

Peterborough Long Term Transport Strategy (2011-2026)

And

Peterborough Local Transport Plan (2011-2016)



Growing the right way for
a bigger, better Peterborough

Peterborough Long Term Transport Strategy (2011-2026)

and

Peterborough Local Transport Plan (2011-2016)

April 2011

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Contents

1. Introduction.....	1
About Peterborough.....	2
Highway Network.....	4
Peterborough Strategic Road, River and Rail Network.....	5
Strategic Cycle Network.....	6
Core Bus Routes- Primary Public Transport Corridors.....	7
2. Transport Policy & Wider Context.....	9
Introduction.....	9
Policy Background.....	9
LTTS and LTP3 Overarching Vision.....	10
LTTS and LTP3 Strategic Priorities.....	10
LTTS and LTP3 Goals.....	11
Local Enterprise Partnership.....	12
Network Resilience.....	13
LTTS Consultation.....	13
3. Transport Challenges.....	14
Transport Modelling.....	14
Consultation.....	14
Summary of the Discussion at the April Workshop.....	14
Transport Challenges.....	15
4. Transport Vision.....	18
Smarter Choices.....	18
Walking.....	19
Cycling.....	19
Accessibility.....	20
Public Transport.....	21
Hackney Carriages and Private Hire Vehicles.....	21
River Nene Transport.....	22
Rail.....	22
Park and Ride.....	23
Freight.....	24
Strategic Road Network.....	24
Car Parking.....	25
Public Car Park Locations.....	25
Electric Vehicles and Low Emission Vehicles.....	26
Intelligent Transport Systems (ITS).....	27
Automatic Traffic Counter Locations.....	27
Motorcycles and Powered Two Wheelers.....	28
Road Safety.....	29
Traffic Accidents.....	29
Rural Transport.....	30
School Transport.....	31
Traffic Management.....	31
Travel Plans.....	32
Air Quality and Noise Pollution.....	32
5. The Transport Options.....	33
Option Generation.....	33
Sub Options.....	36
6. Assessment and Appraisal.....	42

Policy Fit.....	43
Cost Benefit Ratio.....	44
Network Improvement Impact Assessment.....	45
Key Performance and Scenario Testing.....	46
Strategic Environmental Assessment.....	47
Habitat Regulation Assessment.....	48
Equality Impact Assessment.....	49
7. Long Term Transport Strategy and Integrated Development Plan.....	50
8. Local Transport Plan 3.....	55
Introduction.....	55
The Connection between LTTS and LTP3.....	55
Transport User Hierarchy.....	59
Integrating Land Use and Transport.....	59
Integrating All Modes of Travel.....	60
Asset Management.....	60
Right of Way Improvement Plan.....	60
Spatial Strategy.....	60
Mode Priorities.....	62
9. Transport Policy and Strategy.....	64
Transport Policy.....	64
Transport Strategy.....	67
Smarter Choices (Travelchoice) Strategy.....	68
Accessibility Strategy.....	70
Walking Strategy.....	72
Cycling Strategy.....	74
Air Quality and Noise Pollution Strategy.....	76
Bus Strategy.....	77
Park and Ride Strategy.....	79
Hackney Carriage and Private Hire Vehicle Strategy.....	81
Water Bus Strategy.....	83
Rail Strategy.....	85
School Travel Strategy.....	87
Travel Plans Strategy.....	88
Electric Vehicles and Low Emission Vehicles Strategy.....	89
Motorcycles and Powered Two Wheelers Strategy.....	91
Freight Strategy.....	92
Intelligent Transport Systems (ITS) Strategy.....	93
Traffic Management Strategy.....	95
Road Safety Strategy.....	97
Rural Transport Strategy.....	99
Car Parking Strategy.....	100
10. Major and Minor Schemes.....	102
Introduction.....	102
Funding.....	102
South Bank Regeneration Area.....	103
South Bank Railway and River Crossings.....	104
South Bank River Bridge Phase 3.....	104
City Centre.....	104
Crescent Bridge / Bourges Boulevard Improvements.....	105
Bourges Boulevard Pedestrian Crossings.....	105
Crescent Bridge Pedestrian and Cycle Bridge.....	105

Bridge from Rail Station to Midland Road.....	105
Bus and Rail Station.....	105
Bus Priority and Improved Cycle Links on Bourges Boulevard.....	106
City Centre Improvements.....	106
Lincoln Road Bus Priority Corridor.....	106
Park and Ride.....	107
River Nene Transport Corridor.....	108
Public Transport and Infrastructure Development Plan.....	109
A1 Wittering Junction Improvement (Highways Agency scheme).....	110
Embankment Access.....	111
Junction 20.....	112
Junction 1-2 Improvements.....	113
Minor Schemes (£0.5- £5million) Funding.....	114
Local Sustainable Transport Fund.....	114
East of England European Regional Development Fund (ERDF)	114
EU TOGETHER Project, Energy Efficient Transport Training for Immigrants..	115
11. Cross Boundary Issues.....	116
12. Consultation Summary for the Third Peterborough Local Transport Plan	117
Background.....	117
Responses from Stakeholders and Residents.....	118
Stakeholders & Interest Groups.....	119
Other Interest Groups.....	119
General Public.....	119
Questionnaire Responses.....	119
Demography and Geography.....	119
Responses to Questions.....	121
Goals and Objectives.....	121
Transport Improvements.....	122
Comments.....	123
Analysis of Comments.....	123
Summary.....	124
Impact of Consultation on LTP3.....	125
13. Monitoring.....	126
Indicators and Targets.....	126
The Role of Indicators and Targets.....	126
How the Indicators and Targets are structured.....	126
Making Use of the Evidence Base.....	127
Indicators: Detailed Discussion.....	132
LTP Indicator BVPI 223: Principal Road Condition (NI168).....	132
LTP Indicator BVPI 224a: Non-Principal Classified Road Condition (NI169).....	133
LTP Indicator BVPI 224b: Unclassified Road Condition.....	134
LTP Indicator BVPI 187: Footway Condition.....	135
LTP Indicator BV99x: People Killed or Seriously Injured in Road Traffic Accidents (NI47).....	136
LTP Indicator BV99y: Children Killed or Seriously Injured in Road Traffic Accidents (NI 48).....	137
LTP Indicator BV99z: Total Slight Casualties.....	138
LTP Indicator BV102: Public Transport Patronage (NI177).....	139
LTP Indicator NI 175: Access to Services and Facilities by Public Transport, Walking and Cycling.....	140
LTP Indicator BVPI 178 Public Rights of Way Ease of Use.....	141

LTP Indicator LTP2: Change in Area Wide Road Traffic.....	142
LTP Indicator LTP7: NI167 Change In Average Vehicle Delay in Morning Peak Period (flow weighted).....	143
LTP Indicator NI 178a: Bus Services Running on Time (non frequent buses).....	144
LTP Indicator NI 178b: Bus Services Running on Time Frequent Buses.....	145
LTP Indicator: NI 198: Children Travelling to School – Mode of Transport Usually Used.....	146
LTP Indicator: LTP11 - Modal Shift to Sustainable Transport Modes	147
14. Finance.....	148
15. Dependencies.....	149
Development Dependencies.....	149
Funding Dependency.....	149
Smarter Choices.....	149
16. Key Risks.....	150
Development Dependency.....	150
Landownership.....	150
Planning Consent.....	150
Priority.....	150
Funding.....	150
Smarter Choices.....	150
17. Glossary.....	151

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Tables

Table 1	Progression, Alignment and Continuity of National Aims for Transport and Goals of LTP3.....	12
Table 2	Issues and Challenges Themes.....	14
Table 3	Transport Issues and Challenges.....	15
Table 4	Transport Issues, Challenges and Options.....	33
Table 5	Transport Options and Sub Options.....	36
Table 6	Peterborough Long Term Transport Strategy.....	52
Table 7	Short Term Interventions from the Long Term Transport Strategy Carried Forward in the Local Transport Plan	57
Table 8	The Transport User Hierarchy.....	59
Table 9	Mode Priorities.....	63
Table 10	Transport Policy.....	64
Table 11	Neighbourhood Council Meetings.....	117
Table 12	LTP3 Indicators and Targets.....	128
Table 13	LTP3 Funding Programme 2011-2016.....	148

Figures

Figure 1	Process for Developing the Peterborough Long Term Transport Strategy 2011 – 2026.....	1
Figure 2	Location map of Peterborough.....	2
Figure 3	Peterborough Unitary Authority and Principal Transport Network.....	4
Figure 4	Strategic Road, River and Rail Network.....	6
Figure 5	Peterborough Cycle Network.....	7
Figure 6	Core Bus Routes.....	8
Figure 7	Location of Public Car Parks in Peterborough.....	26
Figure 8	Automatic Traffic Counter Locations.....	28
Figure 9	Traffic Accidents 2009.....	30
Figure 10	Peterborough Spatial Strategy Diagram.....	61
Figure 11	Core and City Centre Boundaries.....	61
Figure 12	Mode Priority for Each Area Identified in the Spatial Plan.....	62
Figure 13	South Bank Regeneration.....	103
Figure 14	City Centre Core and City Centre Boundaries.....	104
Figure 15	City Centre Improvements.....	106
Figure 16	Lincoln Road Bus Priority Corridor.....	107
Figure 17	Park and Ride Possible Sites and Corridors.....	108
Figure 18	River Nene Transport Corridor.....	109
Figure 19	A1 Wittering Junction Improvement (Highways Agency scheme).....	110
Figure 20	Embankment Access.....	111
Figure 21	Junction 20.....	112
Figure 22	Junction 1-2 Improvements.....	113
Figure 23	Location of Major Scheme Proposals.....	114
Figure 24	Number of Responses in Age Bands.....	120
Figure 25	Percentage of Responses by Gender.....	121
Figure 26	Trend in Importance of Goals.....	122
Figure 27	Transport Improvements Priority Trends.....	123
Figure 28	Comments by Transport Theme.....	124

Annexes

Annex 1	National, Regional and Local Documents.....	152
Annex 2	Transport Management Plan – Summary.....	161
Annex 3	Rights of Way Improvement Plan 2006-2016.....	165
Annex 4	Children and Young Peoples Plan.....	167
Annex 5	Local Economic Assessment- Summary.....	169
Annex 6	Non Technical Equalities Impact Assessment- Summary.....	172
Annex 7	Non-Technical Strategic Environmental Assessment –Summary.....	174
Annex 8	Habitats Regulation Assessment- Summary.....	181

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1. Introduction

This document presents the Long Term Transport Strategy 2011-2026 (LTTS) and the Local Transport Plan 3 2011-2016 (LTP3) for Peterborough. 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 Strategy and achieving the Home of the Environmental Capital aspirations of the Council. The LTP3 is a more detailed document which shows the policies, strategies and programmes that that will be in place for the next five years.

The LTTS and the LTP3 have been combined into one document to avoid duplication as the visions, strategic priorities, issues and challenges, options for transport interventions and assessments apply to both the LTTS and LTP3.

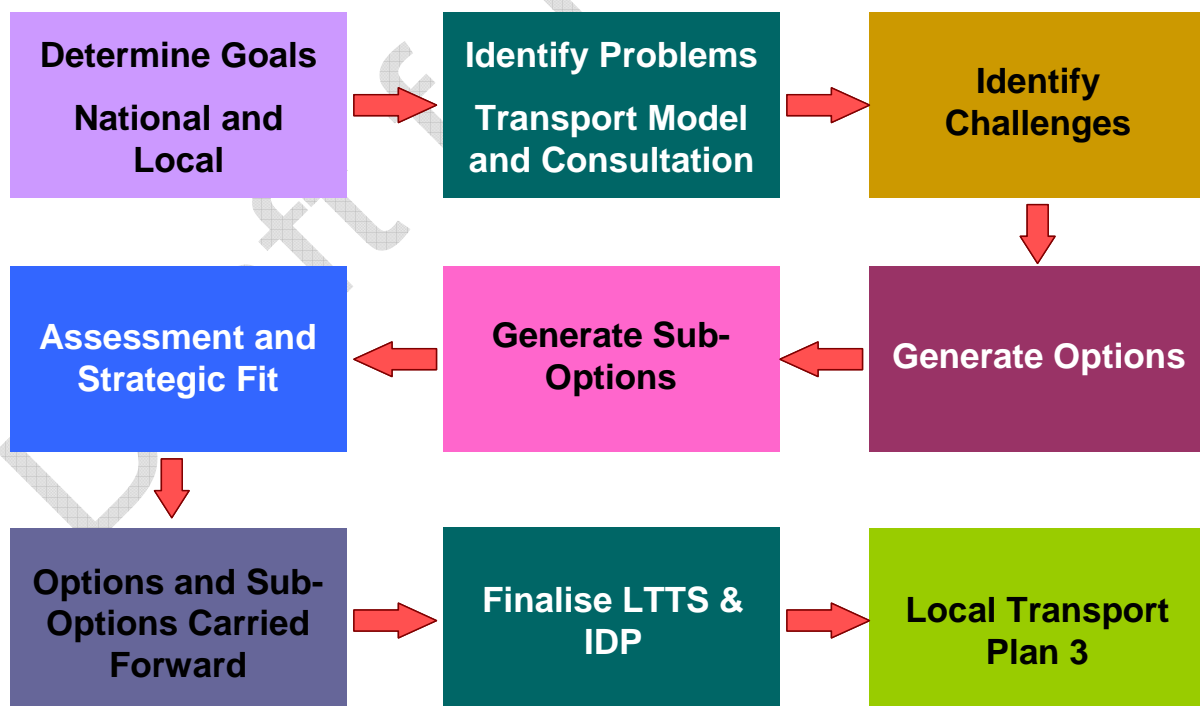
The LTTS and the LTP3 have been written in accordance with Department for Transport's (DfT) Guidance on Local Transport Plans, published in July 2009.

The guidance states that:

“Good transport is a vital 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, sustainability and better local economies. Where transport fails, these aspirations are put at risk.”

The LTTS has been developed with reference to the process recommended by the Eddington Report¹ this is shown in Figure 1 below.

Figure 1: Process for Developing the Peterborough Long Term Transport Strategy 2011 – 2026



The LTTS will be refreshed at the same time as the LTP section of this document in 2016.

¹ Eddington Transport Study, December 2006

About Peterborough

Peterborough is a modern city located in one of the fastest growing geographical regions 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 achieved unitary status in April 1998, and is now responsible for all Local Government services in the district. Peterborough borders Rutland, Cambridgeshire, Northamptonshire and Lincolnshire.

Figure 2: Location map of Peterborough



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 framework 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.

With further projected growth of 25,000 houses between the years 2009 to 2026 identified in Peterborough's Core Strategy, the City Council is committed to growing in the right way and becoming an exemplar of sustainable growth.

The City Council has identified infrastructure requirements for the projected growth and will ensure that these will be provided as required, this is set out in the Integrated Development Programme, (IDP). The IDP is a live document and any changes to this document will be published online.

The City Centre Area Action Plan (CCAAP) will outline growth proposals along with a vision for the city centre, identify investment priorities and provide guidelines on shaping the physical form of the city centre. As the CCAAP takes shape a transport plan for the city centre will be developed.

The current population of Peterborough is around 173,000 with a significant majority residing in urban areas. With the growth identified in the Core Strategy and the CCAAP the population of Peterborough is expected to grow by approximately a third of its current population by 2026.

Cathedral Square Public Realm Improvement



Peterborough transport connectivity is a key strength for the city. The city of 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 railway which links London with Leeds, York, the North East and Scotland. The east west railway line 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 while buses connect Peterborough to villages and towns in neighbouring areas.

