

CABINET

MONDAY 18 JANUARY 2016

10.00 AM

Bourges/Viersen Room - Town Hall

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AGENDA

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Circulation

Cabinet Members

Scrutiny Committee Representatives

Directors, Heads of Service

Press

*Any agenda item highlighted in bold and marked with an * is a 'key decision' involving the Council making expenditure or savings of over £500,000 or having a significant effect on two or more wards in Peterborough. These items have been advertised previously on the Council's Forward Plan (except where the issue is urgent in accordance with Section 15 of the Council's Access to Information rules).*

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MINUTES OF CABINET MEETING HELD 7 DECEMBER 2015

PRESENT:

Cabinet Members: Councillor Holdich (Chair), Councillor Coles, Councillor Elsey, Councillor Fitzgerald, Councillor Hiller, Councillor North, Councillor Seaton, Councillor Serluca and Councillor Lamb

Cabinet Advisors: Councillor Casey and Councillor Stokes

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Maqbool. The Leader advised that Councillor Stokes had been appointed to assist Councillor Maqbool whilst she was on maternity leave. This position would be filled by Councillor Stokes on a voluntary basis until Councillor Maqbool returned.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF THE CABINET MEETING HELD ON 25 NOVEMBER 2015

The minutes of the meeting held on 25 November 2015 were agreed as a true and accurate record.

4. PETITIONS PRESENTED TO CABINET

There were no petitions presented to Cabinet.

STRATEGIC DECISIONS

5. PETERBOROUGH CITY COUNCIL PROCUREMENT STRATEGY

Cabinet received a report which followed the development of a procurement strategy by the Procurement Working Group as part of the Council's Contract Rules.

The purpose of the Procurement Strategy was to provide a framework for the next five years for the Council to purchase goods, works or services from third parties. The Strategy put forward a number of outcomes to be delivered in line with Council priorities and the direction of a commissioning led council.

The Cabinet Member for Resources introduced the report highlighting the main issues contained within. Given changes in procurement legislation, the Council had moved towards becoming a commissioning council and the Procurement Strategy outlined areas where further activity and action would be undertaken to ensure best value was achieved, the Strategy also reaffirmed the Council's commitment to supporting local businesses, the Draft Supplier Guide being important in this regard.

It was further advised that in March 2015, Council passed a motion which agreed the development of an ethical investment and procurement policy. Work had been

underway to review this with a group of Members and a number of areas of council policy had been considered. The Group in the main was happy with the current approach, however further government guidance was awaited in order to be able to finalise the procurement elements. The Group was keen that the pension fund review its investment approach and whilst the pension fund was a separate entity and the Council's motion could not be binding on it, Councillor Seaton advised that he had highlighted the issue to the Pensions Board, on which he sat.

The Council's Service Director Financial Services was present at the meeting to respond to questions. Cabinet debated the report and in summary, key points raised and responses to questions included:

- The Strategy would not fail if the Council was unable to meet 100% of the success criteria outlined within, however the Council was aiming to deliver these in full to ensure maximisation of benefit, not just to the Council itself and local tax payers, but also to the local economy;
- It would take approximately 18 months to put the building blocks in place and the Council would be looking to deliver over the next five years;
- An annual update on progress would be brought back to Cabinet, the first one due in Summer 2016, this would outline how the Council was delivering against the Strategy;
- The National Procurement Strategy, on which the document was based, recognised the importance of looking after local businesses. The newly developed Supplier Guide was an integral part of the Strategy and it would be continually kept up to date following feedback from local suppliers;
- Advertising opportunities was an important element and there was a clear commitment that two procurement portals would be used locally for all procurement opportunities, so all local suppliers could see what was available;
- The Strategy outlined how the Council could engage further with local suppliers and it was acknowledged that more could be done going forward;
- All businesses regardless of size should be worked with and it was acknowledged that links should be made with the Federation of Small Businesses;
- There were two main areas in relation to modernising procurement, what the Council bought and how it went about buying it. In terms of what was bought, the Council needed to keep that under constant review and not just retender the same service;
- In terms of modernising how the Council bought, it was about utilising ICT as much as possible and various procurement options were being explored in order to streamline the process;
- The National Procurement Strategy did not prescribe or give suggested weighting between the levels of spend or how individual procurement exercises should be weighted towards local suppliers;
- The process was about making sure opportunities were transparently advertised and making sure that the process for local suppliers was as easy as possible;
- In terms of maximising value for money, it was not simply about the lowest cost. In all procurement exercises the evaluation criteria would be a mix of the financial benefit, but also the benefit of the service and how good the service being offered from the supplier was; and
- The Council had a good track record of delivering value for money over the years and the Strategy was about making sure the Council continued to maximise that element. The Strategy and the Contract Procedure Rules made sure that value for money was an essential requirement in what the Council was seeking to do.

Cabinet considered the report and **RESOLVED:**

1. To approve the Procurement Strategy; and

2. To note the progress to date on investigating options for an ethical investment and procurement policy.

REASONS FOR THE DECISION

The Strategy would provide a framework for procuring goods, works and services with third parties over the next five years.

ALTERNATIVE OPTIONS CONSIDERED

The first option considered was to do nothing, however, the Council spent in excess of £200 million per annum on procurement activity and the Council's Contract Rules referred to the Council having a procurement strategy.

The Strategy aimed to be sufficiently flexible to allow development of individual policies to support the aims of the strategy e.g. concluding ethical elements.

6. CITY CENTRE ANTI-SOCIAL BEHAVIOUR ENFORCEMENT

Cabinet received a report the purpose of which was to outline proposed measures that would change the way enforcement and compliance activity of Peterborough City Council was delivered.

The Leader introduced the report highlighting the main issues contained within. The Council had for some time successfully collaborated with colleagues from the Public Protection Services, most notably the Police and the Fire service, and the ambitious step had been taken to integrate Officers from across the Public Sector to develop a single Community Safety Service that helped to prevent crime, tackle anti-social behaviour and tackle the fear of crime. However, some of the issues affecting the city and its residents had become of concern; issues such as fly tipping, littering, poor housing conditions, begging and street drinking. These issues did nothing to promote the city and to help people feel safe and protected. The outlined proposals presented to Cabinet would build on the work already carried out by the Community Safety Service and would also bring together all of the enforcement professionals from across the council into a single managed service.

The Council's Service Director City Services and Communications addressed Cabinet and outlined the proposals, which in summary were to merge the Council's CCTV Officers, the Parking Enforcement Officers, the Neighbourhood Enforcement Officers, Housing Enforcement Officers and Community Safety Officers and to have a single enforcement team that would not just address the issues in the City Centre but would address issues city wide.

The Council's Service Director Adult Services and Communities and the Head of Community and Safety Services addressed Cabinet and advised how the proposals would build upon the service which was currently in place, how the team would operate, how the proposals would work in practice and the benefits for the whole city.

Cabinet debated the report and proposals, addressing the concept of the proposals being city wide and not just city centre focussed. In summary, key points raised and responses to questions included:

- Consistency of approach in relation to how the new proposals would be achieved through training provision and by performance monitoring, via a performance data system, and leadership. The training provided would be a recognised package;

- The service would build capacity by multiskilling a range of officers who currently could only enforce a single issue. This approach would ensure all parts of the community were reached;
- The service would be evidence based and reports of prolific fly tipping, littering and door to door crime would feature heavily in profiling work;
- The service was for the whole of Peterborough and work had been undertaken with the Rural Scrutiny Committee on how for example similar enforcement functions could be expanded to rural communities;
- A programme plan would be developed for implementation from April 2016 and this would include a communications campaign ensuring all groups were advised of the proposals;
- It was commented that low level crime, particularly in parks, was becoming more and more of an issue and the proposals represented a positive move towards being able to tackle these issues, although it was to be noted that the Council would not be assuming ownership of all low level crime, this still being the responsibility of the Police;
- The proposals sent a strong message to the citizens of Peterborough that both the Council and the Police took low level crimes extremely seriously;
- The intention was not to generate extra income from fines, but to deal with the issues that communities were experiencing. Performance would not be measured on ticket production, but rather on confidence levels. Surveys would be produced in order to ascertain whether the public felt there had been improvements and a measure of success over time would be a decrease in income, due to fewer tickets being issued;
- There would be a number of ways that the public would be able to contact the Council to raise issues, this being part of the wider work of the Customer Experience Programme;
- All of the Officers could be SIA qualified which would enable the team to be utilised for larger events in the city such as the Mayor's Parade and political marches. These qualified staff could also be sold out to events held in the city, such as events held on the embankment. There would also be the possibility of upskilling the team with the Community Safety Accreditation Scheme which would enable Officers to close roads;
- In relation to implementation of the scheme, there were key milestones between now and April 1 2016, at which time it was aimed to have the team visibly on the streets. There was a lot of work to undertake around terms and conditions for staff, control rooms to set and computer systems to purchase, amongst many other things;
- Confirmation was sought that the proposals would be cost effective and it was advised that the income from the enforcement activity would need to contribute to the cost of the service. Cost effectiveness would be integral to the scheme but would not necessarily be measured through an income target or and income figure more around the difference being made to communities;
- A more proactive investigative approach would be taken to issues such as fly tipping;
- Officers were not going to be given powers of arrest, only to ticket on issues such as littering, begging, street drinking, underage sale and enforcement of local bylaws such as cycling on footpaths;
- Teams of Enforcement Officers and Police Officers would be briefed together each day, helping to build relationships between the team. There would be a single radio signal used between the team enabling quicker response times should Police assistance be required;
- Part of the training package that the Officers would receive would focus around what to do in a major incident. The radio system utilised would be the same as used by all emergency services and therefore Officers would be able to listen in and be early notified of any major incidents in the city; and
- The public would notice a difference following the implementation of the scheme. There would be many more officers in high visibility style uniforms

walking around the city rather than for example the plain clothes officers who currently dealt with anti social behaviour incidents.

Following questions, the Leader wished for his thanks to be recorded to the Service Director City Services and Communications for the work undertaken on the proposals sighting that the scheme proposed was cost effective and would go towards pride being put back into the city.

Cabinet considered the report and **RESOLVED** to change the way that enforcement and compliance activity was delivered, in order to protect the city from anti-social behaviour.

REASONS FOR THE DECISION

The recommendations would ensure that the city would be a more attractive place to visit and work.

ALTERNATIVE OPTIONS CONSIDERED

Consideration could be given to leaving the separate teams as they were. However it was already apparent that by not having joined up services, the needs of visitors and businesses in Peterborough were not being adequately met.

7. PETERBOROUGH PRELIMINARY DRAFT LOCAL PLAN

Cabinet received a report which followed the approval of the Council's Local Development Scheme (LDS) by Cabinet in July 2015, which identified that the Council would prepare a Preliminary Draft version of the Local Plan for public consultation in January 2016.

The purpose of the report was for Cabinet to approve the Preliminary Draft version of the Local Plan for public consultation and to delegate authority to Officers to make any minor, inconsequential amendments to the document prior to its publication.

The Cabinet Member for Growth, Planning, Housing and Economic Development introduced the report highlighting the main points contained within. Peterborough was one of the fastest growing cities in the UK with 1300 new homes being built in the last year and policies were in place to provide future growth and development up to 2026. There was however the need for a new Local Plan to take account of changes in national policy, new housing needs numbers and to ensure the Council could maintain a five year supply of deliverable housing sites.

The Preliminary Draft Plan set the overall vision and objectives and identified the broad distributions and areas for growth, it set out how the city and surrounding villages would grow and change over the next 20 years and it would replace the existing adopted plans. It was advised however that the site allocations element was not included within the current draft, as this would form part of the feedback during the consultation process.

Following additional comments from the Council's Principal Strategic Planning Officer, Cabinet debated the report and key points raised and responses to questions included:

- It was a European requirement that all plans be subject to sustainability criteria, therefore a sustainability framework that matched the Environment Capital Action Plan themes had been put in place and throughout the document the relevant symbols indicated how the Plan met all the environment capital themes and also showed how the Plan contributed to the city becoming the UK's Environment Capital;

- In relation to selection of sites, as part of the consultation agents and developers would be asked to put forward local sites that they would like to see included. The sites would be collated and measured against specific criteria, which would rule certain sites out automatically. There would be a range of reasonable alternatives that would also be assessed and a Member Working Party would meet to look at all the options and alternative sites in order to assist in the formation of the recommendations. Preferred sites would then be included in the next version of the Plan with supporting evidence setting out how each site scored against all the assessment criteria and giving clear justification for each site rejected;
- A new five year land supply report had been published in November 2015 which concluded that there was not sufficient land deliverable to meet the five year requirement as set out in the Core Strategy. Following publication of the Draft Local Plan for consultation in January, an update would be published highlighting how the information contained within the new Plan showed that the Council could demonstrate a five year land supply;
- The Draft Plan did not propose any changes to village envelopes, however if a site was allocated within a village, the village envelope would automatically change to include that site.
- As part of consultation, boundary change suggestions were being requested which would be reviewed and any recommendations would be included within the next Plan. This was also the same for the site allocations and there would be a report published highlighting conclusions for making changes or not; and
- Planning Policy LP7 was a Health and Wellbeing Policy and further work was to be undertaken to ensure health and wellbeing issues were incorporated into the Plan in a more specific manner, for example by the improvement of open spaces.

Cabinet considered the report and **RESOLVED**:

1. To approve the Preliminary Draft version of the Peterborough Local Plan for public consultation starting in early 2016; and
2. To delegate authority to Officers to make any minor, inconsequential amendments to the document prior to its publication, in order to correct matters of fact or aid clarity to the reader.

REASONS FOR THE DECISION

Cabinet was asked to approve the Preliminary Draft version of the Local Plan so that public consultation could be carried out on the document.

ALTERNATIVE OPTIONS CONSIDERED

The alternative option of not preparing a new Local Plan was rejected by Cabinet in July 2015 as part of the approval of the Local Development Scheme.

The alternative options for each policy would be assessed as part of the Local Plan Sustainability Appraisal Report to be published in January 2016 alongside the Preliminary Draft Local Plan for public consultation. Consultation would also help inform the Council of options which could be considered as the Plan progressed.

8. STATEMENT OF COMMUNITY INVOLVEMENT

Cabinet received a report which was submitted following the approval of the Council's Local Development Scheme (LDS) by Cabinet in July 2015, which identified that the Council would prepare a new Local Plan by 2018.

The purpose of the report was for Cabinet to approve the Statement of Community Involvement (SCI). Following approval, it would come into force with immediate effect (subject to call-in procedures), and would guide the Preliminary Draft Local Plan consultation due to take place in January 2016, and future consultation rounds. It also informed how the Council would consult on planning applications.

The Cabinet Member for Growth, Planning, Housing and Economic Development introduced the report highlighting the main points contained within. The updated document detailed how communities would be involved in all aspects of Planning in the city. There was a SCI currently in place, however this was now about four years old and there had been a number of changes which needed to be reflected within the document, not least the changes to the neighbourhood planning process.

The Council's Principal Strategic Planning Officer was present to respond to questions. Cabinet debated the report and in summary, key points raised and responses to questions included:

- The SCI set out the minimum requirements which were to be carried out for planning applications, however in relation to very large, complex applications affecting many residents, there were opportunities to target and do more than the minimum requirements;
- The SCI required the Council to consult with all the public and that did include specific groups, however anyone could make a comment on a planning application, a member of the public or any organisation; and
- The SCI set out the same requirements as in legislation with regards to notifying neighbours and people within a certain area about planning applications. Anyone could comment on an application and a weekly list was published on the Council's website of all planning applications received.

Cabinet considered the report and **RESOLVED** to adopt the Statement of Community Involvement.

REASONS FOR THE DECISION

Cabinet was asked to adopt the SCI so that up to date public consultation arrangements were in place for planning related matters.

ALTERNATIVE OPTIONS CONSIDERED

The option of not updating the SCI was rejected, as this would mean that the new Local Plan consultation would be based on out dated requirements, and other elements of the current SCI did not accurately reflect legislation.

9. PHASE 1 BUDGET PROPOSALS

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

The purpose of the report was to enable Cabinet to consider the feedback from the consultation undertaken to date with Scrutiny, residents, partner organisations, businesses and other interested parties and to recommend to Council approval of the Phase 1 Budget Proposals.

The Cabinet Member for Resources introduced the report, highlighting the main issues contained within. Gratitude was expressed to all those who had shared their views and to Directors and Officers in supporting specific events. There had been fewer comments received than at the same stage in previous years, this perhaps being due to

there being no service reductions in Phase 1 but also perhaps that the key challenges and approach taken were increasingly understood.

The recommendations from the joint meetings of the Scrutiny Committees were contained within an addendum which had been circulated to Cabinet, along with responses to the points raised. None of the points raised affected the budget proposals directly and therefore it was recommended that they were all accepted and work undertaken as necessary

The addendum also detailed all other feedback received along with responses. Where the feedback included suggestions for saving money they had been reviewed and Councillor Seaton stated that whilst he was grateful for the comments, in most cases the Council was either undertaking them already or were planning to do so. On this basis it was not considered that there should be any changes to the Phase 1 Budget proposals.

The budget conversation would remain open until 5pm on 15 December 2015 and a further update would be brought to Full Council on 17 December 2015. A second set of proposals to close the budget gap would be published in the New Year.

The Chief Executive addressed Cabinet and provided clarification to a point raised within the consultation relating to the costs of senior managers. It had been reported at the Budget Council meeting in March 2015 that the Council had saved £1.5m over the previous two years on senior management costs as a result of two senior management restructures. There had been some further changes with there now being three joint arrangements in place, two with Cambridgeshire County Council, with the Chief Executive and the Director of Public Health and a further joint role in the Corporate Director Growth and Regeneration, who worked partly for the Council and partly for the Peterborough Development Partnership, where his costs were met by that partnership.

Cabinet debated the report and key points raised and responses to questions included:

- At the current time, it was too early to confirm the impact of the spending review;
- How the money from disposals to fund revenue spend could be used was still subject to certain requirements. Although there wasn't a general flexibility, any flexibility was welcomed; and
- All councils were facing a reduction in grant and upper tier councils were seeing pressures in Adults and Children's Social Care. The Council had been focussing on transformation and income generation and only as last resort had the authority looked at service reduction.

Cabinet considered the report and **RESOLVED** to approve the Phase 1 Budget Proposals as the basis for consultation.

REASONS FOR THE DECISION

The Council must set a lawful and balanced budget. The approach outlined within the report worked towards this requirement.

ALTERNATIVE OPTIONS CONSIDERED

No alternative option had been considered as the Cabinet was responsible under the Constitution for initiating Budget Proposals and the Council was statutorily obliged to set a lawful and balanced budget by 11 March annually.

Chairman
10.00am – 11.17am

CABINET	AGENDA ITEM No. 5
18 JANUARY 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Wayne Fitzgerald, Deputy Leader and Cabinet Member for Integrated Adult Social Care & Health	
Contact Officer(s):	Wendi Ogle-Welbourn, Corporate Director People & Communities	Tel. 863749

ADULT SOCIAL CARE CHARGING POLICY REVIEW

R E C O M M E N D A T I O N S	
FROM : Cabinet Member for Integrated Adult Social Care & Health Scrutiny Commission for Health Issues Corporate Director, People & Communities	Deadline date : N/A
<p>That Cabinet considers:</p> <ol style="list-style-type: none"> 1. The proposed changes to the reviewed Adult Social Care charging policy, and notes the recommended option; 2. The responses and feedback received from a public consultation on the charging proposals; and 3. The comments and recommendations of the Scrutiny Commission for Health Issues on the charging proposals. <p>and subsequently:</p> <ol style="list-style-type: none"> 4. Approves the proposed changes to the charging policy, as set out in paragraph 4.4 of the report to take effect from the earliest available opportunity as part of the routine financial assessment and financial assessment review process in accordance with Government regulations. 	

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet following:

- The recent consultation on proposals for the Adult Social Care charging report;
- Referral from the Scrutiny Committee meeting; and
- Referral from the Corporate Management Team meeting on 11 November 2015.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is:

- To provide information for consideration on a number of proposed changes to the Council's Adult Social Care Charging Policy;
- To receive responses, and comments from a recent public consultation;
- To receive responses, comments and recommendations from the Scrutiny Commission for Health Issues; and
- To seek approval of the recommended changes to the charging policy, and for the method of implementation of these changes.

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

3. **TIMESCALE**

Is this a Major Policy Item/Statutory Plan?	NO
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4. **ADULT SOCIAL CARE CHARGING POLICY REVIEW**

Background

- 4.1 Local Authorities are lawfully able to decide for themselves whether to charge for certain types of care and support services, but must only charge people what they can afford to pay in accordance with nationally set protected minimum income levels, and charges must not exceed the costs of providing the service. The Council has charged for care and support based on these principles since April 2003. Since that time, the charging policy has undergone a number of revisions, additions and amendments to reflect changes to statute and guidance, and to increase the range and level of care charges it has applied in response to the increasing financial pressures the Council has faced. Approximately 60% of people currently in receipt of a care and support service make a financial contribution towards the cost of their care; with income from charges forming a significant element of Council funding.

- 4.2 The Care Act 2014 and its supporting regulations and guidance sets out a clear, consistent way of assessing what people can afford to pay for their care and support, and introduces a number of changes to the way the charging policies for care and support should operate. The Council’s charging policy has been reviewed to identify the changes required to ensure compliance with the new statutory guidance, and also to identify opportunities for maximising revenue from care charges.

Key issues

- 4.3 A total of 13 proposed changes to Peterborough’s charging policy were identified following a comprehensive review undertaken in early 2015, six of which financially impact either neutrally or positively on people receiving care, and a further seven which may result in increases in care charges for some. The changes that will have a neutral or positive effect on care charges have already been routinely applied within financial assessments since April 2015, but the changes that could result in increased care charges have not yet been applied to individuals, as these are deemed to be adverse changes to a Council policy that require public consultation and formal Council consideration and authorisation.

- 4.4 The seven adverse charging policy changes proposed are:

1. For people who receive care and are part of a couple, care charges will be based only on the finances of the person receiving care, not the joint finances and circumstances of the couple. This might mean therefore that in some circumstances, some members of couples with high incomes will see their weekly care charge increase.

2. Care charges will apply from the date that care started, rather than the date of the financial assessment.

3. Charges for respite care home stays will be based on an individual’s own finances, not a fixed, standard charge.

4. Elements of some disability benefits (the higher rate of Attendance Allowance and the higher rate of Disability Living Allowance Care Component) which are currently disregarded in the calculation of the care charge for some clients will be fully taken into account.

5. An administration fee will be charged for arranging care services for people who have capital above the national funding limit.

6. Care charges will apply to people in prison who receive care and support services - where they have the means to pay these, and where it is practicable to work this out.

7. Interest charges will apply to residential care home loan payments made by the Council under its deferred payments scheme on behalf of people who own their former home, but choose not to sell this.

Impact of the changes

4.5 Adopting the above changes to the Council's charging policy would result in increased care charges for some people. Initial estimates have identified that:

- Up to 440 people could see their weekly care charges increase by more than £25 depending on their individual and financial circumstances (NB those affected by the largest increases will have the highest incomes that will have not previously have been taken fully into account in their financial assessments). Some people will experience care charge increases of less than £25 per week.
- Up to 60 people could see their weekly care charges increase by up to £15 per week.
- Up to 200 people a year who first start to receive care could see the period to which care charges apply increase by an average of 2-3 weeks from the start date of their care.

4.6 Increased care charges will only apply if the incomes of those people affected exceed nationally set minimum protected income levels (which are based on income support/pension credit levels plus an additional 25%). Those with the highest incomes are likely to therefore experience the highest charge increases, but will always be left with income levels that are above protected minimum figures. A person's individual financial circumstances are always considered and taken into account in the final calculation of their care charge; for example, levels of expenditure that are directly attributable to the person's disability and which are then disregarded in the financial assessment. No individual would therefore be required to pay a charge that was deemed to be unaffordable according to nationally set criteria. A comparison of the charging position taken by five other local authorities in terms of these proposals has been undertaken, and the results are shown at Appendix 1.

Options for implementation

4.7 The Council can consider a number of options in respect of the charging policy proposals:

- a) Agree to the changes and apply these from the earliest available opportunity as part of the routine financial assessment and financial assessment review process. This is the preferred option.
- b) Agree to the changes but phase these in over a three year period, limiting the increase that would apply to each individual to a third of the total increase figure (i.e. the full impact of the increase would only be felt in the third year – 2017/18)
- c) Agree to implement only some of the proposed changes, and operate a more generous version of the charging policy.
- d) Leave the charging policy unchanged, and continue to operate a more generous version of the charging policy.

5. CONSULTATION

5.1 A public consultation on the charging policy proposals was launched on 17th August 2015 on Peterborough City Council's website, and ended on 28th September 2015. Comments were invited on the seven proposed changes to the charging policy. The consultation on the website contained details of the consultation's aim and purpose, who would be affected,

who was being consulted, the methods, background and summary, the proposals, the reasons for the changes and their impact, and an online questionnaire.

