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: Stratigic 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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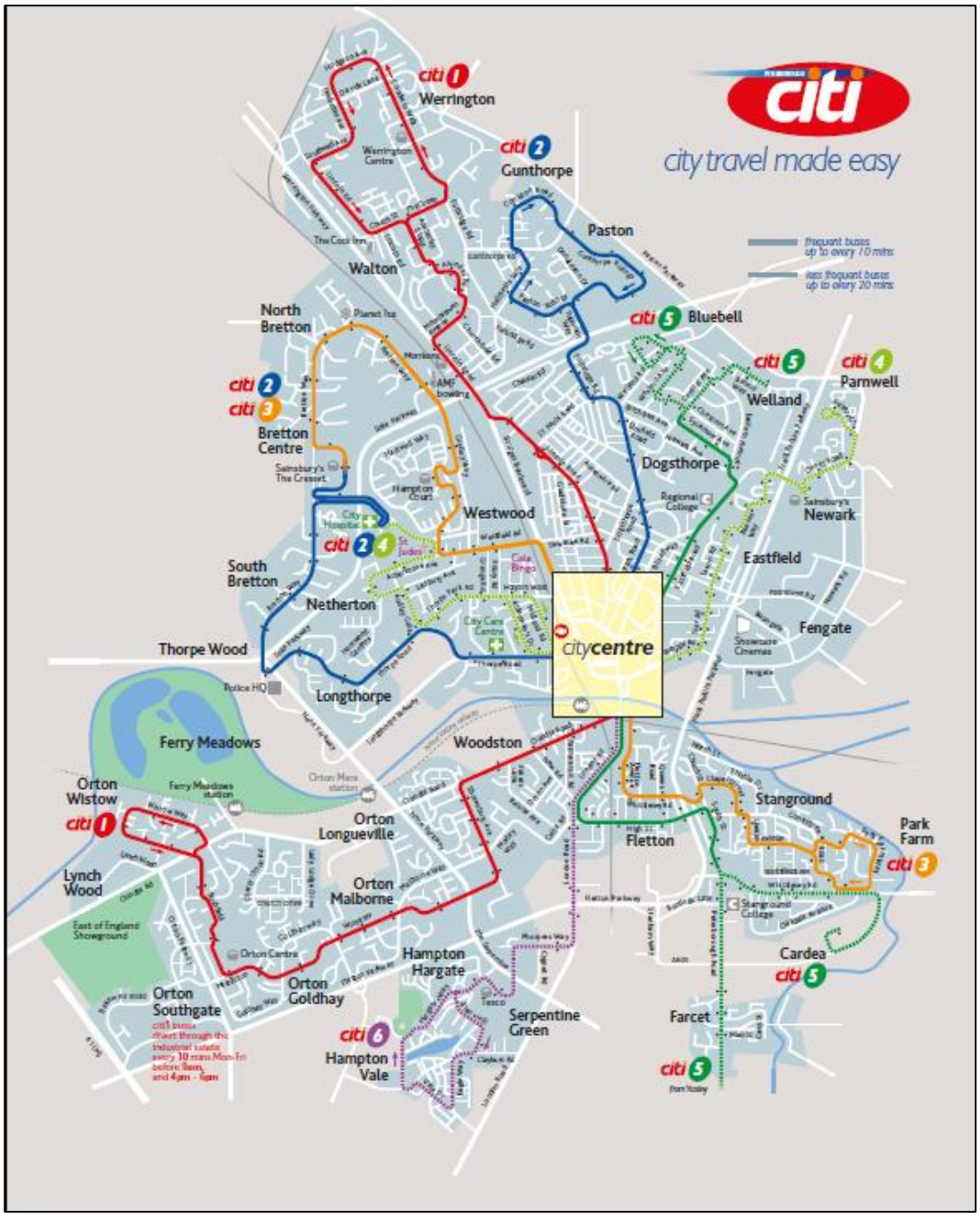
Core bus routes

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 an 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, whiles 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 complied 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
Most roads create both psychological and physical barriers to pedestrian movement with limited at-grade crossings	Reduce physical and psychological barriers to encourage more walking and cycling
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 taxis 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:

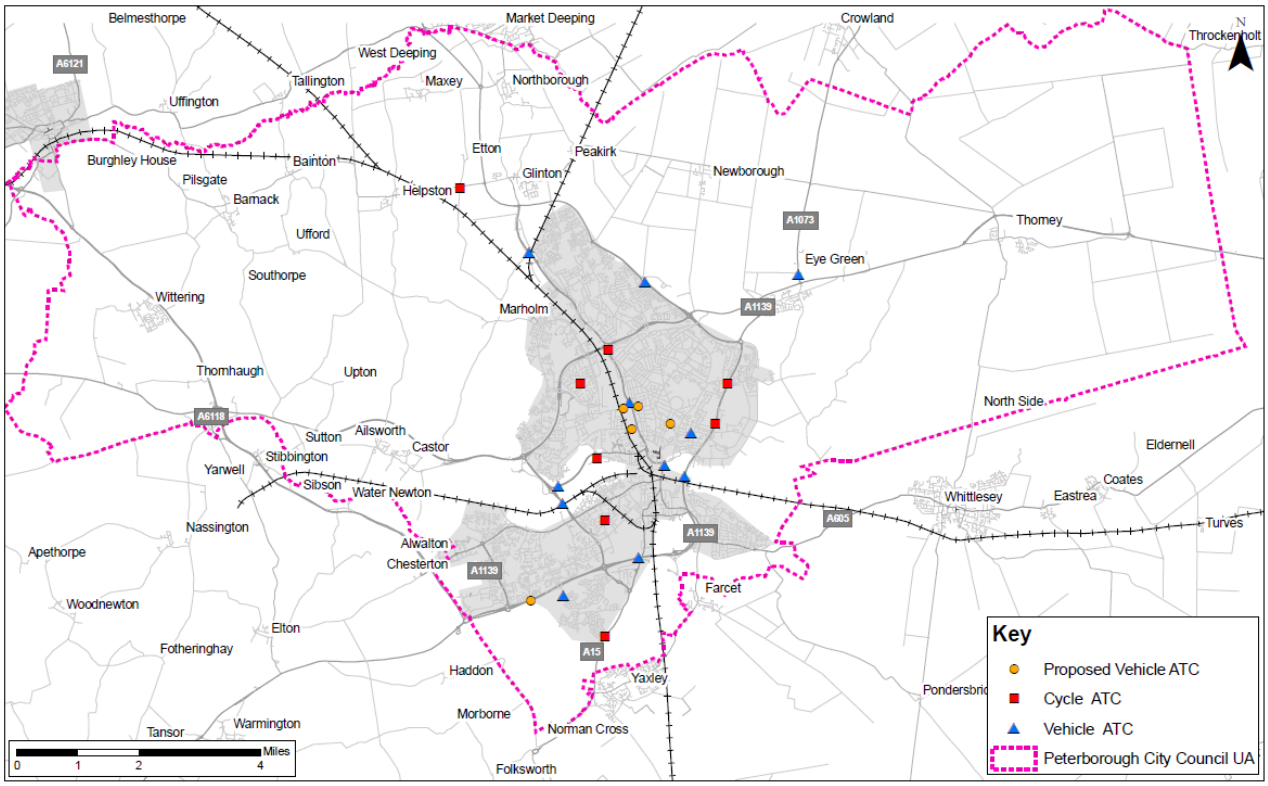
- Traffic flow
- Traffic speed
- Vehicle type

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:

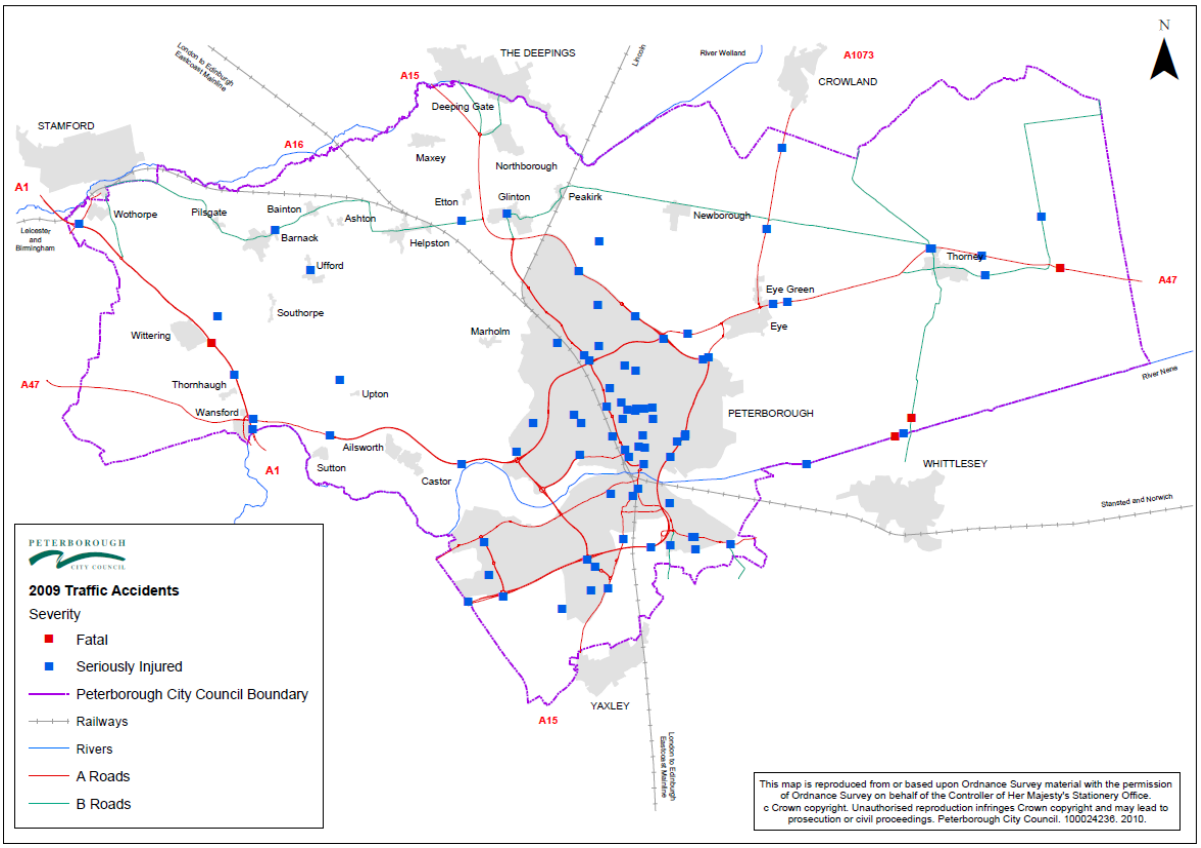
- To reduce road traffic casualties amongst all road users on Peterborough roads
- To be a partner in the Cambridgeshire and Peterborough Road Safety Partnership and deliver the associated 2015-2020 strategy and delivery plan
- To engage with all Peterborough schools supporting individual travel needs 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:

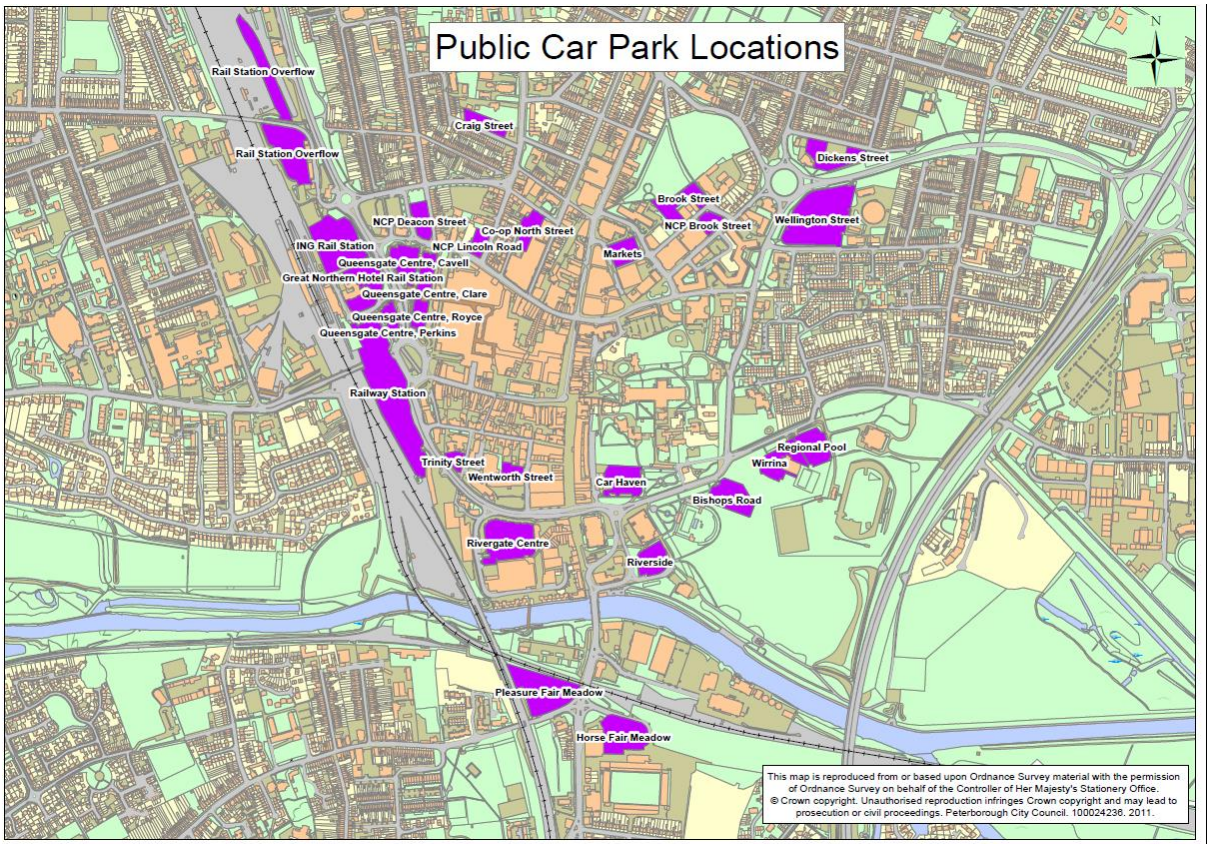
- To reduce illegal parking, improve enforcement and improve commercial competitiveness
- To increase the availability of land in the city centre for public realm improvements and development
- To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available 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	
	Lack of integration between taxi, private hire vehicles (PHV) and the public transport network		Interchange Improvements
	Lack of public transport provision in some areas. Orbital bus routes around the city centre can result in correspondingly long journey times for orbital movements	Enhance public transport opportunity / coverage	Enhanced Transit Systems
	Bus punctuality		
	Bus frequency		Other Bus Service Improvements
	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	
		Improve journey time reliability for movement of goods and business users	Freight Improvements
		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	Improve Public Transport, Walk and Cycle
		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	Pedestrian / Cycle Route Improvements
	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 transhipment
Strategic Road Network	Trunk Road Improvements	A47 dualling between A1 and Sutton
		A1 Wittering Junction Improvement
	Parkway "Congestion Hotspot"	A1/A605 Oundle Road (Alwalton) junction improvement
		A1139 Fletton Parkway Junction 2 improvements