Peterborough has an excellent Principal Road network, a key element being the Parkway system 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 inter-urban lorry trips
- Reduces journey times for cross city journeys

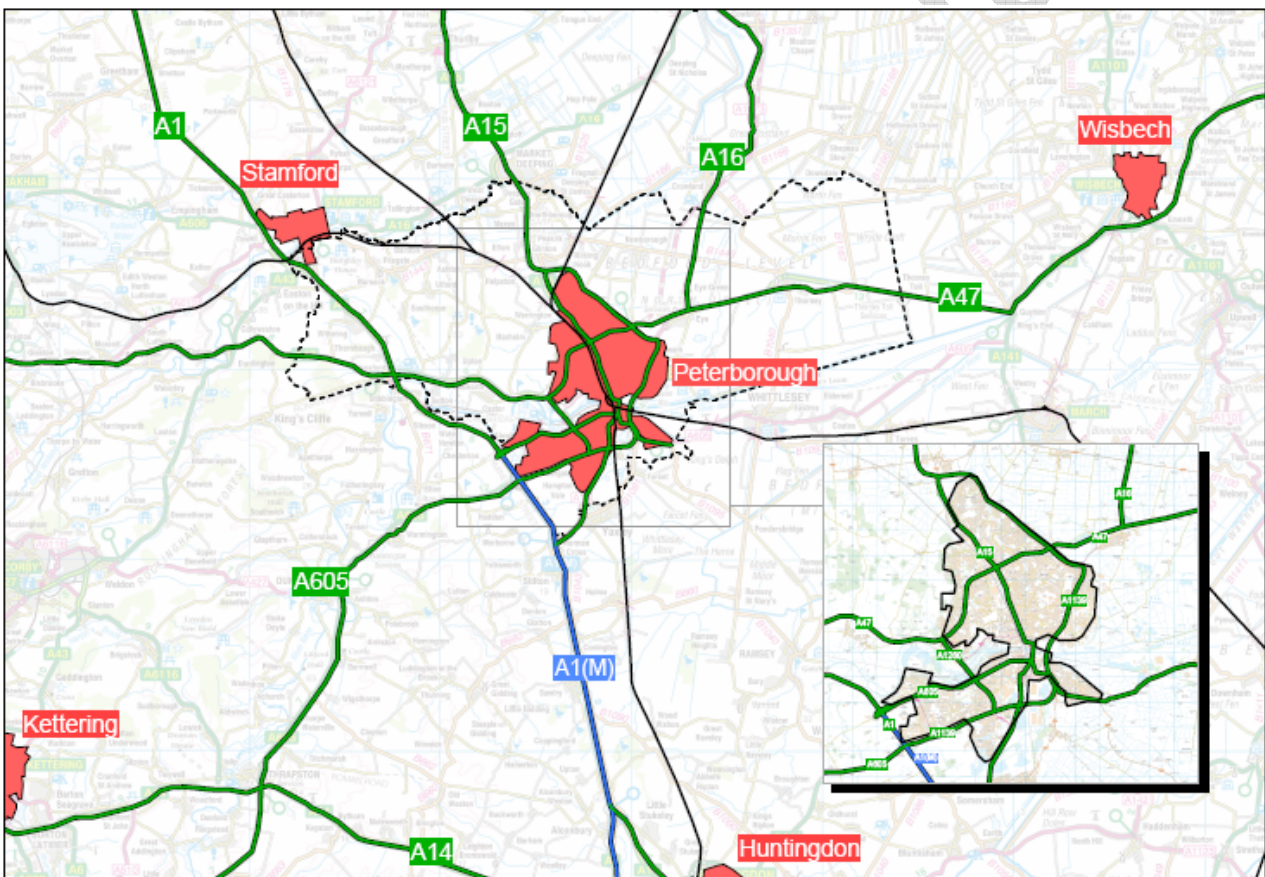
The New Town development also introduced a comprehensive network of segregated cycleways and footways serving the new townships of Ravensthorpe, Bretton, the Ortons, Paston, Gunthorpe and Werrington. The Ortons and Werrington also have segregated bus routes connecting them to the city centre.

As a result of its excellent transport connections Peterborough has been successful in attracting major employment investment over the last 20 years. Peterborough has successfully diversified into a home for many services whilst retaining its manufacturing base. Recently Peterborough has experienced an influx in distribution centres. Peterborough's key employment sectors include information technology, financial services, 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 with 80% of Peterborough's schools currently working to become more sustainable. 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. In January 2010 the city became the first in the country to gain Zero Waste accreditation awarded by the Department for Environment, food and Rural Affairs (Defra).

Highway Network

Figure 3: Peterborough Unitary Authority and Principal Transport 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 system. The main strategic routes in Peterborough focus around the Parkways (A1139, A15, A47, A1260, A1179), which create an orbital route around the city centre and 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 from the west of Peterborough. The main strategic route to the north is the A15 linking Peterborough to Market Deeping, Bourne and onto Lincoln. The A15 route is an important link between Peterborough and the expanding market towns and villages in the South Kesteven region of Lincolnshire.

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

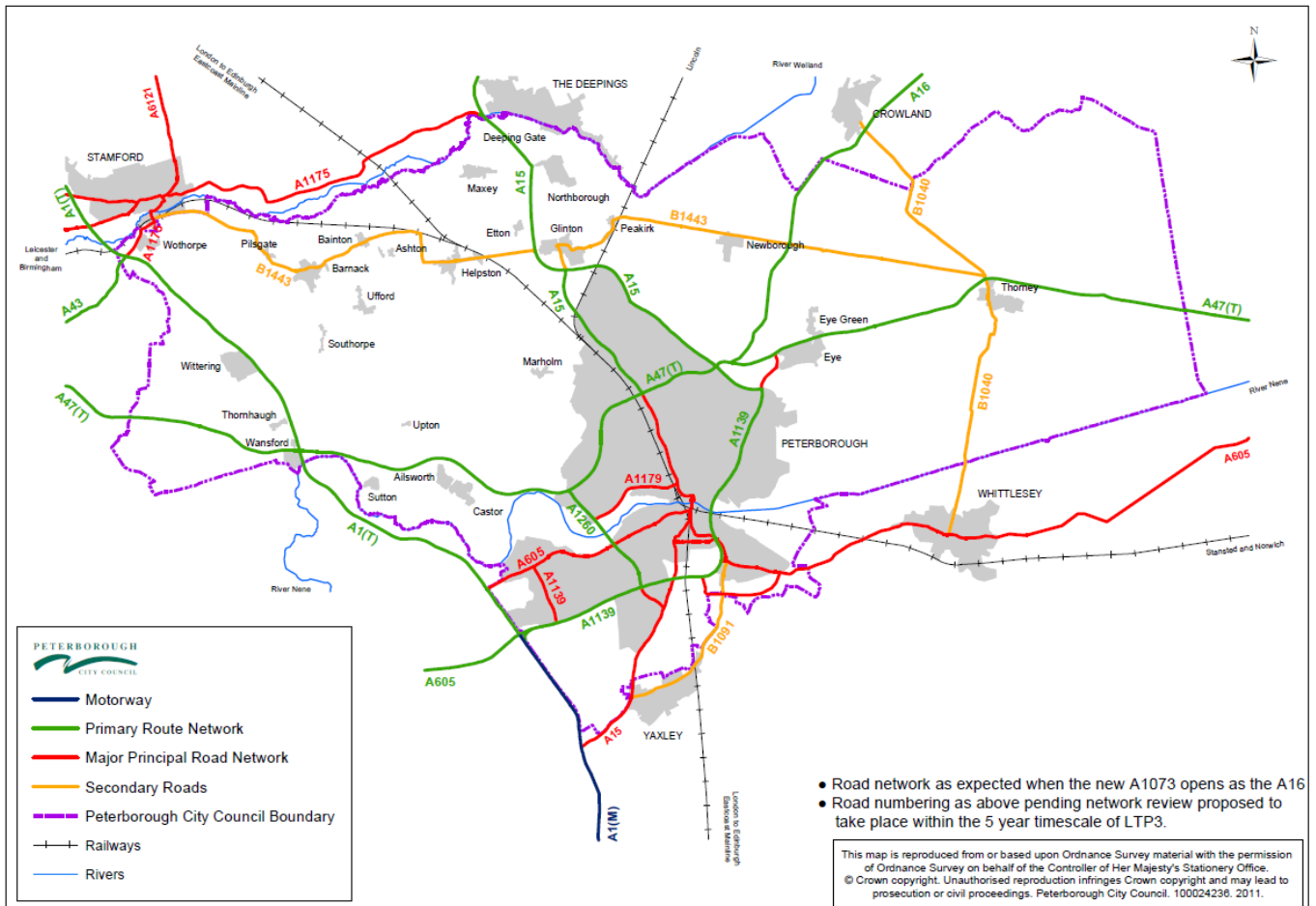
- A47 provides access to East Anglia
- A1073 which links South East Lincolnshire to East of England for the distribution of both agricultural and food processing freight and as a local commuter route
- The A1139 West is a direct link to the strategic highway network in the Midlands
- A605 east forms a link between Peterborough and the Cambridgeshire market towns of Whittlesey and March

Peterborough Strategic Road, River and Rail Network

The map in Figure 4 shows what is considered to be Peterborough's strategic network. The strategic network comprises of:

- The Primary Route Network (PRN) which includes motorways and trunk roads
- Major principal roads
- Secondary route network
- Rail
- River Nene

Figure 4: Strategic Road, River and Rail Network



Map to be updated

Strategic Cycle Network

Peterborough has built up an extensive network of over 250km of dedicated cycle-way's which are mainly segregated routes.

The Primary Cycle Network (PCN) is a series of eleven key strategic cycle-way's that aim to provide routes that are:

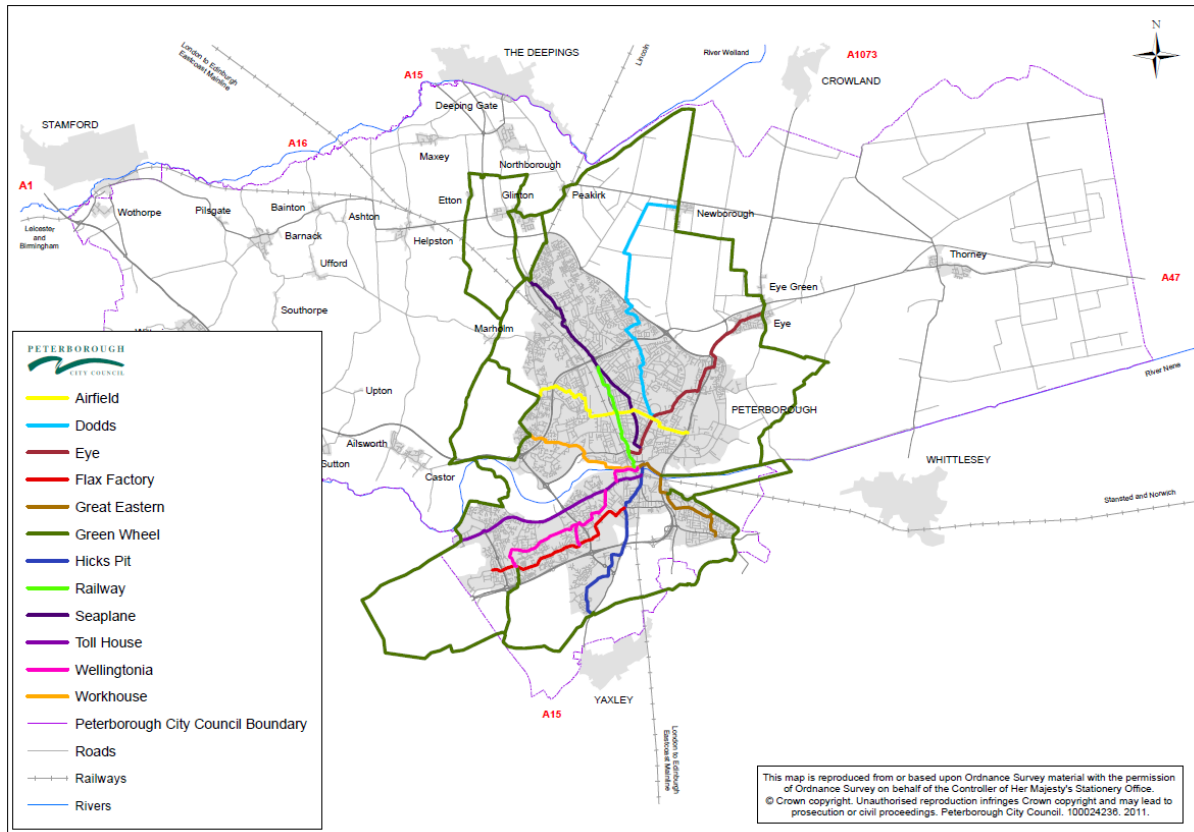
- Well connected
- Continuous
- Safe routes

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:

- Sign-posted
- Mostly traffic free
- In rural locations
- That take in some of Peterborough's most picturesque countryside and villages

Figure 5: Peterborough Cycle Network



****Map to be updated****

Core Bus Routes- Primary Public Transport Corridors

This map shows the Core Bus Network in Peterborough as of February 2011. These routes are operated by Stagecoach Buses, and 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 interchange information
- Bus shelter upgrades
- Raised kerbs and Bus Boarders
- Frequent service

Figure 6: Core Bus Routes



2. Transport Policy & Wider Context

Introduction

Peterborough is required by the Transport Act 2000, amended 2008, to produce an LTP. The LTP is the overall transport planning document for local transport authorities and guides transport improvements and maintenance work.

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. Where transport fails these aspirations are put at risk.

Local transport authorities were tasked with preparing their LTP3 in the context of a wide variety of national, regional and local objectives and policies. This context ensures that integrated transport and spatial planning are intrinsically linked and that the LTP3 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 LTP3 is at the heart of delivering the Council's strategic priorities within its community. At the same time, these strategies and the land-use planning system influence the extent of sustainable transport delivery through the LTP3.

LTP3 will be developed against a very different backdrop from LTP2. The development of this document has been influenced by a number of policy documents at a national, regional and local level.

Central spending cuts have led to a reduction in funding available to Local Authorities. Due to these budget conditions, transport related interventions will have to increasingly 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 aspiration of Peterborough will however require infrastructure improvements and these have been identified in both the LTTS and the LTP3 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 LTP. The table in Annex 1 gives a brief summary of the documents and gives the reader some of the web links if they wish to look at the contents more closely. The LTTS and LTP3 have been aligned to the strategic priorities of these documents. A comprehensive literature review was carried out and informed the material used for consultation regarding the issues, challenges, options and sub options discussed later in this document.

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

There are two key documents which the guidance on local transport plans identifies as requiring special consideration. These documents are:

- Children and Young Peoples Plan (a summary is provided in Annex 4)
- Local Economic Assessment (a summary is provided in Annex 5)

LTTS and LTP3 Overarching Vision

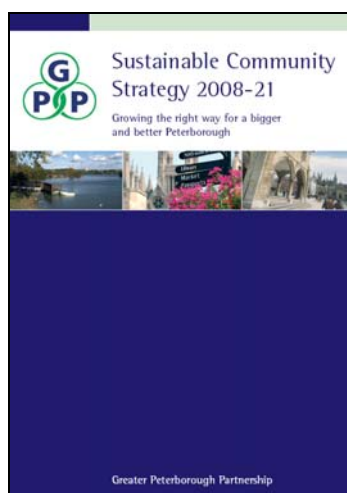
The overall vision for Peterborough is stated in the Sustainable Communities Strategy (SCS) 2008 – 2021 and is summarised below:

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

“Improves the quality of life 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”.