- 5.2 Notification of the consultation was issued to a range of partner organisations, including: Peterborough Council for Voluntary Services, Cambridgeshire & Peterborough Clinical Commissioning Group, Age UK, Peterborough CAB, Peterborough Carers Partnership Board, Peterborough Adult Social Care Co-production group, and Peterborough DIAL. Details were also circulated widely to departmental staff members and incorporated in staff newsletters.
- 5.3 A summary leaflet, consultation document and paper questionnaire were posted to approximately 50 randomly selected individuals in receipt of care services. Financial assessment officers also raised the issue of the charging consultation with a number of care users at home visits during the period of the consultation.
- 5.4 A total of 24 responses were received from the consultation, the majority being supportive of the proposals. 11 of these were electronic responses via the Council's website, and 13 written responses were received from the postal survey/home visit survey. 35 individual comments were received, reflecting a range of views. 18 of the responses were received from people receiving care services, four responses were from members of staff, and a further two responses were received from organisations (Peterborough Council for Voluntary Services, and the Cambridgeshire & Peterborough Clinical Commissioning Group).
- 5.5 The questionnaire responses were as follows:

Proposal	Agree	Disagree
1. For people who receive care and are part of a couple, care charges will be based only on the finances of the person receiving care, not the joint finances and circumstances of the couple. This might mean therefore that in some circumstances, some members of couples with high incomes will see their weekly care charge increase	22	2
2. Care charges will apply from the date that care started, rather than the date of the financial assessment.	17	5
3. Charges for respite care stays in a care home will be based on an individual's own finances, not a fixed, standard charge.	17	7
4. Elements of some disability benefits (Attendance Allowance and Disability Living Allowance Care Component) which may currently be disregarded in the financial assessment will be taken fully into account.	12	12
5. An administration fee will be charged for arranging care services for people who have capital above the national funding limit.	15	8
6. Care charges will apply to people in prison who receive care and support services - where they have the means to pay these, and where it is practicable to work this out	23	-
7. Interest charges will apply to care home payments made by the Council under the deferred payments scheme on behalf of people who own their former home but choose not to sell this.	11	11

- 5.6 A range of comments were also received, and these are reproduced at Appendix 2.
- 5.7 This matter will be considered by the Council's Scrutiny Commission for Health Issues on 13th January 2016. Feedback from the Commission will be provided to Cabinet for the meeting.

6. ANTICIPATED OUTCOMES

- 6.1 If approved, the Council's charging policy will be fully compliant with the Care Act statute and guidance, and will enable revenue from charges to be maximised in a fair, balanced and consistent way.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The proposed changes to the charging policy and the preferred method of implementation will ensure that the Council's adult social care charging policy:
- Meets statutory requirements.
 - Maximises income from charges, and in so doing generates additional revenue that will assist the Council in setting a balanced budget, and will help to maintain and extend adult social care services against a background of increasing demand and financial constraints.
 - Continues to charge people in a fair, consistent and equitable way

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Alternative charging policy options have been outlined at paragraph 4.7 of this report. Options 4.7 b), c) and d) have been considered and rejected because they would not generate the estimated additional income from care charges that the recommended option would (4.7 a). The challenging financial climate and increasing cost pressures that the Council faces make it imperative that all revenue sources are maximised where this can be done fairly and legitimately.

9. IMPLICATIONS

Financial implications

- 9.1 The Council has charged for care and support services for many years, and income from charges helps to protect and sustain essential care services for vulnerable adults. Income from care charges in the 15/16 financial year is estimated to be £6.7m as at June 2015, and represents 16% of the forecast gross care package spend.
- 9.2 Adopting all the proposed charging policy changes could lead to an estimated increase of revenue from care charges of up to £260k (full year effect), although this figure will not be achieved in 15/16 given the delayed introduction of the proposed changes. The later in the financial year that these changes are introduced, the less revenue will be generated as a result in the 15/16 year. Phased implementation / transitional protection over a three year period would also reduce the expected income levels resulting from the proposed charge changes by the equivalent of two thirds of the expected income from the increases in the first year of implementation, and one third in the second year. The full year effect of the charges increases would therefore only be felt in the third year (2017/18) if this option were approved.

Legal implications

- 9.3 The Care Act provides a single legal framework for charging for care and support under sections 14 and 17. It enables a local authority to decide whether or not to charge a person for the care and support that they receive, except where it is expressly stated in the Act, regulations and guidance that charges must not apply. The overarching principle is that people should only pay what they can afford, and will be entitled to financial support based on a means-test, and some will be entitled to free care.
- 9.4 The Care Act provides a number of broad powers for Councils to carry out certain functions. Where a Council chooses to exercise these powers, it may be necessary to consult on how it intends to do so. A Council would only usually be expected to consult locally where it is using its discretion in relation to the exercise of a particular function.

Equality implications

- 9.5 The revised charging policy will help to ensure that Adult Social Care services continue to be accessible to all sections of the local population, including those with fewer financial

resources and lower incomes, but will be more consistent by treating service users with high incomes / high capital resources more equitably. The financial assessment is undertaken on an equitable and consistent basis across all client groups, and compared uniformly against national eligibility criteria.

Ward implications

- 9.6 This report does not have any implications for any individual ward, as it will apply to people needing care services city-wide.

10. BACKGROUND DOCUMENTS

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

Care and Support Statutory Guidance – issued under the Care Act 2014, Department of Health

Adult Social Care Charging Policy - Equality Impact Assessment

11. Appendices

Appendix 1 - Comparator & benchmarking table

Appendix 2 - Consultation responses – comments

Comparator & benchmarking table

Peterborough care charging policy proposal	Practice in other Councils				
	Lincs	Cambs	Northants	Swindon	Luton
1. For people who receive care and are part of a couple, care charges will be based only on the finances of the person receiving care, not the joint finances and circumstances of the couple. This might mean therefore that in some circumstances, some members of couples with high incomes will see their weekly care charge increase	Yes	Yes	Yes	No	No
2. Care charges will apply from the date that care started, rather than the date of the financial assessment.	No	Yes	Yes	Yes	No
3. Charges for respite care stays in a care home will be based on an individual's own finances, not a fixed, standard charge.	No	Yes	Yes	No	No
4. Elements of some disability benefits (Attendance Allowance and Disability Living Allowance Care Component) which may currently be disregarded in the financial assessment will be taken fully into account.	No	Unable to determine	No	No	No
5. An administration fee will be charged for arranging non-residential care services for people who have capital above the national funding limit.	Yes	Yes	No	Yes	No
6. Care charges will apply to people in prison who receive care and support services - where they have the means to pay these, and where it is practicable to work this out	No	Unable to determine	No	No	No
7. Interest charges will apply to care home payments made by the Council under the deferred payments scheme on behalf of people who own their former home but choose not to sell this.	Yes	Yes	Yes	Yes	No

Consultation responses – comments:

Proposal 1 comments

For people who receive care and are part of a couple, care charges will be based only on the finances of the person receiving care, not the joint finances and circumstances of the couple. This might mean therefore that in some circumstances, some members of couples with high incomes will see their weekly care charge increase

1. *Treating people as individuals for charging purposes appears to be fair and reasonable*
2. *Must ensure the partner is protected*
3. *We can't sign up to personalisation only where we choose. People are either individuals in their own right or not.*
4. *The wording on this is a bit complex but the proposal seems fine*
5. *When you're on a low income as I am you cannot afford to pay any extra*
6. *All people receiving care should be re-assessed and informed on national set minimum levels*

Proposal 2 comments

Care charges will apply from the date that care started, rather than the date of the financial assessment.

1. *Absolutely fair that you should only pay once a service has commenced*
2. *Concerned that vulnerable people could incur a debt of their client contribution if the financial assessment is not carried out immediately. Also people would not be able to make an informed decision when accepting services from Adult Social Care without knowing how much contribution would be expected from them, therefore an individual may be offered commissioned services in a crisis and find that a few weeks down the line they receive an unexpected invoice for their contribution.*
3. *Financial assessment must be very swift so that the client can make a reasoned choice about proceeding with the care package and nobody is put in difficulty paying a back-dated bill.*
4. *It is appropriate for people to pay from day one when they can afford to*
5. *Mostly people will have been financially assessed before care commences*

Proposal 3 comments

Charges for respite care stays in a care home will be based on an individual's own finances, not a fixed, standard charge.

1. *Appears to be reasonable*
2. *Appears fairer*
3. *I prefer the standard charge rate as it's not fair to pay more if my income is higher*
4. *Be assessed*

Proposal 4 comments

Elements of some disability benefits (the higher rate of Attendance Allowance and the higher rate of Disability Living Allowance Care Component) which are currently disregarded in the calculation of the care charge will be fully taken into account.

1. *How much is gained by taking this difference into consideration? In these financially hard times for people could this not be disregarded and publicised as a gesture of good will on the part of PCC?*
2. *Unjust to take this benefit into consideration. Often used to pay others to help look after you.*

3. *AA/DLA is to help with the extra costs of care 24 hours a day. This includes such things as extra laundry and extra costs of higher levels of heating. If only part day care is being provided by the Council then money must be left for the rest of the day and the extra daily expenses.*
4. *Benefits are income*
5. *AA & DLA are intended to help with care so this appears logical*
6. *Quote, Minimum income level and their basic living and other costs by assessment*

Proposal 5 comments

An administration fee will be charged for arranging care services for people who have capital above the national funding limit.

1. *Appears to be reasonable to charge an administration fee in this respect. Time is money. Also the peace of mind knowing that PCC has set up something properly should attract a cost.*
2. *I think this should be covered by local taxation*
3. *I would prefer for the care to be arranged for me as when you come out of hospital, you don't want the hassle*
4. *Would want to know how much we would charge*
5. *Would like to know how much first*

Proposal 6 comments

Care charges will apply to people in prison who receive care and support services - where they have the means to pay these, and where it is practicable to work this out

1. *When you go to prison, you have lost your rights. So they should pay like everybody else.*
2. *Do people in prison receive benefits? Don't know enough about people in prison.*

Proposal 7 comments

Interest charges will apply to care home payments made by the Council under the deferred payments scheme on behalf of people who own their former home but choose not to sell this.

1. *Can't there be a differentiation between those who can't sell their homes and those who do not wish to?*
2. *The Council needs to mirror the national interest rates not just use the upper banding of 2.25%*
3. *For older person and their family I think it is difficult enough to reach the decision to agree to a residential placement. I don't think that it is right that families and the people have to pay excessive interest too.*
4. *This is reasonable as house values increase by more than 2.25% annually. PCC may also need to borrow to fund the scheme which is optional and may be beneficial to the care recipient. Why should other Council Tax payers fully fund it?*
5. *Agree only if resident intends to return to home if possible, otherwise charge should increase based on house value.*
6. *As long as interest rate minimal + nationally agreed rate*
7. *But don't do a Wonga*

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CABINET	AGENDA ITEM No. 6
18 JANUARY 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Wayne Fitzgerald, Deputy Leader and Cabinet Member for Integrated Adult Social Care & Health	
Contact Officer(s):	Wendi Ogle-Welbourn, Corporate Director People & Communities	Tel. 863749

TREATMENT OF WAR DISABLEMENT PENSION - ADULT SOCIAL CARE CHARGING

R E C O M M E N D A T I O N S	
FROM : The Deputy Leader and Cabinet Member for Integrated Adult Social Care & Health Corporate Director, People & Communities	Deadline date : N/A
That Cabinet:	
<ol style="list-style-type: none"> 1. Considers the motion moved by Councillor John Fox and unanimously supported by Full Council, as set out in Appendix 1; 2. Considers whether the Adult Social Care Charging Policy be amended to fully disregard the war disablement pension in the social care financial assessment, effective from February 2016, in accordance with the motion; and 3. Supports the Local Government Association's call for additional funding to be provided by Central Government to ensure that such a policy change is financially sustainable. 	

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet following the motion moved by Councillor John Fox, the Council's Armed Forces Community Champion, to full Council on 14th October 2015 (see Appendix 1), which has its origins in the Royal British Legions 'Insult to Injury' campaign (Appendix 2). The motion was supported unanimously by Council.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is to consider and seek approval to a proposed change to the Council's adult social care charging policy in response to Councillor Fox's motion.

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

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO
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4. ADULT SOCIAL CARE CHARGING POLICY

Background

- 4.1 Charges for social care services are determined by an individual means test or financial assessment, which takes into account a person's financial resources and personal circumstances and compares these against nationally set minimum protected income levels and allowances. The type of income a person receives determines how it is treated in the financial assessment calculation, for example if it is taken fully into account, partially disregarded or fully disregarded.
- 4.2 Military compensation comes in many different forms, but is not treated consistently in the statutory guidance that sets out the rules for care charges. Veterans injured after 6 April 2005 receive income compensation through the Armed Forces Compensation Scheme, which is fully disregarded in the financial assessment calculation. However, veterans injured prior to 5 April 2005 receive a War Disablement Pension, which is subject to a £10 disregard - with the remainder of the income taken into account in the financial assessment. War Disablement Pension income above this £10 level therefore increases the person's care charge, and reduces the Council's contribution towards a person's care costs.
- 4.3 This difference in treatment has been identified as anomalous by the Royal British Legion (RBL), who have mounted a campaign ('Insult to Injury' - Appendix 2) to highlight the issue. RBL estimates that nationally about 4,000 people are affected, and is asking the Government to amend current charging rules, and supply additional funding to Councils so that no injured veteran has to give up their compensation to cover the cost of their care.
- 4.4 The Local Government Association describes the situation as an 'unfair anomaly' that treats veterans differently depending on when they were injured – and has also called for more Government funding for Local Authorities to protect injured war veterans from spending military compensation on social care costs.

Armed Forces Community Covenant

- 4.5 In January 2013, the Council was a signatory to the Armed Forces Community Covenant alongside RAF Wittering and the Royal British Legion. The Covenant is a voluntary statement of mutual support between the civilian community and the local Armed Forces community. Its purpose is to recognise and remember the sacrifices made by members of the Armed Forces community, particularly those who have given the most. The Community Covenant complements the principles of the Armed Forces Covenant that governs the relationship between the Nation, the Government and the Armed Forces community.
- 4.6 The Motion from Councillor John Fox in his capacity as Armed Forces Community Champion falls within the principles of the Community Covenant and will help to demonstrate the council's commitment to its Armed Forces community.

Proposal

- 4.7 The motion moved by Councillor John Fox at full Council on 14th October 2015 requested a review to identify the numbers of War Disablement Pensioners in Peterborough who are accessing social care support, and also asked that a report be brought to Cabinet to explore whether both forms of military compensation can be exempted from financial assessments for care. The motion also called for support to be given to the LGA's call for additional central government funding to be provided to ensure such a change is financially sustainable. The motion was approved unanimously by full Council.
- 4.8 The Council's charging policy is currently undergoing a review in response to the changes introduced by the Care Act, and in response to the financial pressures the Council is facing. The application of a full disregard of War Disablement Pension income in

Peterborough financial assessments would require a relatively minor change to the Council's adult social care charging policy - which would not impact on this wider review and could be applied currently, without administrative difficulty.

Local impact

- 4.9 Adult social care records report that four Peterborough residents are in receipt of War Disablement Pension. Of these, two have been financially assessed as not needing to pay a charge towards the care and support services they receive, so there would be no financial benefit to them, or financial cost to the Council, of disregarding War Disablement Pensions for these clients. Of the remaining two, one person is in residential care, and the other person receives care and support services at home. Care charges for these individuals would decrease by an average of £52 per week if War Disablement Pension were to be disregarded in full in the financial assessment.
- 4.10 The estimated loss of revenue to the Council overall of disregarding War Disablement Pension currently for these clients would be £1.8k for the remainder of the current financial year, and £5.4k per annum thereafter (assuming no further changes). Although difficult to predict, it is not expected that the numbers of those in receipt of War Disablement Pension and care and support services will rise in the future.
- 4.11 Of Peterborough's neighbouring local authorities, the charging policy position on the disregard of War Disablement Pension is as follows:
- Cambridgeshire – disregards War Disablement Pension in full
 - Lincolnshire - disregards the first £10 only
 - Norfolk – disregards the first £10 only
 - Northamptonshire – disregards the first £10 only

5. CONSULTATION

- 5.1 If the Council makes a change to its care charging policy that has a positive impact which does not disadvantage any group or individual, then formal public consultation is not ordinarily required.

6. ANTICIPATED OUTCOMES

- 6.1 If approved, the proposed change to the Council's charging policy will reduce the charges for a small number of individuals receiving care services, and will therefore respond positively to the campaigns for fairer treatment of injured war veterans. The change will reduce Council revenue raised from care charges by a negligible amount in the current financial year, and by a comparatively small amount in future years.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The proposed changes to the charging policy will ensure that the Council's approach to the treatment of military compensation:
- Recognises the sacrifice of those injured in service
 - Is equitable, fair, and consistent with the treatment of other forms of compensation
 - Rectifies a widely-perceived anomaly
 - Is within the Council's discretion, and
 - Has a negligible/low financial impact

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 The alternative options considered are:

- a. To leave the charging policy unchanged in respect of its treatment of War Disability Pension.

This was rejected since there is a widely held view that there is an anomaly in the treatment of military compensation that requires rectifying, and the will of the Council has been clearly expressed that such a rectification should be considered locally.

- b. To reduce care charges even further for those injured in military service.

This option was also rejected since this would cause a further loss of revenue to the Council at a time of extreme financial pressure. Also, the recommended option is in accord with the campaigning stance of the Royal British Legion, and the views of the Local Government Association.

9. IMPLICATIONS

Financial implications

- 9.1 If the new disregard were to be introduced currently, the financial impact in the 15/16 year would amount to a negligible loss of revenue of c£1.8k. This additional cost can be accommodated in 2015/16, but will create a cost pressure in subsequent years, although amounts would remain comparatively low – in the region of £5.5k per annum.

Legal implications

- 9.2 The Care Act provides a single legal framework for charging for care and support under sections 14 and 17. It enables a local authority to decide whether or not to charge a person for the care and support that they receive, except where it is expressly stated in the Act, regulations and guidance that charges must not apply. The overarching principle is that people should only pay what they can afford, and will be entitled to financial support based on a means-test, and some will be entitled to free care.
- 9.3 The Care Act provides a number of broad powers for Councils to carry out certain functions. Where a Council chooses to exercise these powers, it may be necessary to consult on how it intends to do so. A Council would only usually be expected to consult locally where it is using its discretion in relation to the exercise of a particular function.
- 9.4 There is no statutory duty to consult in the Care Act 2014 but there may be consultation duties at common law. The statutory guidance which accompanies the Care Act 2014 refers to some decisions on which a local authority must or should consider consulting.
- 9.5 The general principles of the common law duty to consult provides that where a procedural legitimate expectation arises where there are substantial grounds for expecting a policy to continue for people's benefit or there is a proposal to cut a benefit/service then fairness requires consultation before a decision is made.
- 9.6 There will be a common law duty to consult if the local authority is introducing a significant change in policy or practice that may adversely affect service users. In relation to charging the statutory guidance expressly states that a charging policy under the Care Act must be consulted on unless the local authority simply continues with the previous policy. A local authority must follow the statutory guidance unless there is a good reason not to.

Ward implications

- 9.7 This report does not have any implications for any individual ward.

10. BACKGROUND DOCUMENTS

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

11. APPENDICES

Appendix 1 - motion moved by Councillor John Fox, the Council's Armed Forces Community Champion, to full Council on 14th October 2015.

Appendix 2 - Royal British Legions 'Insult to Injury' campaign leaflet

COUNCIL AGENDA ITEM No. 12

14 OCTOBER 2015 PUBLIC REPORT

MOTIONS ON NOTICE

The following notices of motion have been received in accordance with the Council's Standing Order 13.1:

5. Motion from Councillor John Fox

That this Council:

1. Acknowledges the extraordinary risks that members of our Armed Forces, past and present, take with their health and lives in defence of our freedom. Unfortunately, this unique sacrifice is not being properly recognised within our social care charging policies as only veterans who were injured after April 2005 are able to retain their military compensation awards in full when accessing support for their care. In contrast, veterans who were injured before April 2005, who are known as War Pensioners, typically find that all but the first £10 per week of their military compensation is taken to cover their care costs.

2. Agrees that it is profoundly unfair that the date when a veteran was injured should determine the level of support that they can expect to receive when accessing social care. This is particularly true given that both forms of military compensation are otherwise treated the same and fully exempted from other means tests for statutory benefits, including Universal Credit. To add insult to injury, the current situation amounts to a clear breach of the Armed Forces Covenant, which states that;

“Those who serve in the Armed Forces, whether Regular or Reserve, those who have served in the past, and their families, should face no disadvantage compared to other citizens in the provision of public and commercial services”.

This is because current charging guidance stipulates that compensation awarded to civilians injured at work must be fully exempted if placed in a trust fund. War Pensioners are unable to protect their military compensation in this way as their payments are received in regular, weekly instalments, as opposed to a one-off lump sum payment.

3. Recognises, in light of the information above, that there is an unfair anomaly in existing social care charging guidance and accordingly resolves to:

- i. Identify the number of War Disablement Pensioners currently accessing social care support from the Council;
- ii. Honour its Community Covenant commitments by bringing a report to Cabinet which explores whether both forms of military compensation can be fully exempted from financial assessments for social care support; and
- iii. Support the Local Government Association's call for additional funding to be provided by Central Government to ensure that such a policy change is financially sustainable.

INSULT TO INJURY

Veterans injured during Service have most of their compensation taken to cover the cost of their social care. Military compensation is awarded as recompense for the pain and suffering experienced by injured Service personnel and veterans; it should not be treated as normal income.



TAKE ACTION TODAY!

Please take action today and join over 3000 people who have asked the Government to amend current charging rules, and supply additional funding, so that no injured veteran has to give up their compensation to cover the cost of their care.



WAR PENSIONERS ARE BEING UNFAIRLY TREATED

Veterans injured in Service before 5 April 2005 receive a War Disablement Pension in compensation. Yet, unlike civilians, if these injured veterans have or develop social care needs, they routinely find that they have to use their compensation to pay for their support.

This is unfair and needs to change. Military compensation is rightly exempted from other financial assessments for statutory benefits, including Universal Credit and Council Tax Support.

Furthermore, in England and Wales, veterans injured after 6 April 2005 (and therefore receiving compensation through the Armed Forces Compensation Scheme) are already able to keep all of their compensation payments when accessing social care support.

All veterans, regardless of when they were injured or where they now live, should be able to retain the compensation that is rightfully theirs. Not only would this bring the treatment of military compensation within the social care system into line with other statutory benefits, but it would also ensure parity with civilian personal injury compensation, which can be placed in a trust fund to ensure that it is not counted in means tests for social care.

WE STILL NEED YOUR HELP

A big thank you to all of our fantastic supporters! Before the General Election, you sent **over 3000 letters** to your MPs, and hundreds more to members of the Devolved administrations.

Our campaign is not over though and **injured veterans still need our help**.

The government is currently asking for ideas of what could be included in the next Budget. This is a great opportunity to **get your voice heard!**

Please write to the Treasury using the link below and call on the government to provide funding so that no injured veteran has to give up their compensation to cover the cost of their care.

CABINET	AGENDA ITEM No. 7
18 JANUARY 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development	
Contact Officer(s):	Andy Tatt, Head of Peterborough Highway Services	Tel. 453469

REVIEW OF THE FOURTH LOCAL TRANSPORT PLAN

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

1. ORIGIN OF REPORT

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

2. PURPOSE AND REASON FOR REPORT

- 2.1 This report is being submitted as part of the democratic process leading to the adoption of the fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026) at Full Council in January 2016. The Local Transport Plan is a major policy framework document under Part 3 Section 1 of the Constitution which is reserved to Council for approval on the recommendation of Cabinet.
- 2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.1 To take collective responsibility for the delivery of all strategic Executive functions within the Council's Major Policy and Budget Framework and lead the Council's overall improvement programmes to deliver excellent services.

3. **TIMESCALE**

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

4. **BACKGROUND INFORMATION**

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

5. **CONSULTATION**

- 5.1 The consultation process for the LTP4 started in autumn 2015. In October all stakeholders and interested parties (254 in total, including statutory consultees) were contacted and sent a leaflet outlining what the proposals were for LTP4. The following lists some of the types of stakeholder and interest groups that were consulted:
- Bus Service providers
 - Community Associations
 - Councillors
 - Disability and Accessibility Groups
 - Environment Organisations
 - Local Members of Parliament
 - Neighbouring Local Authorities
 - NHS Trust
 - Parish Councils
 - Partnering Organisations
 - Police and other Emergency Services
 - Other local groups for cycling, walking, senior citizens, rail and traders
- 5.2 For residents, hardcopies of the leaflets were available at the Town Hall and Bayard Place.
- 5.3 To further publicise the consultation, the council website and social media (Facebook and Twitter) were utilised alongside the placement of an advertisement in the local newspaper,

Peterborough Telegraph and coverage on local radio. Dates were then set for consultation 'drop in' events, which were held at the Town Hall.

Table– LTP consultation events

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

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

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

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

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

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

6. ANTICIPATED OUTCOMES

6.1 For Cabinet to consider the fourth Local Transport Plan (2016-2021), including the review of the Long Term Transport Strategy (2011-2026) and make recommendations for changes where appropriate.

6.2 For Cabinet to consider the recommendations made by the Sustainable Growth and Environment Capital Scrutiny Committee.

6.3 To approve the submission of the document to Full Council for consideration and adoption on 27 January 2016.

7. REASONS FOR RECOMMENDATIONS

7.1 It is a statutory requirement that all local transport authorities outside of London produce a five year Local Transport Plan under the Transport Act 2000, as amended by the Local Transport Act 2008. It is also a major policy framework document under part 3 section 1 of

the Constitution and as such it is required to be submitted to Full Council for adoption. Cabinet are asked to support the submission of this document to Full Council for consideration and adoption in January 2016.