Mode	Options	Sub Options
	Improvements	A1139 Fletton Parkway Junction 3 improvements
		A1139 Fletton Parkway Junction 3 - 3a widening
		A1139 Fletton Parkway Junction 3a improvements
		A1139 Fletton Parkway Junction 4 improvements
		Frank Perkins Parkway Junction 4 - 5 widening and junction improvements
		A1260 Nene Parkway Junction Stage 2 Junction 15 (A47) improvements
		A47/A15 Lincoln Road Junction 18 improvements
		A47/A15 Paston Parkway Junction 20 Improvements
		A15 Paston Parkway Junction 21 improvements
		Dualling of A15 Paston Parkway between Junction 22 and Glinton Roundabout (Junction 23)
		A15 Junction 23 Improvements
		A1260 Nene Parkway Junction 32 - 33 widening (within carriageway)
		A1260 Nene Parkway Junction 33 improvements
Highways and Parking	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							
										Other Funding			
		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
Committted 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 Cresent 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							
										Other Funding			
		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 Junc		✓			✓						✓	
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							
										Other Funding			
		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
Committted 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 Cresent 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							
										Other Funding			
		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 Junc		✓			✓						✓	
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

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:

- 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

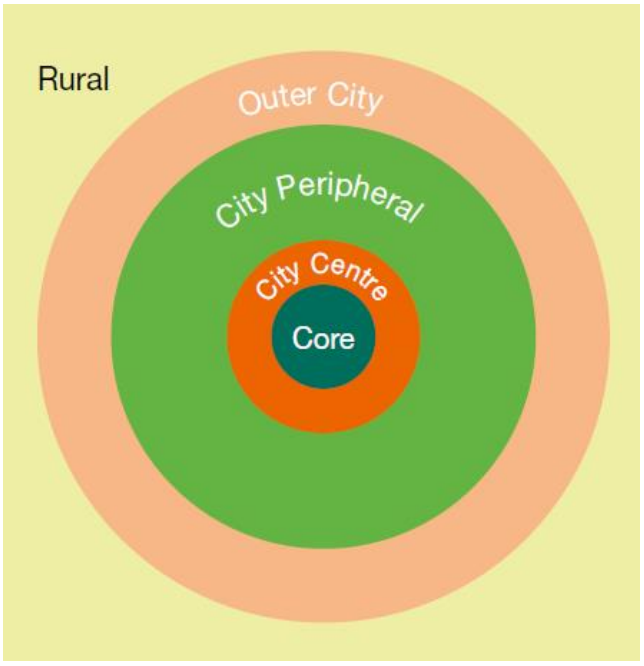
The Rights of Way Improvement Plan (ROWIP) has been updated for the period 2016 and 2026. The updated ROWIP can be found in Annex 2 of this document.

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:

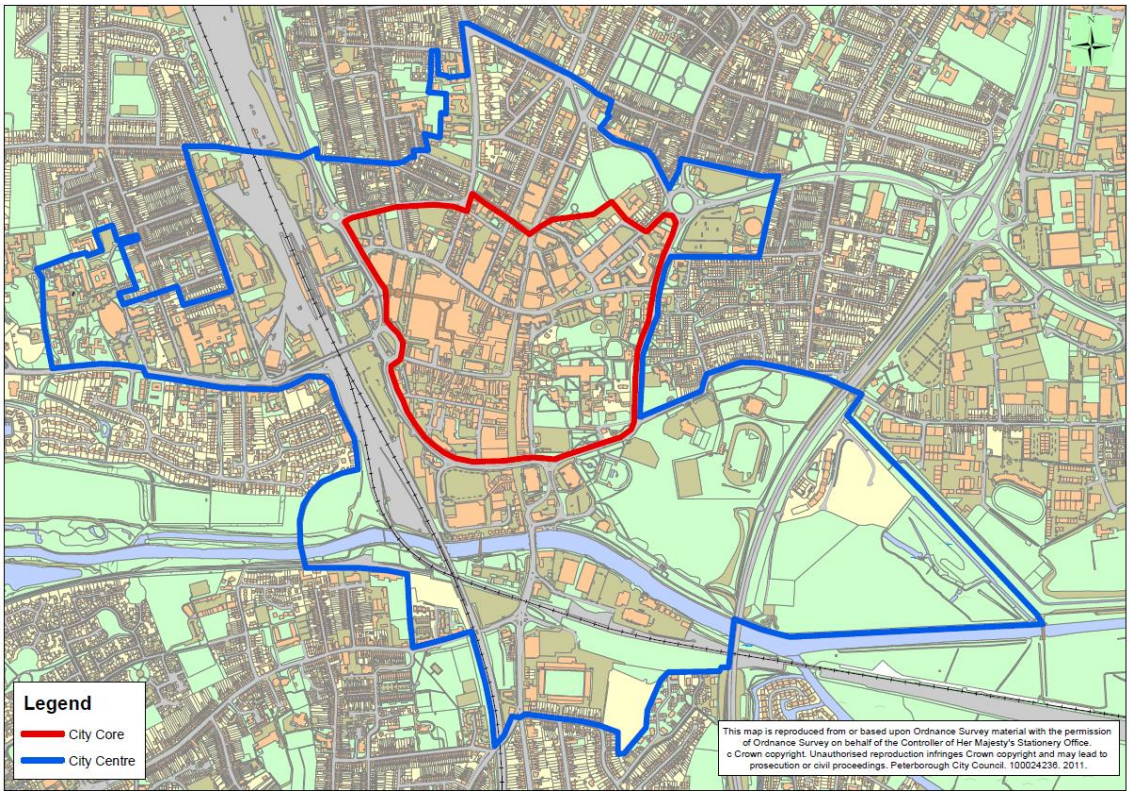
- The Core (a subsection of the City Centre, see Figure 11 below)
- The City Centre (the rest of the Central Business District including Rivergate, the station and embankment, see Figure 11 below)
- City Peripheral (the urban area within the Parkway Network, bounded by the Soke Parkway, Nene Parkway 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



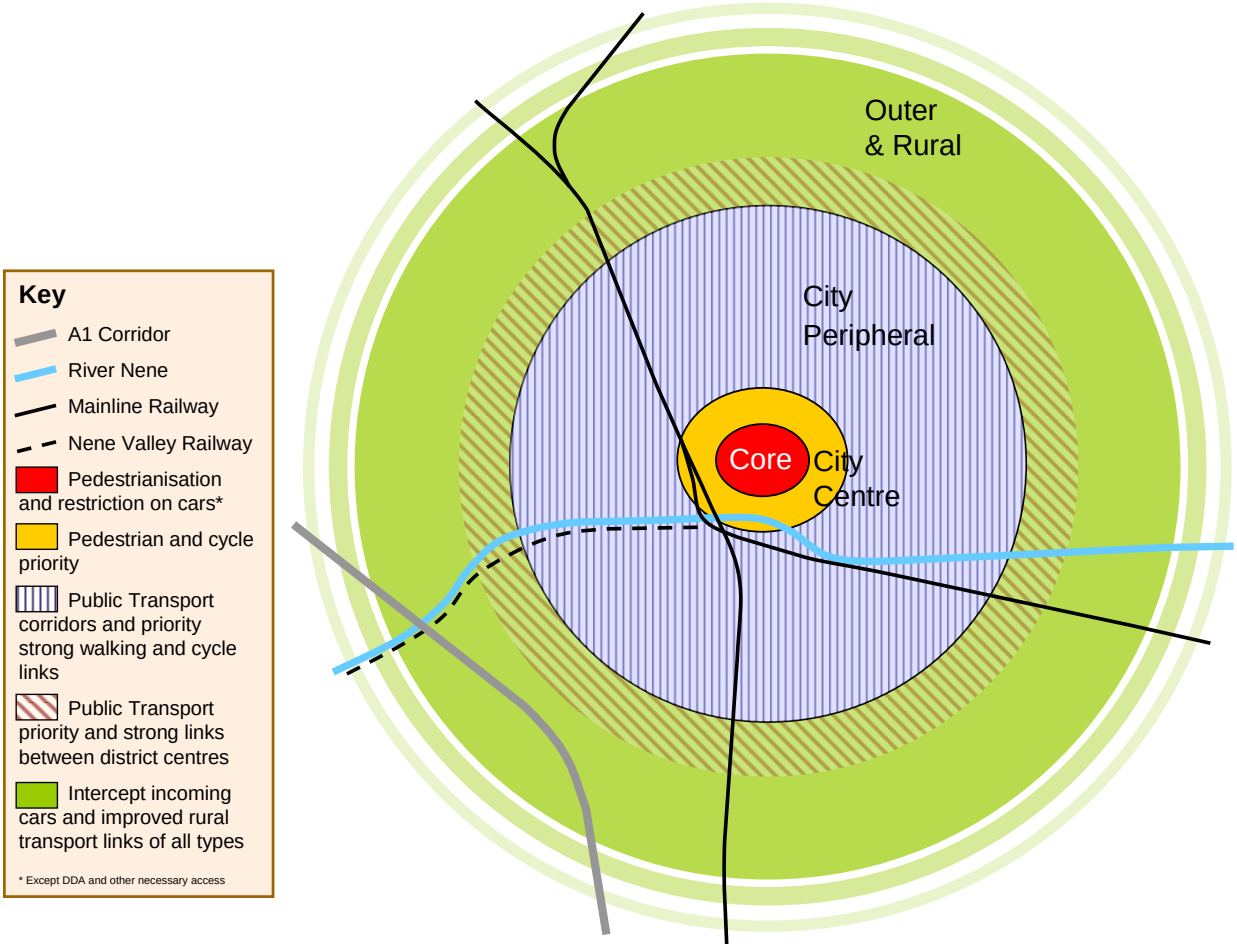
The purpose of this spatial strategy is to focus on the different characteristics and needs of the areas. The improvements that are to be made in each area are set out in the Transport Policy section below. The transport interventions that will be considered to meet those objectives are set out in the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

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

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

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

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	*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*
Goals	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 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
City Core	To seek to improved wayfinding for all residents and visitors To continue to improve connections between the railway station, bus station and the city core To seek to provide real time travel information points at key locations throughout the city centre To continue to provide a Travelchoice Centre at the bus station
City Centre	To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate To continue to improve connections between the railway station, bus station and the city centre
City Periphery	To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate
Outer City	To endeavour to provide Variable Message Signs (VMS) on key routes to key destinations To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate
Rural	To promote the Green Wheel cycle network To promote the use of car share and investigate the latest technology that supports it

Authority Wide	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	*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*
Goals	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
City Core	To continue to develop walking routes that improve pedestrian connections through the city centre To continue to increase the level of pedestrianisation in the 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	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 promote and increase pedestrians flows across Bourges Boulevard to the Embankment and Fletton Quays To support and encourage free-flowing pedestrian movement along the north-south axis of the city centre
City Periphery	To seek to improve walking connections to district centres, travel hubs and key services
Outer City	To seek to improve walking connections to district centres, travel hubs and key services To endeavour to develop recreational walking routes
Rural	To identify potential investment streams to invest in footpaths connecting rural villages To continue with bridleway and byway improvements identified in the Rights of Way Improvement Plan (ROWIP) 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 To seek to improve walking routes to bus stops To work with Parish Councils to investigate opportunities for Quiet Lanes

Authority Wide	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	*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*
Goals	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	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	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	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	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	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)

Authority Wide	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	*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*
Goals	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	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	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	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	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	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)