These statements are therefore the overarching vision position for the LTTS.



LTTS and LTP3 Strategic Priorities

Peterborough City Council has four strategic priorities that are outlined in a number of council documents including the Sustainable Community Strategy. Providing value for money underpins all of our activities.

The strategic priorities are listed below and are the over arching priorities for the LTTS:

- Creating the UK's environment capital
- Creating strong and supportive communities
- Delivering substantial and truly sustainable growth
- Creating opportunities – tackling inequalities

LTTS and LTP3 Goals

The national goals for transport were redefined after the submission of the second Local Transport Plan (LTP2 2006 – 2011). In that document there were a series of shared priorities relating to areas of transport.

Between 2007 and 2008 the Government developed policies to promote and support a sustainable transport system and five national transport goals were created and outlined in the Delivering a Sustainable Transport Strategy (DaSTS) and are listed below:

- Tackle climate change
- Support economic growth
- Improve quality of life and promote a healthy natural environment
- Contribute to better safety, security and health
- Promote equality of opportunity

The LTTS and LTP3 have been developed to address and support these goals. The Coalition Government remains committed to the spirit of these goals and have stated that:

“The Government believes that a modern transport infrastructure is essential for a dynamic and entrepreneurial economy, as well as to improve well-being and quality of life. We need to make the transport sector greener and more sustainable, with tougher emission standards and support for new transport technologies.”¹

The Government sees the main challenges for transport being to promote economic growth and reduce carbon emissions that contribute to climate change, but other priorities remain:

“The Government have highlighted the key overarching policies, namely ones which help grow the economy and help tackle carbon emissions, while not neglecting other important priorities, including road safety, affordability, accessibility, and people’s health and wellbeing – for example, through more cycling and walking.”²

The LTTS objectives align with Government goals for transport. The continuity of Government goals is demonstrated in Table 1. The LTTS assesses the current condition of transport in Peterborough and details options to progress development of the network and accommodate planned growth.

¹ © Crown Copyright H.M. Government, May 2010, *The Coalition; Our programme for government*, London: Cabinet Office

² Extract from Ministerial announcement on Local Transport Plans, by Norman Baker MP Parliamentary Under-Secretary of State for Transport, 20th July 2010, Local Transport Today Conference, London, as recorded on the Department for Transport Website

Table 1: Progression, Alignment and Continuity of National Aims for Transport and Goals of LTP3

LTP2 (Historic) Shared Priorities		National Delivering a Sustainable Transport System, (DaSTS) Goals, (from 2008 to May 2010)	Current Coalition Government Priorities (May 2010)	
Make the best use of existing transport infrastructure	Support and enable local growth	Support economic growth	Grow the Economy	Affordability
	Reduce congestion	Tackle Climate Change	Tackle Carbon Emissions	
	Reduce the environmental impacts of transport	Improve quality of life and provide a healthy natural environment	Health and Wellbeing	
	Improve the health and safety of the travelling public	Contribute to better health, security and safety	Road Safety	
	Increase travel choice and accessibility	Opportunity of Equality	Accessibility	

The National Sustainable Transport Objectives (from 2008) in the table above were the guiding principle for transport under the last Government and were therefore in place during the preparation of this document. The table above shows the links between the National Sustainable Transport Objectives (from 2008) and the current Coalition Government Priorities. Peterborough’s LTP3 supports the implementation of the current Coalition Government Priorities while retaining the additional elements of the National Sustainable Transport Objectives (from 2008) above as they reflect local conditions and aspirations of the city.

Local Enterprise Partnership

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

- Peterborough City
- Cambridgeshire
- East Cambridgeshire
- Huntingdonshire
- South Cambridgeshire
- Rutland

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

The LEP will operate in line with the detail explained in the Local Growth White Paper 2011. White papers are published by the Government and are statements of Government policy. A white paper lays out policy or proposed action on a particular subject. LEP's are heralded as a new approach to provide clear vision and strategic leadership to drive sustainable private sector-led growth.

Network Resilience

Peterborough City Council is contributing and will benefit from the network resilience adaptation study being carried out in the East of England.

The study identifies Peterborough's vulnerability to and resilience to withstand impacts from the effects of climate change, major accidents, terrorist attack or other shocks.

The findings of this study will contribute to the planning of and delivery of transport schemes within Peterborough. The study can be found at the web page below

http://www.eeda.org.uk/files/Network_resilience_and_adaptation_final.pdf

LTTS Consultation

The LTTS reflects the views of our residents and key stakeholders as far as practical. To achieve this, a number of consultations have been undertaken during its development including:

- A workshop held on the 1st April 2009 with stakeholders to discuss problems, issues and opportunities, together with the objectives of the LTTS
- Dialogue with the Regional Transport Partnership
- Ongoing consultation with stakeholders from across Peterborough City Council
- Workshop held on the 4th March 2010 when the LTTS was discussed
- Cabinet Policy Forum 24th May 2010

In addition, a wider group of people and organisations and stakeholders have been contacted directly and asked to give us their views in relation to the development of the LTTS and LTP3.

The LTTS document was used as the basis for the consultation process on the LTP3 (see the LTP3 consultation summary in chapter 12 of this document)

3. Transport Issues and Challenges

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

- A literature of National, Regional and Local documents (see Annex 1)
- A review of existing transport studies and other evidential data
- Transport Modelling
- Consultation

Transport Modelling

The future situation was assessed for the year 2026 using the Peterborough Transportation Model. 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 identified issues on the network and specific areas that would require some type of transport intervention in the period up to 2026.

Consultation

The initial findings from the review of literature, studies and the model findings were drawn together and discussed at the Transport Partnership. The final list of issues and challenges was then presented at a workshop held on the 1st 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 2 below.

Table 2: 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

Summary of the Discussion at the April Workshop

The key observations stated at the April workshop are summarised below:

- Planned housing growth of nearly 28,000 houses from 2006 to 2026, from a base of 76,580 houses, is equivalent to a growth of 36% in the current housing stock
- There would be severe congestion hot spots on the parkway system
- Without intervention future typical peak period travel times could increase by some 59% 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 well being 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.

Transport Challenges

The results of workshop and other information gathered from the modelling, literature and study reviews a final list of the key issues and challenges which the LTTS and LTP3 should aim to tackle was developed and can be seen in Table 3 below.

Table 3: 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 environment	Reduce city centre traffic
	Improve the urban landscape & Environment
	Improve air and noise quality
Health	
Health related problems due to inactivity	Improve cycling / walking opportunities
Health related problems due to transport emissions and noise	Improve air and noise quality
	Encourage the use of low emission vehicles

Transport Issues	Transport Challenges
Walking and Cycling	
Cycling network disjointed and focused on radial routes	Improve cycling / walking opportunities
Walking trips are made more complex by features such as River Nene, railway lines, dual carriageways and roundabouts	Reduce physical and psychological barriers to sustainable transport modes
Most roads create both psychological and physical barriers to pedestrian movement with limited at-grade crossings	
Public Transport	Transport Challenge
Lack of public transport information provision	Improve availability and types of public transport information
Poor interchange between the city's bus and rail 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	
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, 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 system is nearing capacity compromising its ability to cater for future growth in trips. In particular Junction 1-2, 4-5, 32-33	Tackle congestion and improve journey time reliability, particularly for traffic,(including buses) on the parkway system
Increased traffic congestion reduces journey time reliability for all modes of transport	Improve resilience of network to 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	
HGVs travelling through rural communities and residential areas.	Ensure HGVs stay on the parkway system (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 Communities Strategy 2008 – 2021

Peterborough City Council's vision statements that are set out in the Sustainable Communities 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
- Accommodates our growth aspirations
- Confront the challenges facing Peterborough, and
- Meet the national, regional and local transport goals

The vision statements set out the desired transport network and ideals that Peterborough will strive to deliver through the LTTS and the LTP3. They establish a series of objectives and aim that they are developed further in the LTP3 section 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

Cycling around Peterborough



To realise this vision Peterborough will concentrate on the following objectives:

- To continue to build upon the success achieved during the sustainable travel demonstration town 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 encourage the wider use of technology to promote sustainable travel to achieve modal shift

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 Peterborough 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 through active safe routes
- To highlight the health benefits of walking

Cycling

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

Cyclist in Priestgate



In order to realise this vision Peterborough 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

All residents in Peterborough will have access to jobs, 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

Low floor buses



Tactile Paving



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

- To improve access for those with mobility difficulties
- To improve access to key services and facilities by sustainable modes of travel
- 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

Stagecoach bus with Travelchoice branding



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

- To increase bus patronage and expand services throughout the authority
- 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 patrons
- 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

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 Peterborough City Council will concentrate on the following objectives:

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

Taxi Rank outside Peterborough Bus Station



River Nene Transport

A water bus encouraging and providing access along the Nene linked to well developed and safe pedestrian connections throughout the city and to the sustainable transport network

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

- To provide an electronically powered craft to operate as a Water Bus
- To redefine the River Nene as a 'waterways destination' and a focus for activity in Peterborough that will maximise economic opportunity in the city centre
- To provide improvements to the walking and cycling infrastructure that have links to the River Nene and improvements to the River Nene infrastructure
- To improve and maintain the street lighting and vegetation along walking routes in and around the river area
- To ensure each water bus stopping point will be closely linked to the sustainable transport network including providing potential park and sail sites
- To provide a commuter passenger boat service as a public transport alternative
- To identify opportunities to promote access to new or enhanced water based activities
- To help boost tourism and enhance the city's aspiration to become an environment capital
- To encourage schools and colleges to use the service as a valuable educational resource

Rail

Peterborough will have a modern railway station suitable for the 21st century that enhances the Environment Capital status and is fully integrated into the city Network and connection that meet the needs of both passengers and freight users will be sought

Peterborough Train Station



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

- To improve Peterborough Railway Station
- To enhance level crossing safety and operation
- To maximise trains stopping at and connecting through Peterborough
- To improve pedestrian and cycle links to the railway station
- To improve provision of cycle facilities
- To improve public transport information at the station including information on interchanging between different transport modes

Park and Ride

Peterborough will have high quality innovative park and ride transport hubs that will intercept vehicles before they access the city centre and provide opportunities for transfer between transport modes

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

- To intercept vehicles destined for the city core and city centre and, hence, be an integral part of the car parking supply for the city
- To integrate modes of transport to form comprehensive transport hubs that provide pedestrian and cycle linkages; secure cycle storage, interchange between bus services and electric vehicle recharging
- To provide a cost effective alternative to city centre parking
- To provide a zero or low emission fleet of park and ride vehicles
- To have a high quality station building that includes, as practicable, concessionaires, toilets and travel information and other functions as appropriate
- To incorporate sustainable energy generation: with solar power, wind turbines and ground heat pumps to be considered
- To provide a seasonal park and ride to facilitate access to the city centre in the Christmas period, whilst the service remains viable

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

Freight Transport



In order to realise this vision Peterborough 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

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 Peterborough City Council will concentrate on the following objectives:

- To maintain the network to agreed standard
- To improve safety
- To reduce environmental impacts
- To make full use of the opportunities offered by the Intelligent Transport System (ITS)

- To improve driver information
- To monitor and manage vehicles through the network

Car Parking

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

Car Parking in the City Centre



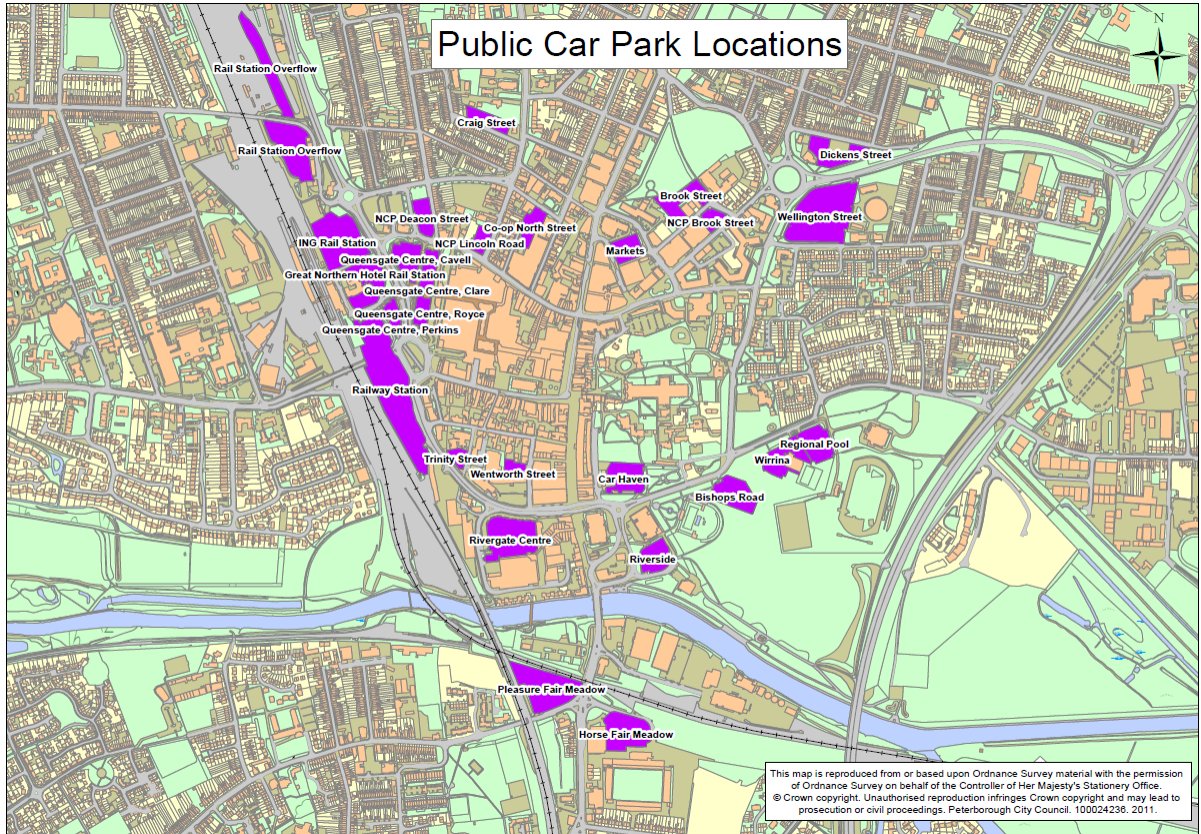
In order to realise this vision Peterborough City Council will concentrate on the following objectives:

- 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 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

Public Car Park Locations

The map in Figure 7 shows the location of car parks in Peterborough core and city centre. As of February 2011 these car parks are available for use by the public.