8. ALTERNATIVE OPTIONS CONSIDERED

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

9. IMPLICATIONS

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

Financial

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

Legal

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

Corporate Priorities

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

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

Environment Capital

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

Community Safety

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

Discrimination and Equality

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

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

10. BACKGROUND DOCUMENTS

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

The fourth Local Transport Plan

Fourth Local Transport Plan - Equality Impact Assessment

11. APPENDICES

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

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1. Introduction

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

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

The guidance states:

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

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

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About Peterborough

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Figure 2: Location map of Peterborough

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Highway Network

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

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

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

Figure 3: Peterborough unitary authority and principal transport network

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

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

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

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

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

Figure 4: Strategic road, river and rail network

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Strategic Cycle Network

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

- Well connected
- Continuous
- Safe

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

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

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

Figure 5: Peterborough cycle network

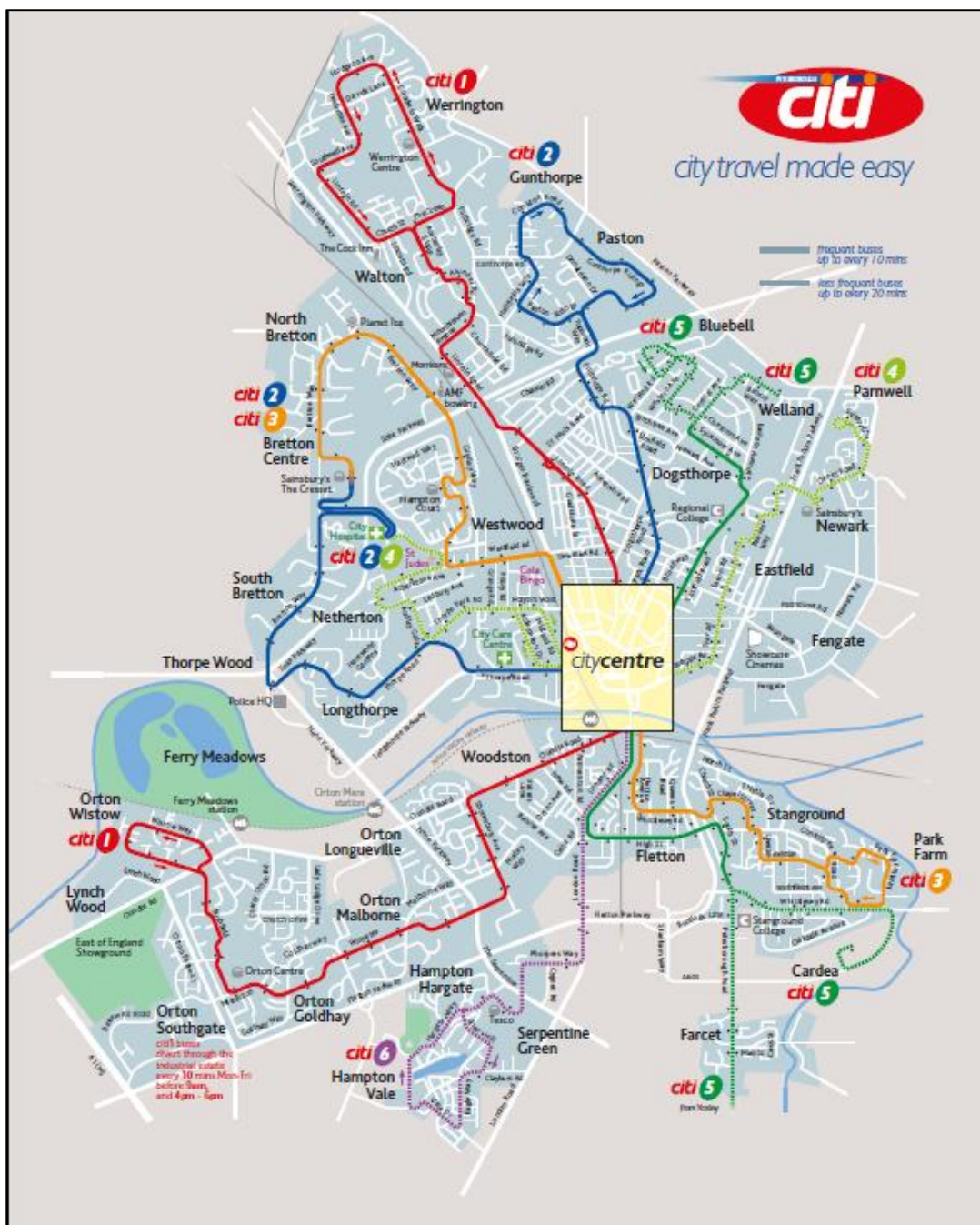
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Core bus routes

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

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

Figure 6: Core bus routes



2. Transport Policy & Wider Context

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

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

Introduction

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

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

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

Policy Background

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

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

National Transport Policy

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

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

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

The priorities for delivering this vision were to:

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

Greater Cambridgeshire Greater Peterborough Local Enterprise Partnership

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

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

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

Strategic Economic Plan

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

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

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

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

The SEP vision for transport is

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

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

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

Peterborough Core Strategy

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

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

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

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

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

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

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

LTTS and LTP4 overarching vision

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

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

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

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

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

LTTS and LTP4 strategic priorities

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

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

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

3. Transport Issues and Challenges

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

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

Transport modelling

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

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

Consultation

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

Table 1: Issues and challenges themes

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

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

Summary of the LTTS development

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

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

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

These issues informed the development of the LTTS and LTP3.

Transport challenges

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

Table 2: Transport issues and challenges

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

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

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

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

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

4. Transport Vision

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

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

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

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

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

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

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

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

Smarter Choices

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

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

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

Walking

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

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

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

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

Cycling

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

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

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

Accessibility

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

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

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

Public Transport

Bus

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

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

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

Hackney Carriages and Private Hire Vehicles

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

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

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

Rail

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

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

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

Electric and low emission vehicles

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

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

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

Travel Plans

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

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

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

School travel

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

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

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

Rural transport

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

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

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

Intelligent Transport Systems

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

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

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

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

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

Automatic traffic counter locations

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

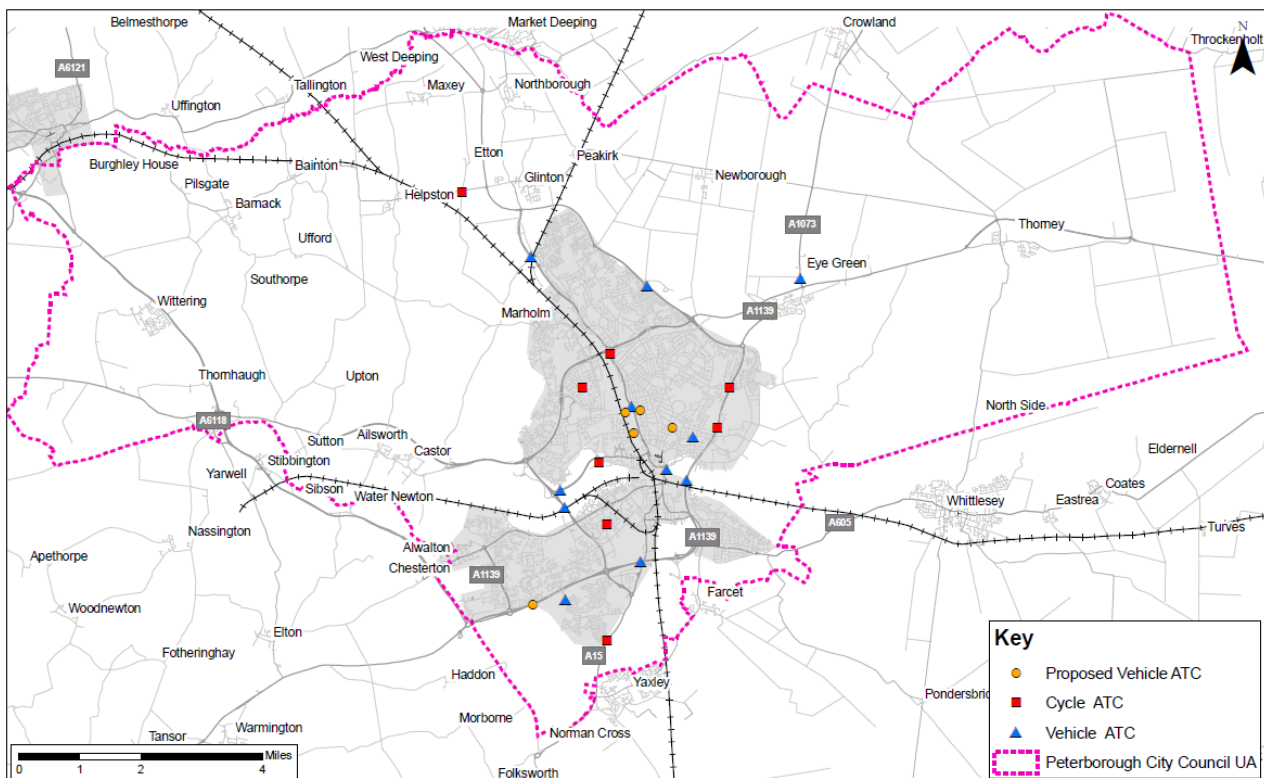
- Traffic flow
- Traffic speed
- Vehicle type

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

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

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

Figure 7: Automatic traffic counter locations



Road safety

Create a safer and more efficient transport network

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

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

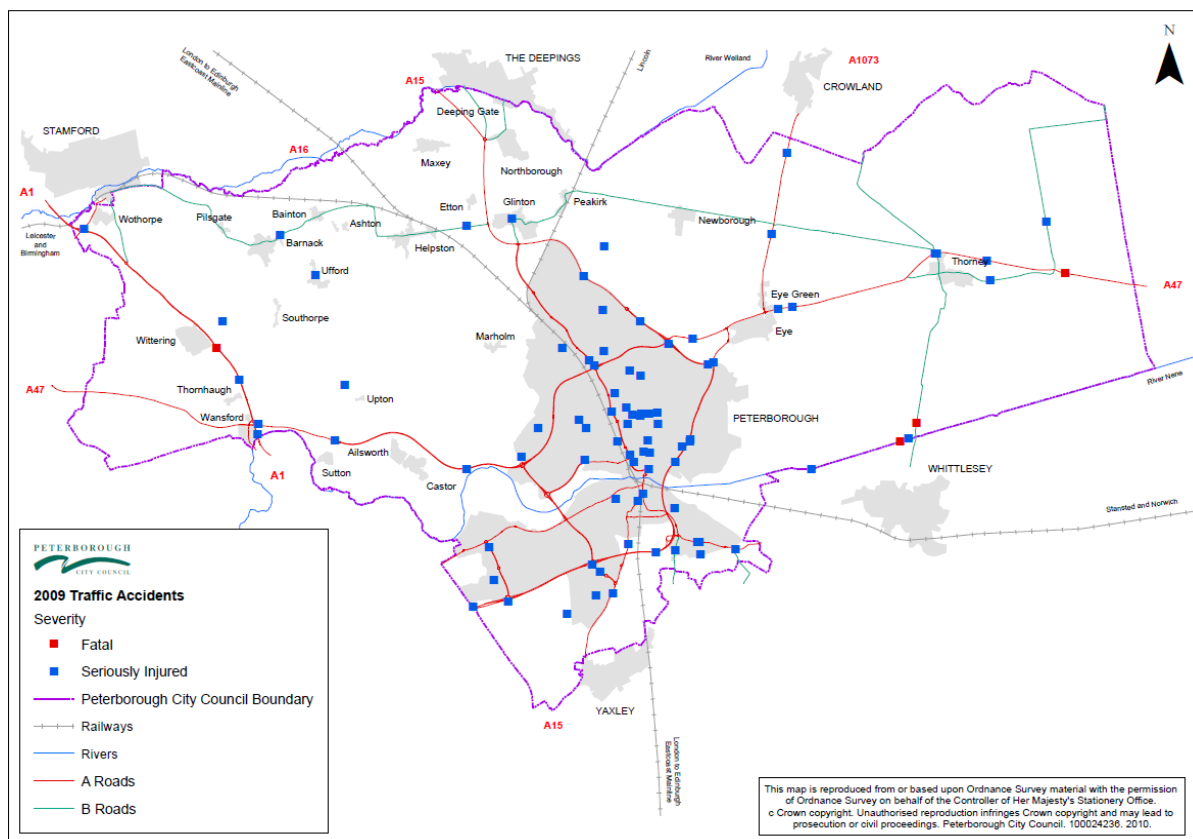
Traffic accidents

The map in **Figure 8** shows the location of accidents on the Peterborough road network in **2015**. The accidents are broken down into fatal accidents and those where someone was seriously injured. For up to date information on traffic accidents visit

http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/136/road_safety

An updated graphic will be inserted to replace following

Figure 8: Traffic accidents 2015



Traffic management

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

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

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

Motorcycles and powered two wheelers

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

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

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

Strategic road network

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

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

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

Freight

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

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

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

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

Car parking

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

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

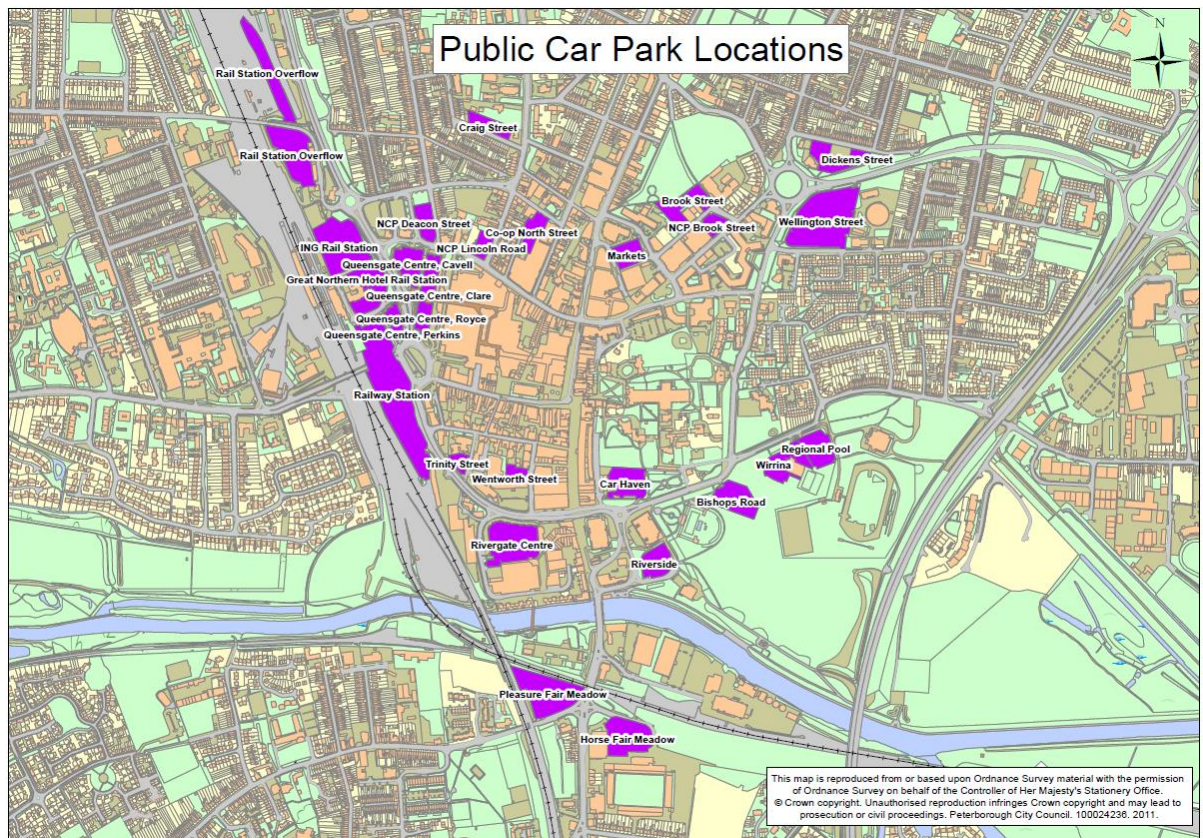
- To reduce illegal parking, improve enforcement and improve commercial competitiveness
- To increase the availability of land in the city centre for public realm improvements and development
- To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available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

Public car park locations

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

An updated graphic will be inserted to replace following

Figure 9: Location of public car parks in Peterborough



Air quality and noise pollution

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

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

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

Summary

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

5. The Transport Options

Option generation

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

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

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

Table 3: Transport issues, challenges and options

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

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

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

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

Definitions for information in table 3

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

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

Sub options

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

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

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

Table 4: Transport options and sub options

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

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

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

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

Table 4 is used to provide information for

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

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

Assessment and Appraisal

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

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

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

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

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

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

6. Long Term Transport Strategy

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

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

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

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

Various options for transport interventions have been collated through:

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

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

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

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

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

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

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

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

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

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

Table 5: Peterborough LTTS

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

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

7. Local Transport Plan 4

Introduction

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

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

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

The remaining sections of this document outline the following:

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

The relationship between LTTS and LTP

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

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

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

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

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

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

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

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

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

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

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

Transport user hierarchy

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

Table 7: The transport user hierarchy

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

Integrating land use and transport

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

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

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

Integrating all modes of travel

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

Right of Way Improvement Plan

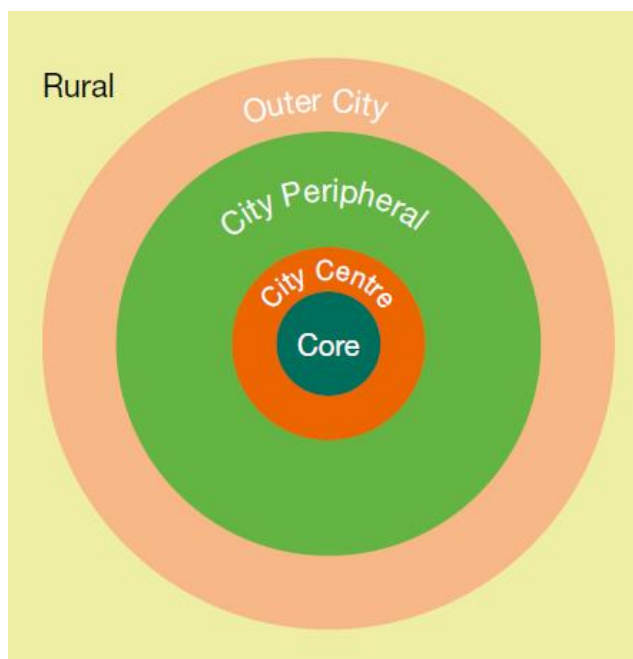
The Rights of Way Improvement Plan (ROWIP) has been updated for the period 2016 and 2026. The updated ROWIP can be found in [Annex 2](#) of this document.

Spatial strategy

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

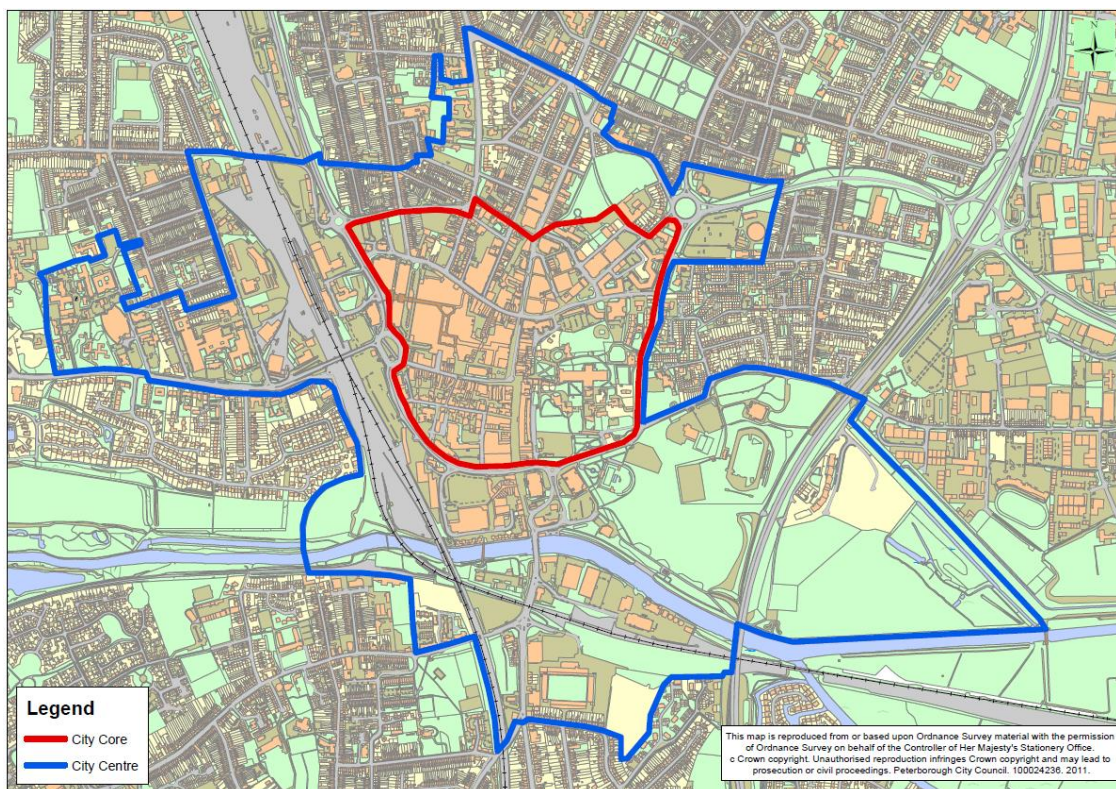
- The Core (a subsection of the City Centre, see [Figure 11](#) below)
- The City Centre (the rest of the Central Business District including Rivergate, the station and embankment, see [Figure 11](#) below)
- City Peripheral (the urban area within the Parkway Network, bounded by the Soke Parkway, Nene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

Figure 10: Peterborough spatial strategy diagram



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

Figure 11: Core and city centre boundaries



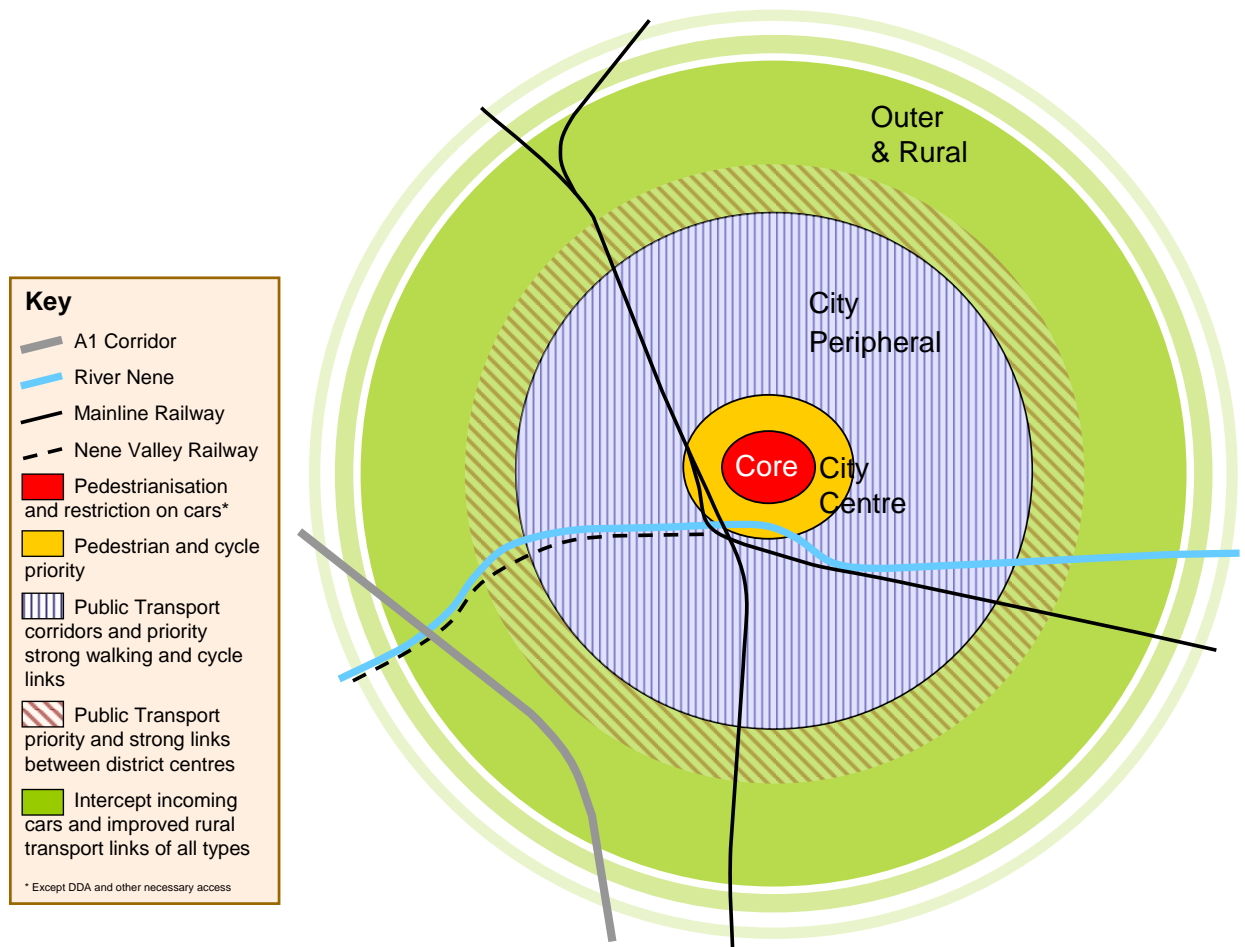
The purpose of this spatial strategy is to focus on the different characteristics and needs of the areas. The improvements that are to be made in each area are set out in the Transport Policy section below. The transport interventions that will be considered to meet those objectives are set out in the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

Mode priorities

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

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

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



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

Table 8: Mode priorities

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

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

8. Transport Policy and Strategy

Transport policy

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

Table 9: Transport Policy

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

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

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

Transport strategy

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

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

Smarter Choices (Travelchoice) strategy

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

To ensure that key walking routes are accessible for all

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

To seek to improve access to key tourist destinations and services

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

To continue promotion of walking in Peterborough

Cycling strategy

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

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

To endeavour to maintain the cycle network to a high standard

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

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

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

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

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

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

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

To promote the cycle hire schemes

To continue to develop and update the Peterborough cycle map

To support cycle events across the city

Accessibility strategy

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

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

Bus strategy

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

Rural

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

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

Authority Wide

To improve accessibility through public and community transport

To promote the smooth operation of bus services by:

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

To seek to improve bus punctuality and service reliability

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

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

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

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

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

To review concessionary fares in line with Government guidance/policy

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

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

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

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

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

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

Hackney Carriage and Private Hire Vehicle strategy

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

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

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

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

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

To encourage innovative usages of taxi and PHV including:

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

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

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

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

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

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

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

Electric and low emission vehicles strategy

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

Travel Plans strategy

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

School Travel strategy

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

Rural Transport strategy

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

Intelligent Transport Systems strategy

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

Rural

To seek to implement RTPI in rural locations

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

Authority Wide

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

To collate information from all ITS systems on the common database

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

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

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

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

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

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

To continue to develop RTPI to:

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

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

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

Road safety strategy

Vision

Create a safer and more efficient transport network

Goals

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

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

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

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

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

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

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

To continue to analyse casualty data and identify any emerging trends

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

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

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

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

To seek to treat routes with high numbers of casualties

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

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

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

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

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

Traffic management strategy

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

To seek to manage congestion via:

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

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

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

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

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

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

To review reclassification of routes following major developments of the city

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

Motorcycles and powered two wheelers strategy

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

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

Standards

Specific levels of service to customers are identified in the TAMP

Studies /
Strategies

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

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

Car parking strategy	
Vision	To provide a parking system that supports economic vitality while promoting sustainability and Peterborough's environmental aspirations
Goals	<p>To reduce illegal parking, improve enforcement and improve commercial competitiveness</p> <p>To increase the availability of land in the city centre for public realm improvements and development</p> <p>To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development</p> <p>To reduce the physical and visual impacts of structure and surface parking</p> <p>To support a vibrant, commercial successful city centre; promote sustainable travel while ensuring accessibility for those with impaired mobility and disabilities</p> <p>To reduce costs of car park operation, and improve enforcement to discourage inappropriate parking</p>
City Core	<p>To give priority access for blue badge holders and electric vehicles</p> <p>To focus existing parking provision on the mobility impaired, electric vehicles and operational needs</p> <p>To reduce publicly available spaces in the core and reallocate to the periphery of the city centre</p> <p>To reduce allowance for private non-residential parking in the core through planning policy and focus on operational needs only</p> <p>To discourage long-term parking in the core area through a pricing regime that is competitive with the prevailing market</p> <p>To establish a city centre parking forum</p>
City Centre	<p>To consolidate parking in the city centre and accommodate spaces reallocated from the core</p> <p>To encourage short-term parking and discourage long-term parking in the city centre area through a pricing regime that is competitive with the prevailing market</p> <p>To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development</p> <p>To identify and develop coach parking locations</p> <p>To establish a city centre parking forum</p>
City Periphery	To prioritise residential parking, and review cost of permits to reflect value of parking spaces
Outer City	To utilise VMS signage at locations on the Parkway Network to provide advice on suitable parking locations

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

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

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

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

To investigate and deploy alternative payment methods

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

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

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

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

Air quality and noise pollution strategy

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

9. Major and Minor Schemes

Introduction

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

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

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

Funding

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

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

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

Major Schemes

City Centre Improvements

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

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

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

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

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

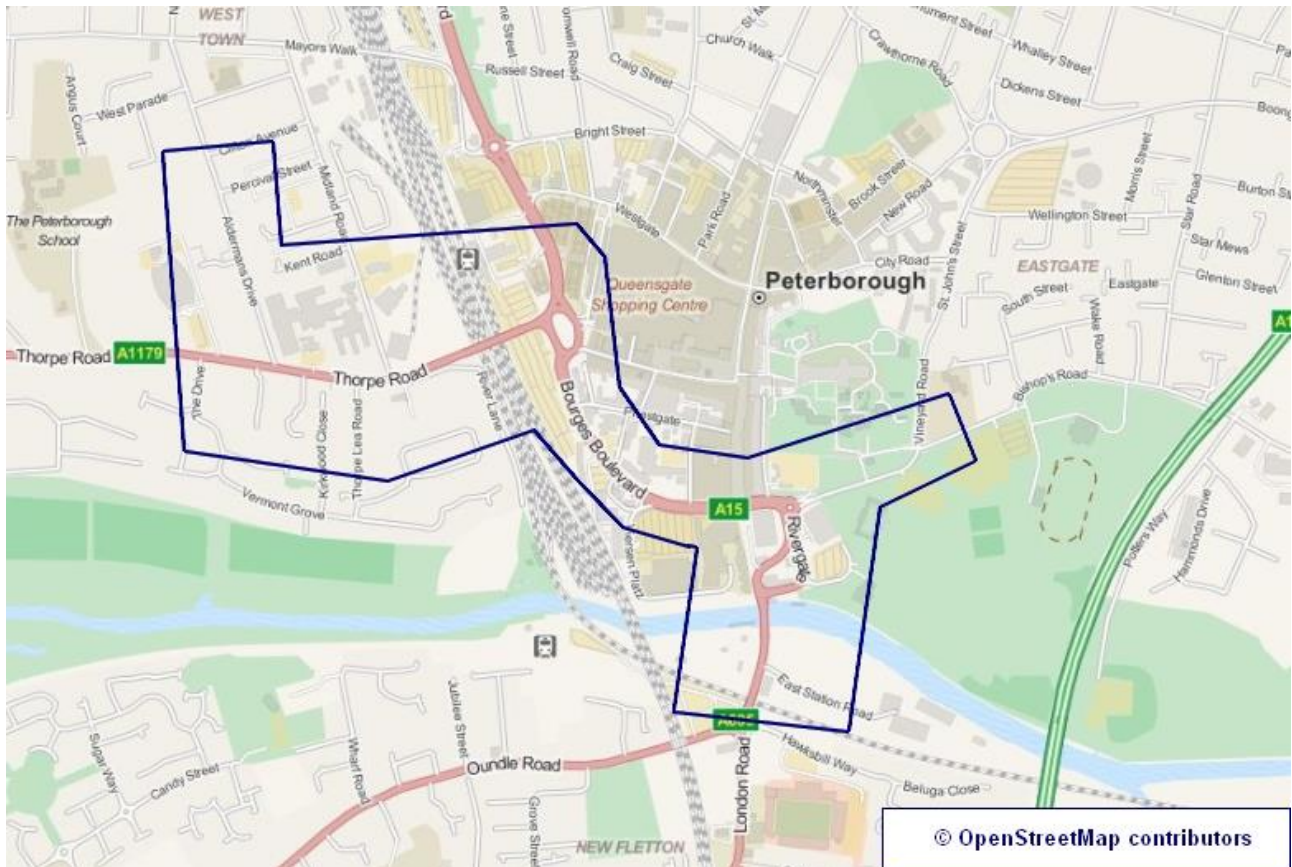


Figure 13 – Bourges Boulevard Corridor Improvements

The Bourges Boulevard improvements scheme consists of the following proposals:

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

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

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

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

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

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

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

Fletton Quays



Figure 14 – Fletton Quays

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

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

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

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

Midgate, Broadway and Northminster public realm improvements

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

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

Parkway Network

A47/A15 Junction 20 Improvements

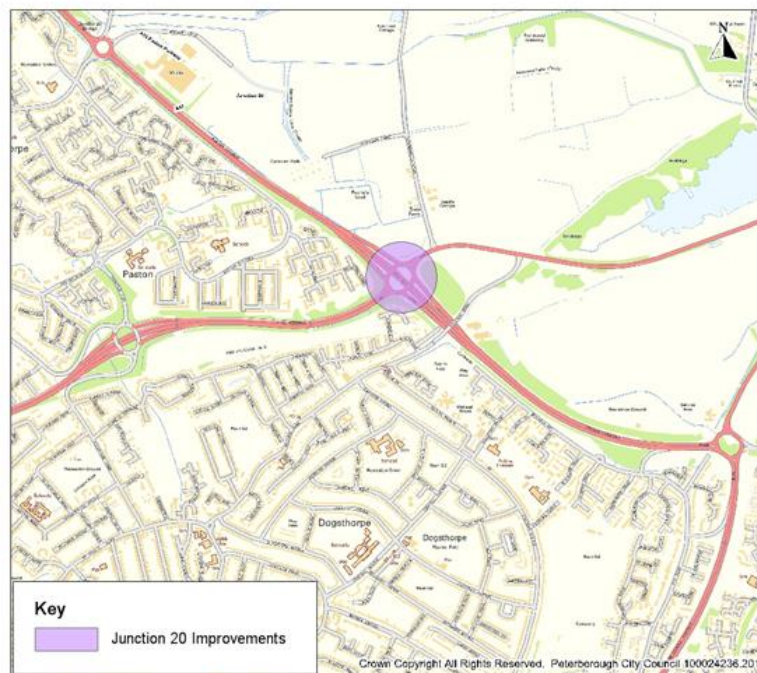


Figure 15: Junction 20

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

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

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

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

A47 Junction 18

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

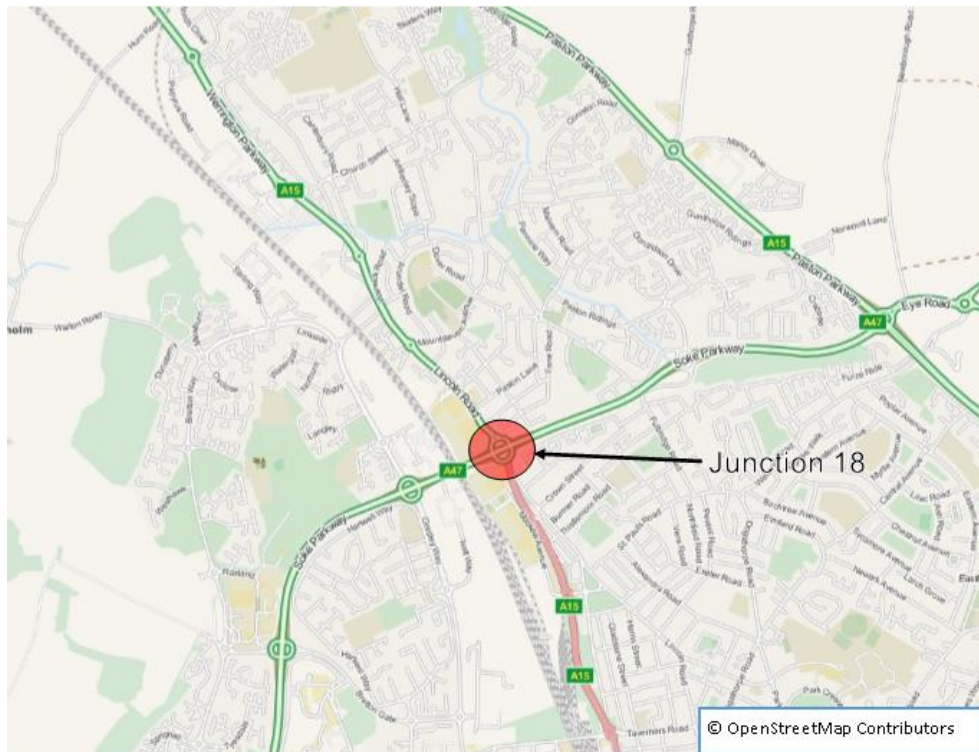


Figure 16 – Junction 18

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

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

A1139 Fletton Parkway Junction 3-3a Improvements

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

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

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

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

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

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

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

A1260 Nene Parkway Junction 33-3 Improvements

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

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

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

A1260 Nene Parkway Junction 15 Improvements (Stage 2)

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

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

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

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

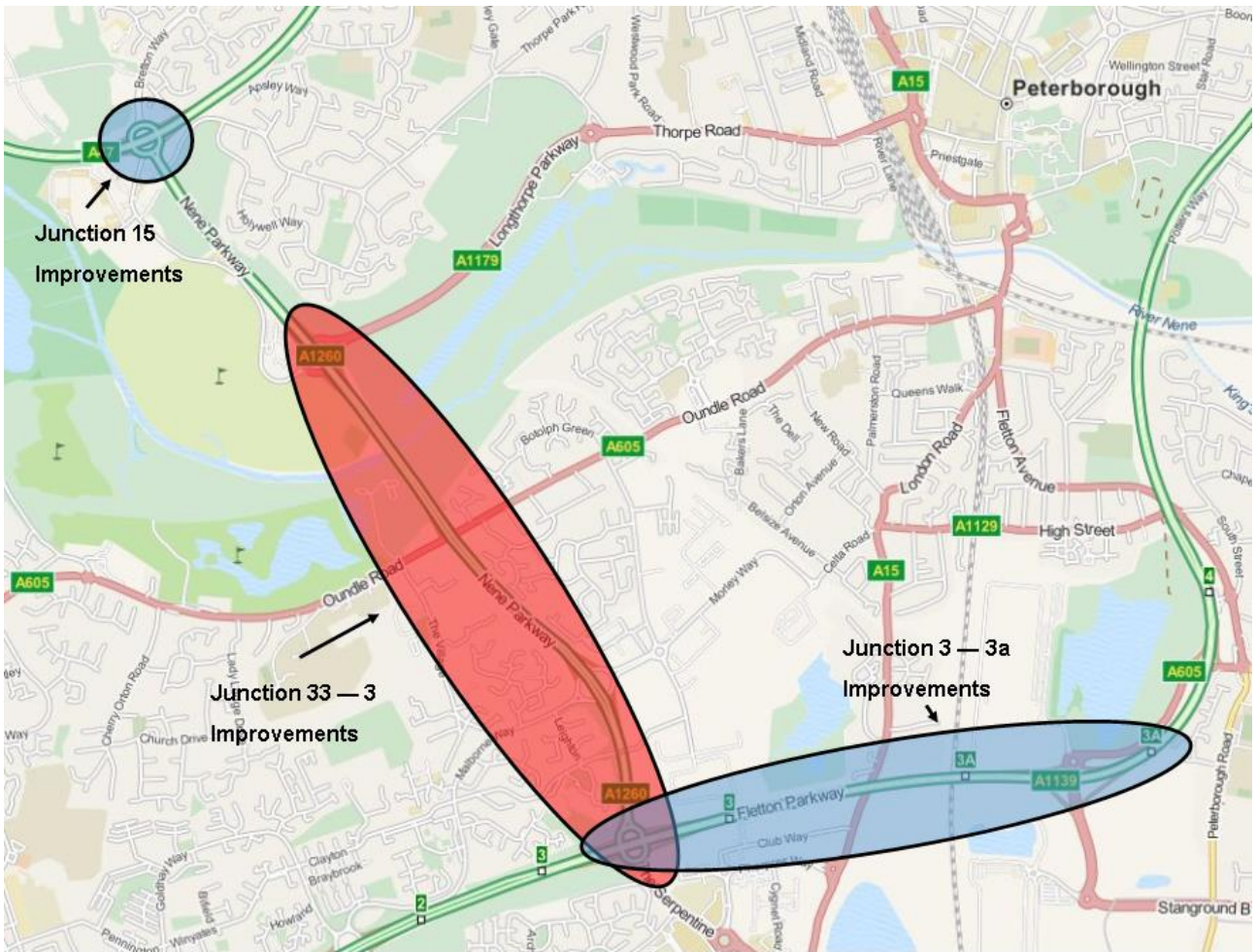


Figure 17 – Parkway Improvements

A15 Paston Parkway Junction 22 to Glinton Roundabout Dualling

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

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

A15 Paston Parkway Glinton Roundabout (Junction 23) Improvements

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

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

A15 Paston Parkway Junction 21 Improvements

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

Other Highway Schemes

Eastern Industries – Fengate Capacity and Parnwell Way Improvements

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

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

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



Figure 18 – Eastern Gateway Improvements

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

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

Stanground Access

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

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

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

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

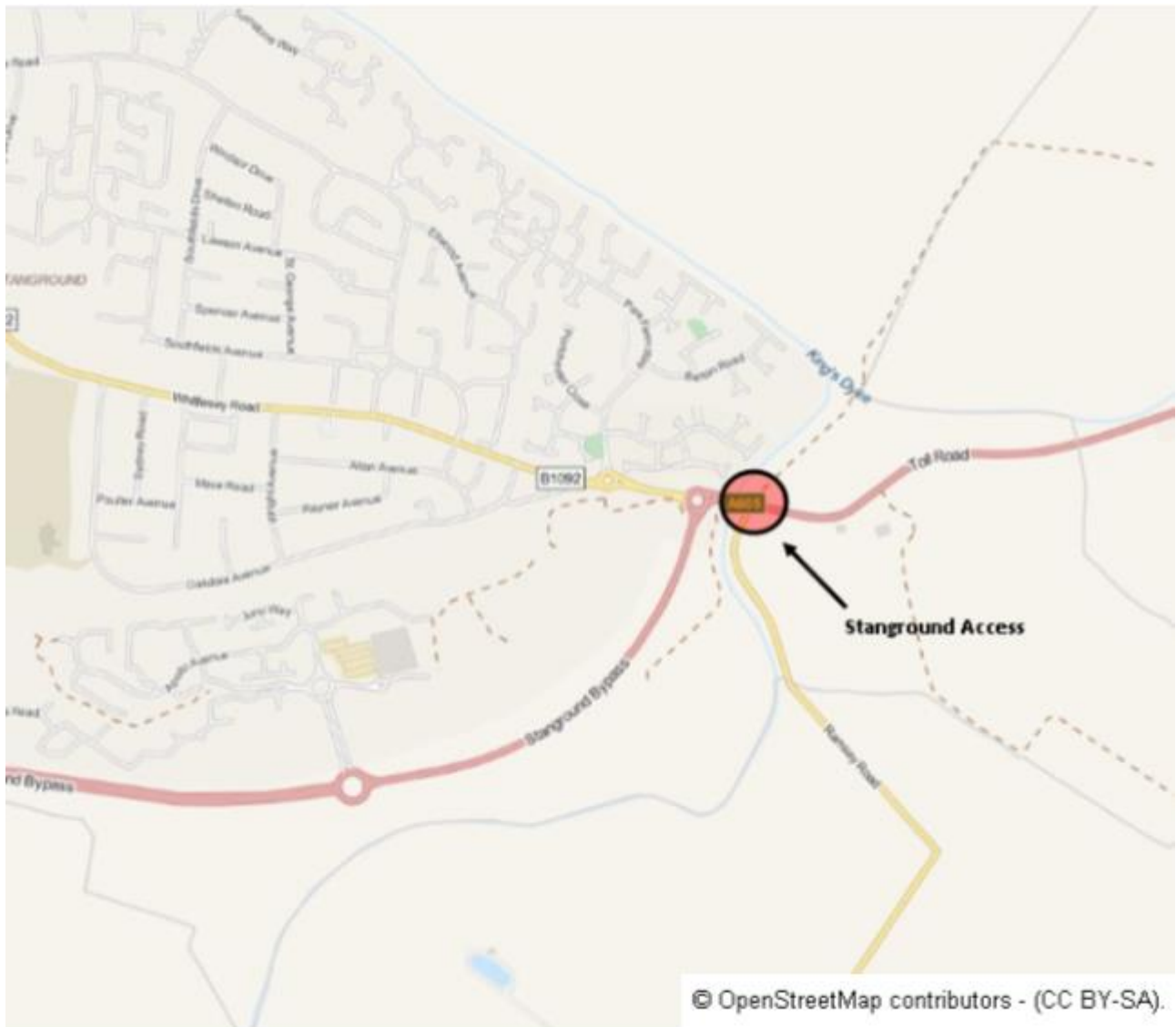


Figure 19 – Stanground Access

Stanground Bypass Dualling – Eastern End

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

Junction 68 Stanground Fire Station Improvements

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

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

A47 Wansford to Sutton

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

Peterborough Sustainable Future

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

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

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

Level Crossing Closures

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

Minor Schemes

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

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

10. Cross Boundary Issues

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

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

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

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

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

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

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

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

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

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

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

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

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

11. Consultation Summary for the fourth Peterborough Local Transport Plan

Background

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

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

Responses from stakeholders and residents

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

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

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

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

Table 10 – LTP consultation events

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

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

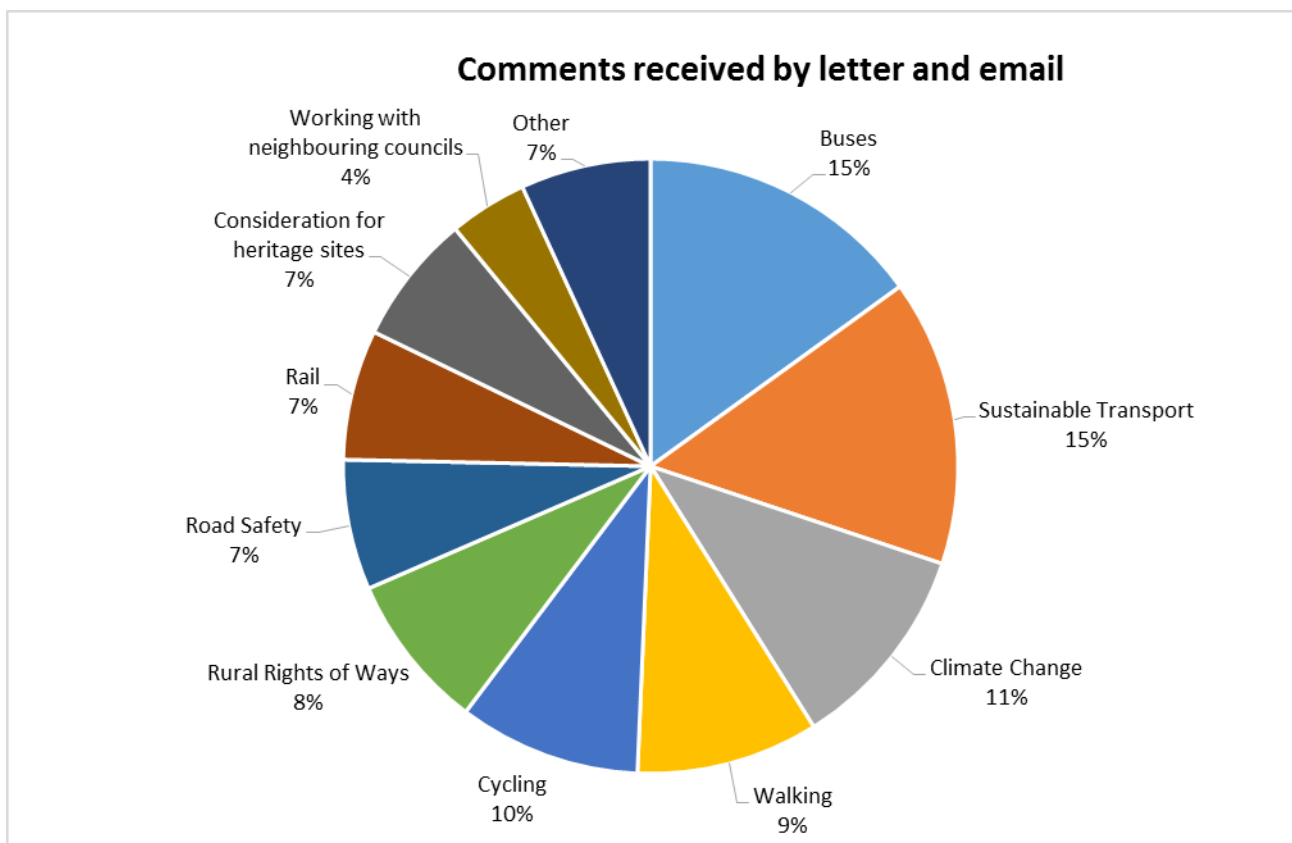
The primary aim of the public consultation events was to give the general public an opportunity to provide feedback as well as asking officers questions regarding the document or transport issues. In addition to this, everyone who attended the consultation events was encouraged to complete the questionnaire.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

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

Letters and emails

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

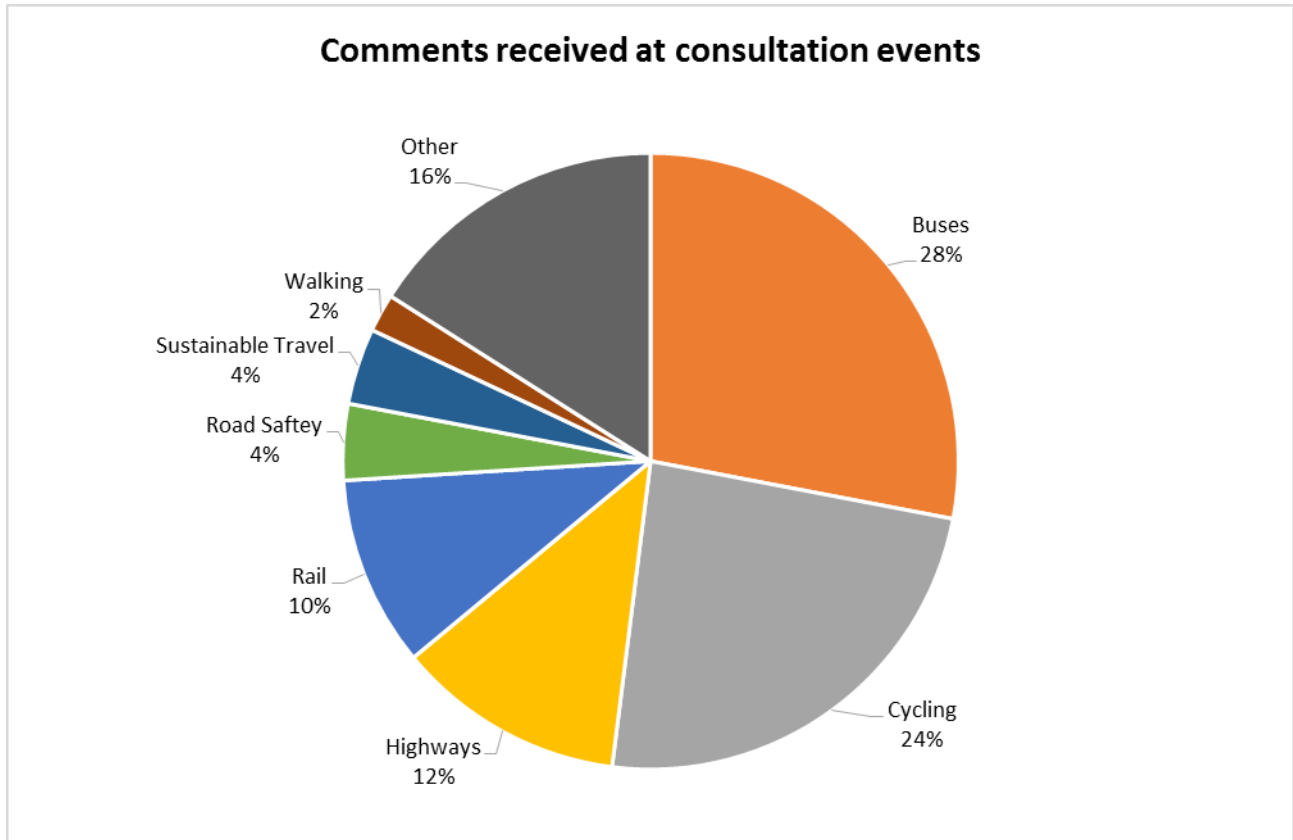
Figure 20: Differences in the types of comments received by letter and email



