interment Fee - Earthen Graves	**Earthen Graves 6-17 years (Monday - Friday)**	Council Lead	251.00	256	2%	256.00	2.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Interment Fee - Earthen Graves	**Earthen Graves 6-17 years (Saturday)**	Council Lead	439.00	448	2%	448.00	2.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Child Interment Fee - Earthen Graves	**Earthen Graves 6-17 years (Sunday and Bank Holiday)**	Council Lead	565.00	576	2%	576.00	1.9%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Cremated Remains Interment Fees	**Cremated Remains Casket**	Council Lead	47.00	50	6%	50.00	6.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Cremated Remains Interment Fees	**Cremated remains with tree in Green Burial area Fletton Cemetery, including Witness Fee, biodegradable box (no Caskets) and Memorial Wall Plaque.**	Council Lead	623.00	645	4%	645.00	3.5%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Cremated Remains Interment Fees	**Interment of cremated remains**	Council Lead	315.00	322	2%	322.00	2.2%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Cremated Remains Interment Fees	**Interments of cremated remain (Saturday)**	Council Lead	551.00	563	2%	563.00	2.2%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial - Child Earthen Grave	**0-5 years in child section 60 years**	Council Lead	83.00	85	2%	85.00	2.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial - Child Earthen Grave	**0-5 years standard grave - 60 years**	Council Lead	1,397.00	1,440	3%	1,440.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial - Child Earthen Grave	**20-year extension to Exclusive rights**	Council Lead	29.00	30	3%	30.00	3.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial - Child Earthen Grave	**25-year extension to Exclusive rights - now 20 years**	Council Lead	28.00	28	0%	28.00	0.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial - Child Earthen Grave	**5 years top up extension to Exclusive Rights of Burial**	Council Lead	116.00	120	3%	120.00	3.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial - Child Earthen Grave	**6-17 years (child only interment) - 60 years**	Council Lead	88.00	91	3%	91.00	3.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial - Child Earthen Grave	**6-17 years standard grave - 60 years only**	Council Lead	1,397.00	1,440	3%	1,440.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial: Brick Lined Grave	**5 years top up extension to Reinstate Exclusive rights**	Council Lead	116.00	120	3%	120.00	3.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial: Brick Lined Grave	**60 years**	Council Lead	1,397.00	1,440	3%	1,440.00	3.1%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial: Standard Adult Earthen Grave	**60 years**	Council Lead	1,397.00	1,440	3%	1,440.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial: Standard Adult Earthen Grave	**25 Years - only for historic unpurchased graves**	Council Lead	582.00	600	3%	600.00	3.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Exclusive Right of Burial: Standard Adult Earthen Grave	**5 years top up extension to Reinstate Exclusive rights**	Council Lead	116.00	120	3%	120.00	3.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Fletton and Eastfield Cemetery Cremated remains section	**60 years Exclusive Right of burial**	Council Lead	723.00	750	4%	750.00	3.7%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Fletton and Eastfield Cemetery Cremated remains section	**Burial with tree in Green Burial area, Fletton Cemetery only**	Council Lead	623.00	640	3%	640.00	2.7%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Fletton and Eastfield Cemetery Cremated remains section	**interment fee**	Council Lead	315.00	322	2%	322.00	2.2%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Fletton and Eastfield Cemetery Cremated remains section	**Interment fee (Saturday)**	Council Lead	551.00	563	2%	563.00	2.2%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Green Burial at Fletton Cemetery	**Green Burial at Fletton Cemetery**	Council Lead	1,077.00	1,118	4%	1,118.00	3.8%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Above plus kerbs (add to fees) per grave space**	Council Lead	134.00	138	3%	138.00	3.0%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Additional fee for Memorial over 3'0" wide**	Council Lead	112.00	116	4%	116.00	3.6%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Additional Inscription; freestanding Tablet or Vase**	Council Lead	68.00	70	3%	70.00	2.9%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Any Memorial in children's section (Note: Adult fee applies for standard grave)**	Council Lead	68.00	70	3%	70.00	2.9%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Any Memorial repair or alteration**	Council Lead	68.00	70	3%	70.00	2.9%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Memorial Permit Fee - Overall memorial height not over 3'0"; width up to 3'0"**	Council Lead	111.00	116	5%	116.00	4.5%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Memorial Permit Fee - Overall memorial height over 3'0" up to 3'6"; width up to 3'0"**	Council Lead	129.00	134	4%	134.00	3.9%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Memorial Applications - Maximum height 4'0"	**Memorial Permit Fee - Overall memorial height over 3'6" up to 4'0"; width up to 3'0"**	Council Lead	148.00	153	3%	153.00	3.4%
Resources	**Peterborough Cemeteries -**	Non-Resident Fees	**Additional Non-Resident Fee - any Adult Interment**	Council Lead	1,725.00	1,775	3%	1,775.00	2.9%

	Interment Fees & rights of burial								
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Non-Resident Fees	**Additional Non-Resident Fee - any Child's Interment 0 - 5 yrs.**	Council Lead	41.00	42	2%	42.00	2.4%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Non-Resident Fees	**Additional Non-Resident Fee - any Child's Interment 6 - 17 yrs.**	Council Lead	322.00	331	3%	331.00	2.8%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Non-Resident Fees	**Additional Non-Resident Fee - any Cremated Remains Interment**	Council Lead	102.00	105	3%	105.00	2.9%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Proposed new mausoleum	**Additional charge for Saturday Interment**	Council Lead	764.00	780	2%	780.00	2.1%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Proposed new mausoleum	**Additional charge for Sunday Interment**	Council Lead	1,274.00	1,300	2%	1,300.00	2.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Proposed new mausoleum	**Mausoleum: I - VI End Unit (Monday - Friday)**	Council Lead	12,082.00	12,082	0%	12,082.00	0.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Proposed new mausoleum	**Mausoleum: I - VI Side Unit (Monday - Friday)**	Council Lead	10,620.00	10,620	0%	10,620.00	0.0%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Proposed new mausoleum	**New Family mausoleum**	Council Lead	12,250.00	12,250	0%	12,250.00	0.0%

Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Retain cremated remains at crematorium (first 3 months free of charge)	**One Month**	Council Lead	18.00	19	6%	19.00	5.6%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Retain cremated remains at crematorium (first 3 months free of charge)	**Six Months**	Council Lead	95.00	100	5%	100.00	5.3%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Retain cremated remains at crematorium (first 3 months free of charge)	**Twelve Months**	Council Lead	169.00	178	5%	178.00	5.3%
Resources	**Peterborough Cemeteries - Interment Fees & rights of burial**	Use of chapel at Fletton Cemetery - to seat approx. 40 people	**Use of chapel at Fletton Cemetery - to seat approx. 40 people**	Council Lead	185.00	190	3%	190.00	2.7%
Resources	**Peterborough Crematorium**	Peterborough Crematorium	**Direct Cremation (NEW)**	Council Lead	487.00	499	2%	499.00	2.5%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee ink Env surcharge**	Peterborough Crematorium	**Additional 25 photos no music**	Council Lead	27.00	28	4%	28.00	3.7%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Adult Fee Monday to Friday 9am - 10am service**	Council Lead	765.00	782	2%	782.00	2.2%

Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Adult Fee Monday to Friday after 10am service**	Council Lead	926.00	946	2%	946.00	2.2%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Arranging documentation for exhumation**	Council Lead	57.00	59	4%	59.00	3.5%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Bier Fee**	Council Lead	54.00	56	4%	56.00	3.7%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Child: 0 - 5 yrs. costs recovered from MOJ**	Council Lead	42.00	43	2%	43.00	2.4%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Child: 6 - 17 yrs.-costs recovered from MOJ**	Council Lead	74.00	76	3%	76.00	2.7%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Contract Bearers Fee**	Council Lead	20.00	21	5%	21.00	5.0%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Cremated Remains Casket**	Council Lead	47.00	50	6%	50.00	6.4%

Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Cremated Remains from away (add witness fee)**	Council Lead	60.00	65	8%	65.00	8.3%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Cremated Remains Keepsake Urns**	Council Lead	17.00	18	6%	18.00	5.9%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Cremated Remains Polytainer**	Council Lead	13.00	14	8%	14.00	7.7%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Cremated Remains Scatter Tubes**	Council Lead	23.00	24	4%	24.00	4.3%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Cremated Remains Urns**	Council Lead		76	New charge	76.00	New charge
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Downloadable recording**	Council Lead	33.00	34	3%	34.00	3.0%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Downloadable recording with VT embedded**	Council Lead	50.00	52	4%	52.00	4.0%

Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**DVD/USB recording of Cremation Service**	Council Lead	60.00	62	3%	62.00	3.3%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**DVD/USB recording with VT embedded**	Council Lead	66.00	68	3%	68.00	3.0%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Environmental Surcharge determined by CAMEO. Advised Fee**	Council Lead	96.00	98	2%	98.00	2.1%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Exhumation of Cremated Remains**	Council Lead	75.00	80	7%	80.00	6.7%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Extended Service up to 1 Hour: 0 - 5 yrs. 9am - 4pm costs recovered from MOJ**	Council Lead	83.00	85	2%	85.00	2.4%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Extended Service up to 1 Hour: 6 - 17 yrs. 9am - 4pm costs recovered from MOJ**	Council Lead	149.00	152	2%	152.00	2.0%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Extended Service up to 1 Hour: Adult. 9am - 10.00am service**	Council Lead	903.00	925	2%	925.00	2.4%

Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Extended Service up to 1 Hour: Adult. After 10.30am service**	Council Lead	1,062.00	1,085	2%	1,085.00	2.2%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**First Bearers Fee**	Council Lead	28.00	29	4%	29.00	3.6%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Hire of Chapel on Saturdays**	Council Lead	495.00	510	3%	510.00	3.0%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Hire of Chapel on Sundays**	Council Lead	741.00	763	3%	763.00	3.0%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Memorial Service**	Council Lead	278.00	295	6%	295.00	6.1%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Saturday 9.00am to 2.00pm (1.75 times weekly fee)**	Council Lead	1,620.00	1,655	2%	1,655.00	2.2%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Saturday 9.00am to 2.00pm: 0-5 yrs.**	Council Lead	204.00	209	2%	209.00	2.5%

Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Saturday 9.00am to 2.00pm: 6-17 yrs.**	Council Lead	260.00	266	2%	266.00	2.3%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Sunday 9.00am to 2.00pm (2.25 times weekday fee)**	Council Lead	2,083.00	2,128	2%	2,128.00	2.2%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Sunday 9.00am to 2.00pm: 0-5 yrs.**	Council Lead	226.00	231	2%	231.00	2.2%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Sunday 9.00am to 2.00pm: 6-17 yrs.**	Council Lead	335.00	342	2%	342.00	2.1%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Surrender or Transfer of Memorial.**	Council Lead	61.00	63	3%	63.00	3.3%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Visual Tribute Single still image**	Council Lead	18.00	19	6%	19.00	5.6%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Visual Tribute Slide show (Max 25 photos) no music**	Council Lead	45.00	47	4%	47.00	4.4%

Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Web Broadcast of Cremation Service**	Council Lead	80.00	83	4%	83.00	3.8%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Witness Fee - Child (0-16) (Weekends)**	Council Lead	5.00	5	0%	5.00	0.0%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Witness Fee (Monday to Friday)**	Council Lead	38.00	39	3%	39.00	2.6%
Resources	**Peterborough Crematorium - Cremation Fees - Main Fee inc Env surcharge**	Peterborough Crematorium	**Witness Fee (Weekends)**	Council Lead	66.00	68	3%	68.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**2 lines**	Council Lead	99.00	102	3%	102.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**5 lines**	Council Lead	184.00	190	3%	190.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**8 lines**	Council Lead	270.00	279	3%	279.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**Additional Lines (when purchasing inscription)**	Council Lead	28.00	29	4%	29.00	3.6%

Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**Alteration - customer error**	Council Lead	25.00	26	4%	26.00	4.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**Floral Emblem - Plus cost of 5- or 8-line entry**	Council Lead	70.00	72	3%	72.00	2.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**Other Emblem - Plus cost of 5- or 8-line entry**	Council Lead	87.00	90	3%	90.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**Token of entry (optional) 2 lines**	Council Lead	19.00	20	5%	20.00	5.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**Token of entry (optional) 5 lines**	Council Lead	31.00	33	6%	33.00	6.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Books of Remembrance	**Token of entry (optional) 8 lines**	Council Lead	42.00	45	7%	45.00	7.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Bronze Kerb Plaque	**Renewal 1 year**	Council Lead	38.00	38	0%	38.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Bronze Kerb Plaque	**Renewal 10 years**	Council Lead	344.00	356	3%	356.00	3.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Bronze Kerb Plaque	**Renewal 20 years**	Council Lead	688.00	712	3%	712.00	3.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Bronze Kerb Plaque	**Renewal 5 years.**	Council Lead	172.00	178	3%	178.00	3.5%

Resources	**Peterborough Crematorium - Memorial Sales**	Bronze Kerb Plaque	**Replacement plaque**	Council Lead	138.00	143	4%	143.00	3.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Caskets and Urns	**Biodegradable Box - supplied free of charge at cremation**	Council Lead	5.00	7	40%	7.00	40.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Caskets and Urns	**Oak Casket - price from**	Council Lead	47.00	50	6%	50.00	6.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Caskets and Urns	**Polytainer**	Council Lead	13.00	14	8%	14.00	7.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Caskets and Urns	**Scatter Tube**	Council Lead	23.00	25	9%	25.00	8.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Caskets and Urns	**Wooden Keepsake**	Council Lead	17.00	17	0%	17.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**1 year extension - all plaques**	Council Lead	8.00	8	0%	8.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**10-year extension - all plaques**	Council Lead	70.00	70	0%	70.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**20-year extension - all plaques**	Council Lead	140.00	140	0%	140.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**5-year extension - all plaques**	Council Lead	35.00	35	0%	35.00	0.0%

Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Bud plaque 10 years**	Council Lead	210.00	210	0%	210.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Bud plaque 20 years**	Council Lead	280.00	280	0%	280.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Bud plaque 5 years**	Council Lead	175.00	175	0%	175.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Heart plaque 10 years**	Council Lead	210.00	210	0%	210.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Heart plaque 20 years**	Council Lead	280.00	280	0%	280.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Heart plaque 5 years**	Council Lead	175.00	175	0%	175.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Replacement bud plaque**	Council Lead	140.00	140	0%	140.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Replacement heart plaque**	Council Lead	140.00	140	0%	140.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Replacement teddy plaque**	Council Lead	140.00	140	0%	140.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Teddy plaque 10 years**	Council Lead	210.00	210	0%	210.00	0.0%

Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Teddy plaque 20 years**	Council Lead	280.00	280	0%	280.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Shelter - New memorial	**Teddy plaque 5 years**	Council Lead	175.00	175	0%	175.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Sundial Wall plaque	**1 year extension of lease**	Council Lead	9.00	9	0%	9.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Sundial Wall plaque	**10-year extension**	Council Lead	70.00	70	0%	70.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Sundial Wall plaque	**5-year extension**	Council Lead	35.00	35	0%	35.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Sundial Wall plaque	**75 years incl. Plaque**	Council Lead	550.00	550	0%	550.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Children's Sundial Wall plaque	**Replacement Plaque.**	Council Lead	164.00	164	0%	164.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Electronic Book of Remembrance	**Additional Cards - per card**	Council Lead	14.00	15	7%	15.00	7.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Electronic Book of Remembrance	**Additional Screens - per screen**	Council Lead	80.00	83	4%	83.00	3.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**10 years incl. Plaque with 75 letters**	Council Lead	862.00	890	3%	890.00	3.2%

Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**20 years incl. Plaque with 75 letters**	Council Lead	1,506.00	1,554	3%	1,554.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**5 years incl. Plaque with 75 letters**	Council Lead	540.00	558	3%	558.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**Additional letters (each)**	Council Lead	3.50	4	0%	3.50	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**Photo plaque - 4cm x 3cm**	Council Lead	120.00	120	0%	120.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**Renewal 1 year**	Council Lead	67.00	68	1%	68.00	1.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**Renewal 10 years**	Council Lead	644.00	664	3%	664.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**Renewal 20 years**	Council Lead	1,288.00	1,328	3%	1,328.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**Renewal 5 years.**	Council Lead	322.00	332	3%	332.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Family (Large) Granite Wall Plaque	**Replacement Plaque with 75 letters. Add cost of optional extras and witness fee, if required**	Council Lead	218.00	226	4%	226.00	3.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**10 years incl tablet and 1st placement of cremated remains**	Council Lead	1,791.00	1,813	1%	1,813.00	1.2%

Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**20 years incl tablet and 1st placement of cremated remains**	Council Lead	2,489.00	2,533	2%	2,533.00	1.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**5 years incl tablet and 1st placement of cremated remains**	Council Lead	1,442.00	1,453	1%	1,453.00	0.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**Additional Inscription (cost per letter)**	Council Lead	1.60	2	6%	1.70	6.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**Additional plaque including 70 letters**	Council Lead	165.00	170	3%	170.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**Renewal 1 year**	Council Lead	73.00	74	1%	74.00	1.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**Renewal 10 years**	Council Lead	698.00	720	3%	720.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**Renewal 20 years**	Council Lead	1,396.00	1,440	3%	1,440.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Family Niche Memorial	**Renewal 5 years**	Council Lead	349.00	360	3%	360.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**10 years incl. Granite Tablet**	Council Lead	854.00	890	4%	890.00	4.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**20 years include. Granite Tablet**	Council Lead	1,322.00	1,374	4%	1,374.00	3.9%

Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**5 years incl. Granite Tablet**	Council Lead	620.00	648	5%	648.00	4.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**Adjacent memorial vase 10 years with 'reserved' plaque**	Council Lead	650.00	666	2%	666.00	2.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**Photo plaque - 4cm x 3cm**	Council Lead	120.00	120	0%	120.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**Renewal 1 year**	Council Lead	49.00	50	2%	50.00	2.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**Renewal 10 years.**	Council Lead	468.00	484	3%	484.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**Renewal 20 years**	Council Lead	936.00	968	3%	968.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**Renewal 5 years.**	Council Lead	234.00	242	3%	242.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Memorial Vase	**Replacement Plaque. Add cost of optional extras and appropriate witness fee, if required**	Council Lead	171.00	176	3%	176.00	2.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**10 years including plaque.**	Council Lead	1,085.00	1,119	3%	1,119.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**20 years including tablet.**	Council Lead	1,909.00	1,969	3%	1,969.00	3.1%

Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**5 years including plaque. Customer leases, and is not responsible for the maintenance of, the seat.**	Council Lead	673.00	694	3%	694.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**Renewal - 10 years, provided seat in safe, sound condition**	Council Lead	824.00	850	3%	850.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**Renewal - 20 years, provided seat in safe, sound condition**	Council Lead	1,648.00	1,700	3%	1,700.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**Renewal 1 year, provided seat in safe, sound condition.**	Council Lead	86.00	87	1%	87.00	1.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**Renewal 5 years, provided seat in safe, sound condition.**	Council Lead	412.00	425	3%	425.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Seat	**Replacement/Additional tablet**	Council Lead	171.00	176	3%	176.00	2.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**10 years (single / double)**	Council Lead	608.00	626	3%	626.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**20 years (single / double)**	Council Lead	1,068.00	1,100	3%	1,100.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**5 years (single / double)**	Council Lead	378.00	389	3%	389.00	2.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**Renewal 1 year**	Council Lead	48.00	49	2%	49.00	2.1%

Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**Renewal 10 years**	Council Lead	460.00	474	3%	474.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**Renewal 20 years**	Council Lead	920.00	948	3%	948.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**Renewal 5 years.**	Council Lead	230.00	237	3%	237.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Granite Wall Plaque	**Replacement Plaque (size 3"x12" Rectangular)**	Council Lead	148.00	152	3%	152.00	2.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Garden with Grey Granite Boulder	**Renewal 1 year to include replanting where required.**	Council Lead	73.00	75	3%	75.00	2.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Garden with Grey Granite Boulder	**Renewal 10 years to include replanting where required**	Council Lead	702.00	730	4%	730.00	4.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Garden with Grey Granite Boulder	**Renewal 20 years to include replanting where required**	Council Lead	1,404.00	1,460	4%	1,460.00	4.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Garden with Grey Granite Boulder	**Renewal 5 years to include replanting where required.**	Council Lead	351.00	365	4%	365.00	4.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Garden with Grey Granite Boulder	**Replacement/Additional Boulder**	Council Lead	317.00	325	3%	325.00	2.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 1-year Double Garden**	Council Lead	86.00	86	0%	86.00	0.0%

Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 1-year single garden**	Council Lead	43.00	43	0%	43.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 10 years Double Garden.**	Council Lead	824.00	860	4%	860.00	4.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 10 years Single Garden.**	Council Lead	412.00	430	4%	430.00	4.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 20 years Double Garden**	Council Lead	1,648.00	1,720	4%	1,720.00	4.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 20 years Single Garden**	Council Lead	824.00	860	4%	860.00	4.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 5 years Double Garden.**	Council Lead	412.00	430	4%	430.00	4.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Renewal 5 years Single Garden.**	Council Lead	206.00	215	4%	215.00	4.4%

Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Stream Garden (Not now available - renewal only)	**Replacement single/double bronze plaque (7"x3.5" Oval)**	Council Lead	153.00	157	3%	157.00	2.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**10 years - Including Bronze Plaque (7"x3.5" Oval)**	Council Lead	611.00	629	3%	629.00	2.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**20 years - Including Bronze Plaque (7"x3.5" Oval)**	Council Lead	1,069.00	1,101	3%	1,101.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**5 years - Including Bronze Plaque (7"x3.5" Oval)**	Council Lead	382.00	393	3%	393.00	2.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Communal Tree with Bronze Plaque 10 years only**	Council Lead	269.00	277	3%	277.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal - 1 year**	Council Lead	13.00	13	0%	13.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal - 10 years**	Council Lead	116.00	120	3%	120.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal - 20 years**	Council Lead	232.00	240	3%	240.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal - 5 years**	Council Lead	58.00	60	3%	60.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal 1 year - retain existing bronze plaque**	Council Lead	48.00	48	0%	48.00	0.0%

Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal 10 years - retain existing bronze plaque**	Council Lead	458.00	472	3%	472.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal 20 years - retain existing bronze plaque**	Council Lead	916.00	944	3%	944.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Renewal 5 years - retain existing bronze plaque**	Council Lead	229.00	236	3%	236.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Tree with Bronze Plaque	**Replacement Bronze Plaque (7"x3.5" Oval)**	Council Lead	306.00	314	3%	314.00	2.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Vase	**Flower vase and holder for duration of memorial lease**	Council Lead	35.00	37	6%	37.00	5.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Memorial Vase	**Replacement vase**	Council Lead	6.00	6	0%	6.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Miniature Remembrance Books	**2 lines**	Council Lead	126.00	132	5%	132.00	4.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Miniature Remembrance Books	**5 lines**	Council Lead	155.00	163	5%	163.00	5.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Miniature Remembrance Books	**8 lines**	Council Lead	183.00	193	5%	193.00	5.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Miniature Remembrance Books	**Additional Lines (After inscription is in the book) NEW**	Council Lead	53.00	54	2%	54.00	1.9%

Resources	**Peterborough Crematorium - Memorial Sales**	Miniature Remembrance Books	**Additional Lines (NEW)**	Council Lead	5.00	5	0%	5.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Miniature Remembrance Books	**Floral Emblem - Plus cost of 5- or 8-lines entry**	Council Lead	140.00	144	3%	144.00	2.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Miniature Remembrance Books	**Other Emblem - Plus cost of 5- or 8-lines entry**	Council Lead	174.00	180	3%	180.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**10 years including granite tablet and polytainer**	Council Lead	1,055.00	1,119	6%	1,119.00	6.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**20years including granite tablet and polytainer**	Council Lead	1,523.00	1,603	5%	1,603.00	5.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**5 years including granite tablet and polytainer**	Council Lead	821.00	877	7%	877.00	6.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**Additional or replacement plaque, including 70 guilt letters**	Council Lead	165.00	170	3%	170.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**Renewal 1 year**	Council Lead	49.00	50	2%	50.00	2.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**Renewal 10 years**	Council Lead	468.00	484	3%	484.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**Renewal 20 years**	Council Lead	936.00	968	3%	968.00	3.4%

Resources	**Peterborough Crematorium - Memorial Sales**	Niche Memorial Vase	**Renewal 5 years**	Council Lead	234.00	242	3%	242.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**10 years (single / double)**	Council Lead	628.00	648	3%	648.00	3.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**20 years (single / double)**	Council Lead	1,088.00	1,122	3%	1,122.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**5 years (single / double)**	Council Lead	398.00	411	3%	411.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**Renewal 1 year**	Council Lead	48.00	48	0%	48.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**Renewal 10 years**	Council Lead	460.00	474	3%	474.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**Renewal 20 years**	Council Lead	920.00	948	3%	948.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**Renewal 5 years.**	Council Lead	230.00	237	3%	237.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Octagon Wall Plaque	**Replacement Plaque (size 3"x12" Rectangular)**	Council Lead	168.00	174	4%	174.00	3.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Remembrance Books and Cards	**Second Inscription - 2 lines**	Council Lead	44.00	45	2%	45.00	2.3%

Resources	**Peterborough Crematorium - Memorial Sales**	Remembrance Books and Cards	**Second Inscription - 5 lines. Plus, cost of emblem, if required (see above)**	Council Lead	54.00	56	4%	56.00	3.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Remembrance Books and Cards	**Second Inscription - 8 lines. Plus, cost of emblem, if required (see above)**	Council Lead	67.00	69	3%	69.00	3.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**10 years - Including Bronze Plaque (5"x3" Rectangular)**	Council Lead	476.00	493	4%	493.00	3.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**20 years - Including Bronze Plaque (5"x3" Rectangular)**	Council Lead	840.00	871	4%	871.00	3.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**5 years - Including Bronze Plaque (5"x3" Rectangular)**	Council Lead	294.00	304	3%	304.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**Refurbish Bronze Plaque -New Item**	Council Lead	46.00	47	2%	47.00	2.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**Renewal 1 year - retain existing bronze plaque**	Council Lead	38.00	39	3%	39.00	2.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**Renewal 10 years - retain existing bronze plaque**	Council Lead	364.00	378	4%	378.00	3.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**Renewal 20 years - retain existing bronze plaque**	Council Lead	728.00	756	4%	756.00	3.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**Renewal 5 years - retain existing bronze plaque**	Council Lead	182.00	189	4%	189.00	3.8%

Resources	**Peterborough Crematorium - Memorial Sales**	Rose Bush with Bronze Plaque	**Replacement Bronze Plaque (5"x3" Rectangular)**	Council Lead	112.00	115	3%	115.00	2.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**10 years inc Granite Tablet, 80 letters inc free polytainer and 1st placement of cremated remains**	Council Lead	1,702.00	1,759	3%	1,759.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**20 years inc Granite Tablet, 80 letters inc free polytainer and 1st placement of cremated remains**	Council Lead	2,572.00	2,659	3%	2,659.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**5 years inc Granite Tablet, 80 letters inc free polytainer and 1st placement of cremated remains. Caskets extra.**	Council Lead	1,267.00	1,309	3%	1,309.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Additional letters (each)**	Council Lead	3.50	4	0%	3.50	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Photo plaque - 7cmx5cm**	Council Lead	174.00	177	2%	177.00	1.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Photo Plaque - Heart shaped**	Council Lead	278.00	283	2%	283.00	1.8%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Renewal 1 year / or top up lease**	Council Lead	91.00	92	1%	92.00	1.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Renewal 10 years retaining existing tablet**	Council Lead	870.00	900	3%	900.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Renewal 20 years retaining existing tablet**	Council Lead	1,740.00	1,800	3%	1,800.00	3.4%

Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Renewal 5 years / or top up lease**	Council Lead	435.00	450	3%	450.00	3.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum 2000	**Replacement Tablet with 80 letters. Add cost of optional extras and witness fee, if required**	Council Lead	200.00	205	3%	205.00	2.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Additional letters (each)**	Council Lead	3.50	4	0%	3.50	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Photo plaque - 7cmx5cm**	Council Lead	174.00	174	0%	174.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Photo Plaque - Heart shaped**	Council Lead	278.00	278	0%	278.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Renewal 1 year retaining existing plaque.**	Council Lead	64.00	65	2%	65.00	1.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Renewal 10 years retaining existing plaque**	Council Lead	614.00	634	3%	634.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Renewal 20 years retaining existing plaque**	Council Lead	1,228.00	1,268	3%	1,268.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Renewal 5 years retaining existing plaque.**	Council Lead	307.00	317	3%	317.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Sanctum II	**Replacement Plaque with 80 letters. Add cost of optional extras and witness fee, if required.**	Council Lead	199.00	208	5%	208.00	4.5%

Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**10 years including plaque.**	Council Lead	2,171.00	2,191	1%	2,191.00	0.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**20 years including plaque.**	Council Lead	2,777.00	2,817	1%	2,817.00	1.4%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**5 years including plaque. Customer owns, and is responsible for the maintenance of, the seat.**	Council Lead	1,868.00	1,878	1%	1,878.00	0.5%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**5ft 10 years including plaque. -NEW MEMORIAL**	Council Lead	1,618.00	1,708	6%	1,708.00	5.6%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**5ft 20 years including plaque. -NEW MEMORIAL**	Council Lead	2,224.00	2,334	5%	2,334.00	4.9%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**5ft 5 years including plaque. Customer owns, and is responsible for the maintenance of, the seat.**	Council Lead	1,315.00	1,395	6%	1,395.00	6.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**Cleansing and treatment**	Council Lead	265.00	276	4%	276.00	4.2%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**Posy Vase**	Council Lead	32.00	33	3%	33.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**Power jet wash and teak oil**	Council Lead	69.00	72	4%	72.00	4.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**Renewal 1 year, provided seat is in safe, sound condition**	Council Lead	63.00	64	2%	64.00	1.6%

Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**Renewal 10 years, provided seat is in safe, sound condition**	Council Lead	606.00	626	3%	626.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**Renewal 5 years, provided seat is in safe, sound condition.**	Council Lead	303.00	313	3%	313.00	3.3%
Resources	**Peterborough Crematorium - Memorial Sales**	Teak Seat	**Replacement/Additional Plaque**	Council Lead	258.00	266	3%	266.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	Tree Garden with York Stone Boulder	**Renewal 1 year to include replanting where required.**	Council Lead	177.00	177	0%	177.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	Tree Garden with York Stone Boulder	**Renewal 10 years to include replanting where required**	Council Lead	1,690.00	1,770	5%	1,770.00	4.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Tree Garden with York Stone Boulder	**Renewal 20 years to include replanting where required**	Council Lead	3,380.00	3,540	5%	3,540.00	4.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Tree Garden with York Stone Boulder	**Renewal 5 years to include replanting where required.**	Council Lead	845.00	885	5%	885.00	4.7%
Resources	**Peterborough Crematorium - Memorial Sales**	Tree Garden with York Stone Boulder	**Replacement/Additional Boulder**	Council Lead	285.00	291	2%	291.00	2.1%
Resources	**Peterborough Crematorium - Memorial Sales**	(blank)	**1 year lease - renewal only**	Council Lead	48.00	48	0%	48.00	0.0%
Resources	**Peterborough Crematorium - Memorial Sales**	(blank)	**10-year lease - new or renewal**	Council Lead	458.00	472	3%	472.00	3.1%

Resources	**Peterborough Crematorium - Memorial Sales**	(blank)	**20-year lease - new or renewal**	Council Lead	916.00	944	3%	944.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	(blank)	**5-year lease - new or renewal**	Council Lead	229.00	236	3%	236.00	3.1%
Resources	**Peterborough Crematorium - Memorial Sales**	(blank)	**Oval memorial plaque plus lease fee.**	Council Lead	139.00	143	3%	143.00	2.9%
Resources	**Registration Services**	Approved Premises/Registration Office	**Approved Premise Attendance (Monday-Friday)**	Council Lead	565.00	565	0%	570.00	0.9%
Resources	**Registration Services**	Approved Premises/Registration Office	**Approved Premise Attendance (Saturday)**	Council Lead	640.00	640	0%	645.00	0.8%
Resources	**Registration Services**	Approved Premises/Registration Office	**Approved Premise Attendance (Sunday)**	Council Lead	690.00	690	0%	695.00	0.7%
Resources	**Registration Services**	Approved Premises/Registration Office	**Approved Premise Licence**	Council Lead	3,000.00	3,000	0%	3,000.00	0.0%
Resources	**Registration Services**	Approved Premises/Registration Office	**Approved Premise Licence change or pre-discussion**	Council Lead	135.00	135	0%	140.00	3.7%
Resources	**Registration Services**	Approved Premises/Registration Office	**Ceremony - Register Office room**	Statutory	46.00	46	0%	46.00	0.0%
Resources	**Registration Services**	Approved Premises/Registration Office	**Ceremony - The Lawns (Friday & Saturday)**	Council Lead	395.00	395	0%	400.00	1.3%

Resources	**Registration Services**	Approved Premises/Registration Office	**Ceremony - The Lawns (Monday-Thursday)**	Council Lead	280.00	280	0%	290.00	3.6%
Resources	**Registration Services**	Approved Premises/Registration Office	**Ceremony - The Thorpe (Friday & Saturday)**	Council Lead	185.00	185	0%	190.00	2.7%
Resources	**Registration Services**	Approved Premises/Registration Office	**Ceremony - The Thorpe (Monday-Thursday)**	Council Lead	135.00	135	0%	140.00	3.7%
Resources	**Registration Services**	Baby Naming/Renewal of Vows	**Baby naming & renewal of vows (Friday & Saturday)**	Council Lead	395.00	395	0%	400.00	1.3%
Resources	**Registration Services**	Baby Naming/Renewal of Vows	**Baby naming & renewal of vows (Monday-Thursday)**	Council Lead	280.00	280	0%	290.00	3.6%
Resources	**Registration Services**	Baby Naming/Renewal of Vows	**Baby naming and renewal of vows (Sunday)**	Council Lead	445.00	445	0%	450.00	1.1%
Resources	**Registration Services**	Other	**Ceremony arrangement discussion**	Council Lead	55.00	55	0%	60.00	9.1%
Resources	**Registration Services**	Other	**Certificate after registration**	Statutory	11.00	11	0%	11.00	0.0%
Resources	**Registration Services**	Other	**Certificate at time of registration**	Statutory	11.00	11	0%	11.00	0.0%
Resources	**Registration Services**	Other	**Consideration of correction by General Register Office**	Statutory	32.00	32	0%	32.00	0.0%
Resources	**Registration Services**	Other	**Consideration of correction by Superintendent Registrar**	Statutory	75.00	75	0%	75.00	0.0%
Resources	**Registration Services**	Other	**Conversion of Civil Partnership to Marriage**	Statutory	45.00	45	0%	45.00	0.0%
Resources	**Registration Services**	Other	**Foreign Divorce clearance by General Register Office**	Statutory	28.00	28	0%	28.00	0.0%

Resources	**Registration Services**	Other	**Foreign Divorce clearance by Superintendent Registrar**	Statutory	50.00	50	0%	50.00	0.0%
Resources	**Registration Services**	Other	**Notice of Marriage or Civil Partnership**	Statutory	35.00	35	0%	35.00	0.0%
Resources	**Registration Services**	Other	**Notice of Marriage or Civil Partnership of detained person**	Statutory	68.00	68	0%	68.00	0.0%
Resources	**Registration Services**	Other	**Notice of Marriage or Civil Partnership of housebound person**	Statutory	47.00	47	0%	47.00	0.0%
Resources	**Registration Services**	Other	**Notice of Marriage or Civil Partnership with Home Office referral**	Statutory	47.00	47	0%	47.00	0.0%
Resources	**Registration Services**	Other	**Passport form completion**	Council Lead	30.00	30	0%	30.00	0.0%
Resources	**Registration Services**	Other	**Priority certificate service**	Statutory	24.00	24	0%	24.00	0.0%
Resources	**Registration Services**	Other	**Registrar attendance at housebound**	Statutory	81.00	81	0%	81.00	0.0%
Resources	**Registration Services**	Other	**Registrar attendance at prison**	Statutory	88.00	88	0%	88.00	0.0%
Resources	**Registration Services**	Other	**Registrar attendance at registered building**	Statutory	86.00	86	0%	86.00	0.0%
Resources	**Registration Services**	Other	**Registrar General's Licence**	Statutory	7.00	7	0%	7.00	0.0%
Resources	**Registration Services**	Other	**Space 17 amendment to birth registration**	Statutory	40.00	40	0%	40.00	0.0%
Resources	**Registration Services**	Other	**Superintendent Registrar attendance at housebound**	Statutory	84.00	84	0%	84.00	0.0%
Resources	**Registration Services**	Other	**Superintendent Registrar attendance at prison**	Statutory	94.00	94	0%	94.00	0.0%
Resources	**Registration Services**	Other	**Waiver of notice period**	Statutory	20.00	20	0%	20.00	0.0%