Figure 7: Location of Public Car Parks in Peterborough



****Map to be updated****

Electric Vehicles 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 Peterborough City Council will concentrate on the following objectives:

- To develop an extensive network of recharging points throughout the authority
- 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 promote and encourage the market for electric vehicles

Range of electric vehicles



Intelligent Transport Systems (ITS)

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 Peterborough City Council will concentrate on the following objectives:

- To provide travel information to the public via the internet, variable message signs, SMS, 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
- 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

Automatic Traffic Counter Locations

The map in Figure 8 shows the locations of Automatic Traffic Counters (ATC) in Peterborough. The Vehicle ATC sites collect information such as:

- Traffic flow
- Traffic speed
- Vehicle type

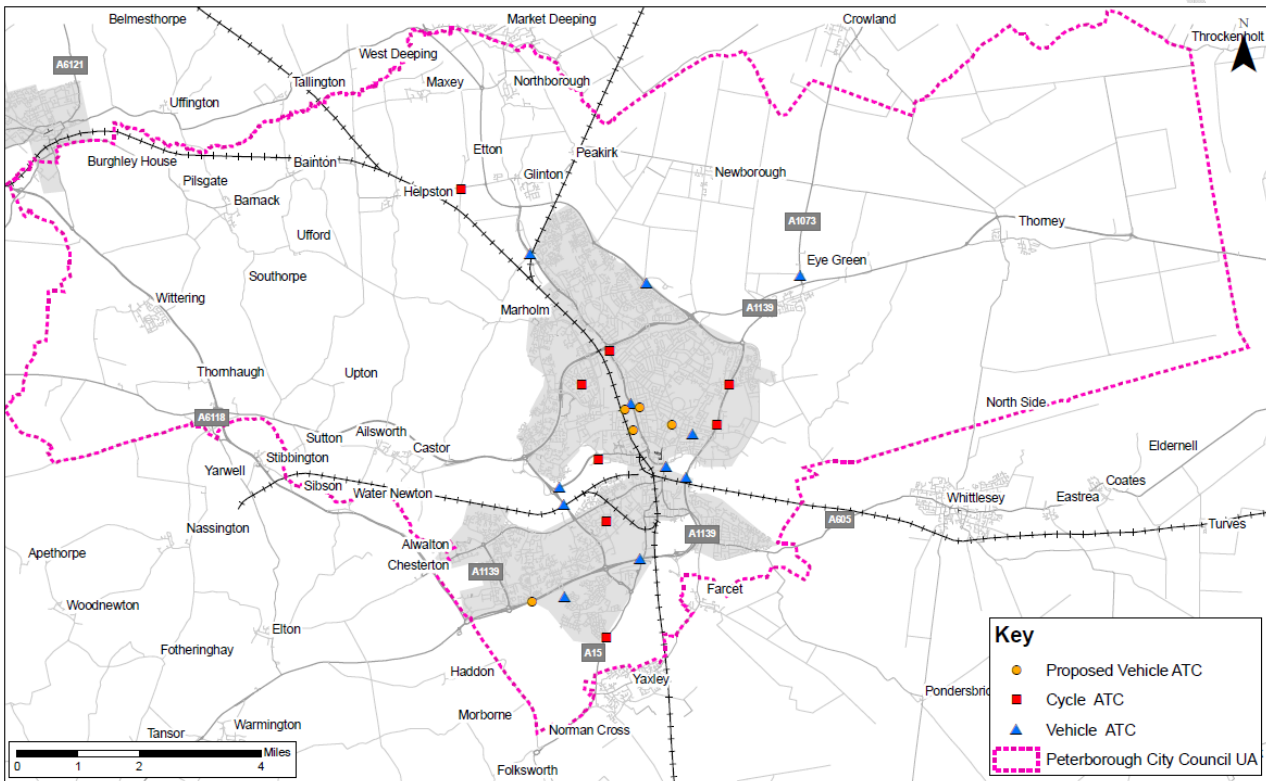
The cycle ATC's collect information on the volumes of cycles and are located on segregated cycleways throughout Peterborough. All the ATCs are operational 24 hours a day seven days a week.

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 traffic assessment

The map also shows the proposed sites for additional ATC's which will be required during the life of LTP3.

Figure 8: Automatic Traffic Counter Locations



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 Peterborough City Council will concentrate on the following outcome:

- 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

Motorcycle parking at the Peterborough City Hospital



Road Safety

Create a safe and more efficient network with improved road safety and perception of safety in Peterborough where casualty levels are falling

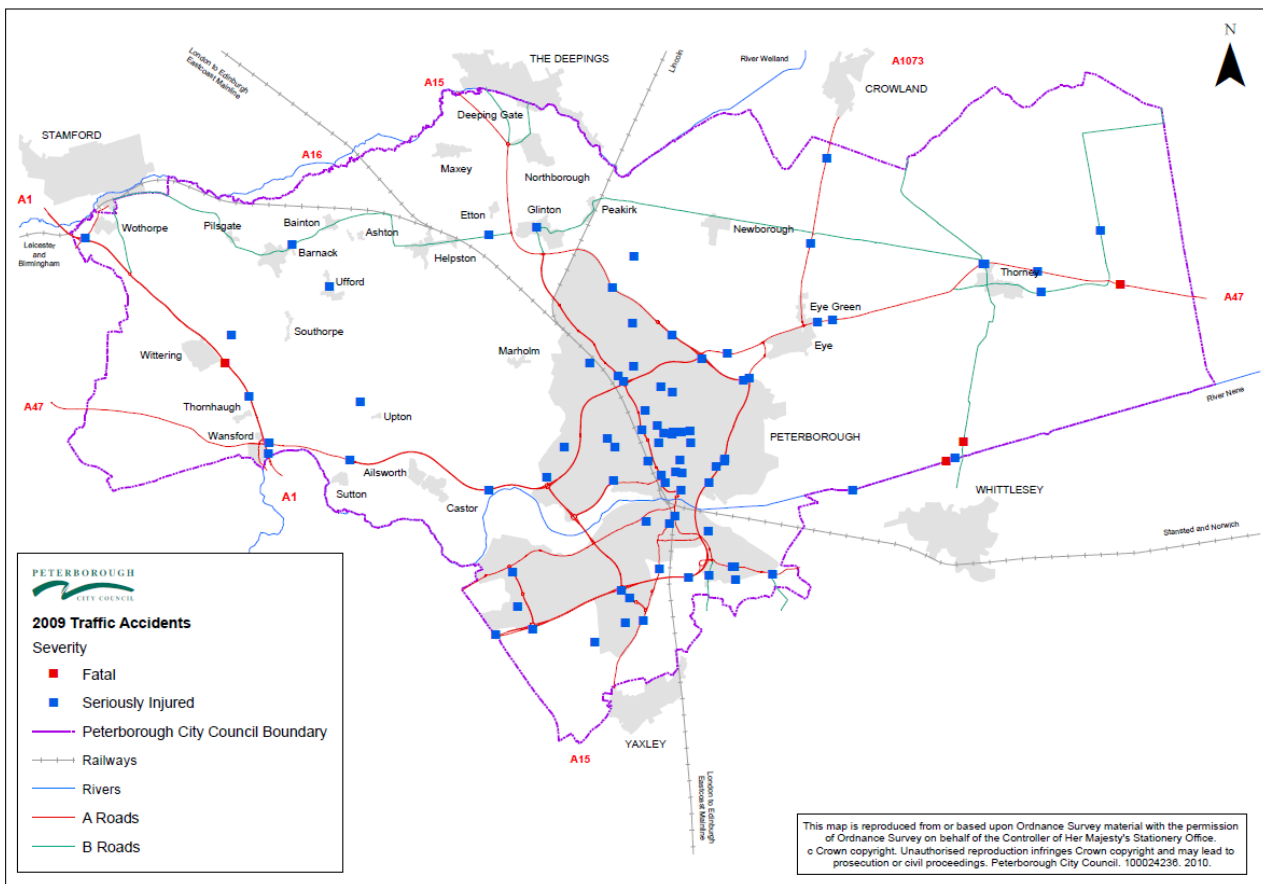
In order to realise this vision Peterborough City Council will concentrate on the following objectives:

- To reduce road traffic casualties amongst all road users on Peterborough roads
- To engage with all Peterborough schools supporting individual travel needs to increase 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 improve perception of road safety amongst all road users through education, training and publicity
- To implement 20mph speed limits outside rural schools in Peterborough
- To continue to work with the Highways Agency to improve accident statistics on trunk roads within Peterborough City Council authority boundary

Traffic Accidents

The map in Figure 9 shows the location of accidents on the Peterborough road network in 2010. The accidents are broken down into fatal accidents and those where someone was seriously injured.

Figure 9: Traffic Accidents 2009



Map to be Updated

Rural Transport

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

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

- To reduce road traffic casualties amongst all road users on Peterborough roads
- To engage with all Peterborough schools supporting individual travel needs to increase 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 improve perception of road safety amongst all road users through education, training and publicity
- To implement 20mph speed limits outside rural schools in Peterborough
- To continue to work with the Highways Agency to improve accident statistics on trunk roads within Peterborough City Council authority boundary

Thorney Village



School Travel

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

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

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

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 Peterborough 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

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 Peterborough 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 will be required to 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

Travelchoice website



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 Peterborough 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 develop a council fleet of electric or low emissions vehicles

The challenges that face Peterborough are understood and the vision, strategic objectives and Goals of the LTTs have been identified. A series of options were assessed to identify a transport strategy (up to 2026) and a plan (up to 2016) for Peterborough. The next section identifies the options that were considered for inclusion in the Integrated Development Plan and the LTP. The IDP and LTP3 set out in broad terms the programmes of work required to deliver the vision and objectives identified earlier.

5. The Transport Options

Option Generation

A list of options was required to overcome the issues and challenges that were identified in the previous chapter. A list of options and sub options were derived in a number of ways:

- Through a literature review of existing documents
- Through a number of studies
- A review of best practice
- By using the Peterborough Transport Model 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 1st April 2009)

Table 4 below outlines the type of transport that the issue, the challenge best relates to and the high level option available as an intervention.

Table 4: 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	Cycling network disjointed and focused on radial routes	Improve cycling / walking opportunities	Pedestrian / cycle route improvement
	Walking trips are made more complex by features such as River Nene, railway lines, dual carriageways and roundabouts	Reduce both physical and psychological barriers to sustainable transport modes	Pedestrian / cycle crossings
	Most roads create both psychological and physical barriers to pedestrian movement with limited at-grade crossings		
Public Transport	Public transport information	Improve public transport information	Travel Information and Interchange
	Poor interchange between the city's bus and rail station	Improve surface access and interchange arrangements at and between all modes of travel	
	Lack of integration between		Park and Ride

Mode	Transport Issue	Transport Challenge	Option
	taxi, private hire vehicles and the public transport network		
	Lack of public transport provision in some areas. Orbital bus routes around the city centre can result in correspondingly long journey times for orbital movements	Improve public transport opportunity / coverage	Enhanced Transit Systems
	poor bus punctuality		Other Bus Service Improvements
	poor bus frequency		
	Rural bus services are not as frequent as those for urban areas		
	Bus reliability is 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
Strategic Road Network	The parkway system is nearing capacity, compromising its ability to cater for future growth in trips. In particular Junction 1-2, 4-5, 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
		Reduce vulnerability of network to terrorist attack and natural disaster	Trunk Road Improvements
			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

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

Mode	Transport Issue	Transport Challenge	Option
Health	Health related problems due to inactivity	and natural disaster Improve cycling / walking opportunities	Pedestrian / cycle route Improvements
	Health related problems due to transport emissions and noise	Improve air and noise quality Encourage the use of low emission vehicles	Smarter Choices

Definitions for Information in Table 4

Smarter Choices in Tables 4 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 4 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) was compiled and can be seen in Table 5 below.

Table 5: 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 Centres (District Centres) Social marketing / research New technology (advances in technology and best practice)

Mode	Options	Sub Options
		<p>Travelchoice website</p> <p>Integrated land use planning</p> <p>Smarter vehicles</p> <p>Electric car charging points</p> <p>Park and Share (encourage drivers to share lifts before driving into Peterborough)</p>
Walk / Cycle	Pedestrian / cycle route improvement	<p>Strategic Walking Network (SWN) expansion and consolidation</p> <p>Cycle hub</p> <p>Park and Cycle</p> <p>Quiet Lanes in rural areas</p> <p>Footpaths between rural villages</p> <p>Primary Cycle Network (PCN) expansion</p> <p>Expansion of pedestrian areas</p>
	Pedestrian / cycle crossings	<p>Bourges Boulevard footbridge / pedestrian crossing</p> <p>Primary Cycle Network (PCN) crossing improvements</p> <p>London Road river bridge phase III</p> <p>South Bank railway and river footbridges</p> <p>Crescent Bridge pedestrian and cycle bridge</p>
Public Transport	Travel Information and Interchange	<p>Real Time Passenger Information (RTPI - linked to UTMC, audio and other emerging technology)</p> <p>New bus station integrated with rail station</p> <p>Travelchoice Centre</p> <p>Integrated transport hub</p> <p>DDA link between bus and rail station</p>
	Park and Ride	<p>Park and Ride - South</p> <p>Park and Ride - North</p>

Mode	Options	Sub Options
		Park and Ride - East
	Enhanced Transit System	Rapid Transit Extended Primary Public Transport Corridor (PPTC) Innovative ticketing measures (including smartcard) Min 10min frequency and additional core network
	Other Bus Service Enhancements	Electric city centre bus Improve rural bus service (demand responsive service) Improve orbital bus network Improve cross boundary bus service Extend timetable of bus services at evenings and weekends
	Other Forms of Public Transport	Padi cabs/rickshaws Water based park and ride Water bus Light Rapid Transit (LRT) Cable cars
	Bus Priority	Bus priority measures
Railway	Passenger and Freight	Peterborough station enhancement Level Crossing closures/enhancements (Woodcroft & Foxcovert Road) Additional stations (Werrington, Walton) Joint Line (Peterborough - Spalding) freight option Rail freight improvements Link between Railworld and the East Coast Main Line (ECML) Nene Valley Railway upgrade to install new track for commuter service
Freight	Freight improvements	Freight Logistics - Quality Partnership Hybrid or rail transshipment

Mode	Options	Sub Options
		<p>Consider wider use of river for transport</p> <p>HGV Only Lane (Magna Park related)</p>
Strategic Road Network	Trunk Road Improvements	<p>A47 dualling between A1 and Sutton</p> <p>A1 Wittering Junction Improvement</p>
	Parkway "Congestion Hotspot" Improvements	<p>A1/A605 Oundle Road (Alwalton) junction improvement</p> <p>A1139 Fletton Parkway Junction A1(m) 17 - Junction 1 widening</p> <p>A1139 Fletton Parkway Junction 1-2 widening</p> <p>A1139 Fletton Parkway Junction 2 improvements</p> <p>A1139 Fletton Parkway Junction 3 improvements</p> <p>A1139 Fletton Parkway Junction 3 - 3a widening</p> <p>A1139 Fletton Parkway Junction 3a improvements</p> <p>A1139 Fletton Parkway Junction 4 improvements</p> <p>Frank Perkins Parkway Junction 4 - 5 widening and junction improvements</p> <p>Nene Parkway Junction Stage 2 Junction 15 improvements</p> <p>A47/A15 Lincoln Road Junction 18 improvements</p> <p>A47/A15 Paston Parkway Junction 20 Improvements (above A1073 scheme)</p> <p>A15 Paston Parkway Junction 21 improvements</p> <p>Dualling of Paston Parkway between Junction 22 and Glinton Roundabout (Junction 23)</p> <p>A15 Junction 23 Improvements inc Public Transport Priority</p> <p>Nene Parkway Junction 32 - 33 widening (within carriageway)</p> <p>Nene Parkway Junction 33 improvements</p>
Highways and Parking	Demand Management & Information Systems	<p>Consider car park strategy</p> <p>Consider potential for High Occupancy Vehicle (HoV) lanes (Longthorpe Parkway)</p> <p>Consider potential for no car lanes</p>

Mode	Options	Sub Options
		Consider potential for green lanes (no cars except low emission) Automated Traffic Management (ATM) Variable Message Signs (VMS) Car Park demand management
	City Centre Improvements	Crescent Bridge / Bourges Boulevard Improvements Rivergate Gyrotory improvements Other improvements East Embankment - Boongate dualling East Embankment - Fengate capacity improvements East Embankment - slip road
	Other Highway Improvements	Dualling A15 Glington Bypass between B1524 (Deepings) and Junction 23 A605 Stanground Bypass dualling – eastern end Junction 68 Stanground fire station roundabout improvements with public transport priority
	Development Accesses	Norwood Access A1073 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 5 was used to provide information for

- Assessments,
- Delivering the high level LTTS
- Further consultation (including LTP3 consultation)

More information on the variety of methods that will be taken forward in the next five years can be found in the LTP strategy section in Chapter 8 of this document.

