



**MINUTES OF AN EXTRAORDINARY MEETING OF THE SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE
HELD IN THE BOUGES/VIERSEN ROOMS, TOWN HALL
ON 6 JANUARY 2016**

Present: Councillors Sandford (Chairman), Khan (Vice-Chairman), Jamil, Over, Brown, Harper, J A Fox, Whitby and Ayres

Also Present: Councillor JR Fox, Group Leader, Werrington First

Officers Present: Simon Machen, Corporate Director Growth and Regeneration
Andy Tatt, Head of Peterborough Highways Services
Lewis Banks, Principal Transport Planning Officer
Richard Mayes, Principal Transport Contracts and Planning Officer
Philippa Turvey, Senior Democratic Services Officer

1. Apologies for Absence

Apologies for absence were received from Councillor Bisby.

2. Declarations of Interest and Whipping Declarations

There were no declarations of interest or whipping declarations.

3. Call in of any Cabinet, Cabinet Member or Key Officer Decisions

There were no requests for call-in to consider.

4. Review of the Fourth Local Transport Plan

The report was introduced by the Head of Peterborough Highways Services. The report provided the Committee with foresight of the fourth Local Transport Plan (2016-2021), including a review of the Long Term Transport Strategy (2011-2026), as part of its progress through the democratic process prior to the document's consideration for adoption at Full Council in January 2016. The Head of Peterborough Highways Services highlighted the following:

- Improving transport in the Peterborough area was a priority of the Council. A Local Transport Plan was produced every five years and addressed existing and potential future issues.
- The Local Transport Plan would support the Local Plan, currently in development.
- The Local Transport Plan set out the Council's aspirations in light of the current financial landscape.
- The Plan was a statutory requirement and was essential in securing funding for transport schemes.

Richard Olive, a representative of Friends of the Earth, addressed the Committee and made the following key points:

- The aspirations set out in the Plan were considered to be laudable, however it was believed to fall short on actions and outcomes.
- The decrease in car usage identified by Travel Choice was highlighted. It was suggested that this may be incorrect as data from the Department of Transport indicated a 2% increase in car usage in 2014 and decrease in bus services.

- It was suggested that the Plan was not sufficiently proactive and was too reliant on third parties to achieve the necessary shift towards sustainable travel.
- A 2010 public consultation had highlighted the desire for orbital movement around the city, a permanent park and ride, more bus services after 5pm, better signage on cycle ways, more cycle routes, and more security around underpasses.
- It was noted that the creation of a north / south cycle route went some way to address this, however it was considered that the public's concern had been largely ignored.
- The responsibility for increased and improved public transport services had been assigned to commercial enterprises, and reliance remained on call connect services for rural transport, which was not considered idea.
- Mr Olive was pleased to see the encouraged use of low emissions vehicles, however was concerned that the potential consequence of some electric cars had not been considered. It was advised that diesel car emissions could be cut by the use of 'Eminox Stacks'.

Questions and observations were made around the following areas:

- The Committee was pleased to hear about the 'Park and Stride' scheme for primary schools to help combat parking issues around schools.
The Principal Transport Planning Officer explained that work was continuing with schools, including the 'Park and Stride' scheme and the 'Walking Bus'.
- The Committee questioned how the pressure and congestion faced by parents who had to drop off children at multiple schools could be alleviated.
The Corporate Director Growth and Regeneration advised that this was a result of the pressure on school places and the solution would lie within the Capital Schools Programme to place schools in the best locations. The Principal Transport Planning Officer explained that work was carried out with schools and head teachers with traffic managed through a broad range of schemes.
- The Committee queried how the Local Plan would affect the Local Transport Plan.
The Corporate Director Growth and Regeneration advised that the two documents should not conflict as they report into the same point. The Local Plan had a more extensive approvals process than the Local Transport Plan and as such the Local Transport Plan may need to factor in minor changes once the Local Plan was approved.
- The Committee questioned the potential for a Peterborough Park and Ride scheme. The Committee further discussed the previous Christmas Park and Ride scheme and requested for statistics on the performance of this to be circulated.
The Corporate Director Growth and Regeneration explained that officers had drafted a realistic document. A Park and Ride scheme in Peterborough was not considered to be commercially viable as among other reasons, the city had good central car parking facilities. The Principal Transport Contracts and Planning Officer advised that such a scheme would initially cost between £2million and £3million, with an annual running cost of £500,000.
- The Committee discussed congestion within the city and stated that travel had improved since the highway improvements along Bourges Boulevard. It was considered that in comparison to similar cities Peterborough did not suffer from congestion. It was noted however that future growth would need to be catered for.
- A Member of the Committee commented that one of the new pedestrian crossings across Bourges Boulevard allowed a significantly long time for pedestrians to cross, which could be reduced. *The Head of Peterborough Highways Services advised that this would be taken into account when the new arrangements were reviewed.*