CABINET	AGENDA ITEM No. 12
14 November 2022	PUBLIC REPORT

Cabinet Member(s) responsible:		Cllr Andy Coles, Cabinet Member for Finance and Corporate Governance
Contact Officer(s):	Cecilie Booth, Executive Director of Corporate Services and S151 Officer Patricia Phillipson, Interim Director of Finance and Deputy S151 Officer	Tel. 01733 452520

BUDGET CONTROL REPORT SEPTEMBER 2022 - QUARTER 2

RECOMMENDATIONS	
FROM: Executive Director of Corporate Services and S151 Officer	**Deadline date: N/A**

It is recommended that Cabinet notes:

1. The budgetary control position for 2022/23 at 30th September is a forecast overspend of £1m position.
2. The key variance analysis and explanations are contained in section 5 and Appendix A.
3. The Council's performance with respect to Business Rates (NNDR) and Council Tax Collection, as outlined within Appendix B
4. The Council's capital financial performance as outlined in Appendix C.

1. ORIGIN OF THE REPORT

1.1. This report is submitted to Cabinet following discussion by the Corporate Leadership Team (CLT).

2. PURPOSE AND REASON FOR REPORT

2.1. This report is for Cabinet to consider under its Terms of Reference No. 3.2.7 'To be responsible for the Council's overall budget and determine action required to ensure that the overall budget remains within the total cash limit'.

2.2. This report provides Cabinet with the forecast outturn for 2022/23 as at September 2022 budgetary control position.

3. TIMESCALE

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

4. REVENUE SUMMARY

This Budgetary Control Report (BCR) outlines the financial position at the end of Quarter 2, 2022/23 and outlines a forecast overspend of £1.0m (overspend of £0.6m reported in August). Although this is a relatively small overspend, standing at just 0.57% of the Councils Net Revenue Expenditure budget, there are some known financial challenges which include:

- The Council's savings programme, set as part of a tactical budget in March 2022, £0.9m of savings are reported as high risk, dues to delayed delivery against the original plans. Mitigating plans are actively being put in place to reduce any budgetary impact (outlined further in section 6)
- Additional risks for the Council include inflationary pressures totalling £6.5m for pay, fuel, energy and social care costs. It is assumed the inflation reserve will be used to mitigate the immediate budgetary impact. (Outlined further in section 7)

These challenges are not unique to Peterborough and reflect the wider economic environment in which the Council operates. However, the Corporate Leadership Team (CLT) and members alike need to be aware of these pressures and risks and seek to implement appropriate management action to ensure that budgets are delivered to plan.

a. The following table below sets out the Council's Forecasted Position by expenditure type:

Table 1: 2022/23 Forecast Position- Subjective Analysis

	Budget YTD 2022/23 £k	Actual 2022/23 £k	Variance YTD £k	Revised Budget 2022/23 £k	Forecast 2022/23 £k	Projected Variance 2022/23 £k
Employees	34,834	29,595	(5,239)	69,669	66,550	(3,118)
Premises	8,785	10,548	1,763	17,571	16,954	(617)
Transport	2,911	2,349	(562)	5,821	5,903	82
Supplies and Services	65,741	60,705	(5,037)	131,477	137,393	5,917
Third Party Payments	18,747	20,591	1,843	37,495	38,316	822
Transfer Payments	37,328	39,631	2,303	74,655	78,867	4,212
Support Service	0	18	18	0	39	39
Income	(94,316)	(138,763)	(44,447)	(188,632)	(193,699)	(5,067)
Financing Capital Expenditure	16,941	5,927	(11,014)	33,881	33,309	(572)
Total Expenditure	90,971	30,600	(60,371)	181,937	183,634	1,697
Financing	(90,971)	(188,555)	(97,584)	(181,937)	(182,605)	(669)
Net	(0)	(157,955)	(157,955)	(0)	1,028	1,028

- This presentation of the forecast has been introduced as part of the financial improvement programme
- Work is being done to improve the year-to-date budget profiles to take into account some of the timing issues such as pay award within year to date budget but not yet paid.

- Further work will be undertaken to review the subjective code budget allocation to enhance the quality of future reports, for example where additional expenditure is supported by additional grant income and budget allocations not yet aligned.
- In the projected variance for the year, employee costs are forecast to be lower than budgeted for, due to in the region of 200 vacant FTEs. Some of these are covered by agency workers, where roles are essential such as social workers or additional expertise is required.

5. DIRECTORATE SUMMARY

a. The following table summarises the forecast outturn position by directorate:

Table 2: 2022/23 Forecast Position- Directorate Analysis

Directorate	Budget £k	Actual YTD £k	Forecast £k	Variance £k	Overall Status
Chief Executives	336	239	316	(20)	Underspend
Legal & Governance	4,135	2,319	4,259	124	Overspend
Place & Economy	26,036	6,216	27,092	1,056	Overspend
People Services	95,789	10,523	97,125	1,336	Overspend
Public Health	(378)	(6,996)	(378)	0	On Budget
Corporate Services	27,539	16,806	27,432	(107)	Underspend
Capital Financing (net)	28,479	1,493	27,787	(692)	Underspend
Total Expenditure	**181,937**	**30,600**	**183,634**	**1,697**	Overspend
Financing (inc. Reserves)	(181,937)	(188,555)	(182,605)	(669)	Underspend
Net	**(0)**	**(157,955)**	**1,028**	**1,028**	Overspend

b. The following section summarises the key variances (see Appendix A for a further breakdown):

Legal & Governance

Pressure:

- Legal Services: A reduction in income from Land Charges Searches, which are now conducted by the Land Registry, coupled with reduced income from Legal work performed for Rutland County Council has been mitigated by other income, and savings in salaries and supplies and services, but a net pressure of £0.1m remains. This also includes additional costs associated with running the Council elections.

Place & Economy

Pressures:

- Housing: £0.6m Pressure due to leaving St Michaels Gate earlier than anticipated has saved on contract costs however due to leaving this site the cost of B&B has increased. The Council had not budgeted for the relaunch of the Leased properties scheme and taking on Walton Rd.
- Community Safety: £1.7m pressures because of:
  - £0.9m Delays in Implementing the Culture and Leisure savings plan.
  - £0.3m underachievement of income on Environmental Enforcement income. This is being mitigated by vacant posts and service savings along with plans to redeploy staff to other enforcement activities.

    - £0.3m because of delayed savings relating to the restructure within Place and Economy
    - £0.2m Pressure on Street traders and Electric Vehicle points introduced without Charging policy
- Peterborough Highway Services: £0.4m pressure anticipated within Street Lighting Energy budgets, due to rising energy costs. The Council will be looking to mitigate, with the use of the inflation reserve.

Favourable:

- Communities: Saving of £1.3m due to additional Grant income to fund service expenditure (£0.8m Ukrainian Refugee grant being moved to Reserves).
- Energy: £0.6m saving within this area due to reduced MRP and Interest Payable due to four schemes completing in 2021/22 on the Energy Performance Contract (EPC) and on the domestic PV estate recently returned to the Council ownership from Empower.
- Waste Cleansing and Open Spaces: £0.4m favourable due to additional income as a result of a favourable change in the price obtained by the sale of materials over the past 12 months.

People Services

Pressures:

- Adults: A £0.3m pressure resulting from ASC care package spend due to recent high costs packages being made available to support people with complex needs
- Children's: £1.8m pressure as a result of:
    - £1.2m pressure due to significant high-cost placements that have become solely funded by Social Care whilst placement searches are ongoing.
    - £0.4m Pressure from non-achievement of Fostering MTFS saving, this has been mitigated by other savings in the service. Work is underway to improve this and ensure delivery of savings in 23/24.
    - £0.5m pressure from non-achievement of Health Income MTFS saving
    - £0.2m pressure in relation to Domiciliary Care packages for Children with Disabilities. Demand and complexity have increased.
- Commissioning: £0.5m pressure due to a reduction in the Clare Lodge income. Further work is ongoing to ascertain the estimated outturn position.

Favourable:

- Adults: £0.5m mainly due to a favourable forecast on staffing costs due to difficulties in recruiting.
- Children's - £0.9m Favourable:
    - £0.6m favourable due to releasing one off grant funding to offset the non-achieving of savings
    - £0.3m saving on staffing cost relating to Family Safeguarding to off-set non-achievement of savings

Corporate Services

Pressures

- Corporate Property £0.5m
    - £0.2m pressure anticipated within the Council's corporate property budgets due to rising energy costs. The Council will be looking to mitigate with the use of the inflation reserve.
    - £0.3m pressure for Sand Martin House office accommodation costs.