The next section describes how the full list of options shown above underwent a series of assessments to determine whether they were appropriate to meet the vision, priorities and goals of the LTTS and LTP3.

Draft for Scrutiny

6. Assessment and Appraisal

Assessment is an essential part of the decision making process required to develop both an LTTS and LTP3. The process quantifies the impacts of the options and provides the evidence base to allow the following outcomes:

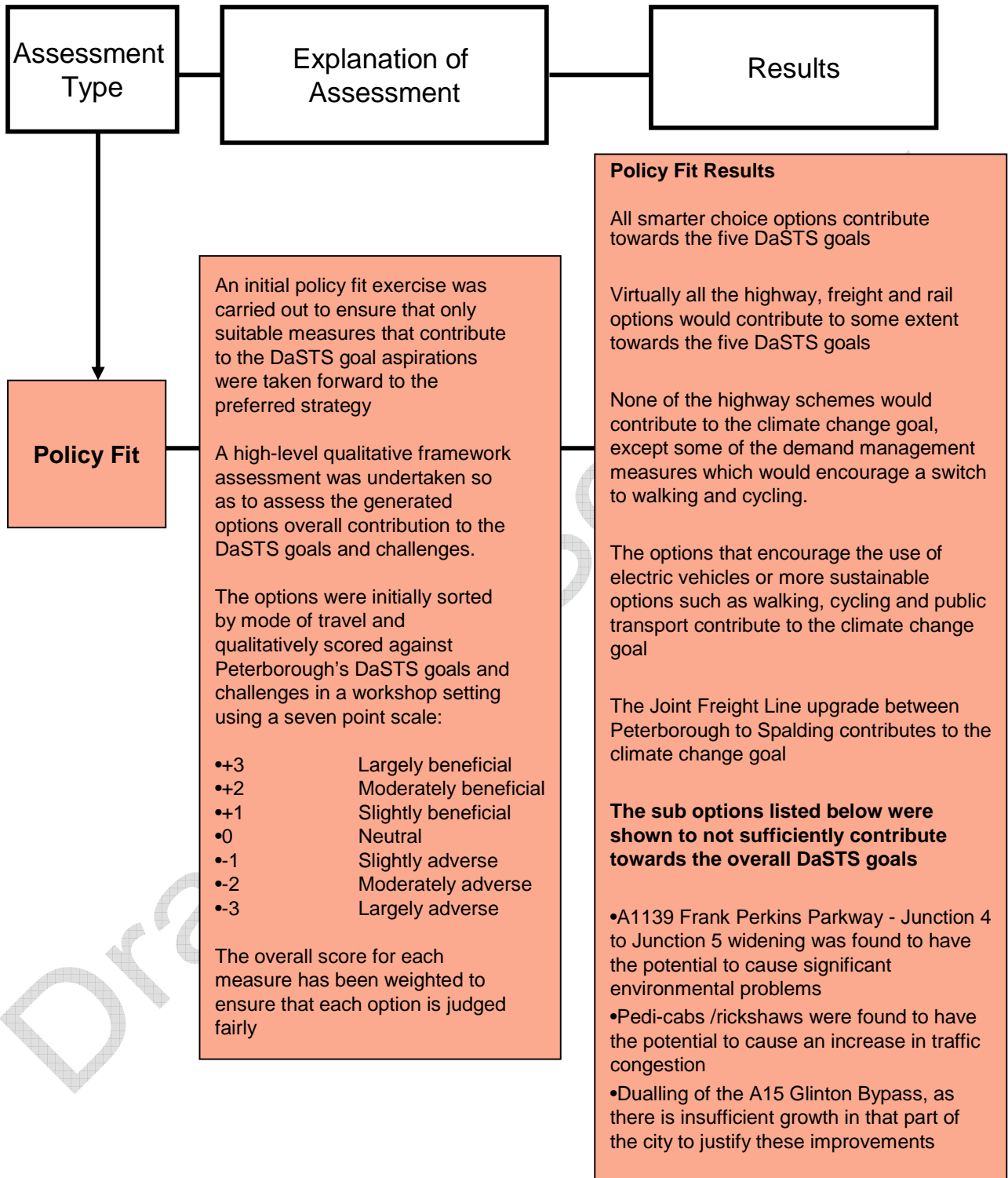
- Measures to be included
- Measures to be excluded
- Determination of a preferred long term strategy (LTTS)
- Refinement of options into a five year plan (LTP3 strategy tables- chapter 8)

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 LTTS and the LTP:

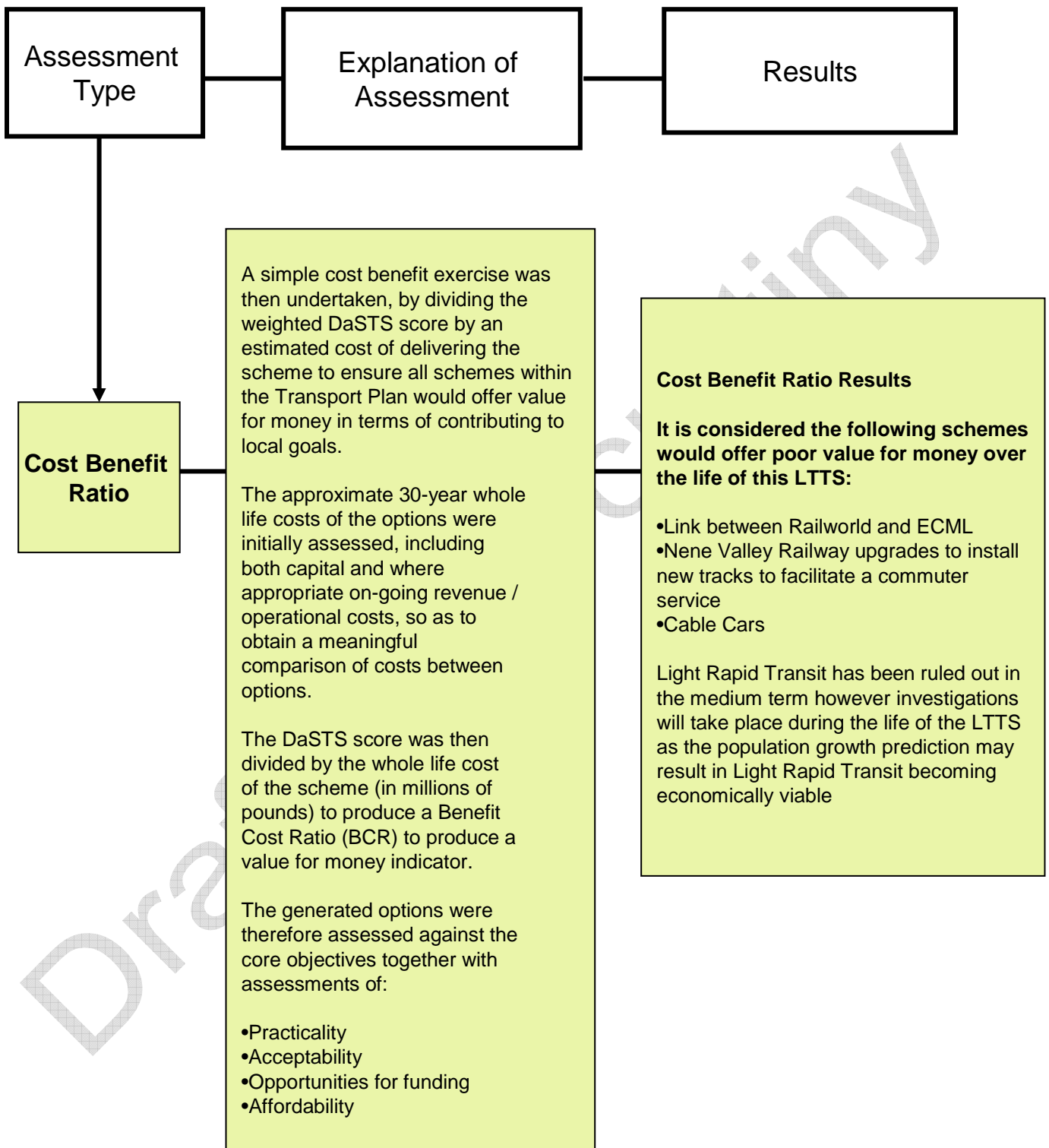
- Policy Fit (does the option meet policy objectives of the strategy)
- Cost/ Benefit Analysis (does the option offer value for money)
- Key Performance Indicator and Scenario Testing
- Equality Impact Assessment (EIA), (see summary in Annex 6)
- Strategic Environmental Assessment (SEA) (see summary in Annex 7)
- Habitats Regulation Assessment (HRA) (see summary in Annex 8)

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. 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