Authority Wide	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	*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*
Goals	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	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	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	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	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	*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*
Goals	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 taxis and PHV driver awareness of disability issues through driver training To work across Cambridgeshire to harmonise taxi and PHV standards across the county
City Core	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
City Centre	To investigate improvements to taxi ranks including: • 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 To encourage where appropriate developers to provide taxi ranks To investigate improvements to PHV waiting facilities
City Periphery	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
Outer City	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

Authority Wide	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

Rail strategy

Vision	*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*
Goals	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 any surplus and underused land around the station
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	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 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 To improve interchange between different transport modes at the station through cycle parking, taxi ranks, enhanced Real Time Passenger Information (RTPI) and bus interchange To seek to further improve surface access to the station To investigate western access into the railway station
City Periphery	To seek to further improve surface access to the station To endeavour to improve bus links to the railway station
Outer City	To work with stakeholders to: • To investigate the closure of level crossings • Develop the GN/GE Joint Line to limit its environmental impacts To endeavour to improve bus links to the railway station
Rural	To work with stakeholders to: • To investigate the closure of level crossings • Develop the GN/GE Joint Line to limit its environmental impacts To endeavour to improve bus links to the railway station

Authority Wide	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	*To develop the infrastructure to promote the adoption of electric and low emission vehicles by residents, businesses and visitors*
Goals	To continue to develop an extensive network of charging 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 charging points in commercial and residential development To continue to promote and encourage the market for electric vehicles
City Core	To continue to install on-street, highly visible charging posts in the core area to raise awareness of electric vehicles To continue to install charging posts in key car parks and at key destinations To consider preferential access for electric vehicles in the short-term to promote their use
City Centre	To continue to install charging posts in key car parks and at key destinations To consider preferential access for electric vehicles in the short-term to promote their use
City Periphery	To install charging posts at key destinations Install charging posts at new developments as specified in planning policy
Outer City	To install charging posts at key destinations To install charging posts at new developments as specified in planning policy To consider electric vehicles being given access to bus lanes or similar to promote their use
Rural	To install charging posts at key destinations To install charging posts at new developments as specified in planning policy
Authority Wide	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 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 To continue to provide promotion, marketing and information about electric vehicles and charging infrastructure To promote and encourage an electric or other fuelled bus fleet and taxi fleet
Travel Plans strategy	

Vision	*Residents, schools and employees in Peterborough should be able to make informed decisions and choose to travel by sustainable modes*
Goals	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	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	*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*
Goals	To engage with all Peterborough schools supporting individual travel needs to increase sustainable travel on the school journey
Authority Wide	To ensure that all schools have an up to date travel plan to ensure actions and measures continue to be appropriate 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 To work with the Road Safety Team on providing education and training to reinforce road safety messages when walking and cycling To seek to undertake the annual travel to school survey in order to monitor mode of travel to school To identify and set up Park and Stride locations and Walking Buses where appropriate To continue to deliver the “Bikeability” cycle training to pupils in years 5 and 6 To continue to deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travel To work with high profile campaigns to raise awareness of sustainable transport for schools, students, families and the local community To use promotional and marketing events to raise awareness of travel planning, travel choices and the Travelchoice website 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 To investigate and implement improvements to the quality of school transport To maintain high quality drivers and escorts through an induction and training programme To investigate ways for schools to continue independent travel training 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 To monitor all incidents of misbehaviour on school transport services, identifying any trends and acting on these as appropriate To work with transport operators, parents and schools to increase compliance of the Student Behaviour Policy To proactively work with transport operators, pupils, parents and schools to encourage positive relationships To actively promote and encourage car-sharing at all schools for staff, pupils and parents

Rural Transport strategy	
Vision	*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*
Goals	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	To seek to improve sustainable transport links to transport hubs from rural areas
Rural	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	*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*
Goals	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, monitor and share traffic flow data on the network and collect journey time, origin and destination data 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
City Core	To seek to provide information points for travel advice including information on bus and rail, roadworks and traffic congestion 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 To use ITS to improve passenger experience and access to information at the bus station
City Centre	To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks To continue the installation of Real Time Passenger Information (RTPI) at bus stops and at information points To introduce signalised pedestrian crossings to improve pedestrian accessibility around the City Centre To introduce signalised junctions to improve network capacity and operational efficiency where other measures are not appropriate
City Periphery	To investigate installing CCTV to monitor congestion on the network in real time to enable a faster response and more effective management of incidents To consider VMS at gateway locations around Peterborough to inform motorists of: • Congestion • Closures due to accidents, events or natural disasters • Roadworks To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks
Outer City	To consider VMS at gateway locations around Peterborough to inform motorists of: • Congestion • Closures due to accidents, events or natural disasters • Roadworks 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

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

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

Authority Wide	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	*Promote the safe use of motorcycles and powered two wheelers and improve the provision of secure motorcycle parking*
Goals	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
City Core	To retain access to the core for motorcycle and powered two wheelers in recognition that they are efficient in their parking space usage
City Centre	To ensure that motorcycle parking will be considered within the parking strategy To seek to provide high quality secure motorcycle parking
Authority Wide	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

Strategic road network	
Vision	*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*
Goals	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 Assist Management Plan Continually look to refine and improve upon the use of asset management principles, in all aspects of the Highway Network Maximise safety of the network for all highway users and road workers Reduce the level of claims associated with footway and highway maintenance issues Endeavour to reduce costs by innovation and implementation of best practice 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
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	Implement the Peterborough Transport Asset Management Plan (TAMP) and continue to implement the Street Lighting Strategy and provide more efficient energy saving lighting Engage with Neighbourhoods, Parish and Ward Councils to identify and understand maintenance and accessibility issues affecting local communities Maintain a comprehensive highway inspection regime Implement the authorities winter service gritting programme Continue to investigate and introduce innovative and environmentally beneficial material technologies where appropriate Implement the recommendations from the Strategic Network Review where possible Pursue a programme of de-cluttering signage and street furniture to improve accessibility and the appearance of our roads and streets Ensure that planned maintenance is programmed with other works to minimise delays and cost wherever possible.

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	*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*
Goals	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	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	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	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	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 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
City Core	To give priority access for blue badge holders and electric vehicles To focus existing parking provision on the mobility impaired, electric vehicles and operational needs To reduce publicly available spaces in the core and reallocate to the periphery of the city centre To reduce allowance for private non-residential parking in the core through planning policy and focus on operational needs only To discourage long-term parking in the core area through a pricing regime that is competitive with the prevailing market To establish a city centre parking forum
City Centre	To consolidate parking in the city centre and accommodate spaces reallocated from the core 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 To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development To identify and develop coach parking locations To establish a city centre parking forum
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

Authority Wide	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 Sings (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	*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*
Goals	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	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.

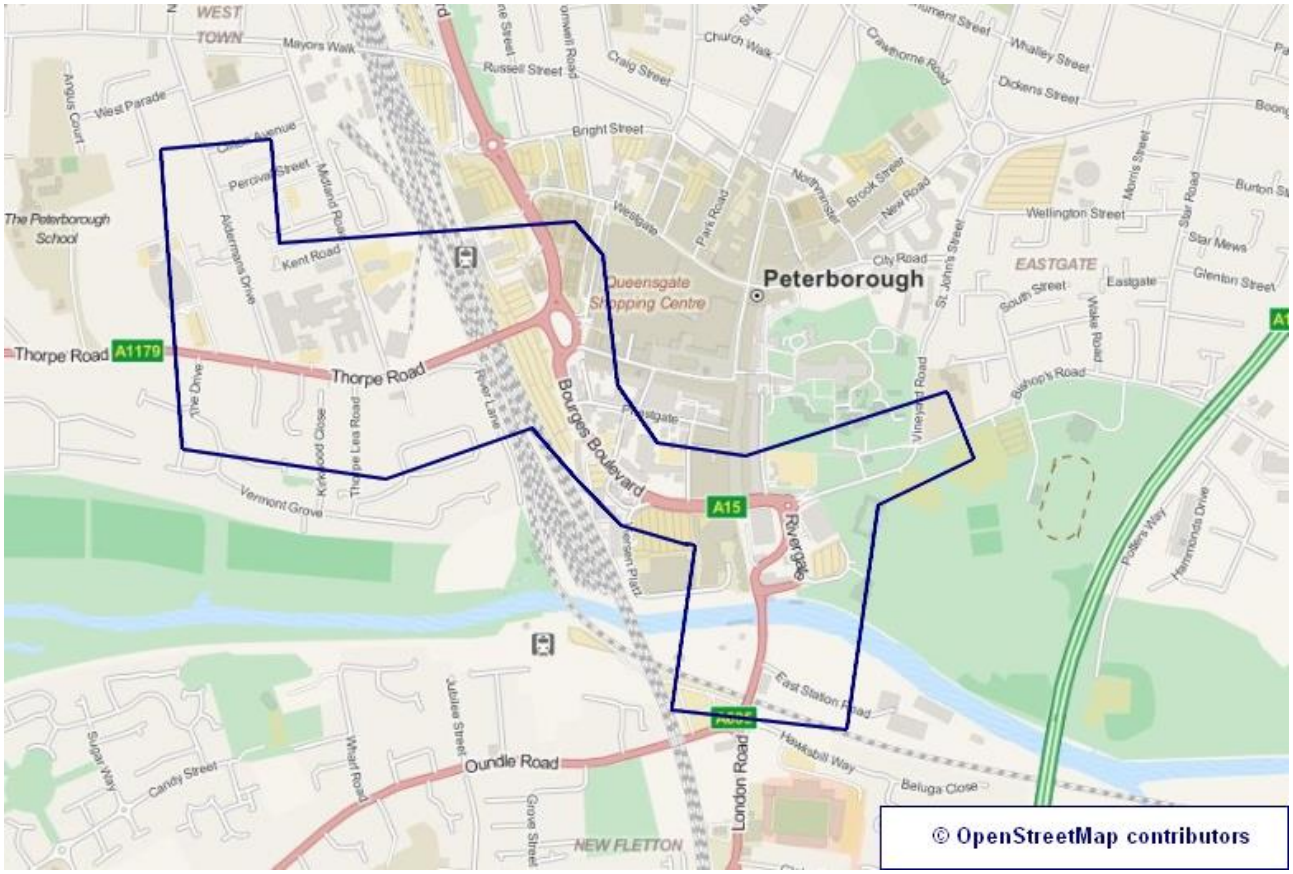


Figure 13 – Bourges Boulevard Corridor Improvements

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 Northminister 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

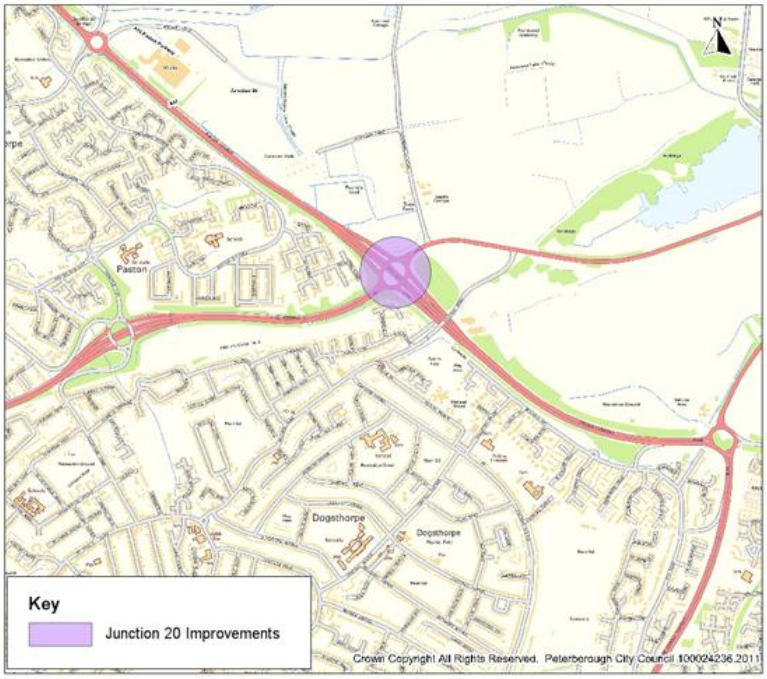


Figure 15: Junction 20

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.

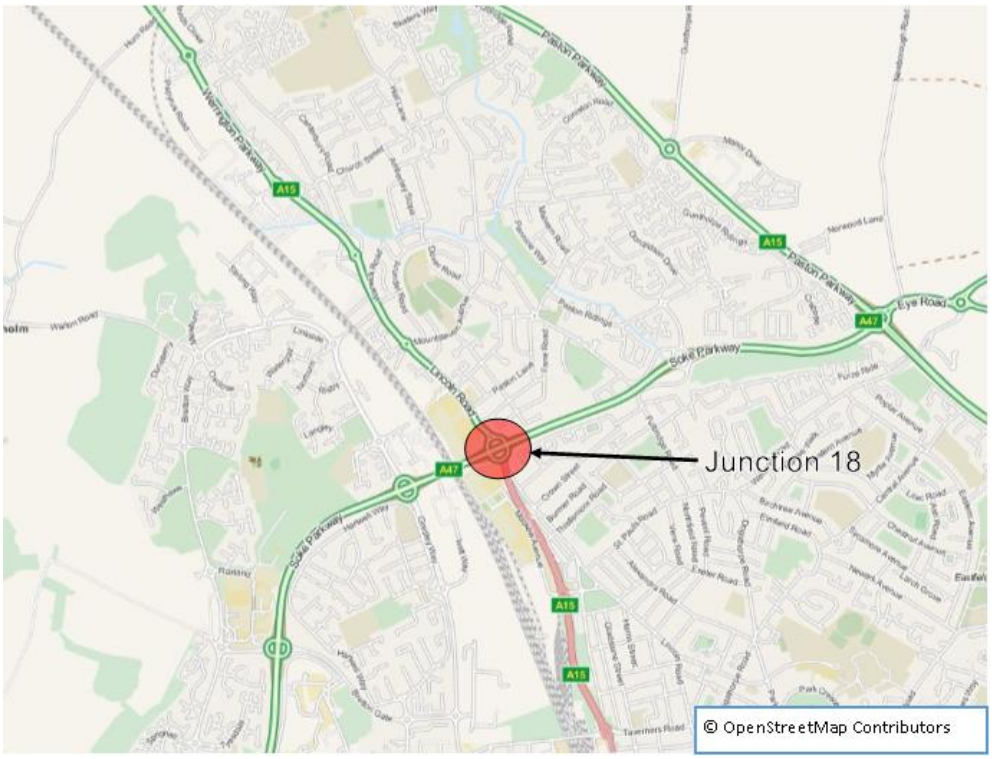


Figure 16 – Junction 18

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.