Consultation Events

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

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



Questionnaire responses

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

Demography and geography

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

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

The data gathered consisted of:

- A determination of gender: male or female

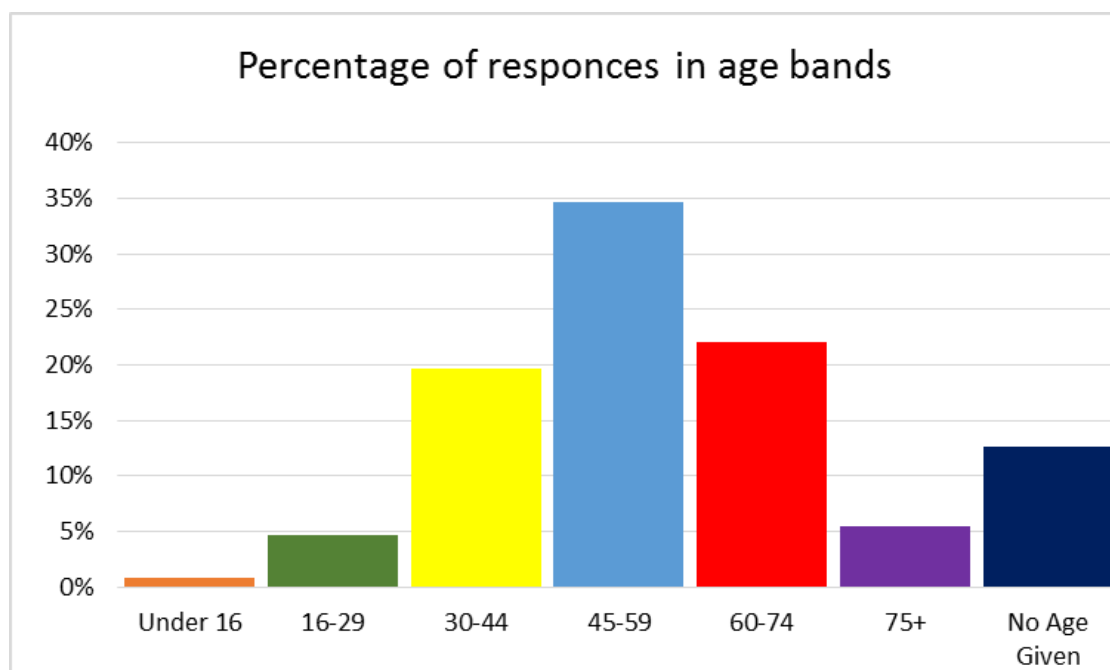
- Age of responder, grouped into six bands: under 16, 16-29, 30-44, 45-59, 60-74, and 75+
- Post code area: first half only

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

Age of Respondents

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

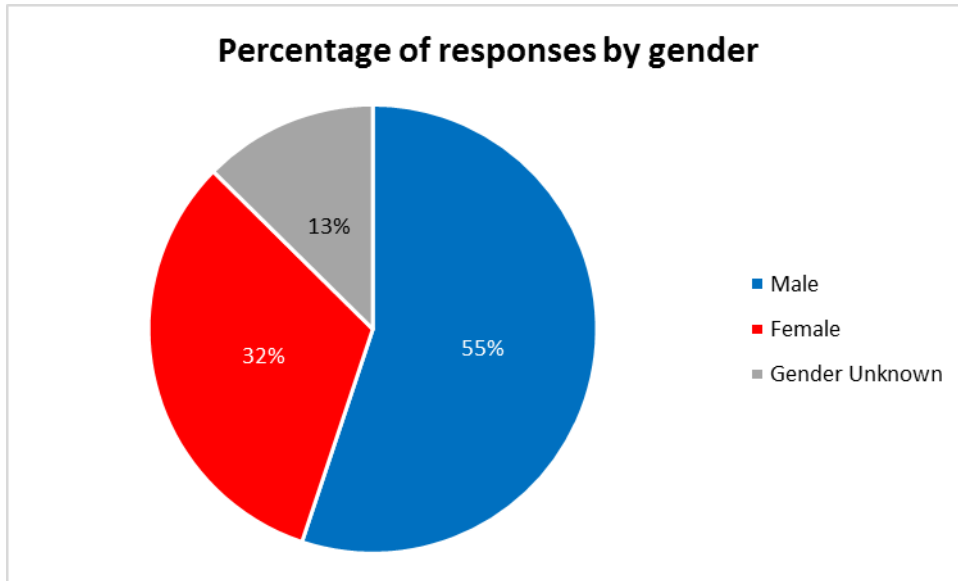
Figure 22: Number of responses in age bands



Gender

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

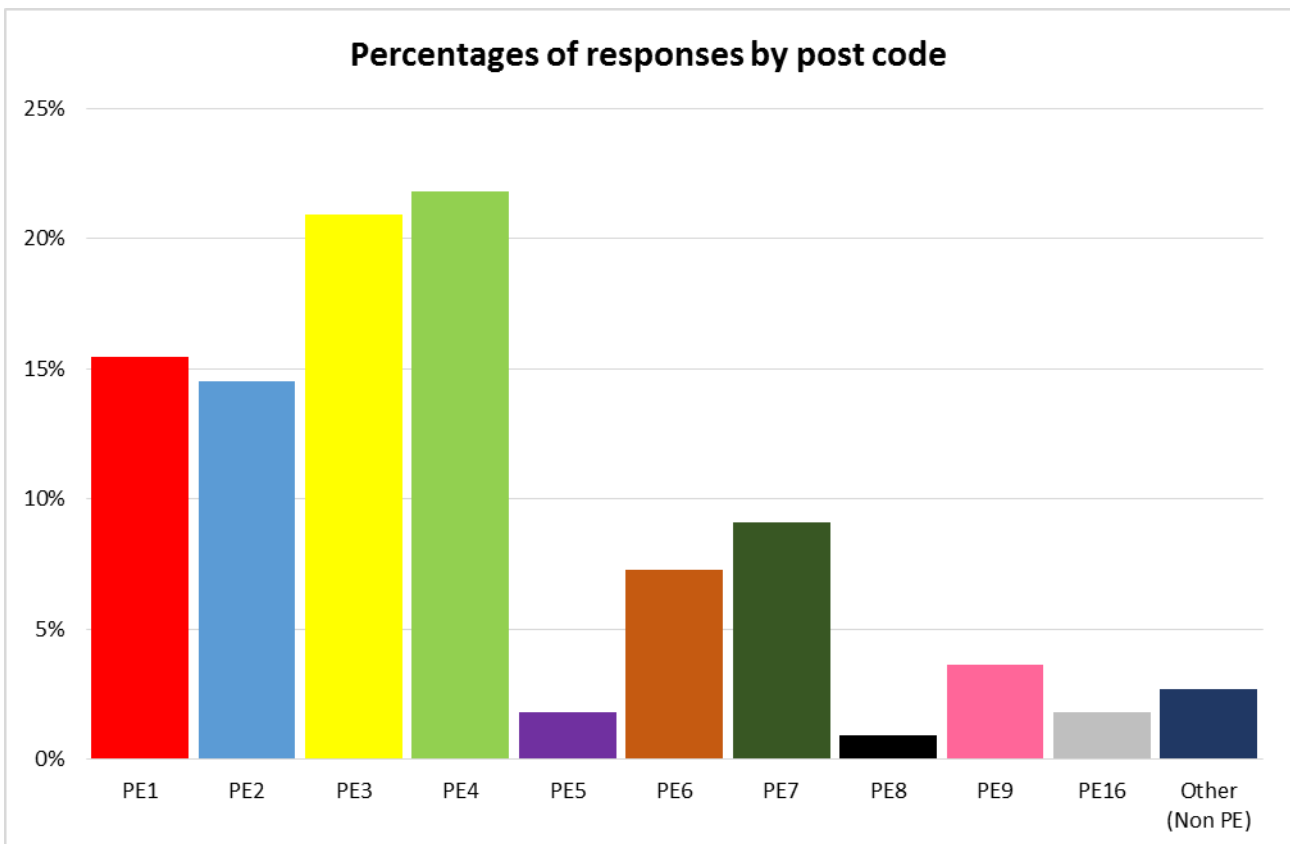
Figure 23: Percentage of responses by gender



Post Code

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

Figure 24: Percentage of responses by post code



Responses to questions

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

Goals and objectives

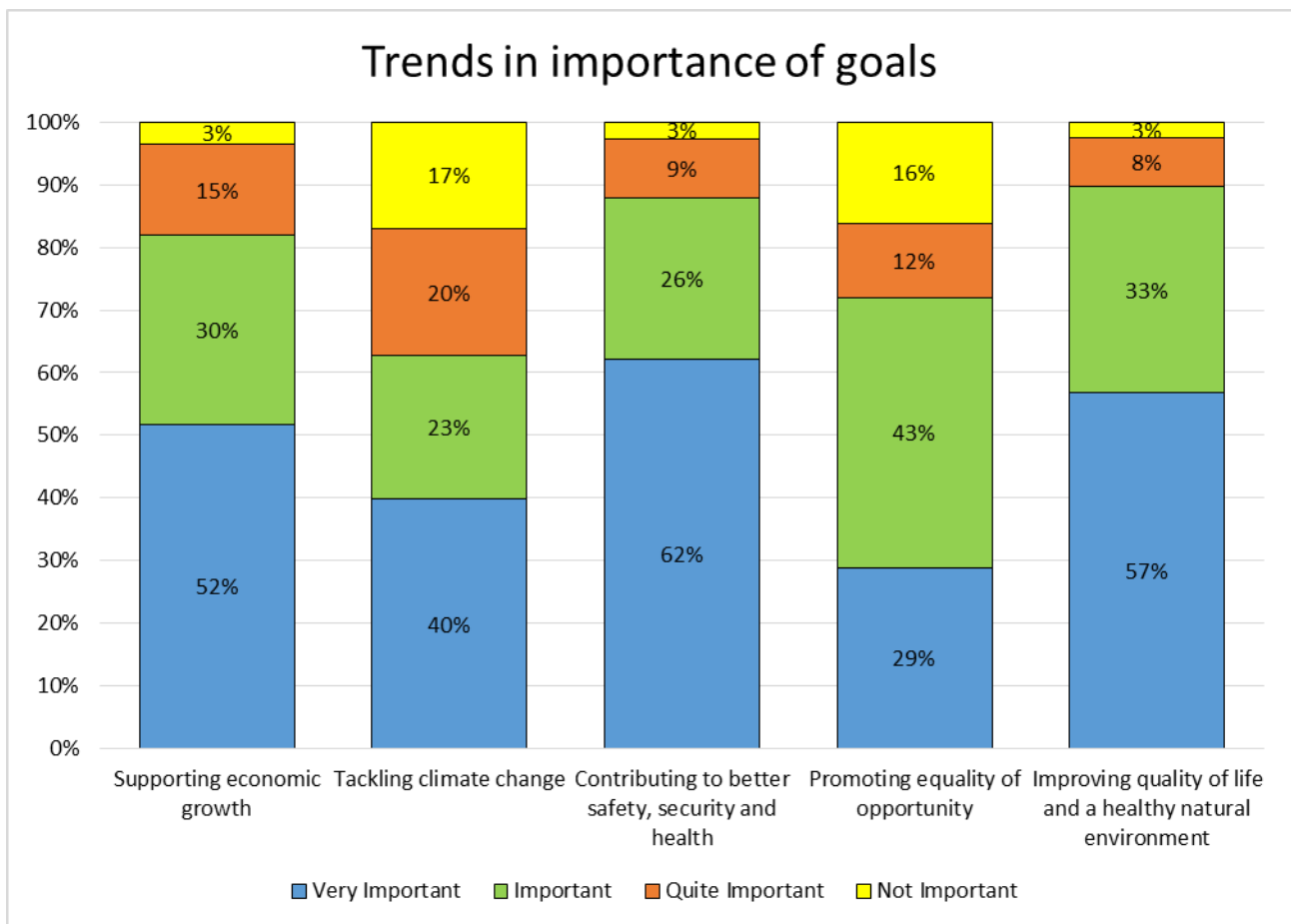
- Question: “How important do you think the five goals and objectives are?”

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

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

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

Figure 25: Trends in importance of goals



Transport improvements

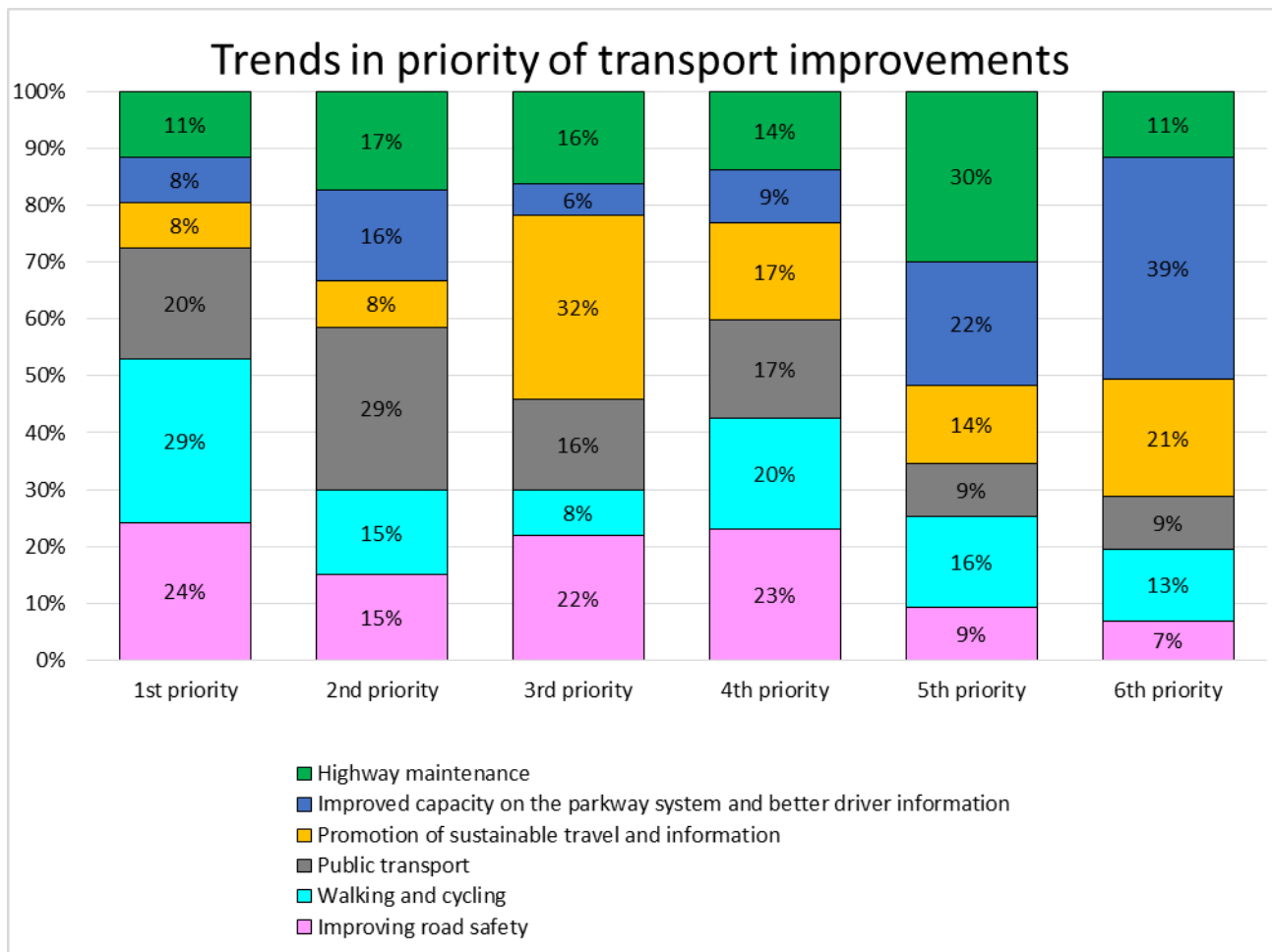
Question: “How important do you think the following are?”

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

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

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

Figure 26: Trends in priority of transport improvements



Comments

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

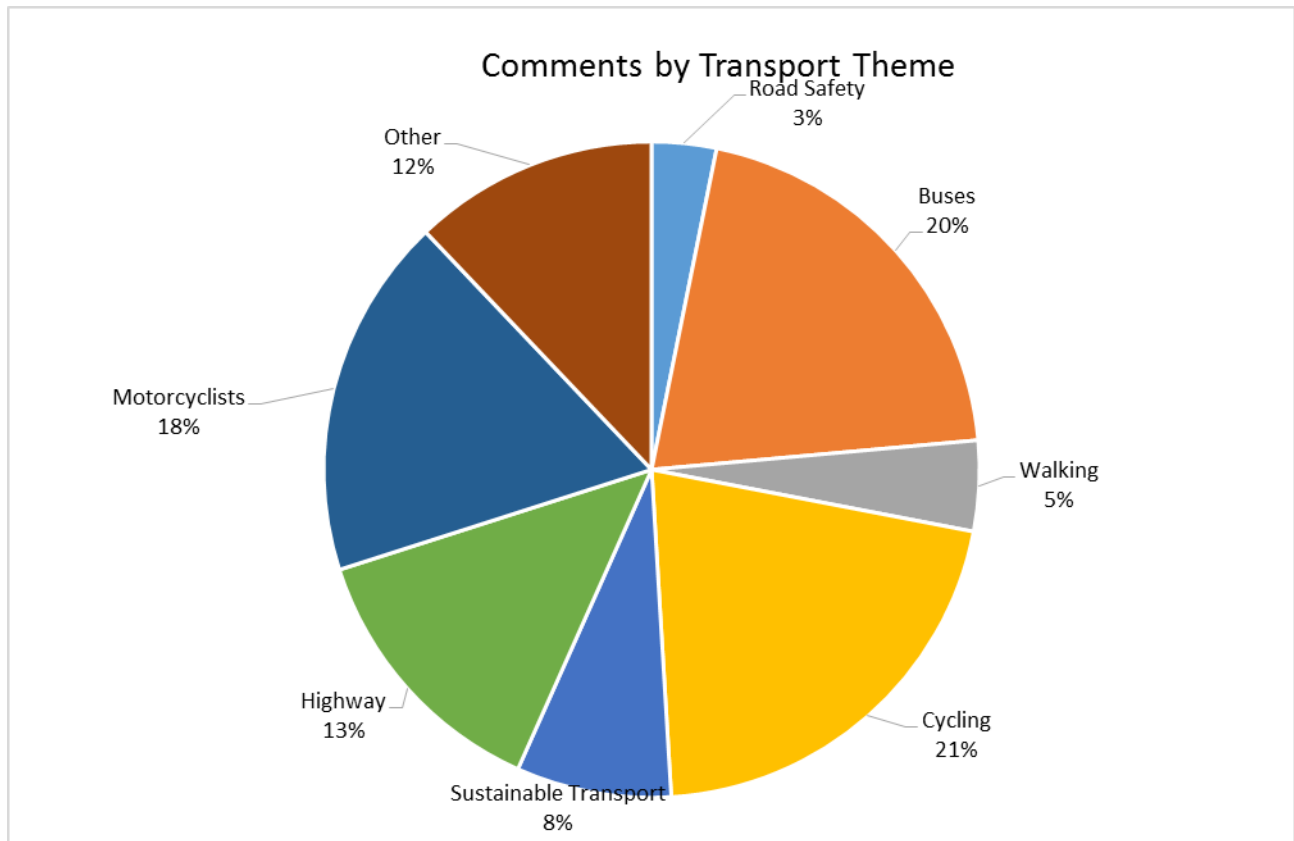
The comments range from transport specifics through to generalities about Peterborough as a whole.

Analysis of comments

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

The chart below gives an overview of the responses.

Figure 27: Comments by transport theme



Summary

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

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

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

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

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

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

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

Impact of consultation on LTP4

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

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

12. Monitoring

Indicators and targets

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

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

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

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

www.peterborough.gov.uk/LTP

Making use of the evidence base

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

Table 11: LTP4 indicators and targets

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

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

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

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

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

14. Finance

Table 12: LTP4 funding programme 2016-2021

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

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

14. Dependencies

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

Development dependencies

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

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

Funding dependency

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

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

Smarter Choices

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

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

15. Key Risks

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

Development dependency

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

Landownership

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

Planning consent

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

Priority

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

Funding

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

Smarter Choices

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

16. Glossary

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

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

Annex 1 National, Regional and Local Documents

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

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

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

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

Annex 2 Rights of Way Improvement Plan 2016 to 2026

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

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

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

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

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

The ROWIP is currently being updated and will cover a 10 year period from 2016-2026. The final document will be available at www.peterborough.gov.uk/tp

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

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

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

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

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

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

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

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

http://www2.peterborough.gov.uk/safer_peterborough/priorities/road_safety.aspx

Annex 4 Rural Vision and Parish Charter 2015

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

The objectives of the vision are:

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

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

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

The rural vision and charter is currently at draft stage, the final document will be available at www.peterborough.gov.uk

Annex 5 Non-Technical Equalities Impact Assessment - Summary

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

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

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

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

Annex 6 Non-Technical Strategic Environmental Assessment - Summary

Strategic Environmental Assessment

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

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

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

The Scoping Report

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

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

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

The Scoping Report was produced and circulated for consultation in September 2015. Consultation feedback was used to guide the development of the Draft Environmental Report.

The Environmental Report

After the Scoping Report consultation period was complete the Draft Environmental Report was developed. The report includes:

- Revised and expanded baseline data
- An analysis of problems and issues related to transport projects and development
- An assessment process that develops alternatives and determines what effects will be analysed
- An assessment of the plan against SEA objectives, singularly and cumulatively

The Draft Environmental Report went out to public consultation in December 2015 for a period of 6 weeks.

The plan will be monitored in order to assess its success and measure its impacts. The methods of assessment, data collection and reporting regime will be identified in this report.

Outline of the Plan

The future of transport in Peterborough is described in two documents: The Long Term Transport Strategy (LTTS, 2011 to 2026) and the LTP4. The LTP4 will detail the delivery plan for the five year period 2016 to 2021.

Integration with the SEA

Peterborough is seeking to create the UK's Environment Capital and to this end the LTTS has been written to promote sustainable travel modes (walking, cycling, and public transport) and reduce the need to travel and tackle points of high congestion that cause, not only delay but, deterioration in local air quality and increased emissions associated with idling and stop-start traffic. Congestion will also impact on public transport services increasing delays and compromising reliability.

The SEA is being produced in parallel with the LTP4 and shares many of the same objectives as the LTTS. This is because environmental concerns are central to the vision of Peterborough and much of the LTTS and LTP4 are about improving health, protection and enhancement of the environment and tackling climate change.

Other Supporting Assessments

Health Impact Assessment

A Health Impact Assessment (HIA) is required by a number of UK White Papers on public health strategy. Further emphasis has been given by the introduction of the Local Government and Public Involvement in Health Act 2007 and a specific requirement for HIA in the DfT LTP3 guidance published in 2009. The HIA for the LTP4 is going to be carried out as an independent assessment.

Habitats Regulation Assessment

A Habitats Regulations Assessment (HRA) is required of the LTP4 to demonstrate that there is no adverse effect by any one part of the plan, or combination of parts on sites of designated International or European importance. Although the SEA and HRA are independent assessments, they will be reported together in the Environmental Report.

Equality Impact Assessment

Producing an Equality Impact Assessment (EIA) is an integral part of devising an LTP. The EIA process should ensure that the LTP4 addresses anti-discrimination and equalities legislation and encompasses race, gender, disability, age, religion & belief and sexual orientation issues. The EIA will for LTP4 will be undertaken as an independent assessment.

Baseline Data and Impacts

Baseline information identifies the environmental condition in Peterborough and the issues that should be considered and addressed in the LTP4. The baseline information and impacts are grouped under the following SEA topic headings:

- Population, Communities and Health
- Historic Environment
- Landscape and seascape
- Soils
- Water
- Air and Climatic Factors

- Critical Infrastructure and material assets
- Biodiversity (including flora and fauna)

Objectives

Objectives for the SEA have been developed based on the national transport goals, relevant objectives described in the LTTS, and with reference to the third Peterborough Local Transport Plan (LTP3) SEA objectives. Specific SEA objectives have been developed to ensure that all environmental concerns have been adequately considered. The plan is assessed against these objectives.

Assessment

The assessment found the majority of likely environmental effects arising from LTP4 are neutral or negligible. Positive effects associated with the LTP4 occur primarily in relation to air quality and climatic factors, critical infrastructure and population, communities and human health.

These benefits are associated with a range of different strategies within LTP4, predominantly those associated with promoting sustainable transport modes.

Monitoring

The monitoring of the SEA Objectives will be carried out as part of the LTP4 monitoring regime and by collating other relevant monitoring conducted by others.