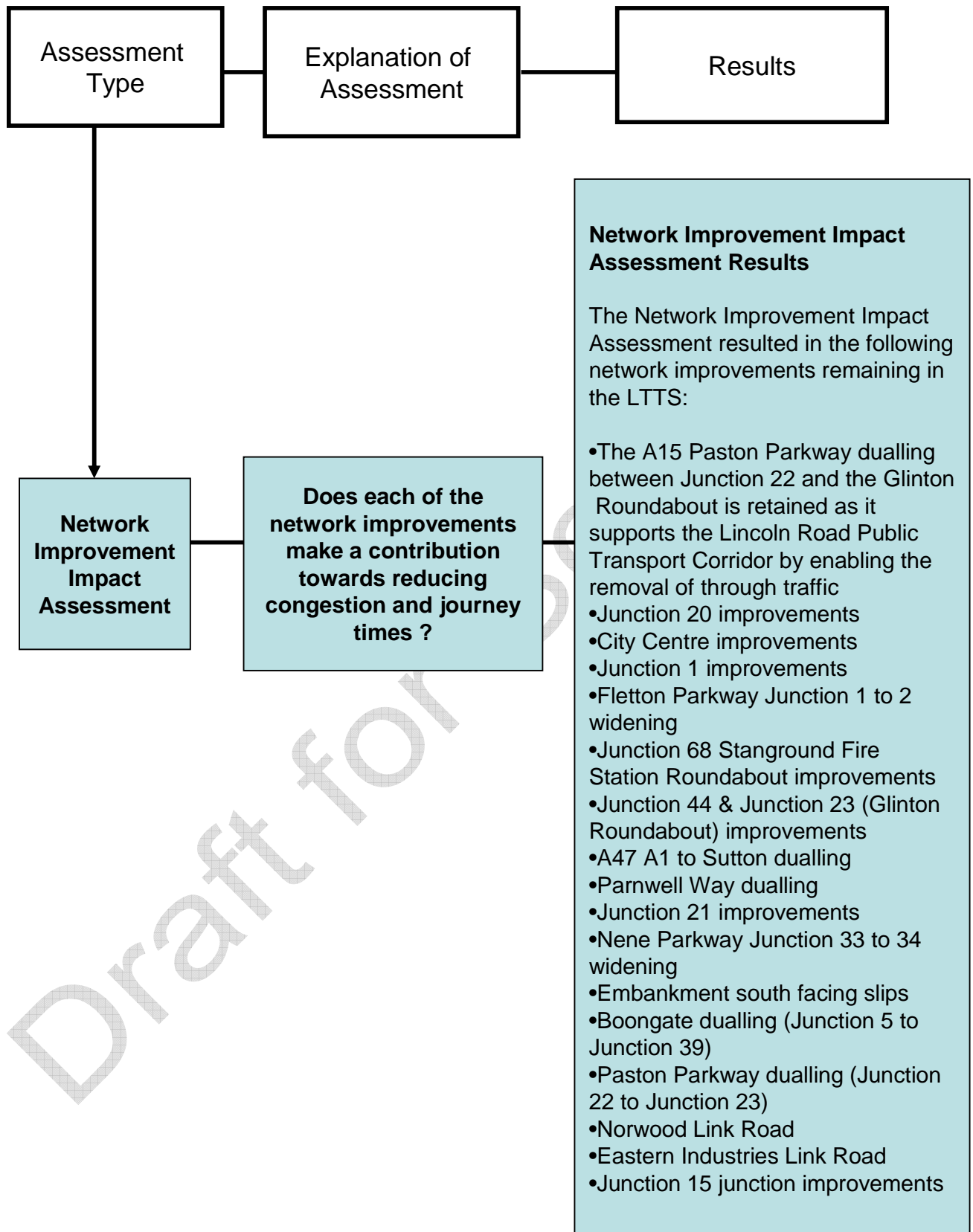
Policy Fit



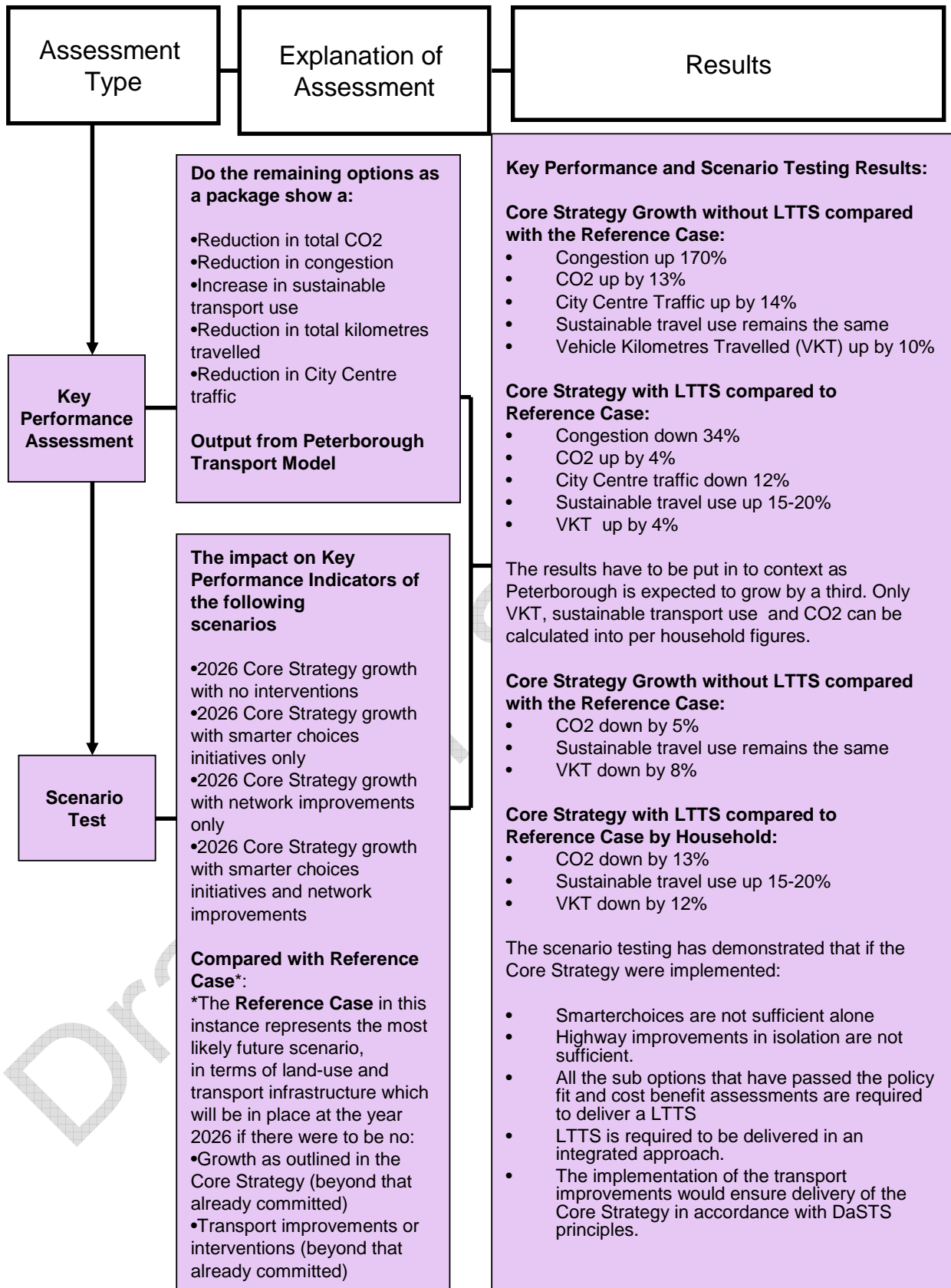
Cost Benefit Ratio



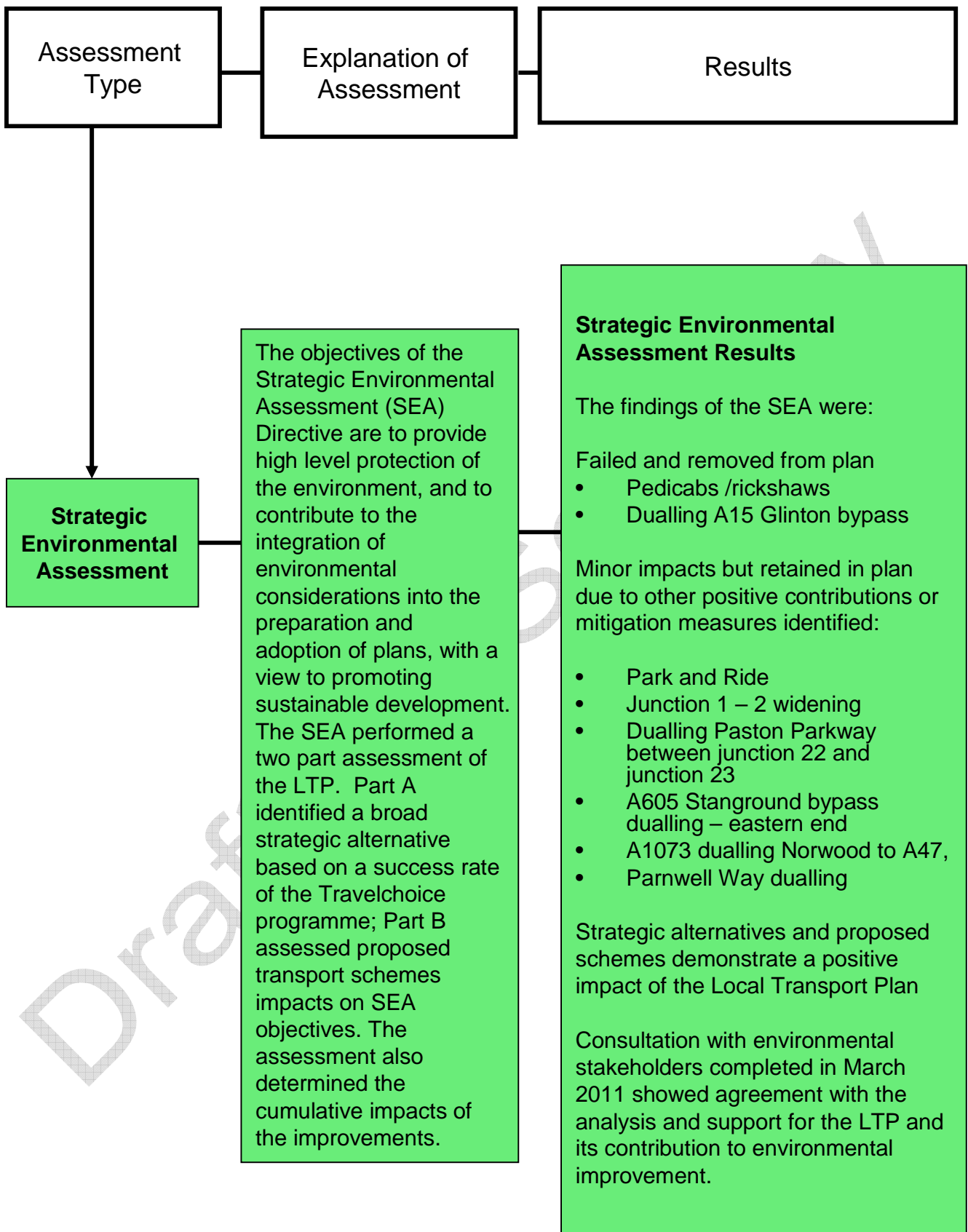
Network Improvement Impact Assessment



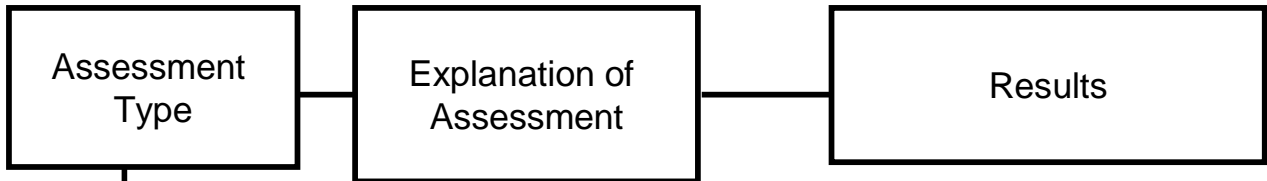
Key Performance and Scenario Testing



Strategic Environmental Assessment



Habitat Regulation Assessment



Habitats Regulation Assessment

A Habitats Regulations Assessment (HRA) is aimed at protecting those sites of European and international importance for wildlife conservation. HRA is required of the third Peterborough Local Transport Plan (LTP3) to demonstrate that there is no adverse effect on those sites by the plan in isolation, or in combination with other plans or projects.

Habitats Regulation Assessment Results

An Appropriate Assessment (AA) was conducted for the plan elements and sites identified in the screening process. The AA concluded that:

General

The HRA has been conducted assuming a worst case scenario for the location of schemes. It is recognised that true impacts are not discernable at this stage due to lack of detail. Locations near to designated sites will require comprehensive Environmental Impact Assessments to be conducted, but these at Present are potential locations only.

Nene Washes

Nene Washes will not be adversely effected by the proposed water based park and ride scheme, and hence the plan as a whole. Suitable mitigation is possible where and if necessary

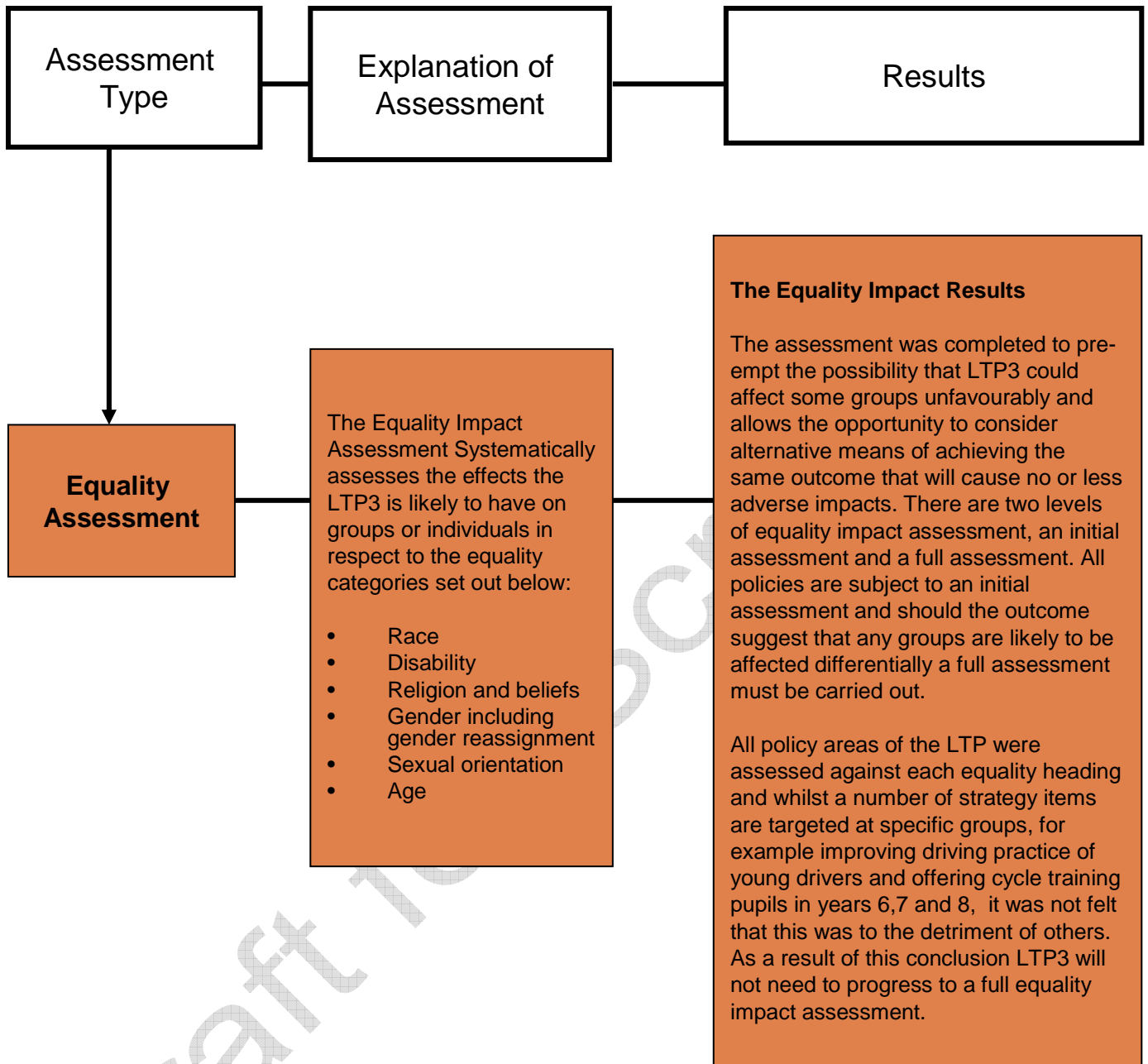
Orton Pit

Orton Pit will not be adversely affected by the southern park and ride potential location at Junction 1, or suitable mitigations are possible with regards to water quality, water quantity, soil pollution, and noise, vibration and light. Orton Pit will not be adversely affected by the widening of the A1139 between Junction1 and Junction 2 and the creation of an HGV only lane along the A1139; not be permitted to encroach on Orton Pit. Existing provision to ensure the safe passage of *Triturus cristatus* to and from the site will be maintained.

In both of the above schemes air quality impacts will be addressed in part by the provision of tree screening. It is also intended that the schemes themselves will be mitigation against congestion and the adverse effect this has on air quality. The true effects on air quality, positive or negative, can not be determined at this stage due to a lack of detail of the nature of the proposals and understanding of expected future traffic volumes.

Draft

Equality Impact Assessment



Following this robust assessment only those options that have passed the rigorous assessment criteria have been included in the LTTS. LTTS is outlined in the next section of this document.

7. Long Term Transport Strategy and Integrated Development Plan

In previous sections of this document the development of the LTTS has been summarised. The document has identified the following:

- Overarching vision for transport in line with the Sustainable Communities Strategy
- Strategic priorities for transport in line with the overall corporate objectives
- The Goals for transport in line with the coalition agreement and the Delivering a Sustainable Transport Strategy priorities
- The key challenges and issues that Peterborough City Council would like to tackle

The document also outlines a vision for each of the key areas of a transport strategy including:

- Smarterchoices
- Walking
- Cycling
- Accessibility
- Public Transport
 - Rail
 - Bus
 - Taxi and Private Hire Vehicles
 - River Nene Transport Corridor
 - Park and Ride
- Freight
- Strategic Road Network
- Car Parking
- Electric Vehicles
- Intelligent Transport Systems
- Motor Cycles and Powered Two Wheelers
- Road Safety
- Rural Transport
- School Travel
- Traffic Management
- Travel Plans
- 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

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 predominantly covers a fifteen year period from 2011 to 2026. It does however identify some transport interventions where preparation will be developed within the life of the strategy but

implementation may happen beyond 2026, for example introducing Light Rapid Transit (LRT). 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 (2011-2016), medium term (2016–2021) and long term (2021-2026) 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 four distinct timescales:

- Short term (2011 to 2016)
- Medium term (2016 to 2021)
- Long term (2021 to 2026)
- Beyond 2026

The five year timescale blocks were deliberately chosen to reflect the traditional length of a Local Transport Plan. 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 the third Local Transport Plan. The schemes categorised as short term will therefore form the third Peterborough Local Transport Plan (2011-2016). 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.

By combining the LTTS and the LTP Peterborough City Council is able to outline their strategic focus for 15 years, plan in more detail for five years 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. The Integrated Development Programme (IDP) has been produced to support the Core Strategy (2011-2026) created to outline a diverse range of infrastructure requirements of which, transport forms a key part. The purpose of the IDP document is set out below:

- Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement one another
- 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 we have a coordinated plan of action on infrastructure provision
- Form a basis for bidding for funding from numerous sources including: Government; Government Agencies; charities; private sector investment and developer contributions (S106)

The LTTS can be seen in the Table 6 below:

Table 6: Peterborough Long Term Transport Strategy

Sheet dated 7/9/2009 (To be updated on an ongoing basis)		Time Scale					Funding Source					
Mode	Scheme	Up to 2011	Short term (2011 to 2016)	Medium Term (2016 to 2021)	Long Term (2021 to 2026)	Post 2026	Developer Generic Pot	LTP	PCC Corporate Funding	RFA - MSBC	Developer Specific	Other Funding
Committed Schemes	LTP2 (up to 2011) including											
	• Smarter Choices											
	o Travelchoice Centre (Queensgate)											
	o Travelchoice Website											
	• Intelligent Transport Systems											
	o UTMC											
	o RTP1 (linked to UTMC, audio and other emerging technology)											
	• Primary Public Transport Corridor											
	• Primary Cycle Network											
	• Strategic Walking Network											
A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 1 Improvements												
A605 Stanground Bypass (local authority scheme single carriageway)												
A1073 Spalding to Eye Improvement Scheme												
Welland Road Traffic Calming (A1073 condition)												
Eye Green Traffic Calming (A1073 condition)												
Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)											
	• Western Relief Road											
	• Yaxley Bypass											
	• ECML Bridge											
	A605 Stanground Bypass (Developer Scheme Part Dualing)											
	Junction 17 (A1 (M) / A1139 Fletton Parkway/A605) Improvements											
	A1139 Fletton Parkway Junction Improvements Junction 1											
A1139 Fletton Parkway/A15 Paston Parkway Jn 8 - Junction Improvements												
A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 2 Improvements												
A1139 Fletton Parkway Stage 1 Improvements Junction 3a												
Smarter Choices (funded or planning obligation)	Travel Choice Post 2011 including											
	• Travel Plans (school, business, residential and village/rural)											
	• Travelchoice Centres (District Centres)											
	• Social Marketing / Research											
	• New Technology - advances in technology and best practice											
	• Travelchoice Website											
Walk / Cycle	Strategic Walking Network expansion and consolidation											
	Cycle Hub											
	P&R - Cycle											
	Bourges Boulevard Footbridge / Pedestrian crossing											
	Quiet lanes in rural areas											
	Footpaths between rural villages											
	Expansion of pedestrianisation											
	Primary Cycle Network expansion and consolidation											
	London Road River Bridge Phase III											
	South Bank Railway and River Footbridges											
Crescent Bridge Pedestrian and Cycle Bridge												
Public Transport (Future Bus)	Travel Information and Interchange											
	New Bus Station integrated with Rail Station											
	Travelchoice Centre (central bus / rail information centre)											
	Integrated transport hub (rail/bus/cycle)											
	DDA link between bus and rail station											
	FutureBus											
	Extended Primary Public Transport Corridors PPTC), infrastructure and services											
	Innovative ticketing measures, including Smartcard											
	Min 10min frequency and additional Core Network											
	Other Bus Service Enhancements											
	Electric City Centre Bus											
	Improve rural bus service - demand responsive service											
	Improve Orbital Bus Network											
	Improve cross boundary bus service											
	Extend Timetable of bus services at evenings and weekends											
	Park and Ride											
	Park and Ride - South											
	Park and Ride - Northern											
	Park and Ride - Eastern											
	Bus Priority											
Glinton Northborough Bus Gate												
Bus Priority Measures												