Transport Issues and Challenges

- The Committee referred to the decrease in car use as found by Travel Choice and questioned whether these were correct.
The Principal Transport Planning Officer advised that these statistics had been reached from surveying a number of households. The answers were based on how

household members had answered and not traffic statistics, which may have distorted the results. It was however believed that a 9% decrease in car use was accurate.

- A question was raised regarding the potential for orbital bus routes around the city alongside the reliance on one provider.
The Principal Transport Contracts and Planning Officer explained that the operator had increased patronage by 50% since the introduction of the Citi brand network in 2004. The services currently worked on a 'hub and spokes' model, which allowed for cross-city connectivity. Orbital routes generally resulted in longer journeys.
- The Committee discussed the management of road works and how best to ensure that traffic was disrupted as little as possible. *The Head of Peterborough Highways Services advised that regular communication was had with the highways services to co-ordinate works. Often works were subject to deadline conditional funding which made timings of work more inflexible.*
- The Committee questioned how enforcement was carried out on Heavy Goods Vehicles driving through restricted areas and parking on the roads. This was particularly in relation to parking on the roads around Kingston Park.
The Head of Peterborough Highways Services advised that it was for the police to enforce against drivers who drove through restricted areas. Similarly, the roads around Kingston Park had recently had parking restrictions added, as such, the police would be able to carry out enforcement action. Officers were aware of the matter and were liaising with local businesses.

Transport Vision

- The Committee discussed the enhancement of cycling provisions within the city as a priority. A Member of the Committee believed that the public should be consulted on whether the cycle ban in Bridge Street should be lifted or not. The Committee further discussed whether a self-service cycle hire scheme, similar to that in London, would be appropriate for the city. *The Principal Transport Planning Officer clarified that a cycle hire scheme was already in place from the train station. The provision of a self-service scheme could be considered.*
The Head of Peterborough Highways Services advised that cycle routes were proposed to fan out either side of Bridge Street to navigate around the city.
- The Committee requested an addition to the policy 'To work with authorities in Cambridgeshire to harmonise taxi and Private Hire Vehicle standards across the county'.
- The reference to supporting new development on surplus and underused land around the station was discussed by the Committee.
The Corporate Director Growth and Regeneration explained that this land presented an opportunity to develop residential commuter hubs.
- The Committee discussed the Stamford and Spalding rail lines and suggested that smaller stations should be added to these lines as part of a more long term vision.
The Principal Transport Contracts and Planning Officer advised that additional stations on the East Coast Main Line would be impractical, as this was a fast train service. Other lines were in the control of Network Rail and not the Council however the Council could support such proposals.
- The Committee questioned whether any progress had been made in terms of real time bus service information and evening bus services.
The Principal Transport Contracts and Planning Officer advised that the evening bus services were supported through a voluntary partnership agreement. The development of real time service information was in progress. Screens were included within bus stop upgrades and live information was available via smart phone application.
- The Committee discussed whether a policy had previously existed to encourage city centre employees to park in outer car parks to allow car parks near the city core to be free for shoppers to use for short term parking.