Favourable

- VAT Shelter £0.2m additional income as a result of the Value Added Tax (VAT) shelter income received from Cross Keys Homes (CKH). This favourable position has been driven by maintenance work CKH has carried out on its properties to end of July 2022.
- Digital Data & Technology Services - £0.2m favourable within staffing budget due to Vacant posts and impending restructure

- Internal Audit & Insurance- £0.1m as a result of lower insurance premiums and vacant position within Internal Audit.
- Corporate Property - £0.1m Favourable variance against Business Rate budget due to 62-68 Bridge Street being purchased to develop into New Library and Cultural Hub and while under development the property has no Business Rates liability rating dating back to June 2021.

Financing

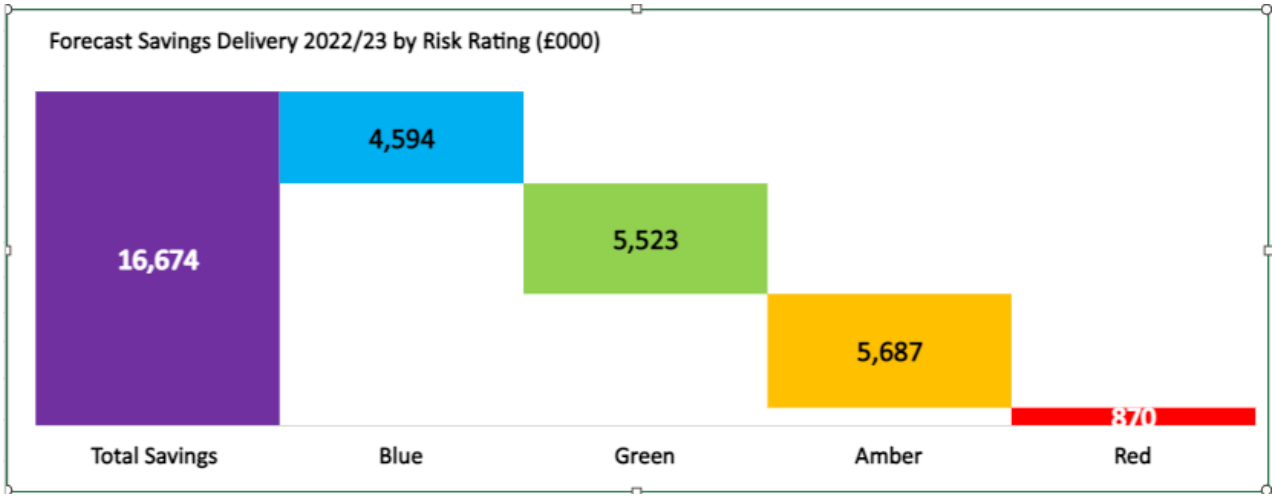
Favourable:

The Council is expected to receive an additional £0.8m of the benefit gained via the Cambridgeshire and Peterborough Business Pool Rates in 2022/23, this is due to favourable growth forecasts within the County, in comparison to those used when budgets were set in March.

6. SAVINGS PLAN POSITION

The Council's savings board meets on a monthly basis, to review, challenge, and provide support to each directorate to ensure the Council's £17m savings plan is being delivered. The following chart summarises the current RAG status of the 2022/23 Savings Plans, outlining:

- 28% are categorised as blue (realised)
- 33% as green (low risk to achievability in year),
- 34% as amber (moderate risk to achievability in year)
- 5% as red (high risk to achievability in year)



A staff suggestion scheme has been introduced enabling staff to highlight any great ideas that can help the Council improve in many ways, primarily around saving money, but whether it is a process or service improvement, a new activity or service, policy change or financial improvement/cost saving initiative we are encouraging all staff to let us know their thoughts.

Table 3: High (Red) Risk Savings Summary

Budget Proposal	Savings Target	Delivered or strong degree of confidence in delivery	Remaining Balance	RAG	Progress Update	Risks	Plan to Deliver
Contracts and Procurement Saving	(1,700)	(900)	(800)	Red	**Contracts and Procurement Saving:** Green: £0.5m Amber £0.4m Red £0.8m **Total £1.7m** **Overview** In August the Council had £0.9m of opportunities against the £1.7m target. £0.5m have been banked, and £0.4m are work in progress. Savings opportunities will continue to be identified via the procurement specialist, procurement team and the new working group set up to look across all contracts (Inc. those that have not involved procurement and all off-contract spend outside of standard governance), and through challenge at procurement board.	Current savings have been based on procurement requests, rather than a planned assessment of opportunities. This has resulted in double counting (e.g. ICT savings), capital related savings and delivering mainly cost avoidance benefits. Recent inflation forecasts have also added to this challenge, with inflation now forecast to be in excess of 13% by the end of the year.	A Procurement specialist started with the Council at the beginning of August. She is developing a plan and will drive this forward including looking at off contract spend, specifications and material areas of spend. There are a number of work streams/ groups now looking at this saving, so co-ordination of the approach is going to be critical to avoid duplication of effort. Mitigating options such as housekeeping of aged Sundry Debt and Council Tax credit balances which have allowed the Council to release credit balances to general fund, will also be used to mitigate the financial impact of the delay in delivering this saving.
Serco- Customer Services	(200)	(130)	(70)	Red	Customer Service Centre (CSC) has closed. Saving of £130k included in Notice of Change prepared and can be considered delivered. The remainder of saving was assumed from the relet of the two units previously occupied by CSC, however these have been used to re-house the Market, and therefore this leaves the £70k unachievable.	N/A	Further sundry debt and council tax credit balances are being looked into.

7. KEY RISKS

The following table outlines the Council's current known budgetary risks. These have not been incorporated within the forecast outturn position as the anticipated pressure has not yet materialised, the strategic direction and approach to mitigating these risks are considered and implemented.

Table 4: Budgetary Risks

Risk	£000	Description	Management Response
Care Provider Uplift Request	Up to £3m	Requests are being received for significantly higher values than budgeted for. Commissioning and Contract teams will evaluate each request but risk of needing to go above budget levels could exceed allocations. Care Providers may hand back packages if they are unable or unwilling to deliver care at rates we pay.	Reviewing and challenging each request and seek support from the inflation reserve in year.
Integrated Care System (ICS)	Under review	The Council's Health Partner (ICS) has a significant in year saving to achieve. The risk is that there could be an attempt to cost shunt to the Council around Continuing Healthcare due to the increase in number of service users coming into Adult Social Care support.	The Council will challenge and appeal each case where necessary and monitor the resulting impact.
Children's Social Care- Agency costs	Under review	There are agency workers covering vacant roles which exposes the Council to possible increases in rates and reduced availability of suitable workers. The Clare Lodge facility is particularly exposed to this risk.	A review at Clare Lodge is underway to see if reconfiguration of the facility would aid the reduction for some shifts to be covered. A Medium-term children's workforce strategy is in development that will aim to mitigate the volatility of staffing in the longer term. This will not take effect until at least next financial year.
Highways and Transport	450	Highways inflation and also effect on revenue budgets due to capital budget reductions	Possibly delay some work to 23/24 and/or stop spend on other areas in the service
Planning Services	Under review	Financial implications of the Planning Services review are to be confirmed. This risk primarily relates to the baseline staffing capacity needed to deliver a fit for purpose planning service matched to the City's growth trajectory.	The mitigations are: • Cash Limit budgeting will be used to try to subsume as much additional pressure (if there is any) within the directorate. • We will be making more use of paid-for Planning Performance Agreements which will see developers paying for dedicated planning resource. • We will include in those PPA's the true costs of other inputs too - highways, environmental staff, housing staff etc. We will consider this risk and any financial pressure as part of the overall development of our new growth, regeneration and economic development function, which is likely to include a request for investment from the innovation reserve.

Delivery of Savings Plans	870	The Council set a tactical budget for 2022/23 with the MTFS outlining the Robustness Statement considering the estimates used in the proposed savings programme. CLT and members are committed to the delivery of the savings. Where there are delays in delivery against the plans, mitigating savings are being put in place. There is currently £0.9m of the £16.7m plan identified as High (red) risk.	Please see the detailed breakdown of the risks and mitigations outlined in section 3 savings.
Inflationary Pressures	6,518	Current inflationary rates have risen over the last 12 months with forecasts indicating rates in excess of 13% by the end of the financial year. This is impacting on the cost of living and there will be additional costs to the Council for providing services. The Council is experiencing pressures on the following budgets: • Adult and Children's Social Care • Electricity and Gas • PFI scheme • Home to school transport • Pay award	The Council is monitoring the economic position and where possible putting mitigations in place to reduce the risk exposure to these external factors. When the Council finalised the 2021/22 outturn position, this risk was anticipated and a £4.7m inflation reserve was established to mitigate the timing risk to the impact of the costs of inflation in 2022/23. The Council intend to use that reserve in 2022/23 to smooth the impact of increases in cost. However, for future years inflationary assumptions will be considered as part of the MTFS. Please see the inflationary breakdown outlined in section 5.

8. RESERVES

The following section and table summarise the current reserves position:

- At present there are no new reserves requests to report to Cabinet, other than those already outlined within the MTFS, approved by Council on 2 March 2022.
- An inflation reserve totalling £4.7m was established at the end of 2021/22. During Quarter one of 2022/23 the Council started to see some emerging inflationary risks as a result of rising fuel and electricity costs, index linked contracts, supplies and services and care costs. The Local Government pay award also presents an added risk as the current budget assumes a 2% pay award, but if this is agreed in line with other areas of the public sector (4.5% NHS and 5% Teachers) the Council will look to use this reserve to mitigate the budgetary impact. These risks are being closely monitored.
- The Innovation Fund is used to fund the cost of the transformation and the Council's improvement plan. Investment is still forecast to be within the requirement as set out in the MTFS, with further investment requests anticipated as the Council develops its Corporate Strategy and MTFS.