	Scheme	Time Scale					Funding Source					
		Up to 2011	Short term (2011 to 2016)	Medium Term (2016 to 2021)	Long Term (2021 to 2026)	Post 2026	Developer Generic Pot	LTP	PCC Corporate Funding	RFA - MSBC	Developer Specific	Other Funding
Public Transport (Future Bus)	Other Forms of PT											
	Pedicabs/Rickshaws											
	Water based Park and Ride		✓									
	Water Taxi		✓									
	Light Rapid Transit (LRT)					✓			✓			
	Cable Cars									✓		
Highway	Demand and Traffic Management Systems											
	Consider car park strategy		✓	✓	✓	✓		✓				
	Consider potential for High Occupancy Vehicle Lanes (Longthorpe Parkway)		✓					✓			✓	
	Consider potential for No Car Lanes		✓	✓	✓	✓		✓			✓	
	Consider potential for Green Lanes (no cars except low emission)		✓	✓	✓	✓		✓			✓	
	Automated Traffic Management (ATM)						✓			✓	✓	
	Variable Message Signs (VMS)		✓	✓	✓		✓			✓	✓	
	Park and Share (encourage drivers to share lifts before driving into Peterborough)		✓				✓				✓	
	Electric Car Charging Points		✓	✓				✓	✓	✓	✓	
	Car Park Demand Management		✓	✓	✓			✓			✓	
	City Centre Improvements											
	Crescent Bridge / Bourges Boulevard Improvements		✓					✓			✓	
	Rivergate Gyratory Improvements		✓					✓	✓		✓	
	East Embankment - Boongate Dualling			✓				✓		✓	✓	
	East Embankment - Fengate Capacity Improvements			✓				✓		✓	✓	
	East Embankment - Slip Road (South facing junction)			✓				✓		✓	✓	
	Parkway Highway Improvements											
	A1/A605 Oundle Road (Alwalton) Junction					✓					✓	
	A1139 Fletton Parkway Junction 1-2 Widening			✓				✓			✓	
	A1139 Fletton Parkway Junction Improvements Jn 2			✓							✓	
	A1139 Fletton Parkway Junction Improvements Jn 3			✓				✓			✓	
	A1139 Fletton Parkway Junction Improvements Jn 3a			✓							✓	
	A1139 Fletton Parkway Junction Improvements Jn 4			✓							✓	
	Frank Perkins Widening - Jn 4 to 5				✓					✓	✓	
	Nene Parkway Junction Stage 2 Improvements Jn 15			✓				✓			✓	
	A47/A15 Lincoln Road Jn 18 Improvements			✓							✓	
	A47/A15 Paston Parkway Jn 20 Improvements (above A1073 scheme)			✓				✓			✓	
	A15 Junction improvements Jn 21			✓							✓	
	Dualling of Paston Parkway between Jn 22 and Glington Roundabout (Jn 23)			✓							✓	
	A15 Junction Improvements to Jn 23 inc PT Priority			✓							✓	
	Nene Parkway Widening - Jn 32 - 33			✓				✓			✓	
	Nene Parkway Junction Improvements Jn 33			✓							✓	
	Other Highway Improvements											
	Signalisation of Jn 44				✓						✓	
	Dualling A15 Glington Bypass between B1524 (Deepings) and Jn 23					✓				✓	✓	
	A605 Stanground Bypass Dualling – eastern end		✓								✓	
	Jn 68 Stanground Fire station Improvements with PT priority			✓							✓	
	Trunk Road Improvements											
	A47 Dualling between A1 and Sutton				✓					✓		
	A1 Wittering Junction Improvement		✓							✓		
	Development Accesses											
	Norwood Access			✓							✓	
	A1073 Dualling Norwood to A47			✓							✓	
	Eastern Industries Access			✓							✓	
	Parnwell Way Dualling (as part of Eastern Industries) between Jn 8 and Jn 70			✓							✓	
Freight	Freight Logistics - Quality Partnership		✓	✓	✓	✓	✓	✓		✓	✓	
	Hybrid or rail trans shipment		✓							✓	✓	
	Consider wider use of river for transport		✓							✓		
	HGV Only Lane (Magna Park related)		✓							✓		
Rail	Peterborough Station Enhancement		✓								✓	
	Level Crossing closures/enhancements (Woodcroft & Foxcovert Road)		✓								✓	
	Additional Stations (Werrington, Walton)								✓			
	Joint Line (Peterborough - Spalding) Freight Option		✓								✓	
	Rail Freight improvements		✓	✓	✓	✓		✓		✓		
Link between Railworld and the ECML										✓		
	Steam railway commuter trains									✓		

The next section of this document therefore has taken the short term period from the LTTS and developed it in to a more detailed plan. This plan outlines what Peterborough City Council wants

to achieve in the next five years and what transport interventions will be considered to bring forward those objectives. The next section of this document is Peterborough's LTP3.

Draft for Scrutiny

8. Local Transport Plan 3

Introduction

Improving transport for everyone who lives, works or travels in Peterborough is a priority for the City Council. To enable us to provide the best possible transport service in and around the city, we produce a Local Transport Plan (LTP) every five years which sets out how we will tackle existing and future transport issues. We are currently producing the third LTP.

The LTP3 supports Peterborough's Core Strategy and City Centre Area Action Plan and sets out how the city's transport system will support the future growth and the development of Peterborough.

The LTP3 sets out what the Council aims to achieve and how to meet those objectives.

The LTP section of the document outlines the following:

- This Chapter: Introduction to LTP3
- Chapter 9: Transport Policy and Strategy
- Chapter 10: Major and Minor Schemes
- Chapter 11: Cross Boundary Issues
- Chapter 12: Consultation Summary
- Chapter 13: Monitoring
- Chapter 14: Financing
- Chapter 15: Dependencies
- Chapter 16: Risks

The Connection between LTTS and LTP3

The first part of this document has established the LTTS for Peterborough.

The document has set out the specific visions for each of the key areas of transport in chapter 4 and has evaluated the options for transport intervention evaluated assessments identified in chapter 6.

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 LTP builds upon transport interventions identified as required in the short term time scale of the LTTS.

The LTTS has been set as a result of the growth aspiration set out in the Core Strategy. The Core Strategy sets out the expected pace and pattern of the growth up to 2026. Nationally the current economic climate has resulted in slower growth generally but in some sectors and areas growth is happening faster. Consequently the LTTS and the LTP have been formulated to accommodate varied growth in a sustainable manner. Some of the transport interventions identified for the medium/ long term may be brought forward during the life of this LTP and some may be brought

back or be reconsidered as the pace and pattern of growth in Peterborough becomes apparent. This uncertainty requires that the Council can not guarantee that all the objectives and transport interventions within LTP3 will be delivered by 2016, or that other interventions will not be considered.

Table 7 below 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 LTP3. 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.

Draft for Scrutiny

Table 7: Short Term Interventions from the Long Term Transport Strategy Carried Forward in the Local Transport Plan REVIEW NOTE P&R AND EV CHARGING

Sheet dated 7/9/2009 (To be updated on an ongoing basis)		Time Scale					Funding Source					
		Up to 2011	Short term (2011 to 2016)	Medium Term (2016 to 2021)	Long Term (2021 to 2026)	Post 2026	Developer Generic Pot	LTP	PCC Corporate Funding	RFA - MSBC	Developer Specific	Other Funding
Mode	Scheme											
Committed Schemes	LTP2 (up to 2011) including <ul style="list-style-type: none"> Smarter Choices <ul style="list-style-type: none"> Travelchoice Centre (Queensgate) Travelchoice Website Intelligent Transport Systems <ul style="list-style-type: none"> UTMC RTPI (linked to UTMC, audio and other emerging technology) Primary Public Transport Corridor Primary Cycle Network Strategic Walking Network 	✓	✓				✓					
	A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 1 Improvements A605 Stanground Bypass (local authority scheme single carriageway) A1073 Spalding to Eye Improvement Scheme Welland Road Traffic Calming (A1073 condition) Eye Green Traffic Calming (A1073 condition)	✓	✓				✓					
Secured Developer Lead Schemes	Hampton Road Network (Development Trigger) <ul style="list-style-type: none"> Western Relief Road Yaxley Bypass ECML Bridge 	✓	✓									
	A605 Stanground Bypass (Developer Scheme Part Dualing) Junction 17 (A1(M) / A1139 Fletton Parkway/A605) Improvements A1139 Fletton Parkway Junction Improvements Junction 1 A1139 Fletton Parkway/A15 Paston Parkway Jn 8 - Junction Improvements A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 2 Improvements A1139 Fletton Parkway Stage 1 Improvements Junction 3a	✓	✓				✓					
Smarter Choices (funded or planning obligation)	Travel Choice Post 2011 including <ul style="list-style-type: none"> Travel Plans (school, business, residential and village/rural) Travelchoice Centres (District Centres) Social Marketing / Research New Technology - advances in technology and best practice Travelchoice Website 	✓	✓	✓	✓		✓	✓	✓	✓	✓	
Walk / Cycle	Strategic Walking Network expansion and consolidation	✓	✓	✓	✓		✓	✓	✓	✓	✓	
	Cycle Hub P&R - Cycle Bourges Boulevard Footbridge / Pedestrian crossing Quiet lanes in rural areas Footpaths between rural villages Expansion of pedestrianisation Primary Cycle Network expansion and consolidation London Road River Bridge Phase III South Bank Railway and River Footbridges Crescent Bridge Pedestrian and Cycle Bridge	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Public Transport (Future Bus)	Travel Information and Interchange New Bus Station integrated with Rail Station Travelchoice Centre (central bus / rail information centre) Integrated transport hub (rail/bus/cycle) DDA link between bus and rail station	✓	✓				✓	✓	✓	✓	✓	
	FutureBus Extended Primary Public Transport Corridors PPTC, infrastructure and services Innovative ticketing measures, including Smartcard Min 10min frequency and additional Core Network	✓	✓	✓	✓		✓	✓	✓	✓	✓	
	Other Bus Service Enhancements Electric City Centre Bus Improve rural bus service - demand responsive service Improve Orbital Bus Network Improve cross boundary bus service Extend Timetable of bus services at evenings and weekends	✓	✓	✓	✓		✓	✓	✓	✓	✓	
	Park and Ride Park and Ride - South Park and Ride - Northern Park and Ride - Eastern	✓	✓				✓	✓	✓	✓	✓	
	Bus Priority Glington Northborough Bus Gate Bus Priority Measures	✓	✓	✓	✓		✓	✓	✓	✓		

Scheme	Time Scale					Funding Source					
	Up to 2011	Short term (2011 to 2016)	Medium Term (2016 to 2021)	Long Term (2021 to 2026)	Post 2026	Developer Generic Pot	LTP	PCC Corporate Funding	RFA - MSBC	Developer Specific	Other Funding
Other Forms of PT											
Pedicabs/Rickshaws											
Water based Park and Ride	✓										
Water Taxi	✓										
Light Rapid Transit (LRT)				✓							
Cable Cars											
Demand and Traffic Management Systems											
Consider car park strategy	✓	✓	✓	✓							
Consider potential for High Occupancy Vehicle Lanes (Longthorpe Parkway)	✓	✓	✓	✓							
Consider potential for No Car Lanes	✓	✓	✓	✓							
Consider potential for Green Lanes (no cars except low emission)	✓	✓	✓	✓							
Automated Traffic Management (ATM)	✓	✓	✓	✓							
Variable Message Signs (VMS)	✓	✓	✓	✓							
Park and Share (encourage drivers to share lifts before driving into Peterborough)	✓	✓	✓	✓							
Electric Car Charging Points	✓	✓	✓	✓							
Car Park Demand Management	✓	✓	✓	✓							
City Centre Improvements											
Crescent Bridge / Bourges Boulevard Improvements	✓										
Rivergate Gyrotory Improvements	✓										
East Embankment - Boongate Dualling		✓	✓	✓							
East Embankment - Fengate Capacity Improvements		✓	✓	✓							
East Embankment - Slip Road (South facing junction)		✓	✓	✓							
Parkway Highway Improvements											
A1/A605 Oundle Road (Alwalton) Junction				✓							
A1139 Fletton Parkway Junction 1-2 Widening		✓	✓	✓							
A1139 Fletton Parkway Junction Improvements Jn 2		✓	✓	✓							
A1139 Fletton Parkway Junction Improvements Jn 3		✓	✓	✓							
A1139 Fletton Parkway Junction Improvements Jn 3a		✓	✓	✓							
A1139 Fletton Parkway Junction Improvements Jn 4		✓	✓	✓							
Frank Perkins Widening - Jn 4 to 5				✓							
Nene Parkway Junction Stage 2 Improvements Jn 15		✓	✓	✓							
A47/A15 Lincoln Road Jn 18 Improvements		✓	✓	✓							
A47/A15 Paston Parkway Jn 20 Improvements (above A1073 scheme)		✓	✓	✓							
A15 Junction improvements Jn 21		✓	✓	✓							
Dualling of Paston Parkway between Jn 22 and Glington Roundabout (Jn 23)		✓	✓	✓							
A15 Junction Improvements to Jn 23 inc PT Priority		✓	✓	✓							
Nene Parkway Widening - Jn 32 - 33		✓	✓	✓							
Nene Parkway Junction Improvements Jn 33		✓	✓	✓							
Other Highway Improvements											
Signalisation of Jn 44			✓	✓							
Dualling A15 Glington Bypass between B1524 (Deepings) and Jn 23				✓							
A605 Stanground Bypass Dualling – eastern end	✓										
Jn 68 Stanground Fire station Improvements with PT priority		✓									
Trunk Road Improvements											
A47 Dualling between A1 and Sutton			✓	✓							
A1 Wittering Junction Improvement	✓										
Development Accesses											
Norwood Access		✓	✓	✓							
A1073 Dualling Norwood to A47	✓	✓	✓	✓							
Eastern Industries Access		✓	✓	✓							
Parnwell Way Dualling (as part of Eastern Industries) between Jn 8 and Jn 70	✓	✓	✓	✓							
Freight Logistics - Quality Partnership	✓	✓	✓	✓		✓	✓			✓	✓
Hybrid or rail trans shipment	✓	✓	✓	✓							✓
Consider wider use of river for transport	✓	✓	✓	✓							✓
HGV Only Lane (Magna Park related)	✓	✓	✓	✓							✓
Peterborough Station Enhancement											
Level Crossing closures/enhancements (Woodcroft & Foxcovert Road)	✓	✓	✓	✓							✓
Additional Stations (Werrington, Walton)	✓	✓	✓	✓							✓
Joint Line (Peterborough - Spalding) Freight Option	✓	✓	✓	✓							✓
Rail Freight improvements	✓	✓	✓	✓		✓					✓
Link between Railworld and the ECML	✓	✓	✓	✓							✓
Steam railway commuter trains	✓	✓	✓	✓							✓

Transport User Hierarchy

The Peterborough Transport User Hierarchy was developed for LTP1 and supported by key stakeholders and elected members. It was a key theme of LTP2 and remains so in LTP3. The hierarchy has been updated for LTP3 by including a higher priority for electric and other low emission vehicles.