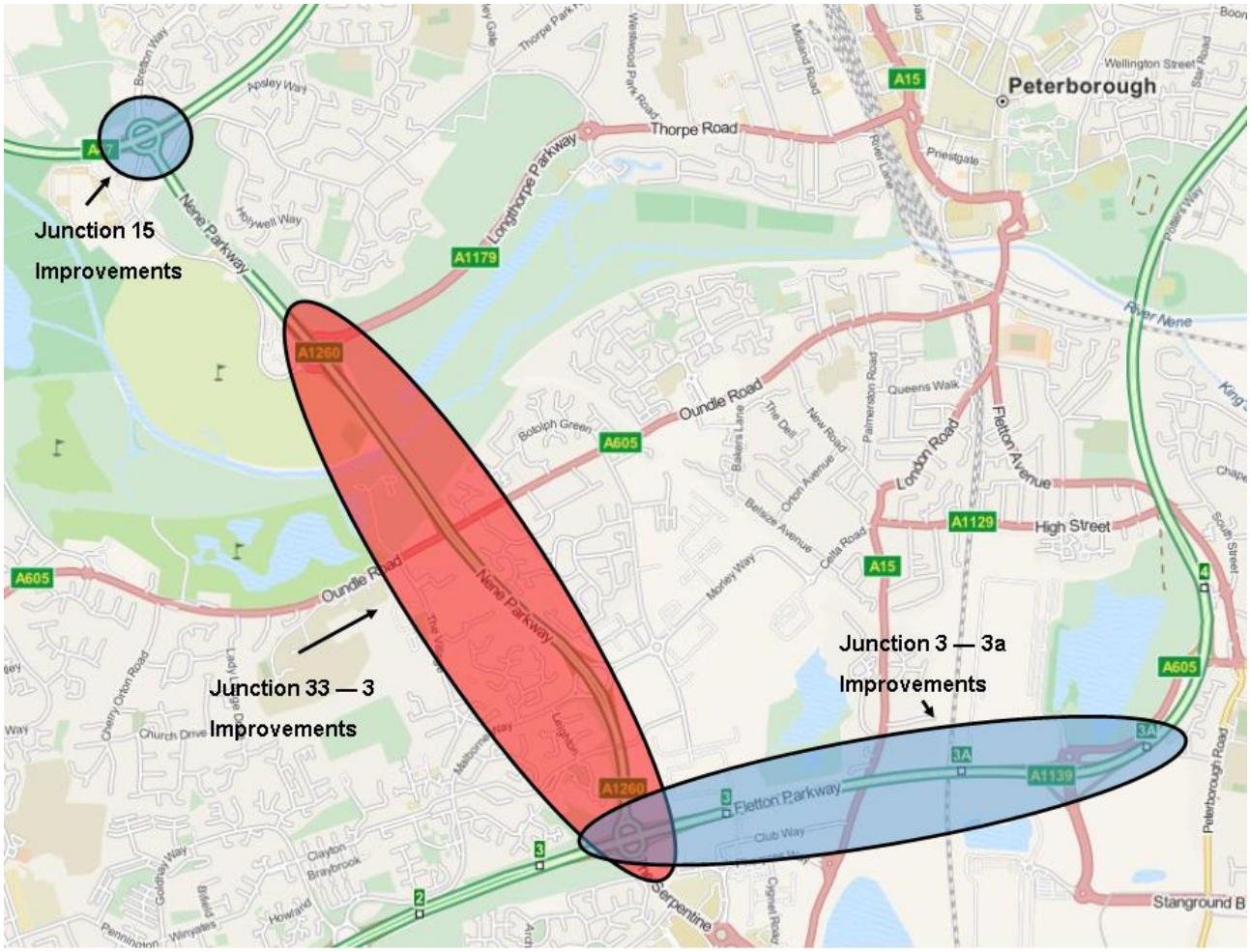


Figure 17 – Parkway Improvements

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.

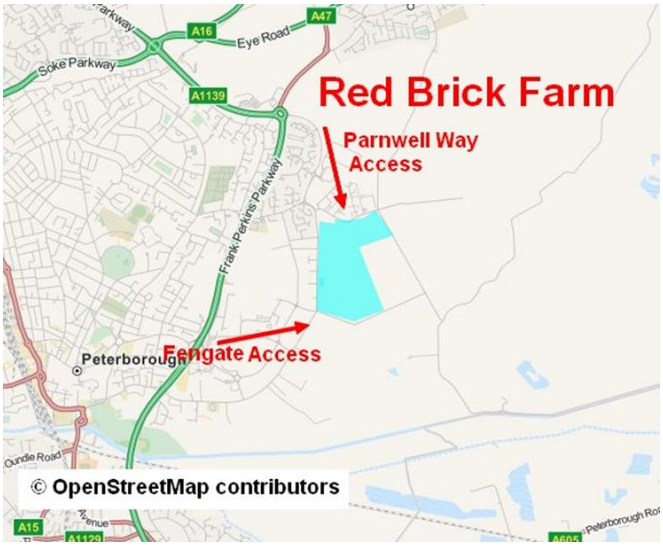


Figure 18 – Eastern Gateway Improvements

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.

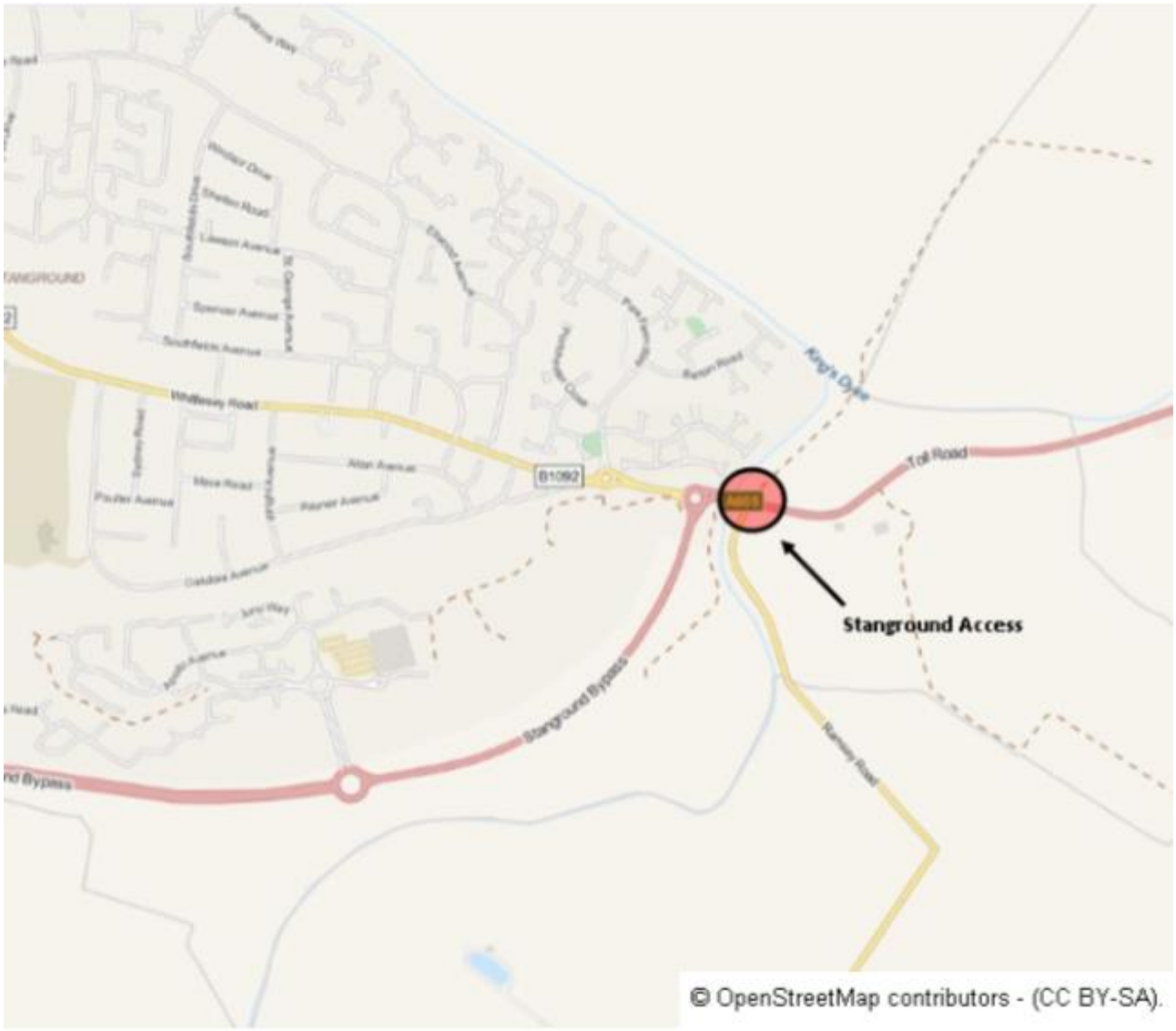


Figure 19 – Stanground Access

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

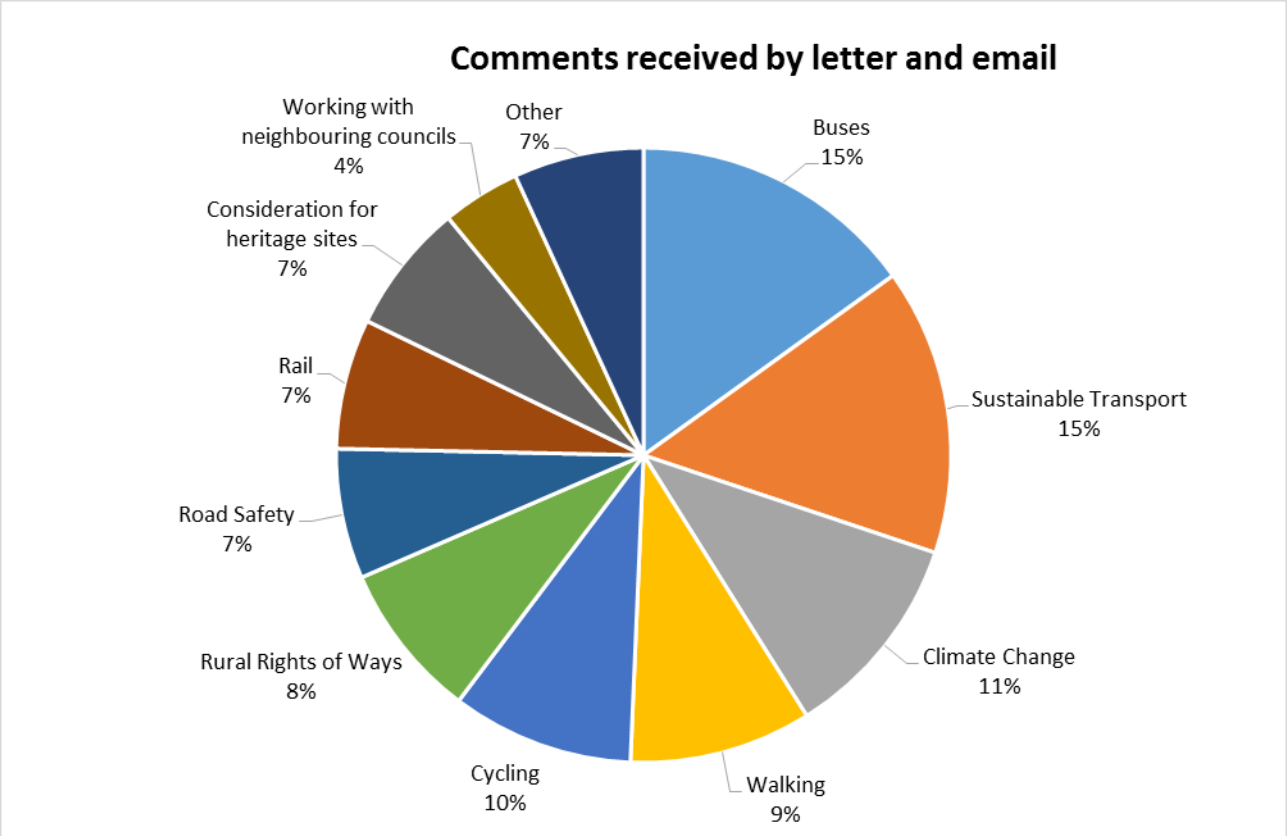
The primary aim of the public consultation events was to give the general public an opportunity to provide feedback as well as asking officers questions regarding the document or transport issues. In addition to this, everyone who attended the consultation events was encouraged to complete the questionnaire. 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:

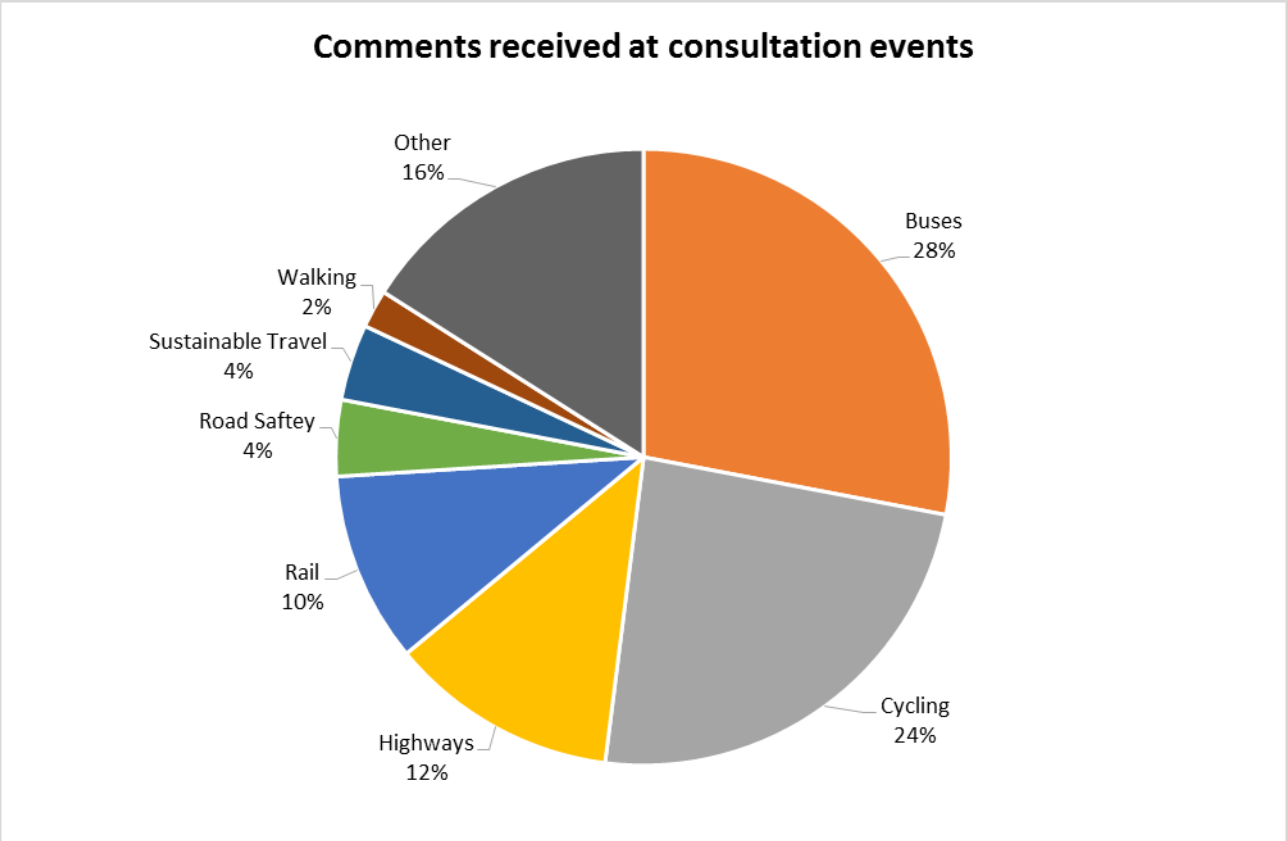
Figure 20: Differences in the types of comments received by letter and email



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

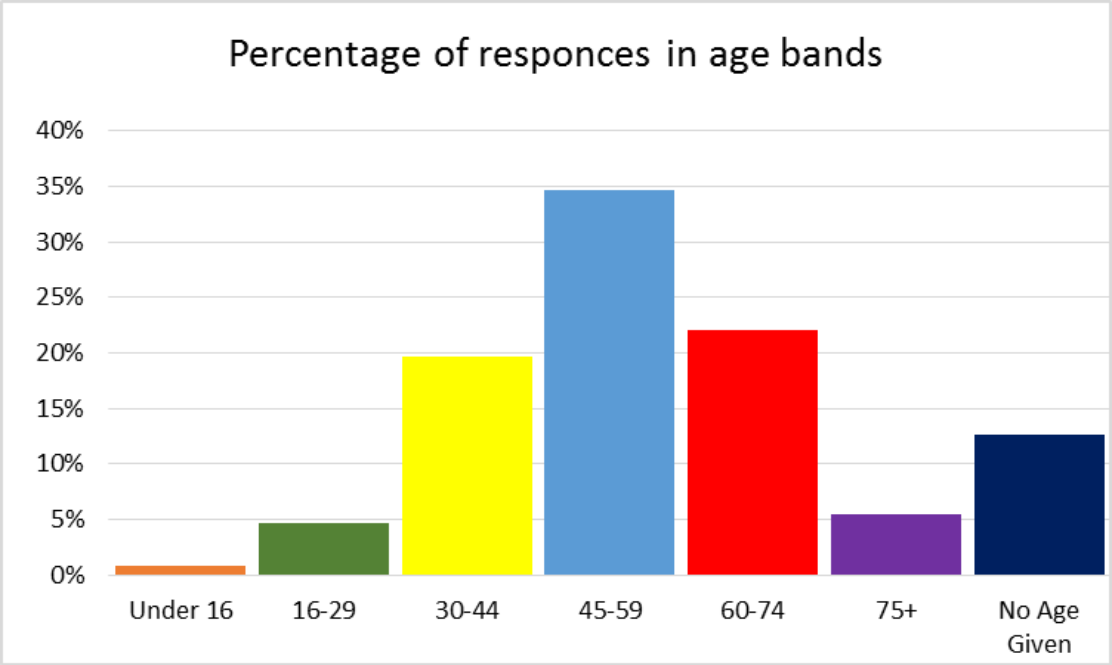
- Age of responder, grouped into six bands: under 16, 16-29, 30-44, 45-59, 60-74, and 75+
- Post code area: first half only

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.

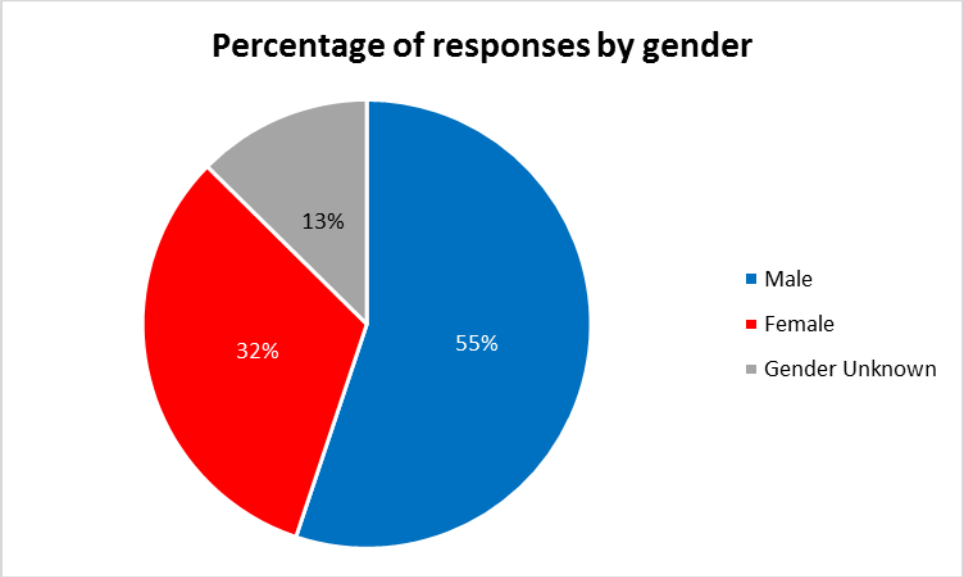
Figure 22: Number of responses in age bands



Gender

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

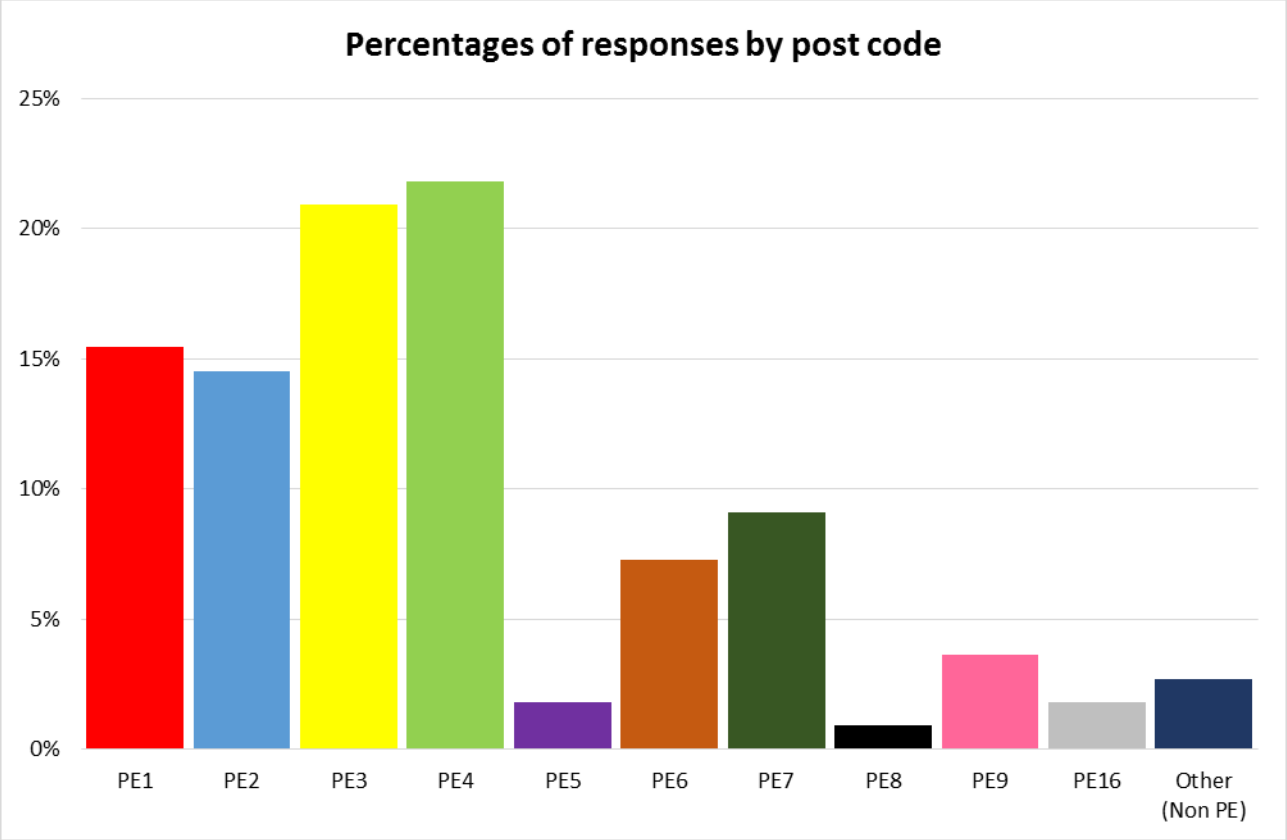
Figure 23: Percentage of responses by gender