Targets based on national and local indicators have been identified and these have been aligned to the SEA Objectives. Sources of information and monitoring carried out by external agencies has also been identified and will be reviewed regularly as an additional means of assessing the environmental condition in Peterborough

The SEA Environmental Report and the Non-Technical Summary can be found at www.peterborough.gov.uk/ltp

Annex 7 Habitats Regulation Assessment - Summary

A Habitats Regulations Assessment (HRA) is aimed at protecting those sites of European and International importance for wildlife conservation. HRA is required of the fourth Peterborough Local Transport Plan (LTP4) to demonstrate that there is no adverse effect on those sites by the plan in isolation or in combination with other plans or projects.

Site Designations

There are several types of site that fall under the remit of the HRA. These are:

- Special Areas of Conservation (SAC) are designated under the Habitats Directive. They are areas where designated habitats and species are found and whose conservation requires the designation of an SAC
- Special Protection Areas (SPA) are classified under the 'Birds Directive'. They are intended to protect wild birds and habitats, particularly those rare and vulnerable species detailed in the Birds Directive
- Ramsar Sites The Convention on Wetlands of International Importance, especially as Waterfowl Habitat (Ramsar Convention) adopted in Ramsar Iran 1971 is an international treaty dedicated to the conservation of wetlands

Stages of the Habitats Regulations Assessment

The HRA is potentially a four stage process ranging from identifying if there is a potential impact (Stage 1: Screening) to developing mitigation measures to lessen the impact of a scheme (Stage 4: Assessment where no alternative solutions remain and where adverse impacts remain). The aim of the HRA is to identify potential impacts and mitigate them by alternation of the plan where possible; Stage 4 only being reached in exceptional circumstances where there is overriding public interest.

Sites

The HRA will investigate the impacts of the LTP4 on three groups of sites of European / International importance:

- Sites wholly or partially within Peterborough unitary authority boundary: Barnack Hill & Holes, Nene Washes and Orton Pit
- Sites within 15km of the authority boundary - this distance is required to account for the mobility of species maintained in protected habitats: Baston Fen, Fenland - Woodwalton Fen, Grimesthorpe Park and Rutland Water
- Wetland sites located downstream of the Peterborough unitary authority area that could potentially be impacted upon: Ouse Washes and The Wash

Environmental Impacts of Transport

Transport can have a significant influence on the condition of the environment. Although roads are responsible for many of the negative impacts, all forms of transport can have adverse effects on the environment, even those promoted as 'green'. There can certainly be a conflict between wider positive aims of a project, such as, reducing CO2 by increasing rail travel, and the local impacts of

construction, land take, noise and vibration. The most important impacts of transport on the environment are described below:

Water Quantity

Transport projects can introduce large areas of impermeable surfaces. These generate a large volume of run-off that can deluge into rivers and wetlands causing excessive flood conditions. Conversely drainage systems can result in retention of water, both alter the normal cycle of water levels. High flows can increase erosion and silting. All of these can cause alterations in habitats threatening some species.

Water Quality

Transport infrastructure and vehicles in combination can lead to pollutants entering water courses, especially in the event of accidents and spillage. Drainage run-off can carry solid and dissolved pollutants into water courses. This run-off can include hydrocarbons, heavy metals and other chemicals. Increases in run-off and erosion can increase sediments in the water course and increase turbidity and silting.

Soil Pollution

The construction of infrastructure leads to the removal of vegetation and hence an increased likelihood of erosion. Soils can be polluted by heavy metals and other chemicals from vehicles, salt and grit used to treat roads. These pollutants can be poisonous to wildlife, flora and fauna and damage habitats.

Noise Vibration and Light

Noise, vibration and light disturb animals and generally increases stress on local species impacting feeding, breeding and migration. Noise can mask warning calls and mating calls of birds and animals.

Air Quality

Air pollutants impact wildlife through, inhalation, ingestion (of particles or solubles in water or food) and absorption through the skin. The tolerance of an individual varies widely from species to species, and depends on the pollutant, exposure and intake.

Climate Change

Transport is a major source of carbon dioxide (CO₂) and nitrous oxide (N₂O) emissions and is therefore a significant contributor towards climate change. Increased volatility in weather and increased global temperature pose a major threat to habitats and species.

Disturbance

Increases in human activity on or around a site can disturb and damage habitats and species. Transport projects can potentially cause disturbance in two ways: during construction where access to a project and requirements for material storage requires significant land area and also where a project improves or encourages accessibility to a vulnerable site.

Land Take, Severance and Accidents

Construction can result in the destruction of habitats and a coincident reduction in habitat and species. Infrastructure can cause severance and fragmentation limiting access to food, shelter and breeding sites. Roads and other corridors themselves pose a significant risk of accidental death as animals attempt to cross them.

Assessment of Plan Impacts on Sites

The screening process was conducted in two parts. The first part (Part A) assessed the transport options being considered for the next five years to determine whether the measure will have any physical impact at all - where there was a physical impact if it had a negative effect on the environment. The second part (Part B) looked at those options that might have a possible negative impact and assessed if they have the potential to affect one or more of the protected sights.

Conclusions – Next Steps

The LTP is a strategic level document. Consequently there is insufficient detail of the schemes to conduct a more meaningful detailed analysis at this time.

There are several areas that will determine the nature and impact of projects that are not yet known. The triggers for many projects are proposed developments and:

- The timing of these developments is yet to be finalised
- The size and nature of these developments is not yet finalised
- Access arrangements and requirements are not yet determined

Consequently:

- The extent and operational requirements of schemes is not known
- The final locations for scheme sites are not yet determined

Generally until further understanding is possible the likelihood and magnitude of impacts to the sites identified (in table above) cannot be reasonably determined. It is the intention of the city council to conduct appropriate project level investigations to assess the environmental impacts of schemes. Particular attention will be paid to establishing their impact, if any, on the designated sites.

Where potential impact is identified all possible steps will be taken to modify the project to eliminate impacts and mitigate their effects.

The requirement to further study and consider impacts of the above projects is written into the LTP.

Annex 8 Assessment and Appraisal

Assessment is an essential part of the decision making process required to develop both a Long Term Transport Strategy (LTTS). The process quantifies the impacts of the options and provides the evidence base to allow the following outcomes:

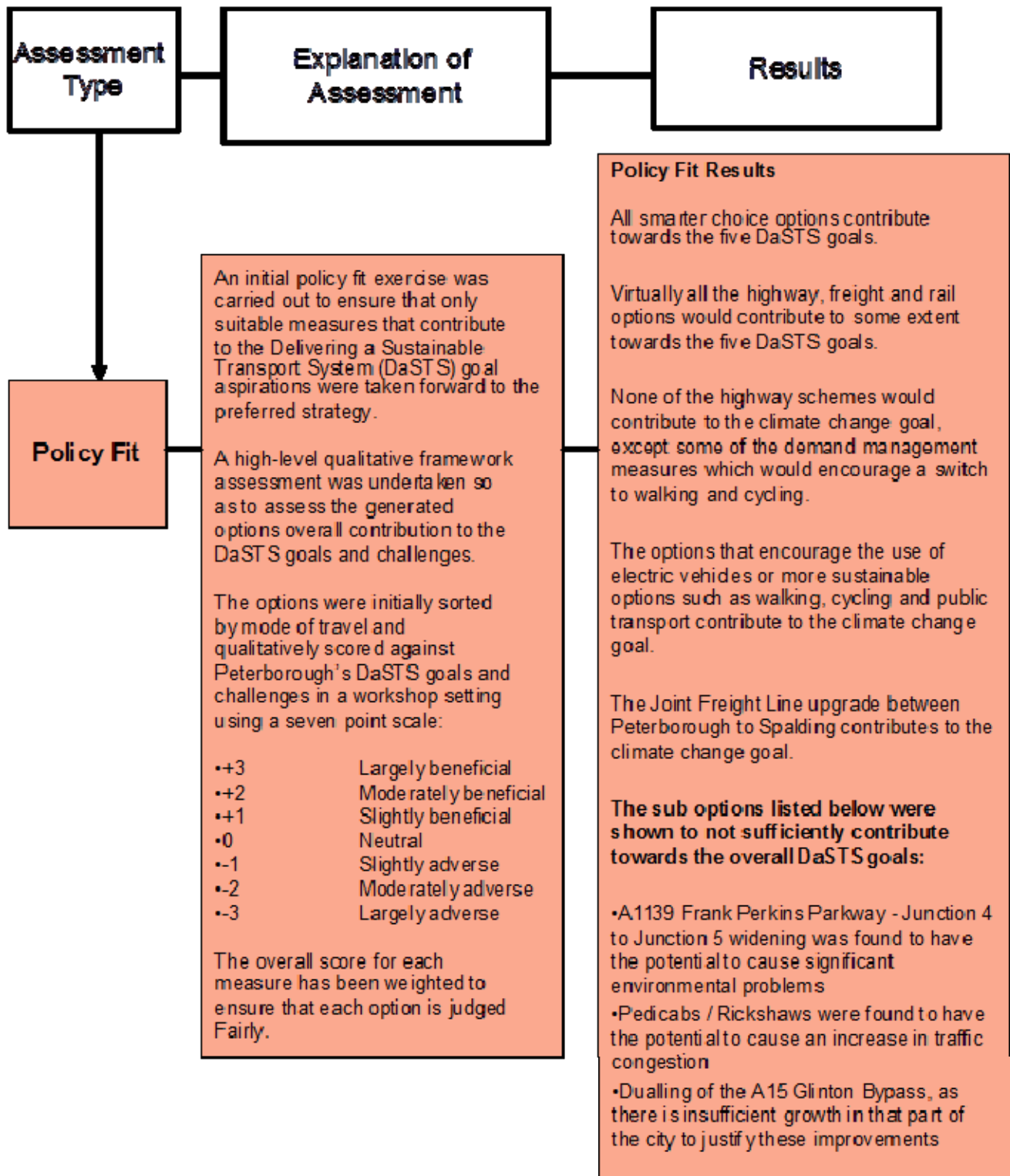
- Measures to be included
- Measures to be excluded
- Determination of a preferred long term strategy (LTTS)
- Refinement of options into a five year plan (LTP)

The assessments have been undertaken on all the options and sub options shown in Table 5 in the last section of this document. The following assessments were carried out for the:

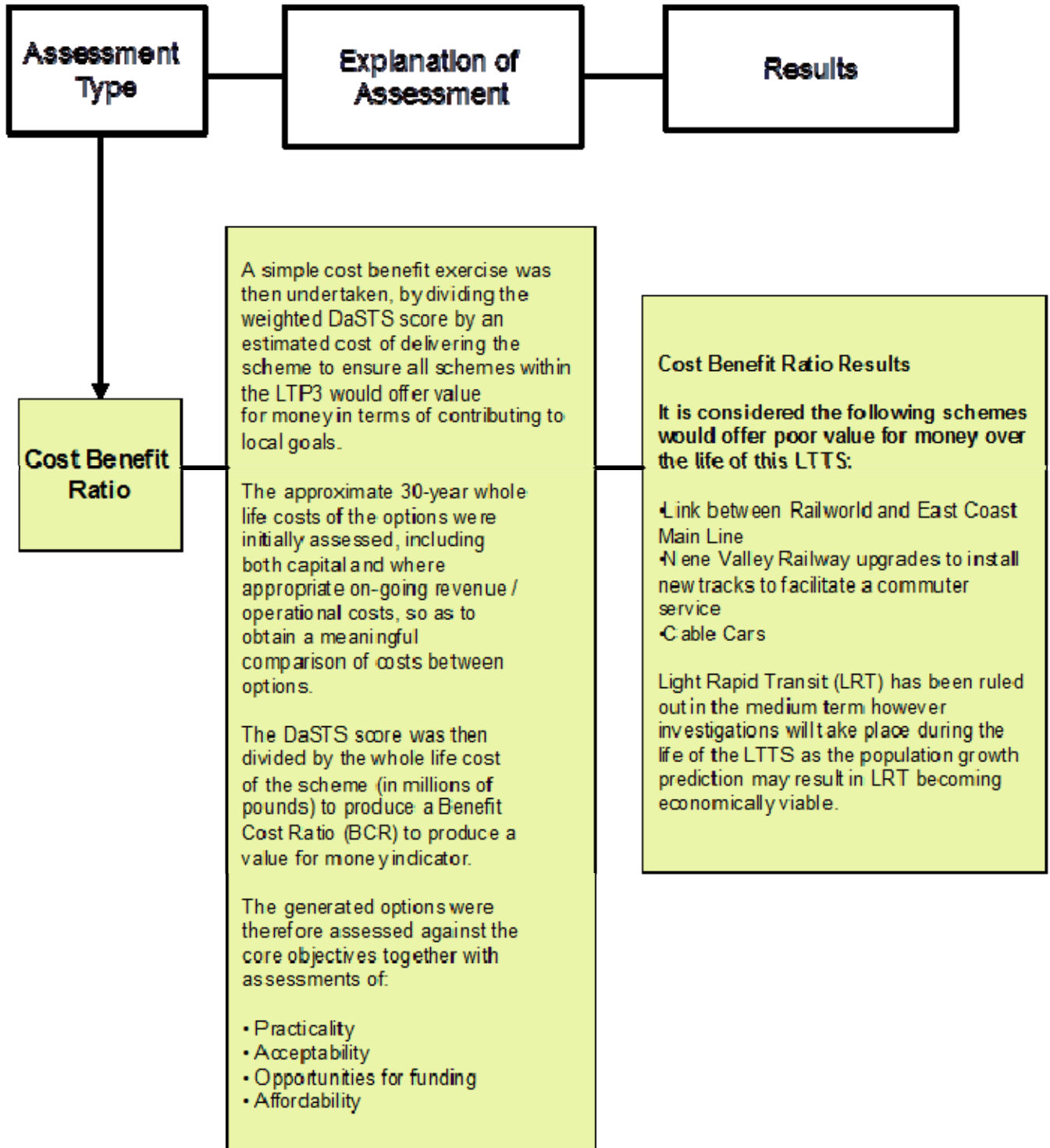
- Policy Fit (does the option meet policy objectives of the strategy)
- Cost/ Benefit Analysis (does the option offer value for money)
- Key Performance Indicator and Scenario Testing
- Equality Impact Assessment (EIA, see summary in Annex X)
- Strategic Environmental Assessment (SEA, see summary in Annex X)
- Habitats Regulation Assessment (HRA, see summary in Annex X)

The following diagrams give a brief explanation of the assessment and a summary of the results. The full assessment documentation for Policy Fit, Cost/Benefit Ratio, Key Performance Indicator and Scenario Testing is available on request.