- The Committee questioned whether plans to close a number of level crossing were still in place. *The Principal Transport Contracts and Planning Officer informed the Committee that officers were meeting to discuss a temporary traffic regulation in relation to the Lolham level crossing. Plans were still in place by National Rail to close the level crossing. These however, had been delayed.*
- The Committee questioned what was being done to mitigate against traffic noise along the main roads into the city. *The Head of Peterborough Highways Services explained that a particular type of surfacing material was used along these roads to reduce noise and reduce the amount of spray.*
- Discussion was had surrounding air pollution within the city and how best this could be communicated to the public. *The Principal Transport Planning Officer agreed that this would send a strong message if communicated appropriately.*

Long Term Transport Strategy

- The extension of the bus services timetable at evenings and weekends was included within the Plan.
The Principal Transport Planning Officer advised that this was identified in the plan as dependant on developer funding. It was clarified that CIL funding was not available to use as funding of the extension of bus services.
- The Committee discussed the section of the A605 behind Cardea and whether there were any road expansion plans.
The Head of Peterborough Highways Services advised that infrastructure was in place to enable an expansion however such a proposal would be dependent on developer funding.

Local Transport Plan 4

- The Committee questioned why the majority of the Schemes outlined within the Plan were highway related when the user hierarchy indicated that pedestrians, those with mobility difficulties and cyclists were the highest priority.
The Principal Transport Planning Officer explained that the major schemes proposed in the Plan were tied into the overall growth of the city and central Government funding. It was anticipated that further funding would be made available from Government for cycling and pedestrian schemes.
- The Committee discussed the pattern of residential developments being situated away from employment sites, creating a requirement for individuals to commute.
The Corporate Director Growth and Regeneration advised that this was often a result of lack of demand for employment space within smaller residential development. However, with big scale developments multiple uses were more viable and were encouraged.

Transport Policy and Strategy

- The Committee discussed alternative travel methods in the core of the city such as cycling or pedestrianisation. *The Corporate Director Growth and Regeneration responded that public realm schemes were being considered for areas such as Broadway and Westgate, to reduce the number of vehicles.*
- The Committee requested an update on the policy 'Discourage long-term parking in the core area through a pricing regime that is competitive with the prevailing market'.
- The Committee discussed possible restrictions on deliveries in the city core and whether this would be detrimental to certain businesses. *The Corporate Director Growth and Regeneration advised that such restrictions would be proposed where appropriate and would not be used to unduly restrict business.*
- The matter of access to the city core for those with mobility impairment was discussed. It was highlighted that disabled parking needed to be provided as close to the city core as possible. The Committee questioned whether any progress had been made to designate additional car parking spaces behind the Town Hall as disabled parking. *The Head of Peterborough Highways Services advised that the Disability*

Forum was engaged in relation to all major schemes. Expanding the disabled parking at the rear of the Town Hall was not currently planned but would be considered.

Major and Minor Schemes

- A Member of the Committee raised issues around the Taverners Road / Lincoln Road junction and the congestion experienced there. *The Head of Peterborough Highways Services agreed to meet with Councillor Khan and discuss the particular issues in that area.*
- *The Corporate Director Growth and Regeneration clarified that funding was primarily for highway works. In line with the Council's priorities and work was carried out to incorporate pedestrian and cycle improvements into such schemes.*

A recommendation was proposed and seconded for officers to undertake a public consultation on the removal of the cycle ban along Bridge Street. Following a vote, the recommendation was defeated. Councillor Sandford requested that his vote in favour of the proposal be recorded. Councillor J A Fox requested that her vote against the proposal be recorded.

A recommendation was proposed for the Fourth Local Transport Plan to be altered to explicitly state which commitments identified in previous Local Transport Plans had not been continued. This recommendation was not seconded.

RECOMMENDATIONS

The Committee recommended that:

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

ACTIONS AGREED

The Committee:

- 1) Requested that information relating to the past Christmas Park and Ride scheme be circulated;
- 2) Requested that officers check whether a policy was included in the Third Local Transport Plan to encourage city centre employees to park in outer car parks to allow car parks near the city core to be free for shoppers to use for short term parking. If such a policy did exist and had been changed or removed then an explanation would be provided.
- 3) Requested an update be circulated on the policy 'To work with authorities in Cambridgeshire to harmonise taxi and Private Hire Vehicle standards across the county';
- 4) Requested an update be circulated on the policy 'Discourage long-term parking in the core area through a pricing regime that is competitive with the prevailing market'; and
- 5) Requested that the Head of Peterborough Highways Service meet with Councillor Khan to discuss issues at Taverners Road.

The meeting began at 7.00pm and ended at 9:15pm

CHAIRMAN

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