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

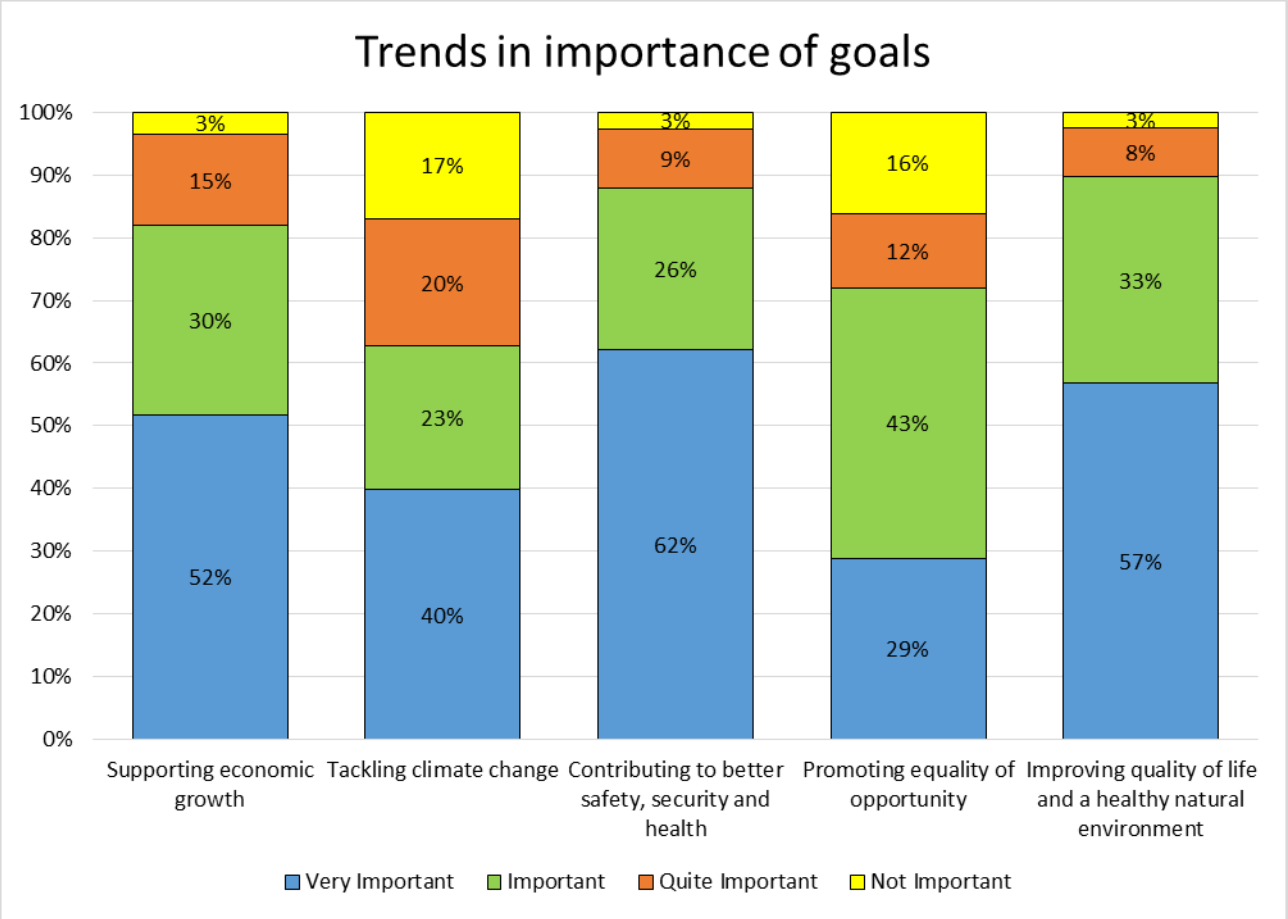
- Question: “How important do you think the five goals and objectives are?”

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

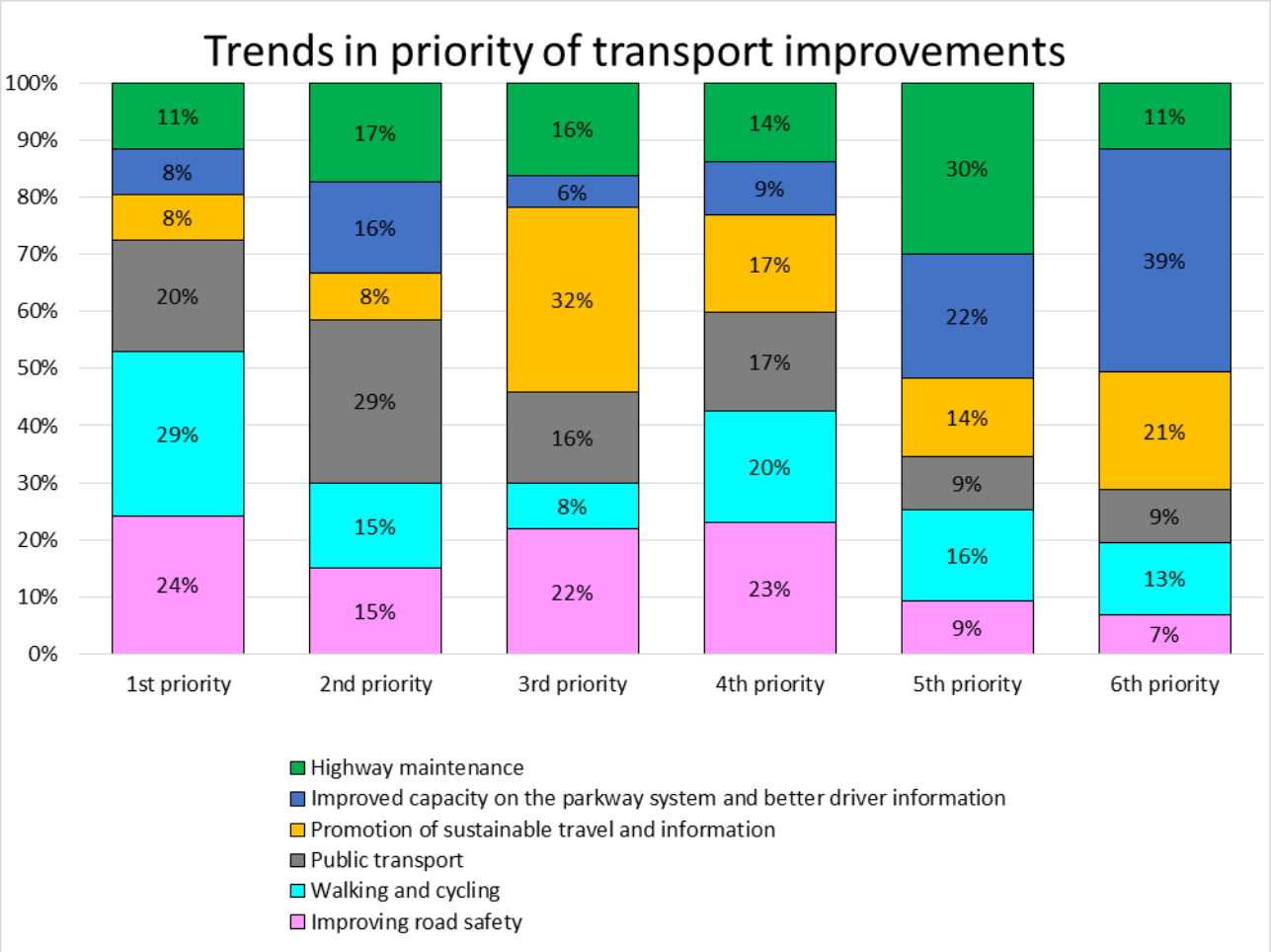
Question: “How important do you think the following are?”

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.

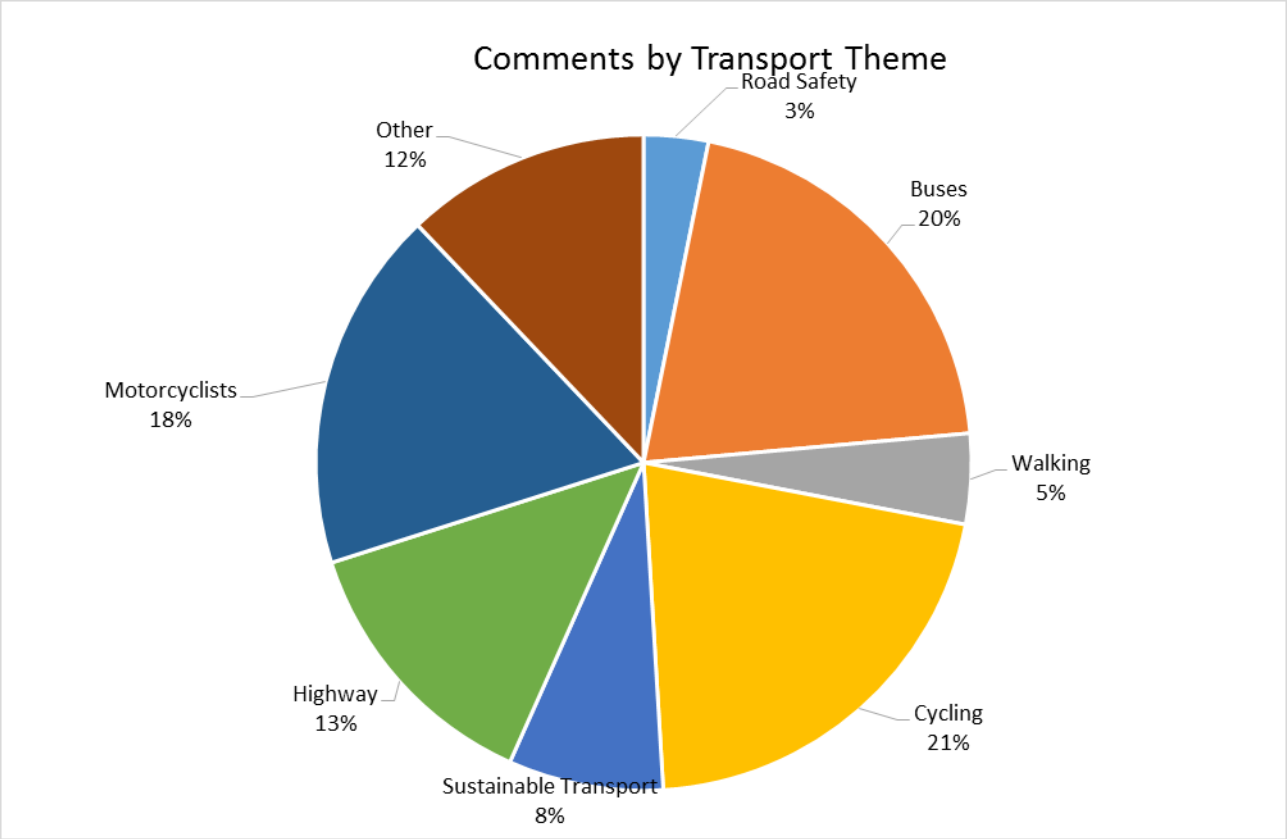
The comments range from transport specifics through to generalities about Peterborough as a whole.

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 subsided 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	Gulley 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 Cresecent Bridge Roundabout	3,000	4,500	-	-	-	7,500
Corporate	Bishop's Road/Boongate Brdge	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 (LTTS) 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 LTTS 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 LTTS 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	Creating Growth Cutting Carbon; Making Local Sustainable Transport Happen https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf	Since 2010 the Government's existing White Paper on transportation focussed on the following key themes; • Decentralising power to groups and Local Authorities • Managing traffic to reduce carbon and congestion • Enabling Sustainable Transport choices • Making Public Transport more attractive
National	Door to Door- A strategy for improving sustainable transport integration https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/142539/door-to-door-strategy.pdf	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.
National	Road Investment Strategy for the 2015/2016-2019/2020 Road Period https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408514/ris-for-2015-16-road-period-web-version.pdf	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
National	Driving the future today, a strategy for ultra-low emission vehicles in the UK https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/239317/ultra-low-emission-vehicle-strategy.pdf	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.
National	National Planning Policy Framework (2012) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf	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.
Regional	Greater Cambridge Greater Peterborough Strategic	The Greater Cambridge, Greater Peterborough Local Enterprise Partnership was created in 2010 and comprises local Councils and businesses. This document outlines the

Level	Title	Key Features
	Economic Plan http://www.gcgp.co.uk/wp-content/uploads/2013/10/GCGP-Strategic-Economic-Plan_WEB.pdf	vision in order to boost growth and competitiveness within the area. This includes housing, innovation, skills and transportation.
Regional	Network Rail's Route Utilisation Strategies http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/east%20midlands/east%20midlands%20rus%20draft%20for%20consultation.pdf	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.
Local	Peterborough Sustainable Community Strategy https://www.peterborough.gov.uk/upload/www.peterborough.gov.uk/council/strategies-polices-and-plans/StrategicPriorities-SustainableCommunityStrategy200821.pdf?inline=true	The development of Peterborough is guided by the over-arching strategy laid out in Sustainable Communities Strategy 2008 – 2021, June 2008 (SCS), originally developed by the Greater Peterborough Partnership (GPP). The stated vision for Peterborough is: "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. The SCS lists four priorities that are needed to achieve the vision for Peterborough: Creating strong and supportive communities (SSC) Creating the UK's environmental capital (EC) Creating opportunities , tackling inequalities (OI) Delivering substantial and truly sustainable growth (GO)
Local	Core Strategy DPD (2011) 2009-2026 https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/#Policies_DPD_CoreSt	The Core Strategy sets out the general spatial vision and strategic objectives for growth and development in Peterborough over the period of the plan.