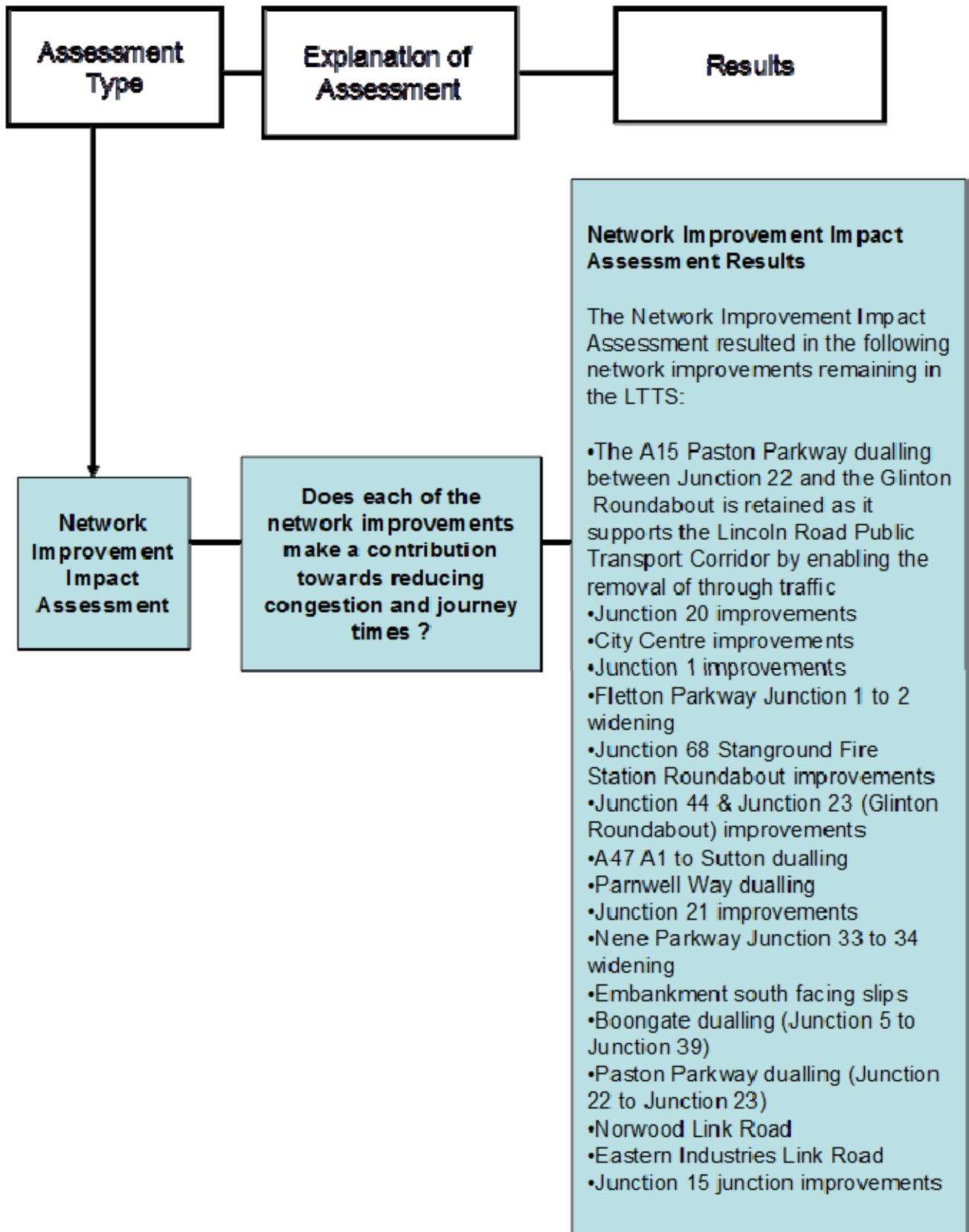
Policy fit



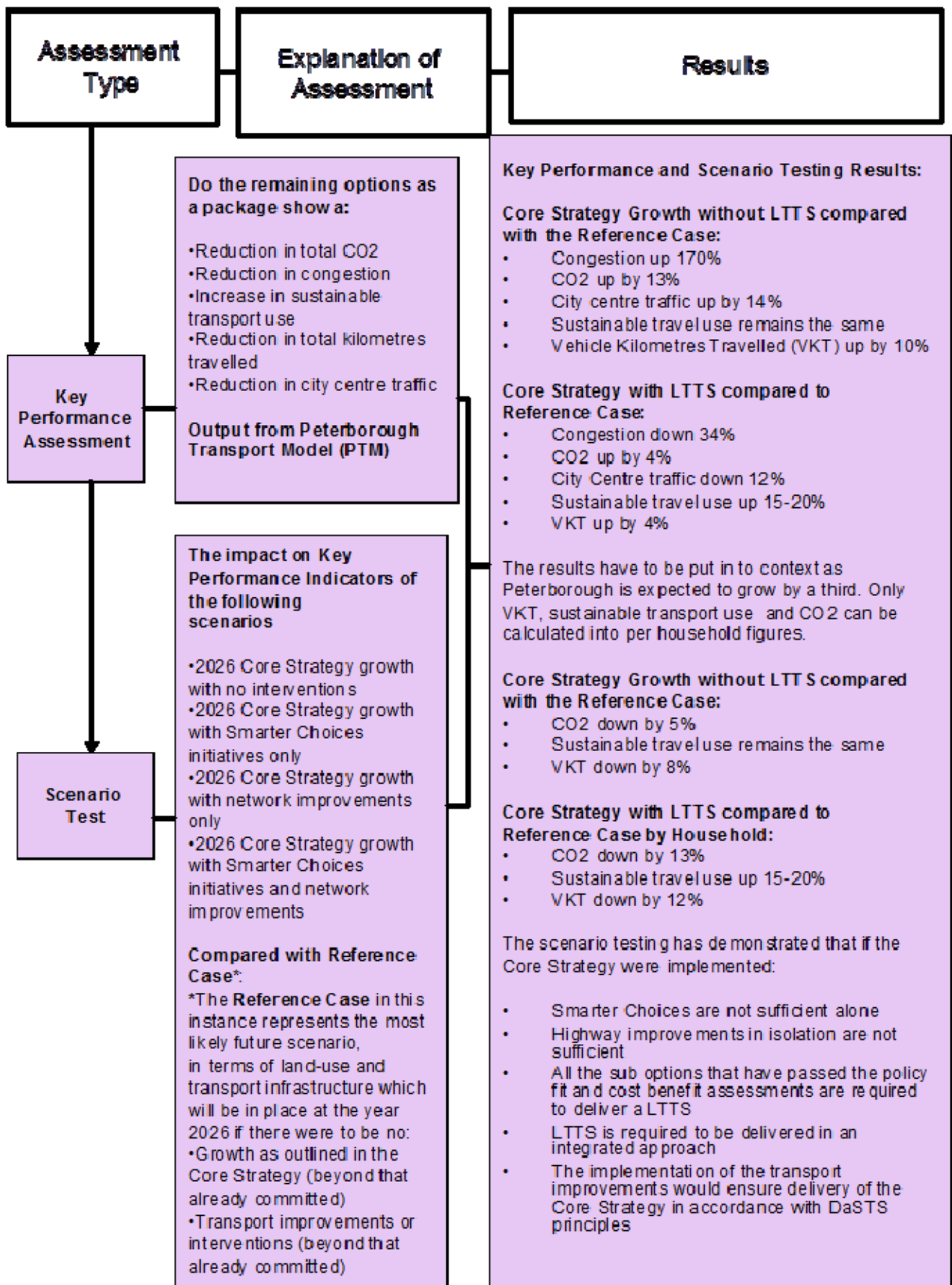
Cost benefit ratio



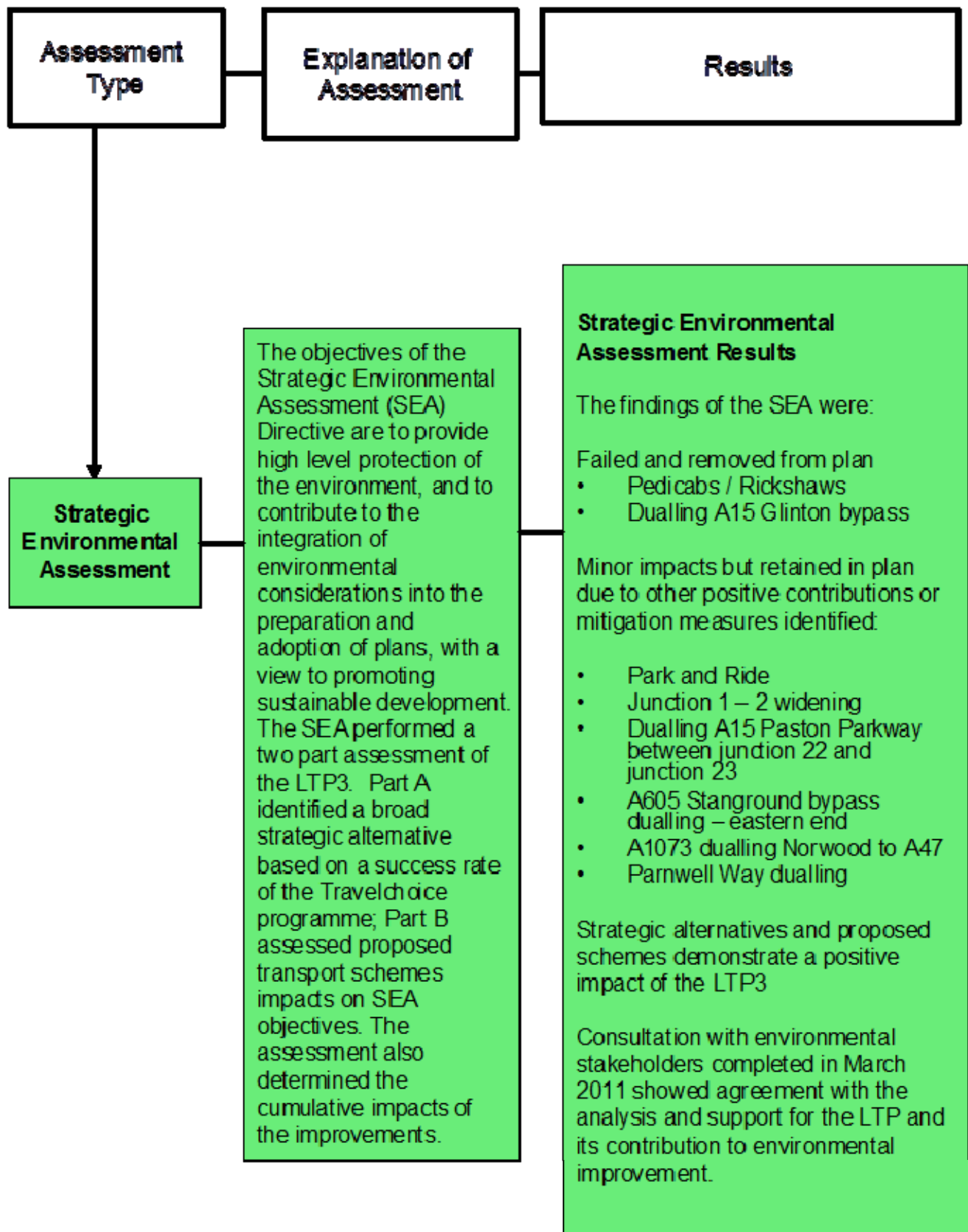
Network improvement impact assessment



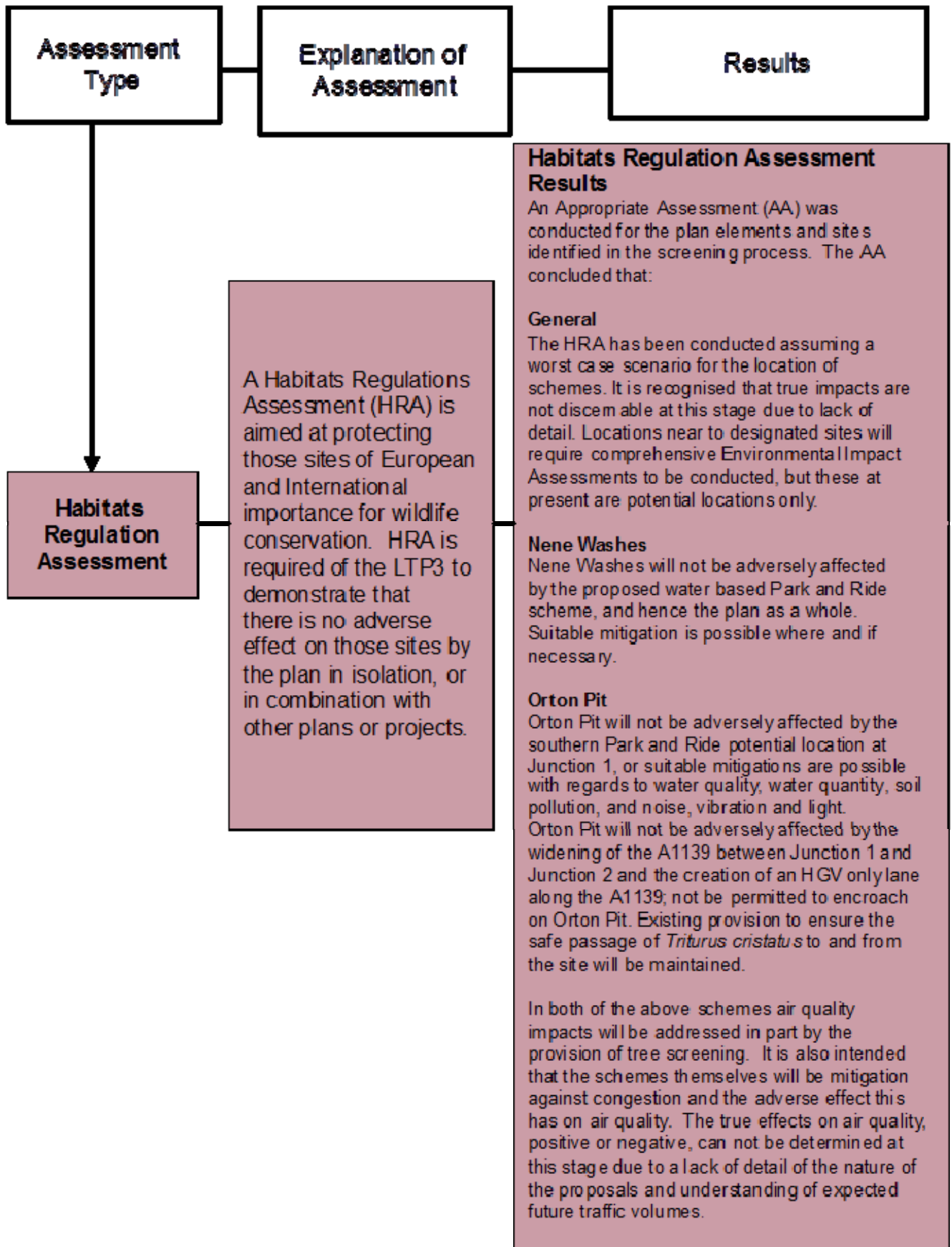
Key performance and scenario testing



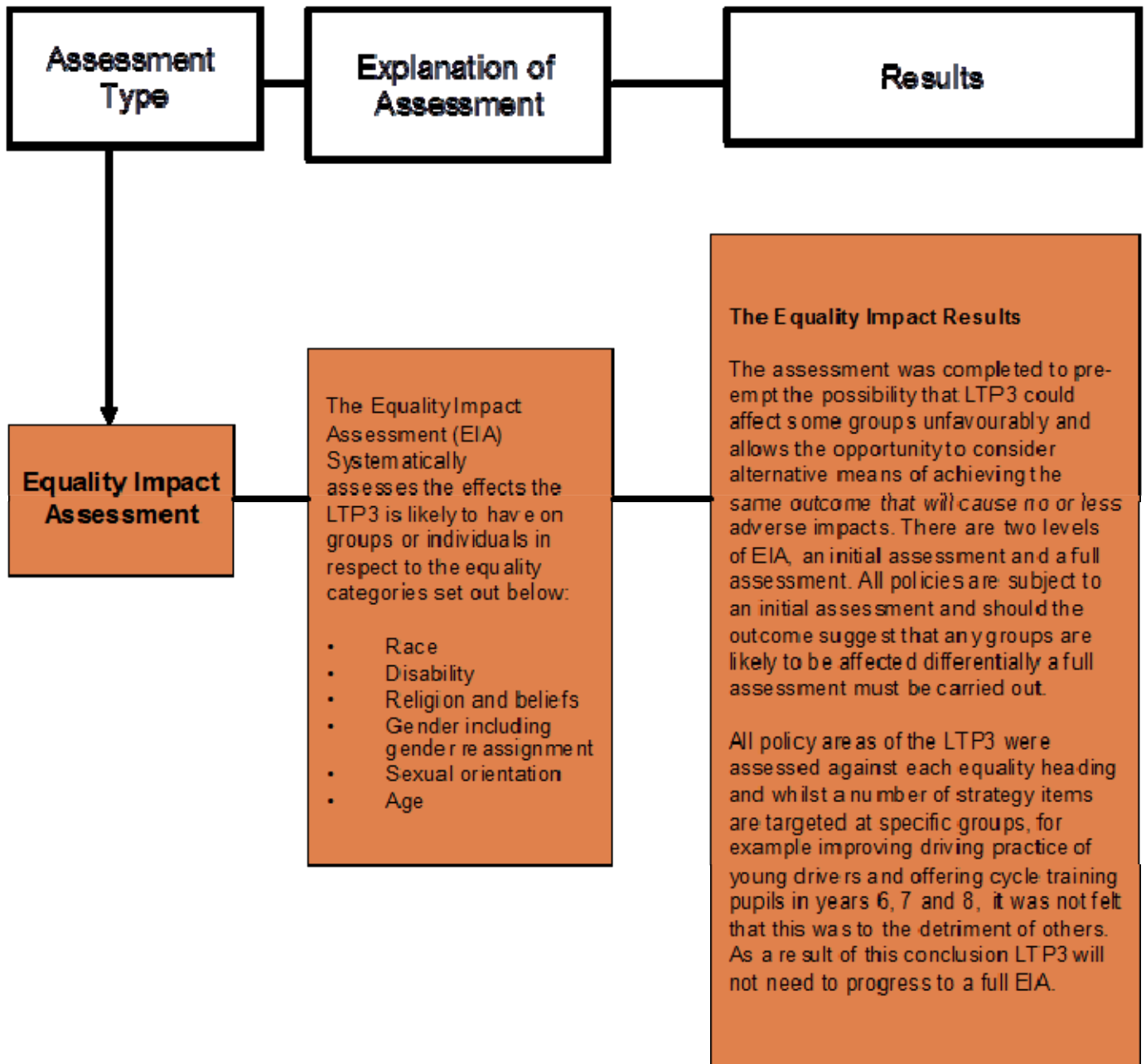
Strategic Environmental Assessment



Habitat Regulation Assessment



Equality Impact Assessment



CABINET	AGENDA ITEM No. 8
18 JANUARY 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor David Seaton, Cabinet Member for Resources	
Contact Officer(s):	John Harrison, Corporate Director: Resources Steven Pilsworth, Service Director Financial Services	Tel. 452520 384564

COUNCIL TAX SUPPORT SCHEME

R E C O M M E N D A T I O N S	
FROM : Corporate Director: Resources	Deadline date : 8 January 2016
<ol style="list-style-type: none"> 1. That Cabinet considers the feedback received to date on the consultation on proposed changes to the council tax support scheme, including the updates to be tabled at the meeting. 2. That Cabinet recommends to the meeting of Council on 27 January 2016 a Local Council Tax Support scheme for Peterborough that contains the following local components: <ol style="list-style-type: none"> a) No change to the existing scheme reduction of 30% for all eligible working age claimants b) Aligns the council tax support scheme to Housing Benefit rules making it less complicated for claimants, namely to: <ol style="list-style-type: none"> i. Limit backdating of council tax support to one month ii. Removes family premiums from all new claimants, or existing claimants who would otherwise have had a new entitlement to the premium, with effect from 1 May 2016 3. That Cabinet approve the introduction of a council tax discretionary hardship policy with effect from 1 April 2016. 	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following consultation to date on proposals for the Council Tax Support Scheme 2016/17 including discussion at the Joint Budget Scrutiny on 26 November 2015.

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to make a recommendation to Council on the Council Tax Support Scheme to be implemented in Peterborough from April 2016 including the introduction of a council tax discretionary hardship policy.
- 2.2 This report is for Cabinet to consider under its Terms of Reference Number 3.2.1 which states 'to take collective responsibility for the delivery of all strategic Executive functions within the council's Major Policy and Budget Framework and lead the council's overall improvement programmes to deliver excellent services.'

3. **TIMESCALE**

Is this a Major Policy Item/Statutory Plan?	YES	If Yes, date for relevant Cabinet Meeting	18 January 2016
Date for relevant Council meeting	27 January 2016	Date for submission to Government Dept – Communities and Local Government	31 January 2016

4. **BACKGROUND**

Council Tax Support Scheme (CTSS)

- 4.1 Since April 2013 council tax benefit was abolished by Government and replaced with a localised Council Tax Support Scheme (CTSS). This meant councils had to develop a local scheme, and had less funding to do so. This change meant that:
- Some people who did not have to pay any council tax will now have to pay something
 - Some people who have some help may have to pay more
- 4.2 Following extensive consultation in Autumn 2012 by the council on a localised CTSS on a range of options, the level of council tax benefit was reduced by 30% after being deemed the best option to implement with the aim of the scheme being cost neutral (i.e. the cost of local government grant reductions would be offset by changes in the benefit scheme).
- 4.3 Following further grant reductions in 2015/16, the council consulted on whether to change the scheme to 35% or 40%. Ultimately the scheme remained at 30%. The further grant reductions planned for 2016/17 will affect the grant provided for council tax support (which is now subsumed within the councils main grant – which is due to phased out by 2019/20).
- 4.4 By the 31 January preceding the forthcoming financial year, the council is statutorily required to approve the council tax support scheme parameters that will be applicable, consulting on any amendments. For the financial year 2016/17, the council will need to approve a council tax support scheme by 31 January 2016. Failure to do so would mean that the default national scheme would apply, with no reduction in benefit. This would cost the Council, Police and Fire around £2.4m.

Council tax discretionary hardship policy

- 4.5 The council can introduce a council tax discretionary hardship policy under current legislation that would operate alongside the operation of council tax. Claimants would need to meet policy eligibility criteria to qualify for a reduction in council tax.
- 4.6 The council acts responsibly in collecting council tax and recognises that in some instances people may struggle to pay their council tax. In March 2014, the council signed up to the Citizen's Advice Bureau (CAB) Collection of Council Tax Arrears Good Practice Protocol. The protocol confirms the commitment by the council to do all it can to support people struggling with debt to help them avoid becoming in arrears.

5. **PROPOSED CHANGES CONSULTED UPON**

Council Tax Support Scheme (CTSS) 1 April 2016 to 31 March 2017

- 5.1 Peterborough City Council's Council Tax Support Scheme (CTSS) is based on the Council Tax Reduction Default Scheme Regulations amended each year through changes to the government regulations. Government announced earlier this year that it was proposing changes to Housing Benefit rules and tax credits. The current scheme will therefore no longer be aligned to other benefits. By aligning the council tax support scheme to Housing Benefit rules will make it less complicated for claimants and enable an easier transition to implementing Universal Credit.

5.2 This report sets out the proposed local components to Peterborough's CTSS for financial year 2016/17 to mirror the proposed changes to Housing Benefit and would equally apply to Universal Credit namely:

- a) Maintains an overall reduction in entitlement of 30% for all eligible working age claimants
- b) Limits backdating of housing benefit to one month instead of six months
- c) Removes family premiums from all new claimants, or existing claimants who would otherwise have had a new entitlement to the premium, with effect from 1 May 2016. This change is subject to amendments being made by the supplier of the council tax IT system that the council use.

5.3 Universal Credit is being rolled out nationally which replaces a number of benefits into a single benefit called Universal Credit. This will impact the Peterborough area by 1 April 2016 and therefore the local scheme will equally apply these changes to Universal Credit working age claimants.

5.4 The government proposed to make changes to tax credits as part of the Summer Budget announcement. The council forecast an additional pressure of £0.3m as a result of these changes. However, the Autumn Statement announcement made clear that these changes would not be implemented and therefore the council no longer has a pressure of £0.3m.

5.5 There remains an unquantifiable risk on changes to the benefit cap. This will reduce the income available to affected households and may affect their entitlement to council tax support.

Council tax discretionary hardship policy

5.6 In light of these amendments proposed on the local scheme and the current operation of the local scheme, Cabinet is proposing to introduce a council tax discretionary hardship policy (Appendix 1) with effect from 1 April 2016. Primarily the policy scheme would:

- a) Exist for those experiencing significant financial hardship
- b) For those in receipt of council tax support
- c) Is discretionary and would be subject to demonstrating that effort has been made to control finances and sought advice
- d) Would apply from the point of introduction, and not for arrears

5.7 It is suggested that any such scheme should link into the council's Peterborough Community Assistance Scheme (PCAS) arrangements. This scheme provides other support and advice to those experiencing financial hardship. It is suggested that applications are only made following an appointment with Peterborough Citizens Advice Bureau to discuss all support available. The decision will be made by the council on whether the application is successful and the level of reduction in council tax that is awarded.

5.8 Council approved the phase 1 Budget proposals on 17 December 2015, including a maximum of £50,000 to cover the scheme and associated administration costs per annum.

5.9 The proposed scheme is included in Appendix 1.

6. CONSULTATION APPROACH AND FEEDBACK

6.1 The proposed changes outlined in this report will having regard feedback from consultation will become Peterborough's council tax support scheme for 1 April 2016 – 31 March 2017 including an introduction of a discretionary hardship policy. Cabinet launched the consultation after 25 November 2015 and will be remain open until 25 January 2016. This report considers feedback received to date.

6.2 An online consultation document is available to respond to the consultation and hard copies are available on request in the Town Hall and Bayard Receptions and Central Library. Members' scrutiny was undertaken as part of the scrutiny meeting set aside for phase one budget discussion. Cabinet also wrote to the following organisations to raise awareness of the consultation:

- a) Peterborough Community Assistance Scheme (PCAS) Board consisting of:
 - i. Peterborough Citizen's Advice Bureau
 - ii. Kingsgate Community Church
 - iii. Credit Union
 - iv. MIND
 - v. Disability Peterborough
 - vi. Age UK Peterborough
- b) Cambridgeshire Police and Crime Commissioner
- c) Cambridgeshire Fire Authority

6.3 To date, Cabinet have received four completed on line responses, a response from Peterborough Citizen's Advice Bureau and consulted Scrutiny members. Appendix 2 provides a breakdown of the responses, noting that Scrutiny members did not raise any concerns. There has been no adverse commentary with the majority of feedback recognising the reasons for the proposed amendments to the scheme including the introduction of a council tax discretionary housing policy and therefore on considering the responses received to date, Cabinet is recommending to approve the changes outlined in section 5 of this report.

6.4 The consultation remains open. An update will be provided to Cabinet at their meeting, and the final picture will be reported to Council.

7. ANTICIPATED OUTCOMES

7.1 The November Cabinet report launched the consultation for the council tax support scheme from 1 April 2016 and the discretionary council tax hardship policy as part of the formal budget process outlined in the council's Major Policy and Budget Framework. The consultation responses will inform the design of the operational scheme and any financial implications arising from the final design will be factored into the medium term financial strategy.

7.2 Based on the responses received to date, that Cabinet recommends to Council the Council Tax Support Scheme. Cabinet is recommending approval of a council tax discretionary hardship policy with effect from 1 April 2016.

7.3 The council tax support scheme can be found on the council tax support pages of the council's website.

8. REASONS FOR RECOMMENDATIONS

8.1 The council is statutorily required to approve a council tax support scheme by the 31 January 2016 having had regard for the council's financial position and feedback from responses to the consultation. As part of this consultation, the council is consulting on a council tax discretionary hardship policy.

9. ALTERNATIVE OPTIONS CONSIDERED

9.1 The council is statutorily required to approve a local scheme by 31 January. Cabinet have discussed the current 30% council tax support scheme with the cross party Budget Working Group as part of ongoing budget discussions. Options discussed were:

- One option would be to increase the 30% scheme, however this would have a negative impact on low income households with claimants having to pay more council tax.

- Another option would be to reduce the 30% scheme, however, this would require the council to find savings of up to £2.4m from elsewhere in the budget.

10. IMPLICATIONS

- 10.1 In maintaining a scheme with a 30% reduction, the Council will need to cover the reduction in grant referred to in paragraph 4.3 through savings elsewhere in the Council's budget. This will be dealt with in the overall budget proposals.
- 10.2 Published alongside the November Cabinet report was a draft equality impact assessment to assess the implications that may arise from the proposed technical changes. Feedback received during the consultation so far does not require any revisions to the equality impact assessment and is included in Appendix 3 of this report. However, the assessment does remove reference to tax credits that previously would have given the council a budget pressure following a decision by Government not to amend tax credits as announced in the Autumn Statement 2015.

11. BACKGROUND DOCUMENTS

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

The Council Tax Reduction Schemes (Default Scheme) (England) Regulations 2012

The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2013

The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) (No. 2) Regulations 2014

The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2015

The Housing Benefit (Abolition of the Family Premium and date of claim amendment) Regulations 2015 (S.I. 2015 No. 1857).

12. APPENDICES

Appendix 1 – Council Tax Discretionary Hardship Policy

Appendix 2 (a&b) – Consultation Responses

Appendix 3 – Equality Impact Assessment

Appendix 1 – Council Tax Discretionary Hardship Policy

A person who is liable to pay council tax on a property has the right to apply to the local council for a reduction in the amount of council tax due to be paid. This is included in legislation and is stated in Section 13A of the Local Government Finance Act 1992.

The council has the power to award a discount for a period of time it thinks is reasonable and it can choose to reduce the amount of council tax payable. The Council can also decide if necessary to reduce liability to nil.

The council has the right to choose whether to use its powers on a case by case basis or it also has the right to specify a class of use. A class of use is where several people who pay council tax fall into a group because their circumstances are similar – for example; council tax payers that have had to leave their homes due to flooding.

Section 13A(1)(c) of the Local Government Finance Act 1992 (as inserted by Section 76 of the Local Government Act 2003) states

Where a person is liable to pay Council Tax in respect of any chargeable dwelling and day, the billing authority for the area in which the dwelling is situated may reduce the amount which s/he is liable to pay as respects the dwelling and the day to such extent as it thinks fit.

a. The power under subsection 1) above includes the power to reduce an amount to nil.

b. The power under subsection 1) may be exercised in relation to particular cases or by determining a class of case in which liability is to be reduced to an extent provided by the determination.

1. This policy comes into effect from 1 April 2016
2. An application for a reduction will not be considered from any applicant who has been prosecuted and convicted for any welfare benefit fraud, including Administrative Penalty or a Sanction in the six years prior to the application
3. There are financial implications to awarding discounts other than those currently available under the statutory legislation, and the financial burden of Section 13A discounts has to be met through an increase in the general level of council tax for other payers.
4. As a consequence of this the council will only consider using its powers to reduce council tax liability for any council tax payer or class of payers in exceptional circumstances. The council will treat all application on their individual merits, but some or all of the following criteria must be met in each case:
 - There must be evidence of financial hardship or personal circumstances that justify a reduction in council tax liability
 - The council tax payer must satisfy the Council that all reasonable steps have been taken to resolve their situation prior to application
 - The customer has applied for council tax support where applicable. The localised Council Tax Support Scheme exists the ensure that those on a low income receive financial support with their council tax
 - All other statutory discounts/reliefs have been awarded
 - The council tax payer does not have access to other assets that could be used to pay council tax
 - The situation and reason for the application must be outside of the council tax payer's control
 - The amount outstanding must not be the result of wilful refusal to pay or culpable neglect

- In the case of an unoccupied property it must not be the sole or main residence of the council tax payer, and the applicant must show that they have made reasonable efforts to sell the property or return the lease.
- Priority will be given to those applicants who are under the age of 22 and were formerly in social services care under section 20 or 31(1)(a) of the Children Act 1989
- The council's finances allow for a reduction to be made. If the fund is exhausted, acceptance will only be in exceptional circumstances

Claiming Discretionary Relief

5. In the first instance, the council tax payer seeks advice from Peterborough Citizens Advice Bureau
6. Requests for reductions in council tax liability will be required in writing from the council tax payer, their advocate/appoints or a recognised third party acting on their behalf.
7. The application should be in such form as required by the council
8. The application should relate to the current council tax year, unless the liable person has just received an account following late valuation for previous year(s).
9. The council may request any reasonable evidence in support of an application, including a financial statement and evidence of income and outgoings
10. The applicant must agree to repay any discretionary discount believed to have been overpaid for whatever reason

Decision Making

11. Decisions in respect of Section 13A applications will be recorded for transparency. Annual information regarding claims and awards will be submitted to the Chief Financial Officer.
12. Decision will be made by the Corporate Director: Resources, or delegated nominee on their behalf)

Discount Period

13. Any award will cease either at the end of the financial year or earlier if there is a change to the council tax payer's circumstances that mean s/he is no longer entitled to the discount *or such other restrictions on time/maximum award as agreed to be the policy for the council*
14. The discount is intended as short term help. It is not the intention to award or re-award in perpetuity

Amount of Discount

15. The discount will be calculated against the daily council tax liability after deducting any other reliefs, discounts and council tax support and will not exceed that figure
16. The discount to be awarded is entirely at the discretion of the council
17. Any discount will be applied to the relevant council tax account to reduce liability

Notification of a Decision

18. The applicant will be notified of the decision in writing

19. The decision notice will include the reasons for the decision
20. If a discount is granted the notice will include the amount of the discount and the period for which it is granted

Review of Decision

21. Under the Local Government Finance Act 1992 there is a right of appeal. In the first instance the aggrieved person must serve written notice on the council stating the grounds for the grievance.
22. Where the aggrieved person is notified in writing by the council that grievance is not well founded and s/he is still aggrieved s/he may appeal to the Valuation Tribunal

Fraudulent Claims

23. If a reduction has been made as a result of a false or fraudulent claim the council reserves the right to withdraw the award thereby increasing the amount of council tax payable
24. Examples of false or fraudulent claims include, but are not limited to:
 - Misrepresentation or failure to disclose a material fact, whether fraudulently or otherwise
 - Failure to notify any relevant change in circumstances, whether fraudulently or otherwise
25. Where a discount is granted, applicants are required to notify the council of any relevant changes in their circumstances that could affect the award. Examples of changes include, but are not limited to
 - Change of address
 - If the applicant or a member of the household leaves the dwelling temporarily or permanently
 - If the applicant's or a member of their household's income or capital changes
 - If the number and/or circumstances of others in the household changes
 - If there is a change to any factor that caused or contributed to their hardship
 - If hardship ends
 - If there is any change to circumstances that were included in the application for the discount
26. The council will consider prosecuting any applicant who makes a false statement or provides fraudulent evidence in support of an application

Equalities Statement

27. The council is committed to equality and fairness. Equality is about ensuring that people are treated fairly and given fair chances. It is also about ensuring that people receive fair outcomes in the standard of service they receive from the council. This incorporates everyone, regardless of their race, gender, age, religion or belief, sexual orientation and/or disability

Appendix 2(a) - On line consultation responses

Italics denote officer responses to comments

	Do you agree with maintaining an overall reduction in entitlement of 30 per cent from all working age claimants?		Do you agree with the proposed amendment to limit backdating of council tax support to one month?		Do you agree with the proposed amendment to remove family premiums from all new claimants with effect from 1 May 2016?		Do you agree that the council should implement a council tax discretionary hardship policy?
	Response	If not, why not?	Response	If not, why not?	Response	If not, why not?	Response
1	Yes		Yes		Yes		No
2	Yes	I think it should be dependent on income level, some people should have full benefit as long as they are working.	No	Because there will definitely be circumstances whereby people have not been able to claim or reclaim because of their ability (disability - and marginalisation) and lack of support, even from council services. 3 months would be more acceptable; hopefully by that time it would have been picked up by a professional somewhere that they are not paying their rent.	No	£17.40 per week? That is a lot of money that a family will need. Rising costs of all basic needs and including rent because of the new laws on taxing people with second homes. £50 a month is a lot of money. If this is inevitable, could this be reduce over 2-3 years?	Yes
3	No	Make it 50% reduce the deficit quicker. Make pensioners pay 30%	Yes		No	Remove family premium for ALL claimants from April 2016	Yes
4	Yes		Yes		Yes		Yes

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<p><i>In assessing the scheme for 2016/17, council officers and Cabinet considered a range of options including level of benefit against the council's budget position and how it may impact on households. The council believes changes proposed for next year strike the right balance in difficult choices that the council has to make in setting its budget for next year, minimising the impact on vulnerable people and creating opportunities to get people into work and therefore come off benefit. Under legislation, pensioners are protected and therefore not eligible under the council tax support scheme</i></p>	<p><i>The council believes that aligning the council tax support scheme to Housing Benefit Rules will make it easier and simpler for claimants to understand and claim for benefits in which they are entitled to. The backdating issue always requires people to submit a claim as soon as possible, because the qualifying condition is that there has to be continuous good cause for the delay in applying</i></p>	<p><i>The council believes that aligning the council tax support scheme to Housing Benefit Rules will make it easier and simpler for claimants to understand and claim for benefits in which they are entitled to. This amendment would only apply for new claimants from 1 May 2016 and due to the technical criteria and claimant circumstances it is unlikely to impact on many claimants for several years</i></p>
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Peterborough Citizens Advice Bureau

16 - 17 St Mark's Street, Peterborough PE1 2TU



Councillor David Seaton
Cabinet Member for Resources
Peterborough City Council
Town Hall
Bridge Street
Peterborough,
PE1 1HG

8th December 2015

Dear David,

Re: Council Tax Support Scheme 2016/17 Consultation

Thank you for your letter of the 4th December outlining the proposals for Council Tax Support for the next fiscal year.