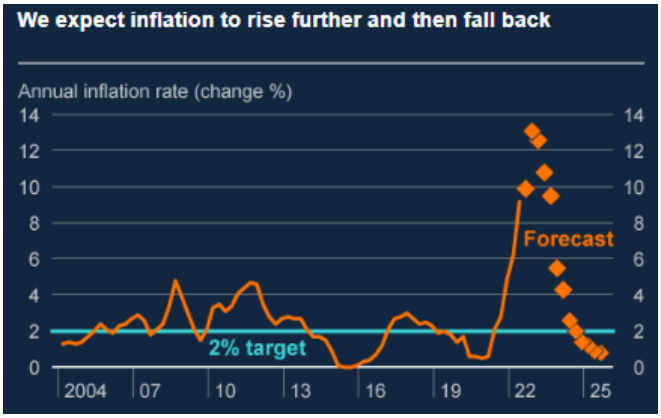
Table 5: Reserves Position

	Bal at 31st March 22	Forecast Contribution from Reserve	Forecast Contribution to Reserve	Estimated balance at 31 March 23	Estimated balance at 31 March 24	Estimated balance at 31 March 25
	£000	£000	£000	£000	£000	£000
General Fund	7,300	-	-	7,300	7,300	7,300
Usable Reserves (Innovation and Departmental)	33,183	(10,587)	750**	23,346	22,615	22,365
Budget and Inflation Risk Reserves	6,693	(6,518) ***	7,208 *	7,383	7,383	7,383
Local Tax Income Risk Reserve	12,307	(4,672)	-	7,636	7,636	7,636
Ring-Fenced Reserves	4,183	(285)	-	3,898	3,387	3,150
Total Earmarked and General Fund Balance	**63,666**	**(22,061)**	**7,958**	**49,563**	**48,321**	**47,834**

** Contribution of £7.2m from the Energy Recovery Facility*
** Contribution £0.8m from Ukrainian Refugee Grant*
***Breakdown in table 6 below.*

An inflation reserve totalling £4.7m was established at the end of 2021/22, in recognition of the rising interest rates and associated economic climate. This reserve was established to smooth the immediate impact and pressures of any cost increases in 2022/23 such as from inflation and pay awards, whilst longer term plans are developed as part of future years MTFS.

In June, prices had risen by 9.4% compared to a year ago. Russia's invasion of Ukraine has led to large increases in the price of gas and the Bank of England is now forecasting that inflation rates will reach 13% by the end of the year as outlined in the following graph:



Source: Bank of England August Monetary report

The Council operates an Energy Recovery Facility (ERF) which generates income as a result of selling the electricity it generates. As a result of the current energy market this income is forecast to be £7.2m in excess of budget, which is being contributed to the inflation reserve to mitigate the Council's rising energy costs and other inflationary pressures. We know from previous years trends that this market can be volatile, therefore any remaining balance will be used as a smoothing mechanism to mitigate any future financial fluctuations.

The Council is currently estimating £6.5m of emerging inflationary pressures and risks as a result of rising fuel and electricity costs, and index linked contracts care costs. The following table outlines in more detail the specific inflationary risks:

Table 6: Inflation Risks

Area	Description	£000
Pay Award	Employers made an offer in July of £1,925 increase to all NJC salary SCP's. The Council, like many others built the budget on the assumption the pay award would be c2%. If this offer if agreed, it will create a £2m in year pressure.	2,000
Schools PFI	PFI inflationary pressure is in relation to the Unitary Charge contribution which is linked to the RPI inflation index. This has not been an issue in recent years due to the lower rates of inflation.	200
Electricity (from 1 Oct)	Electricity Inflation of 80% is expected from October 2022. The full year effect of this is around £1.7m. The Councils procurement team are looking at options to obtain the best pricing but it's highly likely this will be in excess of the current budget. Work is being undertaken to determine the full extent of the financial impact for the current and model the future years impact.	850
Gas	New prices were implemented from 1 April 2022 which will lead to a £0.3m pressure across the gas budgets. Likewise, the pricing for 1 April 2023 is currently being agreed. Even with this representing a good deal, the pressure from 2023/24 will be a further £0.5m. A CMDN is being progressed through the Council's decision-making/governance process.	250
Adult Social Care	Like other Councils, and the private sector, the Council is exposed to the changes in the rate of inflation and the potential pressure of this on the care market. The Council is actively working alongside suppliers to manage these additional cost pressures. The Council recognised the potential impact of inflation at the end of the last financial year and created an Inflation Reserve to bridge the timing impact of such cost increases whilst mitigating plans are developed in accordance with the MTFS and development of balanced budget.	3,113
Children's Social Care- including Short breaks and	l Care inflationary pressures include: n between commissioning Local Authorities for Children's placements is currently his can result in for example non-availability of a Fostering Placement leading to sive residential provision.	105

In House Fostering	respite provision for Children with Disabilities is rising following the pandemic budget pressures. This is an early intervention service to prevent children coming ıay hand back packages if they are unable or unwilling to deliver care at rates we	
Home to School Transport	Home to School Transport is also exposed to rising inflation, in particular rising fuel cost. The Council has been setting up the transport arrangements and contracts for this academic year, and as part of this it is actively working alongside suppliers to manage these additional cost pressures. In the coming weeks as these negotiations conclude the financial impact will be clearer.	TBC in October BCR
Total		**6,518**

9. APPENDICIES

Further information is provided in the following appendices:

- Appendix A – BCR Departmental Variance Analysis
- Appendix B – Council Tax and Business Rates
- Appendix C - Capital Programme

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Appendix A – Departmental Variances

People & Communities- £1.3m Overspend

Budget Group	Budget £k	Actual YTD £k	Forecast Spend £k	Variance £k	Overall Status
Director	873	155	870	(3)	Underspend
Education	5,790	9,475	5,785	(5)	Underspend
Adults - Commissioning	47,905	21,473	48,364	458	Overspend
Adults – Operations	9,250	3,444	8,393	(857)	Underspend
Children´s - Operations	13,549	2,540	12,717	(832)	Underspend
Children´s Commissioning	17,347	9,238	19,526	2,179	Overspend
Commissioning Team and Commercial Operations	1,075	1,159	1,471	396	Overspend
DSG-carry forward	0	6	(53)	(53)	Underspend
DSG-Central School Services Block	0	(337)	(24)	(24)	Underspend
DSG-Early Years Block	(0)	566	(32)	(32)	Underspend
DSG-High Needs Block	(0)	(8,551)	108	108	Overspend
DSG-Schools Block	(0)	(28,645)	0	0	On Budget
Total People & Communities	95,789	10,523	97,125	1,336	Overspend

Public Health – On Budget

Budget Group	Budget £k	Actual YTD £k	Forecast Spend £k	Variance £k	Overall Status
Children 0-5 Health Visitors	3,675	1,774	3,675	0	On Budget
Children 5-19 Health Programmes	987	498	987	0	On Budget
Sexual Health	2,096	141	2,082	(14)	Underspend
Substance Misuse	2,407	(687)	2,407	0	On Budget
Smoking and Tobacco	298	(0)	298	(0)	On Budget
Miscellaneous Public Health Services	1,596	(2,937)	1,466	(130)	Underspend
Public Health Grant	(11,436)	(5,784)	(11,292)	144	Overspend
Total Public Health	(378)	(6,996)	(378)	0	On Budget

Legal & Governance- £0.1m Overspend

Budget Group	Budget £k	Actual £k	Forecast Spend £k	Variance £k	Overall Status
Director of Legal & Governance	133	34	116	(17)	Underspend
Legal Services	1,847	929	1,935	89	Overspend
Information Governance	215	116	196	(18)	Underspend
Constitutional Services	1,941	1,240	2,012	71	Overspend
Total Legal & Governance	4,135	2,319	4,259	124	Overspend

Corporate Services- £0.1m Underspend

Budget Group	Budget £k	Actual £k	Forecast Spend £k	Variance £k	Overall Status
Director of Corporate Services	234	186	245	10	Overspend
HR & Workforce Development	1,372	606	1,346	(26)	Underspend
Financial Services	1,780	373	1,776	(4)	Underspend
Corporate Items	7,766	2,975	7,575	(191)	Underspend
Peterborough Serco Strategic Partnership	6,967	6,847	7,037	70	Overspend
Digital, Data & Technology Services	6,849	3,903	6,722	(127)	Underspend
Commercial Group	0	0	0	0	On Budget
Cemeteries, Cremation & Registrars	(1,572)	(956)	(1,693)	(121)	Underspend
Corporate Property	1,892	1,636	2,307	415	Overspend
Marketing & Communications	461	197	451	(10)	Underspend
Health & Safety	137	72	130	(7)	Underspend
Internal Audit and Insurance	1,653	967	1,536	(117)	Underspend
COVID-19	0	0	0	0	On Budget
Total Corporate Services	27,539	16,806	27,432	(107)	Underspend