Level	Title	Key Features
	rategy	
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 ad 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%20Premilimary%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 fnal document will be available at www.peterborough.gov.uk/ltp

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

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

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

• To prevent road users from being killed or seriously injured (KSI) through enabling behaviour change, delivering better education and delivering road engineering schemes

• To reduce the social impact of road casualties, at an individual, family and community level

• To reduce the cost to public agencies in dealing with the impact of road collisions including identifying invest to save opportunities

• To undertake targeted road safety enforcement as part of a strategy to reduce KSI's

• To develop a financially sustainable model of delivering road safety activity across Cambridgeshire and Peterborough

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

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

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

The Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020 and Delivery Plan documents can be found at
http://www2.peterborough.gov.uk/safer_peterborough/priorities/road_safety.aspx

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 be external agencies has also be 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 (N20) 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:

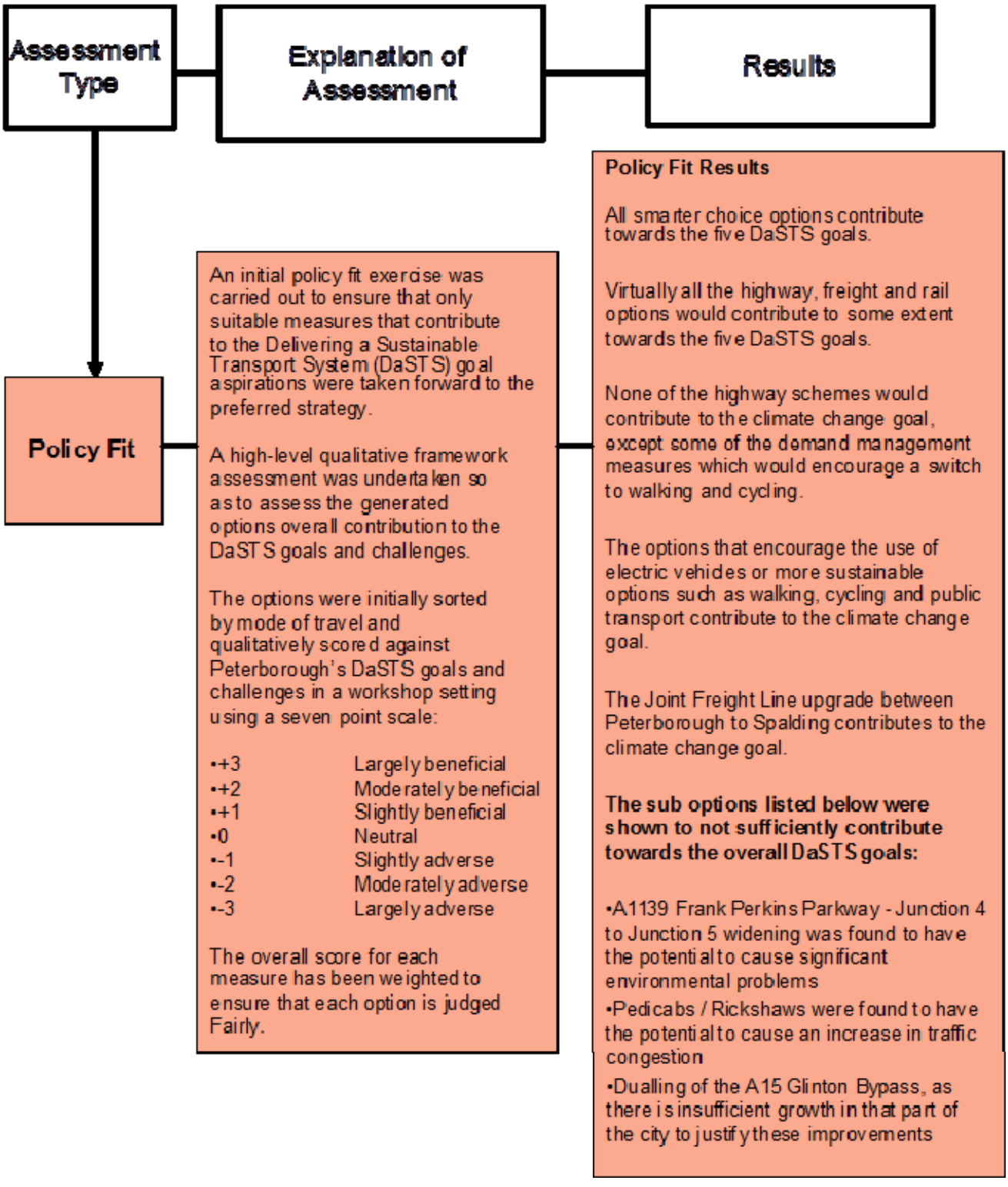
- Measures to be included
- Measures to be excluded
- Determination of a preferred long term strategy (LTTS)
- Refinement of options into a five year plan (LTP)

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:

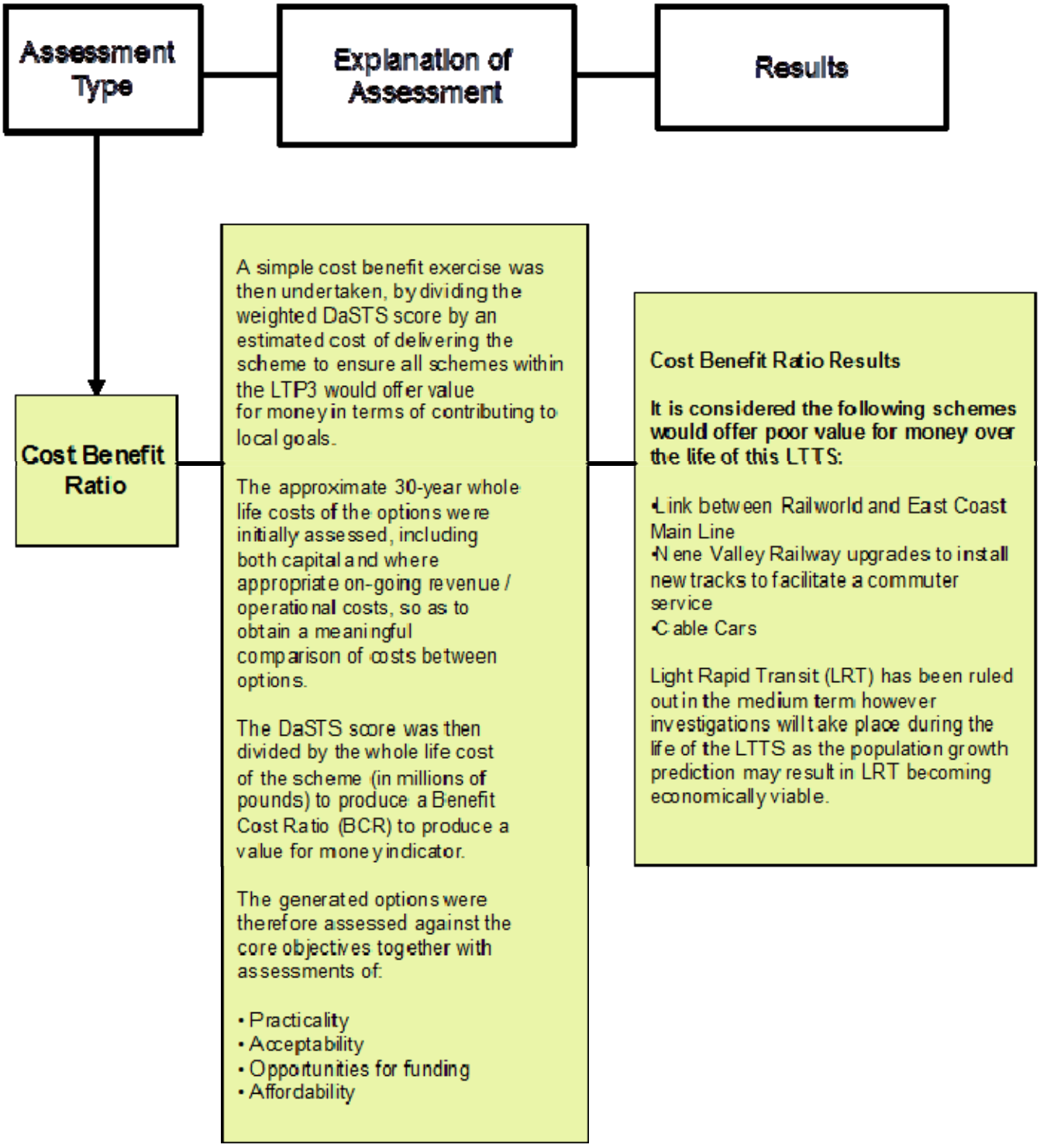
- Policy Fit (does the option meet policy objectives of the strategy)
- Cost/ Benefit Analysis (does the option offer value for money)
- Key Performance Indicator and Scenario Testing
- Equality Impact Assessment (EIA, see summary in Annex X)
- Strategic Environmental Assessment (SEA, see summary in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

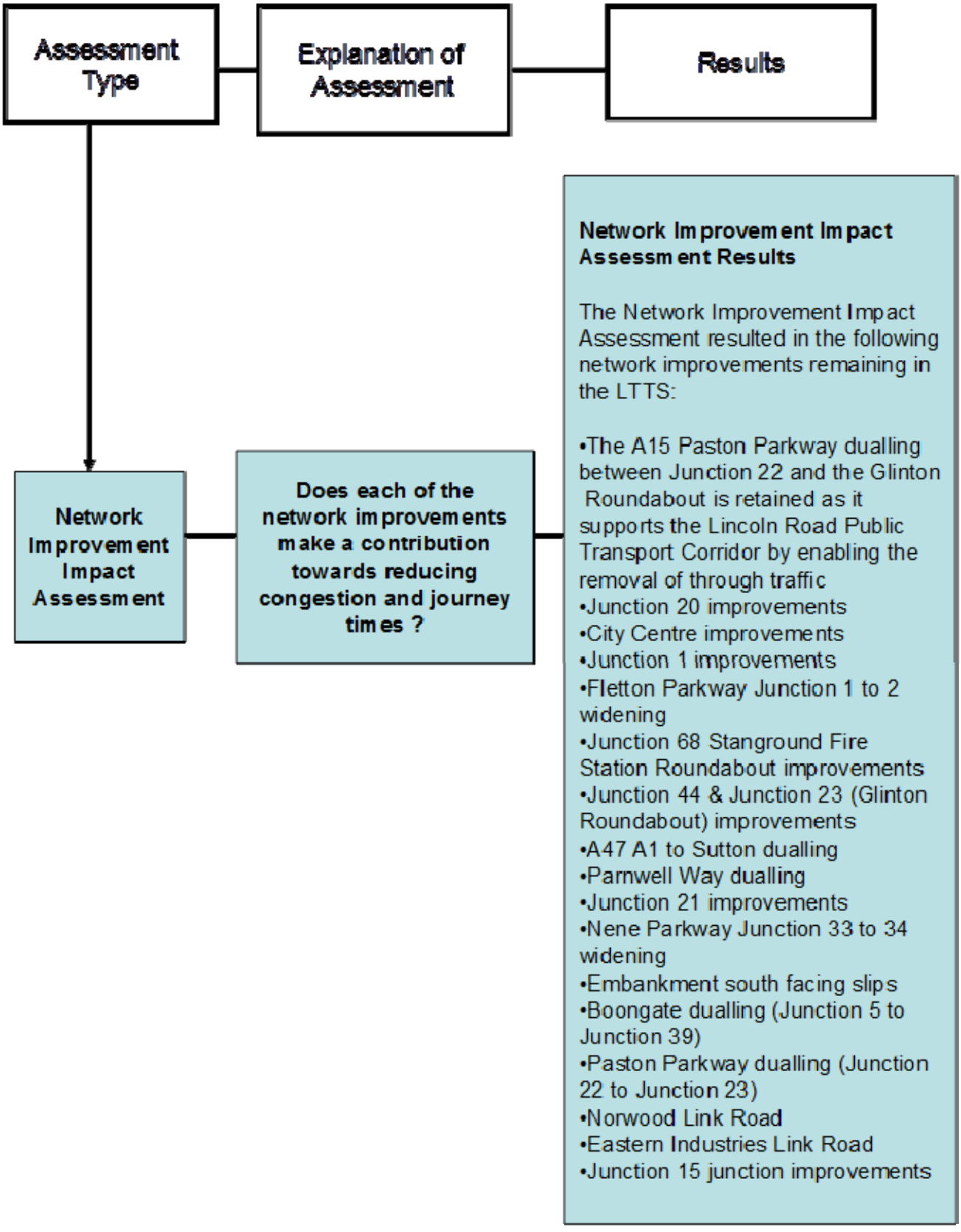
Policy fit


Assessment Type
Explanation of Assessment
Results
Policy Fit
An initial policy fit exercise was carried out to ensure that only suitable measures that contribute to the Delivering a Sustainable Transport System (DaSTS) goal aspirations were taken forward to the preferred strategy.
A high-level qualitative framework assessment was undertaken so as to assess the generated options overall contribution to the DaSTS goals and challenges.
The options were initially sorted by mode of travel and qualitatively scored against Peterborough's DaSTS goals and challenges in a workshop setting using a seven point scale:
•+3 Largely beneficial
•+2 Moderately beneficial
•+1 Slightly beneficial
•0 Neutral
•-1 Slightly adverse
•-2 Moderately adverse
•-3 Largely adverse
The overall score for each measure has been weighted to ensure that each option is judged Fairly.
Policy Fit Results
All smarter choice options contribute towards the five DaSTS goals.
Virtually all the highway, freight and rail options would contribute to some extent towards the five DaSTS goals.
None of the highway schemes would contribute to the climate change goal, except some of the demand management measures which would encourage a switch to walking and cycling.
The options that encourage the use of electric vehicles or more sustainable options such as walking, cycling and public transport contribute to the climate change goal.
The Joint Freight Line upgrade between Peterborough to Spalding contributes to the climate change goal.
The sub options listed below were shown to not sufficiently contribute towards the overall DaSTS goals:
•A1139 Frank Perkins Parkway - Junction 4 to Junction 5 widening was found to have the potential to cause significant environmental problems
•Pedicabs / Rickshaws were found to have the potential to cause an increase in traffic congestion
•Dualling of the A15 Glinton Bypass, as there is insufficient growth in that part of the city to justify these improvements