In times of financial constraint we all need to be pragmatic about finance and resource and I am pleased that the existing scheme reduction of 30% for all eligible working age claimants is to be retained.

The alignment of the CTS scheme to Housing Benefit rules does simplify the scheme and we have no issues with the change but would request the your website and literature clearly highlight the proposed change to backdating of claims.

As regards the removal of family premiums for new or existing claimants from 1 May 2016. We understand the reasoning for this change and have no issues but again would like the changes clearly publicised for new and existing claimants who will be impacted by the scheme change.

To close I would like to say how forward thinking the Council's approach is in introducing a discretionary hardship scheme for those facing little prospect of reducing their liability; this scheme has our full support.

Yours sincerely,

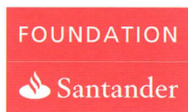
A handwritten signature in black ink that reads "Keith Jones".

Keith Jones
Chief Executive

Patron: The Right Reverend Donald Allister, Bishop of Peterborough

Peterborough Citizens Advice Bureau is an operating name of Peterborough Citizens Advice Bureau Limited. Charity registration number: 1068198. VAT number: 706 5479 22.
Company Limited by Guarantee. Registered number: 3507549 (England and Wales). Registered Office: 16-17 St Mark's Street, Peterborough PE1 2TU.

www.peterboroughcab.org.uk



Contracted with the
Legal Aid Agency



Equality Impact Assessment: Full assessment

Name/title of the policy area/strand or programme with which this assessment is concerned

Further potential changes to Council Tax Support (formerly Council Tax Benefit) in Peterborough in 2016/17

Description/summary of the policy area/strand or programme See Appendix C for further guidance

Previously CTB was a means tested benefit which compared the claimant's income and capital against needs assessment of how much they need to live on with 100% of any benefit awarded reimbursed to Peterborough City Council by the Government (individual households paying less or no council tax).

In the 2010 spending review the Government announced its plans to abolish Council Tax Benefit (CTB) and localise support for council tax from 2013-14, reducing expenditure by 10%. This meant Peterborough City Council had around £2.4m less to help low income households with their council tax. The Welfare Reform Act 2012 contained provision for the abolition of CTB and the Local Government Finance Act 2012 enabled billing authorities to construct Local Council Tax Support (CTS) schemes by 31 January 2013 for implementation by 1 April 2013.

The Department for Communities and Local Government produced an impact assessment on the original policy of localising support for council tax which can be found through the following link:
<http://www.communities.gov.uk/publications/localgovernment/lgfblocalisingcounciltax>

During the second half of 2012, PCC consulted and developed a scheme that would see a reduction in council tax support of 30% for working age claimants (originally consulted at 35%, but improved funding enabled this to be reduced).

As part of this project, an initial and Full EIA (EIA-12-0048) were developed and can be found at the link below:

http://www.peterborough.gov.uk/council_and_democracy/equalities/equality_impact_assessment.aspx?&EIA=59

The original consultation proposals included an option to protect recipients of disability premiums, in the same manner as pensioners, so that these households had no reduction in benefit. Such protection would have meant higher reductions for working age claimants to keep the scheme self-funding in line with the MTFs strategy. Rather than the 30% reduction proposed, the reduction in benefit for working age claimants would have been 7.5% higher at 37.5%. If the protection were not covered by working age claimants, it would have cost the Council around £0.5m to protect all.

Given the additional impact on working age claimants, or the costs to the Council if funded directly, it was not recommended that the protection is included. It should be noted that when the means testing is undertaken to assess whether the claimant is eligible for benefit the applicable

amount is increased by the amount of any disability premium that the disability benefit attracts. As such the system does already have an element of protection built in for such claimants.

Further details can be found in the Cabinet report from January 2013:

<http://democracy.peterborough.gov.uk/ieListDocuments.aspx?CId=116&MId=2856&Ver=4>

The original EIA and decision remain relevant to the proposed draft scheme for consultation. The proposed amendments to the scheme are as follows:

1. Makes no changes to the existing 30% reduction for eligible working age claimants
2. Aligns to governments proposed changes to Housing Benefit rules which would equally apply to Universal Credit
3. Introduces a council tax discretionary hardship policy

The 30% scheme has been in place since its introduction in April 2013 and every year since. During this time there has been no representations that impact the original equality impact assessment.

The evidence base (list the principal sources of relevant evidence, both quantitative and qualitative. [See Appendix C for further guidance](#))

Quantitative evidence:

Currently 10,913 working age households receive council tax support.

Information relating to equalities groups are not held on the council tax system as a matter of course. There is some proxy information in the case of disabilities.

The number of households receiving disability premiums as part of their council tax benefit is outlined below. As outlined above, it should be stressed this can only be a proxy for whether there is a disabled resident for the following reasons:

- It should be noted that households can claim more than one of these benefits, so the numbers do not necessarily relate to individual households (one household could be in receipt of disability premium and Enhanced Disability premium).
- Some households may not claim a premium – this can potentially happen if the case has been ‘passported’ through by DWP

The current position is as follows:

- 418 claim the Disability premium
- 95 claim the Disabled Child premium
- 900 claim the Enhanced Disability premium
- 871 claim the Severe Disability premium

What the evidence shows – keys facts [See Appendix C for further guidance](#)

Particular Age Groups:

- Up to 10,418 working age claimants will be disadvantaged by the new CTS scheme
- Under Council Tax Law the following groups are not included or treated differently in the council tax calculation:
 - Children under 18 years old
 - Apprentices
 - 18 and 19 year olds in full-time education
 - Full-time college and university students
 - People under 25 years old receiving funding from the Skills Funding Agency or Young Peoples Learning Agency
- People who have reached pension credit age are protected and not affected by the new scheme

Disabled people:

- The initial consultation included options for additional protection of households in receipt of disability premia – ultimately this was not recommended
- Current levels claiming premia are outlined in the evidence section above
- Under Council Tax Law the following groups are not included or are treated differently in the council tax calculation:
 - People who have a severe mental impairment
 - Live-in carers who look after someone (not a partner, spouse or child)
- The consultation process will include the disability forum

Married couples or those entered into a civil partnership:

- Not affected; Marriage, civil partnerships and polygamous marriages will continue to be recognised by the new CTS scheme as they currently are under CTB

Pregnant women or women on maternity leave:

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

Particular Ethnic Groups:

- May be affected by these changes if the communications are not clear and available in a format that is easily understood and presented

Those of a particular religion or who hold a particular belief:

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB – for example, members of religious communities are not included or treated differently in the council tax calculation

Male/Female:

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

Gender reassignment:

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

Sexual orientation:

- Not affected; will continue to be recognised by the new CTS scheme as they currently are under CTB

Challenges and opportunities

(indicate the policy's potential to reduce and remove existing inequalities)

- Public and direct consultation will take place until 25 January 2016
- The negative impact is to align government's proposed amendments to the Housing Benefit rules, however this will make it easier for claimants to understand if the scheme contains the same criteria as Housing Benefit criteria. The scheme would also align to Universal Credit which is due to be rolled out within the Peterborough area over the next few years
- A neutral or positive impact those affected is the introduction of a council tax discretionary hardship policy for claimants that are experiencing significant financial hardship and sought financial advice on their debt

Summary of Equality Impact Assessment

[See Appendix C for further guidance](#)

Adverse impact for those in receipt of council tax support but consulting on the draft scheme as a whole can be justified. Cabinet will need to consider all feedback in making their recommendation, including revisiting the EIA as necessary.

Next steps See Appendix C for further guidance

This Equality Impact Assessment as a whole is a living document that will be revised and updated as appropriate in the light of further evidence, discussions and representations.

This will include the consultation, which will be open to the public will also be communicated directly to:

- a) Peterborough Community Assistance Scheme (PCAS) Board consisting of:
 - i. Peterborough Citizen's Advice Bureau
 - ii. Kingsgate Community Church
 - iii. Credit Union
 - iv. MIND
 - v. Disability Peterborough
 - vi. Age UK Peterborough
- b) Cambridgeshire Police Authority
- c) Cambridgeshire Fire Authority

The next steps are:

- o Arrange direct consultation with the affected groups up to January 25
- o Include as part of the phase 1 budget consultation joint scrutiny on 26 November 2015
- o Collate and consider the consultation feedback from all sources
- o Report all feedback to Cabinet in January, to enable a recommendation to be made to the Council meeting of 27 January
- o Use this data to formulate an updated CTS scheme for Peterborough City Council to approve by 31 January 2016

Policy review date	Autumn 2016
Assessment completed by	Steven Pilsworth
Date Full EqIA completed	Original scheme - 10 September 2012 Revised EIA published – November 2015 Final EIA published – January 2016
Signed by Head of Service	

CABINET	AGENDA ITEM No. 9
18 JANUARY 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor David Seaton, Cabinet Member for Resources	
Contact Officer(s):	John Harrison, Corporate Director: Resources Steven Pilsworth, Service Director Financial Services	Tel. 452520 Tel. 384564

COUNCIL TAX BASE, BUSINESS RATES AND COLLECTION FUND DECLARATION 2016/17

RECOMMENDATIONS					
FROM : Corporate Director: Resources	Deadline date : 18 January 2016				
Cabinet is requested to:					
<ol style="list-style-type: none"> 1. Propose the calculation of the Council Tax Base for 2016/17 set at a level of 54,100.4 Band D equivalent properties based on a council tax support scheme of 30%, delegating authority of final confirmation of the Band D equivalent properties to Corporate Director: Resources following approval of the council tax support scheme by Council on 27 January; 2. Note the estimated position on the Collection Fund in respect of Council Tax as at 31 March 2016 being: <table style="margin-left: 40px; border: none;"> <tr> <td>Council Tax</td> <td style="text-align: right;">£1.816m surplus</td> </tr> </table> 3. Note the estimated position on the Collection Fund in respect of Business Rates as at 31 March 2016 being: <table style="margin-left: 40px; border: none;"> <tr> <td>Business Rates</td> <td style="text-align: right;">£0.832m deficit</td> </tr> </table> 4. Delegate to the Corporate Director: Resources authority for approving and returning the final NDR1 return to the Secretary of State by 31 January 2016 to include any further revision to the business rates position 2015/16 and Business Rate income 2016/17. 		Council Tax	£1.816m surplus	Business Rates	£0.832m deficit
Council Tax	£1.816m surplus				
Business Rates	£0.832m deficit				

1. ORIGIN OF REPORT

- 1.1 This report forms part of the preparation for setting the council's budget. It needs to be considered so that figures for the tax base, the Collection Fund and the amount of business rates to be collected can be used in setting the Council Tax and business rate income and can be notified to other affected authorities.

2. PURPOSE AND REASON FOR REPORT

- 2.1 This report is before Cabinet to consider under its delegated function 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'.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	Yes (Part of budget setting)	If Yes, date for relevant Cabinet Meeting	18 January 2016
Date for relevant Council Meeting	9 March 2016	Date for submission to Government department	15 March 2016

4. INFORMATION RELEVANT TO DECISIONS REQUIRED

Council Tax Base Calculation 2016/17 (Appendix 1)

- 4.1 The Council Tax Base calculation is part of the budget process. The gross tax base for 2016/17 is estimated at 61,957.34 Band D equivalents. This is reduced by 1.5% to allow any in year variation from the estimates e.g. for properties not being built or occupied, additional discounts being available or for losses on collection, to give a net council tax base of 61,027.98 which is 1.73% more than the equivalent taxbase for 2015/16 of 59,989.92.
- 4.2 A further reduction to the taxbase to reflect the changes to the funding of council tax benefits which came into effect for the first time in 2013/14 is necessary. The proposed taxbase for 2016/17 has therefore reduced to 54,100.4 which compares to 52,305.2 for 2015/16 and is based upon the draft scheme being consulted upon with a reduction of 30% by Council on 27 January 2016.
- 4.3 The figure of 54,100.4 Band D equivalents reflects the best estimate, based on the latest factual position on a proposed council tax support scheme of 30%. The regulations provide for the Billing Authority's records to be calculated on data as at 30 November 2015, together with a forecast of any changes arising after that date until the end of the relevant financial year, in this case, 31 March 2017.
- 4.4 Cabinet have a separate report on council tax support scheme being considered during Cabinet's meeting on 18 January which will recommend to Council a scheme to be approved. The Police Authority, Fire Authority and Parish Council's will be notified of the provisional Band D equivalent properties and that this will be confirmed after the Council decision on 27 January and will therefore meet the statutory deadline.
- 4.5 Cabinet's report on 29 February 2016 to recommend a budget to Council on 9 March will confirm the Band D equivalent used to set council tax following Council's decision made on 27 January 2015.

Collection Fund

- 4.6 For 2015/16 the collection fund is effectively split into two sections; in respect of council tax and business rates and needs to have separate calculations of the surplus/deficit at the year end. This is because prior to 2013/14 the total amount of business rates was transferred to the government whereas under the new system it is shared between the Council, the Fire Authority and the Government.
- 4.7 The collection fund as at 31 March 2016 in respect of council tax has been estimated to be a surplus of £1.8m from additional residential property growth and impact of measures following the localisation of council tax support from 2013/14 and therefore will be shared between the Council, the Police and the Fire authority.
- 4.8 Since the introduction of localisation of business rates from 2013/14, the actual position of the collection fund in respect of business rates has shown a deficit position which was calculated and processed into the council's accounts in accordance with relevant accounting regulations. The deficit is due to the setting up an appeals provision for all appeals including the appeals that were outstanding prior to 1 April 2013 when the localisation of business rates was introduced. Businesses could have their appeal back dated dependent on their circumstances to 1 April 2010.
- 4.9 However prior to the commencement of the new system the Government committed to allow authorities to spread the cost of backdated appeals over a five year period and legislation was brought in just prior to the end of the 2013/14 year to cover various scenarios regarding this issue. Specific legislation applies to those authorities, of which Peterborough was one, who opted for the five year spreading adjustment in their NNDR1 submission for 2013/14. The effect of this is that the council did not have to accommodate

the full impact of these costs in the first year and will effectively repay them in future years as further, but reducing, adjustments are made as these entries are processed. All things being equal the actual collection fund position and the notional position will be balanced and in line in 2017/18.

- 4.10 The actual collection fund deficit for 2015/16 in respect of business rates has been estimated at £2.487m but after the legislative adjustments in respect of pre 2013/14 appeals the deficit reduces to £0.832m. This is in line with the draft National Non-Domestic Rates (NNDR1) form to be submitted to government by 31 January 2016 included in Appendix 2. The deficit has not arisen due to non-collection of business rates.
- 4.11 The deficit position is in fact an improvement on the anticipated deficit at this point in the new business rates retention scheme. This is because the council chose the option to spread the cost of pre 2013/14 appeals over a five year period which resulted in removing a large deficit in 2013/14 and repaying this over 5 years. The actual deficit is approximately £0.8m less than it would be at this stage due to a better year end position at 2014/15 and an increase in forecast net income for 2015/16. The position is also in line with the forecasts built into the Council's phase 1 budget proposals for 2016/17.
- 4.12 Notwithstanding this the deficit has been affected adversely due to the impact of appeals during the year the key appeal being in respect of doctors surgeries and health centres which has cost more than the provision set aside.
- 4.13 In last year's report a key issue raised was in respect of the power station which has an appeal outstanding against the 2010 RV listing of £3.1m, a significant provision was set aside in the 2014/15 accounts and this remains in place as the appeal has not yet been heard. The position for the Power station in connection with the 2005 rating list has now been finalised to the benefit of the council and this one off income has been included within the figures for 2015/16 and mitigated the impact of the surgeries appeals.
- 4.14 Following the introduction of the new business rates system in April 2013 the Police and crime commissioner does not receive any business rates income but receives alternative funding directly from government.
- 4.15 The relevant share of both elements of the collection fund surplus/deficit calculation is used by each of the relevant bodies in setting its budget for the following year. The figures in this report are provided for information as the Corporate Director: Resources will make the formal calculation for council tax on 15 January 2016 and notify the relevant bodies at that time and will return the final NNDR1 by 31 January 2016.

Calculation of Non-domestic rate income, relevant shares and notification (NNDR1) 2016/17

- 4.16 The new system of local government finance which allows local authorities to retain locally 50% of the total non domestic rates collected nationally requires by virtue of the Non-Domestic Rating (Rates Retention) Regulations 2013, regulation 3(1-3) a billing authority to make certain calculations and notify relevant bodies by 31 January each year.
- 4.17 The calculations in question are the total non domestic rate income for the year, the central share and the shares attributable to precepting authorities
- 4.18 The council is also part of a pilot scheme announced by Government during the March 2015 Chancellor's budget whereby council's achieving growth over and above a target set by Government would be able to keep Government's share of business rates. The Government will be issuing Regulations on how this pilot scheme will work prior to the year end. The scheme is in addition to the current Business rates retention scheme which will continue to operate in its current form.
- 4.19 The NNDR1 form is completed on the basis of regulations and guidance and it is a requirement that it is signed by the Council's chief financial officer. The form includes all the relevant information required by the regulations and effectively provides the calculations and notification to the Secretary of State. The form will be completed using the data as at

31 December 2015 with an update to forecast to the end of the financial year and will be used to determine the business rate income within the council's budget for 2016/17.

- 4.20 Any required update to the council's budget forecast on business rates will be updated accordingly as part of setting the formal budget for 2016/17.

5. CONSULTATION

- 5.1 Consultation is not required in making the calculations referred to in this report, however the council are in contact with the Police and Fire authority during the budget setting process.

6. ANTICIPATED OUTCOMES

- 6.1 That Cabinet proposes the draft calculation of the Council Tax Base and will be confirmed immediately after the Council approval of the council tax support scheme for 2016/17, notes the position on the collection fund for both the Council Tax and Business Rates and delegates the approval and notification requirements for the final NNDR1 for 2016/17 to the Corporate Director: Resources.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The Council Tax Base could be set at a higher or lower level. However, this could have the effect of either inflating unnecessarily the amount of Council Tax to be set or setting the tax at a level insufficient to meet the Council's budget requirements. A similar position could arise if the surplus or deficit were set at a higher or lower level.

- 7.2 The calculation and return of the information included in the NNDR1 is a statutory requirement which can be formally delegated to an officer. As with council tax if the amount of business rates estimated to be collected is increased or reduced or the surplus or deficit is set at a higher or lower level then the amount of income available to the council will change with the consequent effect on service provision or council tax levels.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 This report covers calculations that are all prescribed by regulations with the effect that no other options need to be considered. Furthermore, alternative tax base calculations have been prepared dependent on the option Council approve on the council tax support scheme for 2016/17.

9. IMPLICATIONS

- 9.1 This report does not have any implications effecting legal, human rights act or human resource issues.

10. BACKGROUND DOCUMENTS

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

Local Government Finance Act 1992

Local Government Act 2003

The Local Authorities (Calculation of Council Tax Base) (Amendment) (England) Regulations 2003

The Council Tax (Prescribed Classes of Dwellings) (England) Regulations 2003.

Council Tax Banding List

The Non-Domestic Rating (Rates Retention) Regulations 2013

The Non-Domestic Rating (Rates Retention) Amendment Regulations 2014

11. APPENDICES

Appendix 1 – Council Tax Base Calculation 2016/17

Appendix 2 – Draft National Non-Domestic Rates (NNDR1) Form

PETERBOROUGH CITY COUNCIL

COUNCIL TAX BASE FOR TAX SETTING PURPOSES 2016/17

**Appendix 1
30%**

Parish Council	Number of Properties on Valuation List in Bands									TAXBASE		FINAL
	A	B	C	D	E	F	G	H	TOTAL	GROSS	NET	TAXBASE
Ailsworth	11	21	97	41	51	33	7	0	261	250.45	246.70	236.70
Bainton	8	7	9	27	22	18	37	1	129	152.64	150.35	147.25
Barnack	76	105	28	92	75	40	42	1	459	455.42	448.59	416.09
Bretton	3,870	647	296	287	195	137	19	1	5,452	3,717.36	3,661.60	3,098.34
Castor	52	105	31	58	48	46	36	18	394	395.97	390.03	368.44
City (non-parished)	23,631	14,350	9,262	3,821	1,532	581	262	15	53,454	38,339.89	37,764.75	32,932.48
Deeping Gate	1	22	32	49	46	40	16	0	206	224.00	220.64	214.69
Etton	4	18	8	13	2	8	5	0	58	54.03	53.22	49.68
Eye	791	419	581	246	136	31	13	0	2,217	1,693.19	1,667.79	1,496.11
Ginton	130	147	112	98	103	64	32	1	687	630.03	620.58	591.53
Clampton	463	1,058	837	1,293	803	91	13	2	4,560	3,952.56	3,893.27	3,598.00
Helpston	23	111	89	75	105	28	28	0	459	449.27	442.54	428.84
Marholm	1	20	9	12	13	10	10	1	76	78.44	77.27	74.32
Maxey	29	46	39	38	52	57	44	0	305	330.86	325.90	315.84
Newborough & Borough Fen	144	156	262	121	42	26	8	0	759	628.84	619.41	582.10
Northborough	41	177	152	84	71	42	12	1	580	518.07	510.30	488.86
Orton Longueville	2,340	1,297	516	347	224	104	77	3	4,908	3,563.79	3,510.34	3,081.88
Orton Waterville	1,708	801	752	592	600	245	78	2	4,778	3,855.03	3,797.21	3,472.90
Peakirk	17	22	34	42	22	32	10	0	179	180.47	177.76	173.95
Southorpe	1	0	6	9	14	13	15	1	59	74.57	73.45	73.45
St Martins Without	1	3	2	4	0	2	3	2	17	19.53	19.23	18.81
Sutton	0	0	0	7	6	23	12	2	50	67.36	66.35	65.80
Thorney	264	394	166	124	60	46	26	0	1,080	868.00	854.98	786.38
Thornhaugh	3	21	15	9	17	11	12	2	90	96.93	95.48	91.79
Ufford	17	3	7	9	19	31	21	3	110	128.36	126.44	122.72
Upton	0	14	0	4	2	4	2	0	26	24.90	24.53	23.18
Wansford	7	28	25	22	36	57	41	0	216	250.71	246.95	239.92
Wittering	784	248	66	32	4	6	3	4	1,147	774.22	762.61	731.88
Wothorpe	1	4	18	21	18	21	48	9	140	182.45	179.71	178.47
Totals	34,418	20,244	13,451	7,577	4,318	1,847	932	69	82,856	61,957.34	61,027.98	54,100.40
2015/2016 (with growth)	34,217	19,717	13,281	7,572	4,280	1,832	906	67	81,872	60903.47	59989.92	

PROVISIONAL NATIONAL NON-DOMESTIC RATES RETURN - NNDR1
2016-17

All figures must be entered in whole £

Please check the Validation tab and answer the validation queries that need to be answered

Ver 1.2

Local Authority : Peterborough

PART 4: ESTIMATED COLLECTION FUND BALANCE

OPENING BALANCE

1. Opening Balance (From Collection Fund Statement)

£

£

-6,019,539

BUSINESS RATES CREDITS AND CHARGES

2. Business rates credited and charged to the Collection Fund in 2015-16

102,269,409

3. Sums written off in excess of the allowance for non-collection

0

4. Changes to the allowance for non-collection

-850,000

5. Amounts charged against the provision for appeals following RV list changes

4,222,000

6. Changes to the provision for appeals

-4,014,000

7. Total business rates credits and charges (Total lines 2 to 6)

101,627,409

OTHER RATES RETENTION SCHEME CREDITS

8. Transitional protection payments received, or to be received in 2015-16

0

9. Transfers/payments to the Collection Fund for end-year reconciliations

40,000

10. Transfers/payments into the Collection Fund in 2015-16 in respect of a previous year's deficit

3,106,000

11. Total Other Credits (Total lines 8 to 10)

3,146,000

OTHER RATES RETENTION SCHEME CHARGES

12. Transitional protection payments made, or to be made, in 2015-16

-4,744,409

13. Payments made, or to be made, to the Secretary of State in respect of the central share in 2015-16

-48,090,503

14. Payments made, or to be made to, major precepting authorities in respect of business rates income in 2015-16

-961,810

15. Transfers made, or to be made, to the billing authority's General Fund in respect of business rates income in 2015-16

-47,128,692

16. Transfers made, or to be made, to the billing authority's General Fund; and payments made, or to be made, to a precepting authority in respect of disregarded amounts in 2015-16

-314,992

17. Transfers/payments from the Collection Fund for end-year reconciliations

0

18. Transfers/payments made from the Collection Fund in 2015-16 in respect of a previous year's surplus

0

19. Total Other Charges (Total lines 12 to 18)

-101,240,406

20. Adjustment for 5-Year Spread

1,654,688

ESTIMATED SURPLUS/(DEFICIT) ON COLLECTION FUND IN RESPECT OF FINANCIAL YEAR 2015-16

21. Opening balance plus total credits, less total charges, plus adjustment for 5-year spread (Total lines 1, 7, 11, 19 & 20)

£

-831,848

Checked by Chief Financial / Section 151 Officer :