* Financial Services Actual YTD figure is low due to inclusion for Energy Support Grant Income and credits to the Bad Debt Provision

Chief Executives - £0.02m Underspend

Budget Group	Budget £k	Actual £k	Forecast Spend £k	Variance £k	Overall Status
Chief Executive	336	239	316	(20)	Underspend
Total Chief Executive	336	239	316	(20)	Underspend

People & Economy £1.1m overspend

Budget Group	Budget £k	Actual £k	Forecast Spend £k	Variance £k	Overall Status
Director Place & Economy	429	113	423	(6)	Underspend
Planning - Development Management & Building Control	(27)	(234)	217	243	Overspend
Highways and Transport	4,362	347	4,372	11	Overspend
Planning - Policy and Strategy	1,171	817	1,184	14	Overspend
Waste, Cleansing and Open Spaces	13,718	2,887	12,923	(795)	Underspend
Climate Change & Energy Services	147	(658)	(236)	(382)	Underspend
Westcombe Engineering	40	324	223	183	Overspend
Growth & Regeneration	357	318	357	0	On Budget
Housing and Homelessness	3,431	1,342	3,971	541	Overspend
Communities	533	951	1,841	1,309	Overspend
Regulatory Services	1,746	(25)	1,684	(61)	Underspend
Emergency Resilience and Planning	132	33	132	0	On Budget
Total Place & Economy	26,036	6,216	27,092	1,056	Overspend

Capital financing- £0.7m Underspend

Budget Group	Budget £k	Actual £k	Forecast Spend £k	Variance £k	Status
Capital Financing	28,479	1,493	27,787	(692)	Underspend
Total Capital Financing	28,479	1,493	27,787	(692)	Underspend

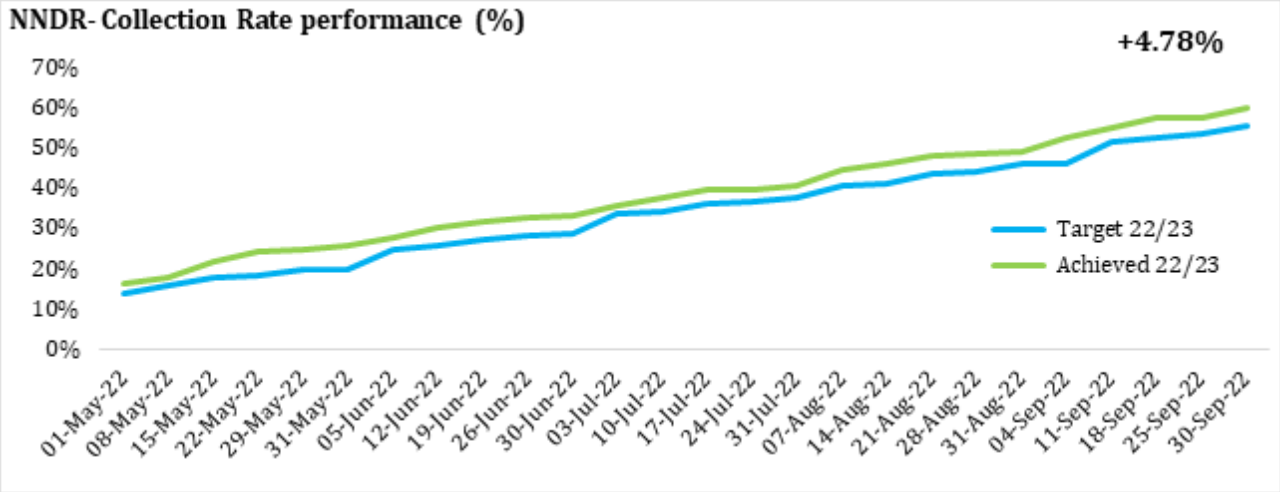
Variance Explanation

The Capital Financing forecast outturn considers the latest forecast budget position for the Council's capital programme. In line with the activities outlined in the Improvement Plan Workstream 3, the programme has reduced over the period with the total capital programme expenditure estimated to be £54.0m for this financial year. This reduction in expenditure, caused either through removal of schemes or a revised profile of spend, has in turn led to a variation compared to budget in cashflows. This has benefitted the Council through additional income receipts as cash has been held longer than expected and has also enabled a different timing for the refinancing of maturing debt. These two factors are forecast to lead to an underspend position compared to budget of £0.5m which also factors in expected rate rises in interest rates for borrowing due to the current uncertainty in financial markets. The Council has received early indications that a more favourable position is anticipated on a dividend receipt than was assumed at budget setting, this has led to a favourable forecast outturn position of £0.2m for the dividend.

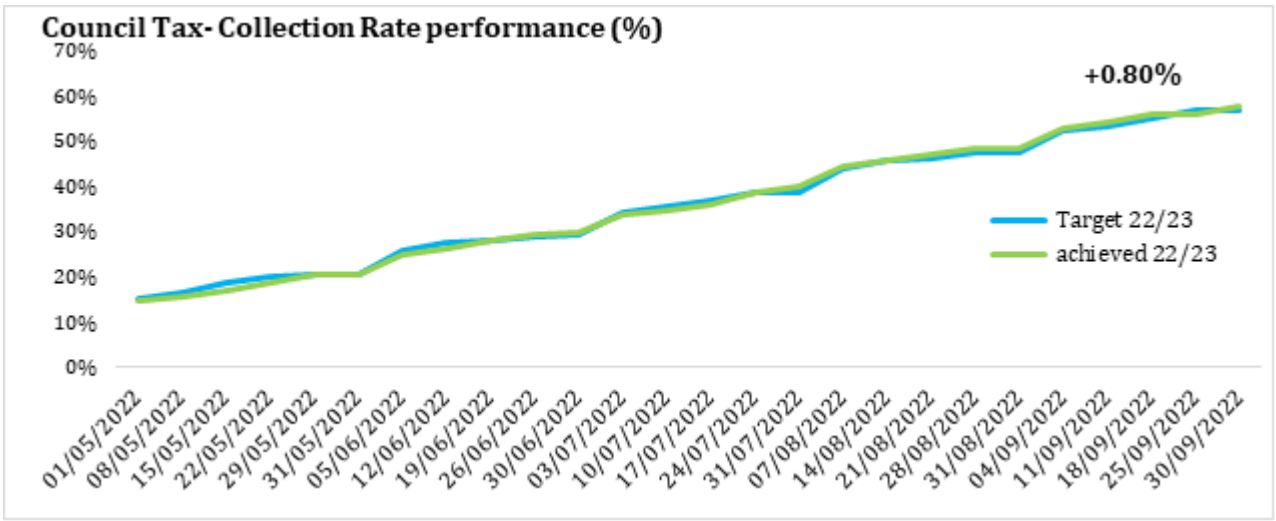
Appendix B – Council Tax and Business Rates Performance

Business Rates

The Council's collection rate for **Business Rates income is 4.78% ahead of target for 2022/23** after being 2.4% ahead of target at the start of May 2022/23.



Collection rate for **Council Tax income collection is 0.80% ahead of target.** This performance will remain under close observation throughout 2022/23 especially as the economy recovers and government road map progresses.



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Appendix C - Capital Programme

2022/23 Capital Programme at September 2022

The capital programme for this financial year has been reviewed and the budget has been reprofiled to reflect spend to date and the estimated spend for the remainder of the programme.

The chart below reflects the moving position since the start of the year.

Expenditure	Change	Forecast
	£m	£m
Capital budget 22/23		103.2
Slippage from 21/22	9.5	112.7
Programme Reduction exercise	(30.7)	82.0
Forecast outturn at August 22	(20.2)	61.8
Review at September 22, forecast outturn	(7.4)	54.4

The top five schemes that have reduced the forecast in the current year since the programme reduction exercise are:

1. Towns Fund Schemes - £10.8m
2. A1260 Nene Parkway Improvement Jn 32 to Jn 3 (Fletton Parkway) - £6.8m
3. Eastern Industries Access Phase 1 - Parnwell Way - £4.5m
4. Aragon DS Fleet Renewal - £1.7m
5. A1260 Nene Parkway Junction 15 improvements – £0.8m

The Capital Strategy Board are monitoring and challenging this position and any further expected variances from the revised programme will require full explanation on the reasons.

Funding of the capital programme

The chart below shows the funding of the forecast capital programme for this financial year.

Funding	£m
Grants & Third Party Contributions	39.7
Capital Receipts Expected	6.7
Capital Receipts in Pipeline/Programme to be reviewed	8.0
Total	54.4

Interest rate risk

As at 31 September 2022 the amount of outstanding borrowing is £446.4m. With the exception of three LOBO loans (£17.5m), all of the Council's loans are with the Public Works Loans Board (PWLB) or with Local Authorities as **fixed maturity** loans with an average rate of **3.25%**. Risk exposure is therefore limited to any new loans taken for refinancing maturing debt.

Debt of £72m matures in this financial year, however £40m has already been refinanced leaving £32m to be refinanced with the risk exposure to greater interest rates, or part could be repaid. The strategy for this is currently being modelled and due to soaring borrowing rates some capital receipts may be utilised to repay debt rather than to fund new capital expenditure.

The risk around the LOBO loans (Lender Option - Borrower Option), which are long term loans, is that although the interest rate is initially fixed (average 4.5%), the lender has the "option" to propose or impose, a new fixed rate.

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