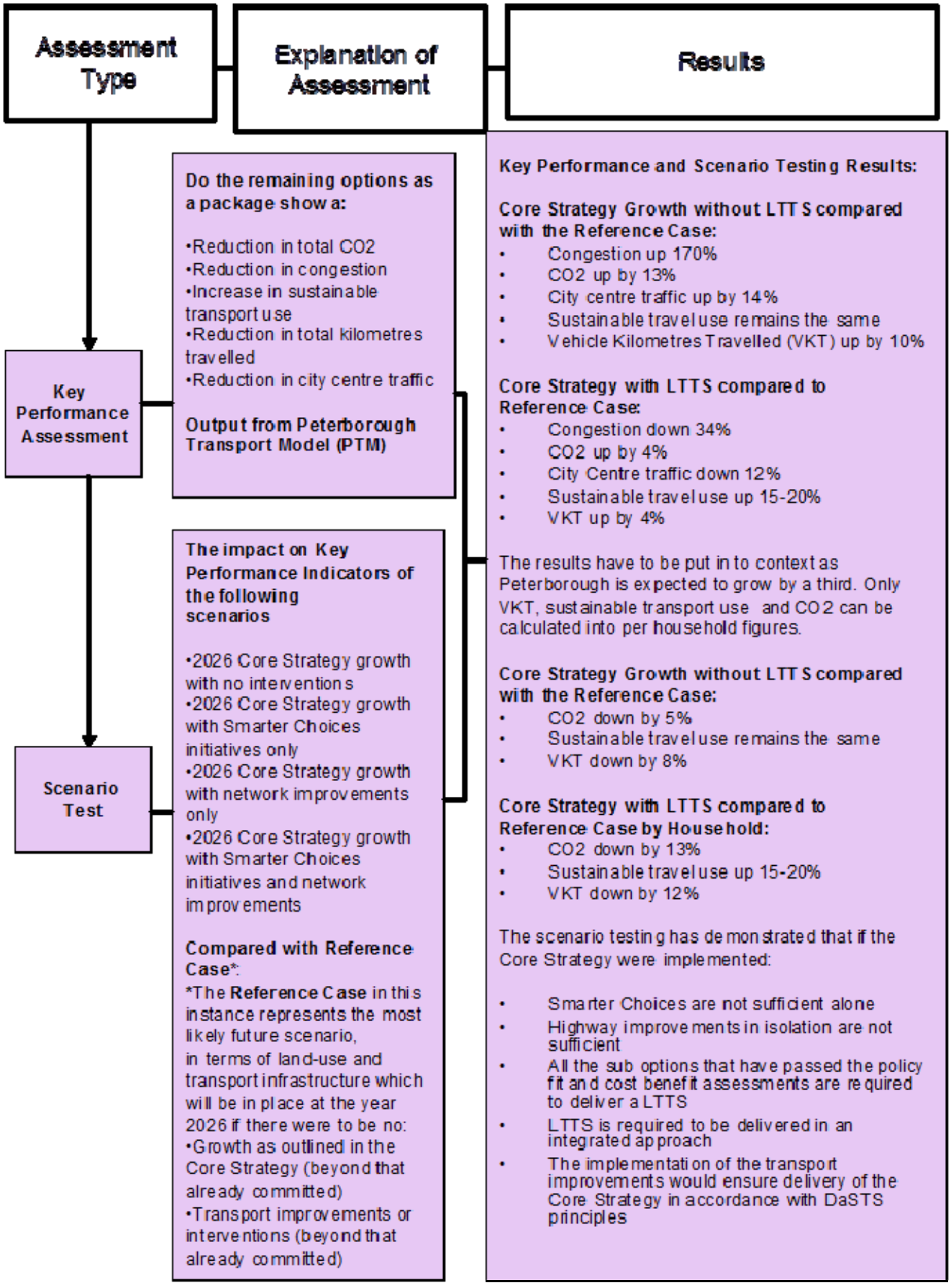
Cost benefit ratio



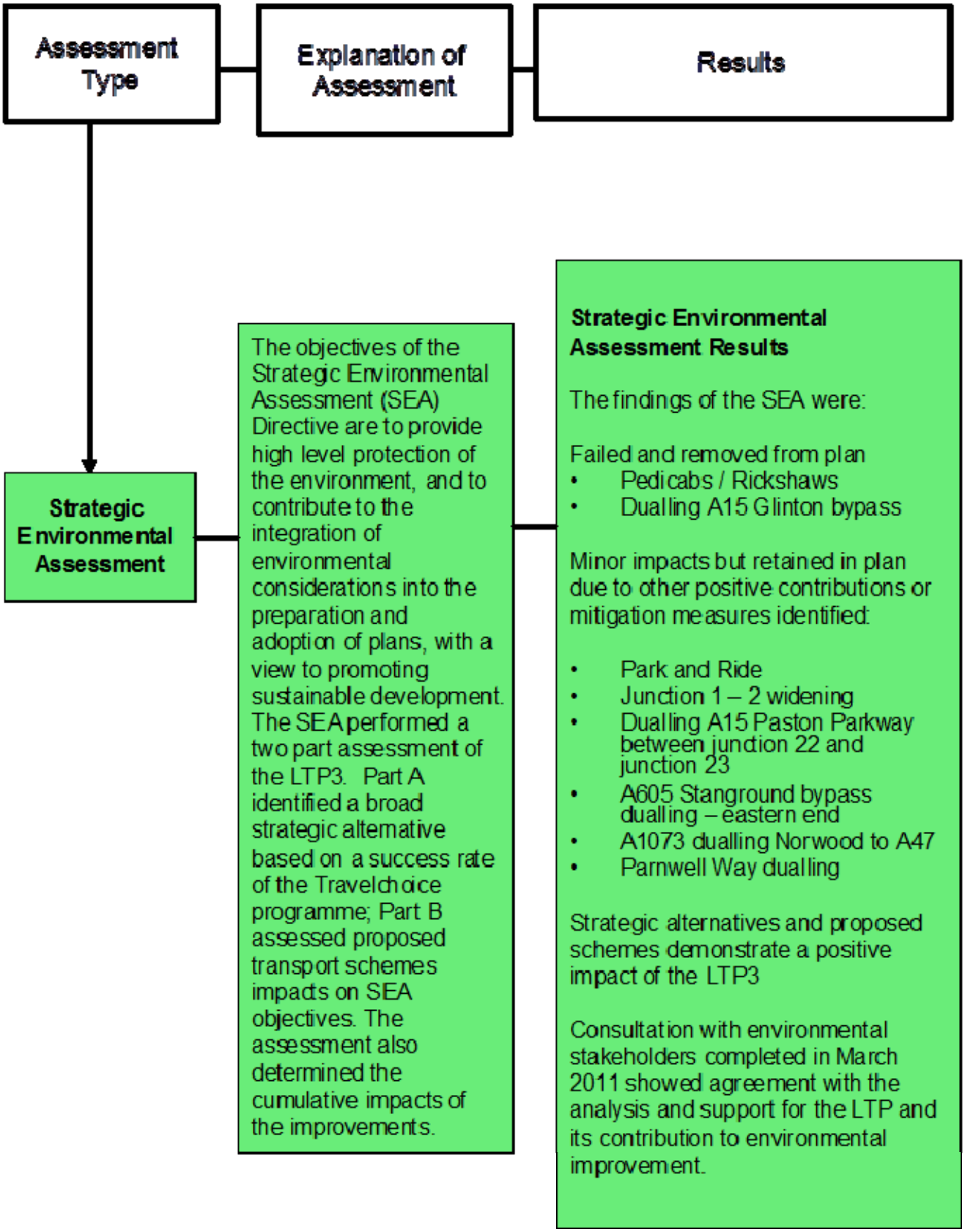
Network improvement impact assessment



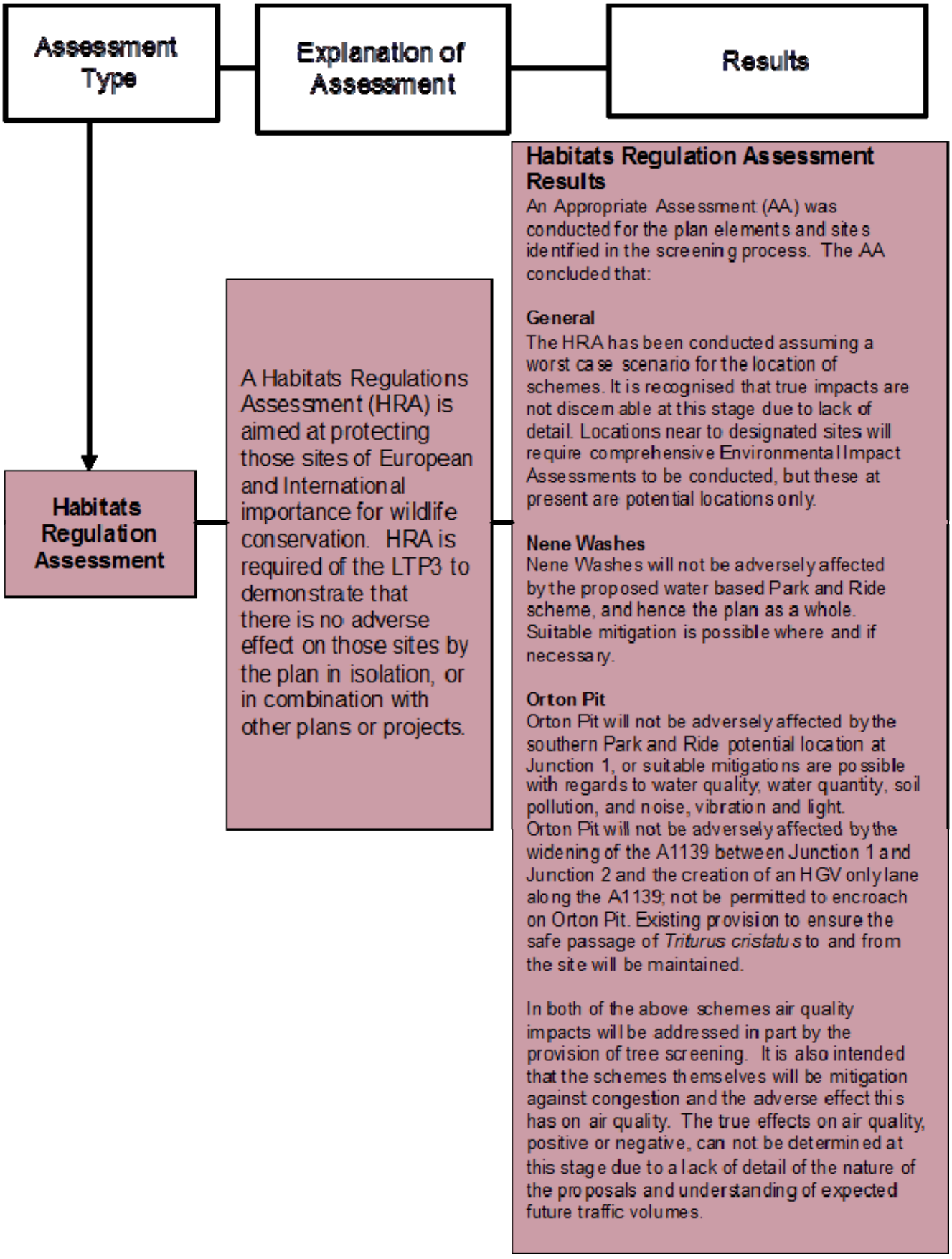
Key performance and scenario testing


Assessment Type
Explanation of Assessment
Results
Key Performance Assessment
Do the remaining options as a package show a:
•Reduction in total CO2
•Reduction in congestion
•Increase in sustainable transport use
•Reduction in total kilometres travelled
•Reduction in city centre traffic
Output from Peterborough Transport Model (PTM)
Scenario Test
The impact on Key Performance Indicators of the following scenarios
•2026 Core Strategy growth with no interventions
•2026 Core Strategy growth with Smarter Choices initiatives only
•2026 Core Strategy growth with network improvements only
•2026 Core Strategy growth with Smarter Choices initiatives and network improvements
Compared with Reference Case*:
*The Reference Case in this instance represents the most likely future scenario, in terms of land-use and transport infrastructure which will be in place at the year 2026 if there were to be no:
•Growth as outlined in the Core Strategy (beyond that already committed)
•Transport improvements or interventions (beyond that already committed)
Key Performance and Scenario Testing Results:
Core Strategy Growth without LTTS compared with the Reference Case:
• Congestion up 170%
• CO2 up by 13%
• City centre traffic up by 14%
• Sustainable travel use remains the same
• Vehicle Kilometres Travelled (VKT) up by 10%
Core Strategy with LTTS compared to Reference Case:
• Congestion down 34%
• CO2 up by 4%
• City Centre traffic down 12%
• Sustainable travel use up 15-20%
• VKT up by 4%
The results have to be put in to context as Peterborough is expected to grow by a third. Only VKT, sustainable transport use and CO2 can be calculated into per household figures.
Core Strategy Growth without LTTS compared with the Reference Case:
• CO2 down by 5%
• Sustainable travel use remains the same
• VKT down by 8%
Core Strategy with LTTS compared to Reference Case by Household:
• CO2 down by 13%
• Sustainable travel use up 15-20%
• VKT down by 12%
The scenario testing has demonstrated that if the Core Strategy were implemented:
• Smarter Choices are not sufficient alone
• Highway improvements in isolation are not sufficient
• All the sub options that have passed the policy fit and cost benefit assessments are required to deliver a LTTS
• LTTS is required to be delivered in an integrated approach
• The implementation of the transport improvements would ensure delivery of the Core Strategy in accordance with DaSTS principles

Strategic Environmental Assessment



Habitat Regulation Assessment



Equality Impact Assessment