Table 8: 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 (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 within the ethos of DaSTS so as to support economic growth within a low carbon world 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 bus by ensuring that all parts of a development are 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. It is intended that by 2026 there will be a network of park and ride sites around Peterborough that will allow transfer between all modes of transport.

Integration between walking, cycles, bus, rail and cars will need 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.

Asset Management

The Asset Management of the transport and highway systems is set out in Peterborough City Councils Transport Asset Management Plan (TAMP). A summary of this document can be found in the Annex 3 of this document which includes information on:

- Transport Asset Management Plan (TAMP)
- Highway Asset Management Plan (HAMP)

Right of Way Improvement Plan

The Rights of Way Improvement Plan (ROWIP) outlined in LTP is active until 2016 and therefore has not been revised as part of LTP3. A summary of the ROWIP can be found in the annex4 of this document. The ROWIP will be revised and rewritten as necessary as part of LTP4 which is due to be published in 2016/17.

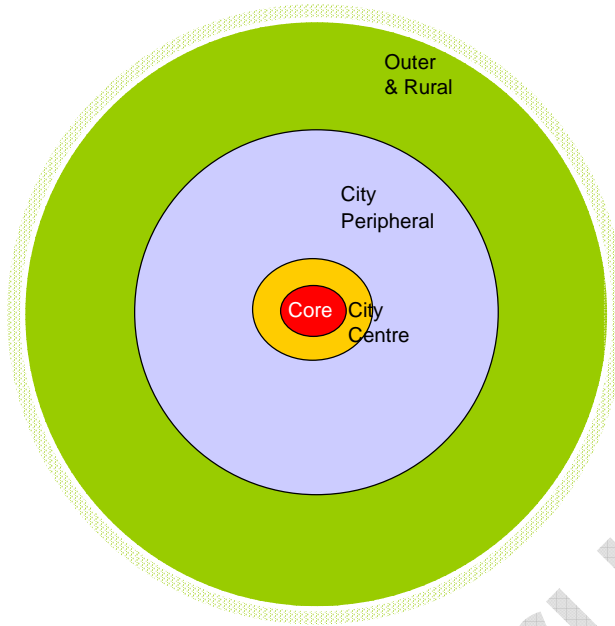
Spatial Strategy

Department for Transport guidance on the development of Local Transport Plans (LTP) suggests the creation of specific spatial components to aid formulation and explanation of the plan. The development of a clear spatial strategy for Peterborough will also help the LTP to meet the DaSTS goals while meeting Peterborough's growth agenda and aspiration to become Home of Environment Capital.

The spatial strategy is shown in Figure 10, below. The spatial component of the plan divides the authority into four areas:

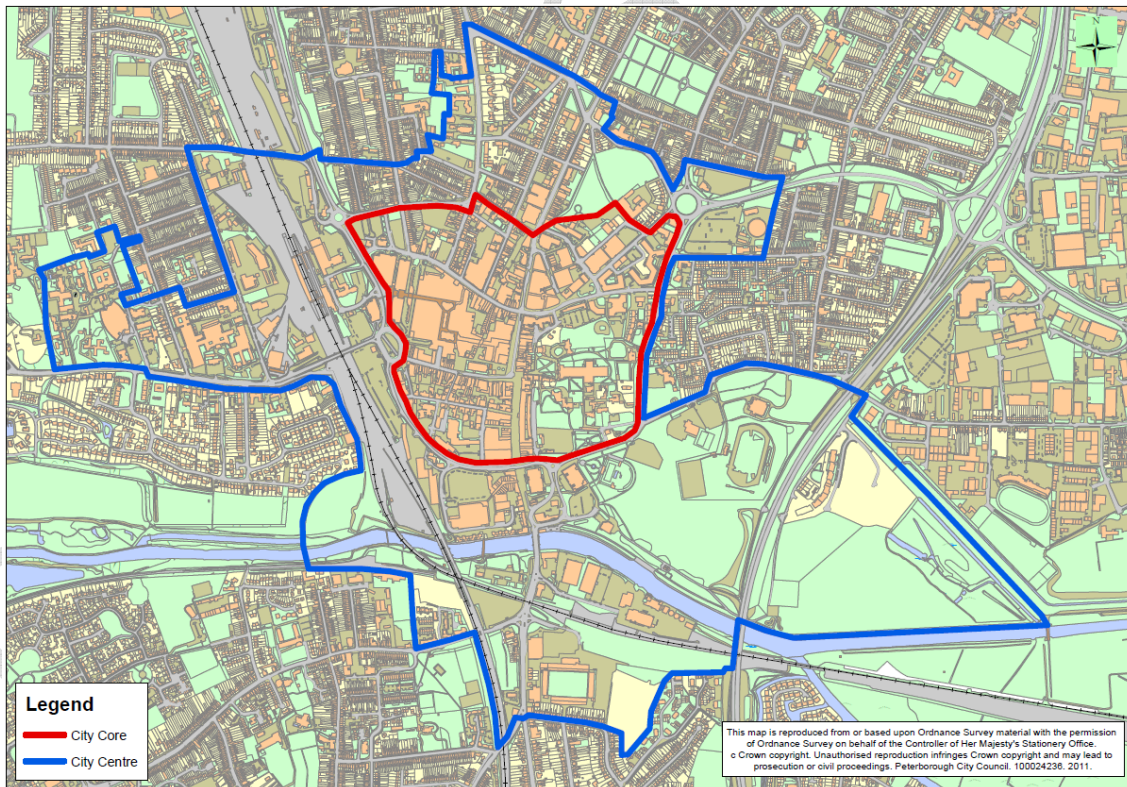
- The Core (a subsection of the city centre, see Figure 11 below)
- The City Centre (the rest of the Central Business District (CBD) including Rivergate, the station and embankment, see Figure 11 below)
- City Peripheral (the urban area within the Parkway system, bounded by the Soke Parkway, Nene Parkway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

Figure 10: Peterborough Spatial Plan Diagram



The boundaries of the city centre core and the city centre are outlined in the figure below.

Figure 11: Core and City Centre Boundaries



****Map to be Updated****

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.

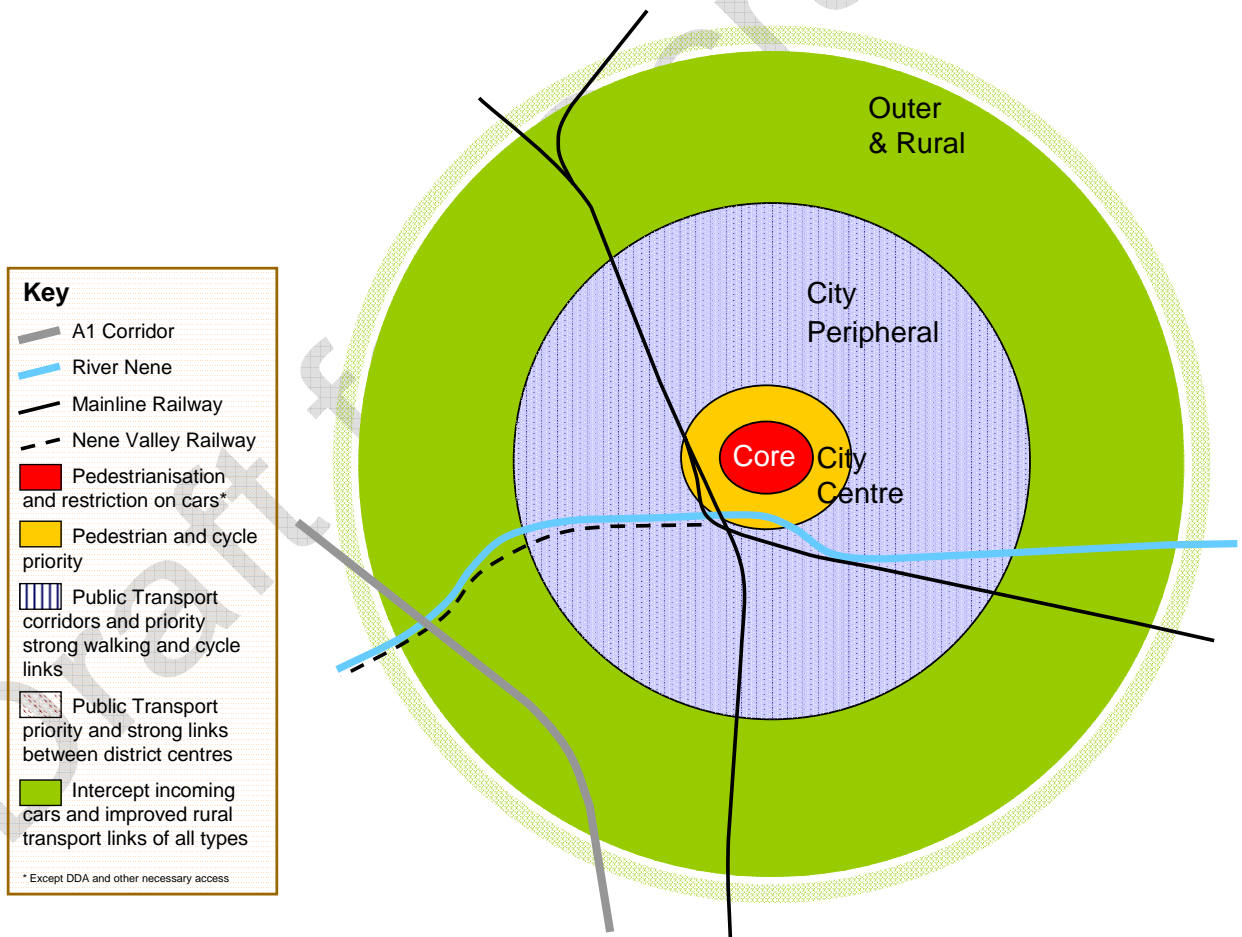
A separate element called authority wide has been added to the templates so that any particular intervention that will be applied throughout Peterborough and is not area specific

Mode Priorities

For each spatial area modes priorities that the Council would like to bring forward in the LTP3 have been identified and are shown in Figure 12 and Table 9 below.

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

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 9: 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 park and ride and mini-park and ride sites in particular.
City Periphery	The city periphery would encourage walking cycling with improved facilities and develop strong public transport corridors to enhance these modes.
Outer City	Public transport link strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to intercept cars headed for the city centre and core areas to reduce traffic on the parkway and primary highways, and in those areas
Rural	Public transport link strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to intercept cars headed for the city centre and core areas to reduce traffic on the parkway and primary highways, and in those areas

In both city centre core and city centre blue badge holders access will be maintained.

9. Transport Policy and Strategy

Transport Policy

Peterborough City Council's transport policy has been identified and prioritised in relation 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 10: Transport Policy Table

Area	Improvements
City Core	<p>We want to make the heart of the city centre cleaner and greener with the ultimate aim of improving local air quality and creating a zero emissions zone. To achieve this we plan to:</p> <ul style="list-style-type: none"> Reduce the number of vehicles driving through the core of the city centre Expand pedestrian and shared cycle and walking areas Improve cycle 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 you to find the quickest route to where you need to go Improve real time passenger information to make it easier for you to access bus and train times Provide interactive travel information information to give people the choice of travel options Create fixed loading times for lorries and freight vehicles outside of peak times Make the heart of the city much more user-friendly for those with disabilities Improve access to and around the city centre for those with mobility difficulties Catering for electric vehicles Implement public realm improvements
City Centre	<p>We also want to reduce the amount of traffic in the wider city centre by:</p> <ul style="list-style-type: none"> Encouraging more people to use public transport by aiming to provide a major new transport interchange and improving the railway station Improve public transport penetration, priority measures (including on Bourges Boulevard and Crescent Bridge) Creating much better cycle routes and walkways around the city centre to give cyclists and pedestrian's priority access Relocating car parks to free up land to create more city centre for public realm

Area	Improvements
	<p>improvements and development opportunities</p> <p>Developing the use of the River Nene as a transport link</p> <p>Improving city taxi ranks</p> <p>Improving real time passenger information to make it easier for you to access bus and train times</p> <p>Providing interactive travel kiosks to give people information about the choice of travel options</p> <p>Creating fixed loading times for lorries and freight vehicles outside of peak times</p> <p>Making the city centre much more user-friendly for those with disabilities</p> <p>Improving access to and around the city centre for those with mobility difficulties</p> <p>Catering for electric vehicles</p> <p>Implementing public realm improvements</p>
<p>City Periphery (inside of the Parkway system)</p>	<p>We want to make it easier for people travelling in and around the city to leave their car at home to help ease congestion on city roads and make the whole city cleaner and greener. To achieve this we will:</p> <p>Improve footpaths and cycle ways around the city centre</p> <p>Give priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around (including on Bourges Boulevard and Crescent Bridge)</p> <p>Create mini Park and Ride bus hubs to discourage people from travelling into the city centre by car</p> <p>Improve to the strategic highway network for all transport users</p> <p>Develop the use of the River Nene as a transport link</p> <p>Encourage more schools to get families to 'Park and Stride' to school as part of school travel plans</p> <p>Direct freight onto the strategic network to limit impact on residential neighbourhoods</p>
<p>Outer City (outside of the Parkway system)</p>	<p>We also want to reduce congestion outside of the city centre by:</p> <p>Improving footpaths and cycle links around the city by making them cleaner, greener and safer</p> <p>Making improvements to the strategic highway network for all transport users</p> <p>Introducing a permanent 'Park and Ride' to reduce traffic into the city centre</p> <p>Creating mini 'Park and Ride' bus hubs at district centres and other key locations to encourage people to leave their cars and travel into the city by bus</p>

Area	Improvements
	<p>Introducing Heavy Goods Vehicle only lanes to support economic competitiveness</p> <p>Working with Network Rail to investigate the possibility of opening new railway stations to improve rail links from neighbouring areas of the city</p> <p>Developing the use of the River Nene as a transport link</p>
Rural	<p>We are rightly proud of our rural areas and want to make it easier for residents and visitors to travel to, from and around them by:</p> <p>Improvements to pedestrian and cycle routes through the rights of way improvement plan and on the green wheel</p> <p>Improving public transport connections to the city centre</p> <p>Creating mini 'Park and Ride' bus hubs at district centres and other key locations to encourage people to leave their cars and travel into the city by bus</p> <p>Developing the use of the River Nene as a transport link</p> <p>Working with Network Rail to investigate level crossing improvements</p> <p>Providing demand responsive buses</p> <p>Directing heavy goods vehicles onto the major roads that make up the strategic network to limit impact on rural communities</p> <p>Improving travel information in rural areas</p>
Authority Wide	<p>Our priorities across Peterborough are to:</p> <p>Maximise the use of ITS</p> <p>Reduce street clutter</p> <p>Reduce road casualties (Killed and Seriously Injured and Slight Injuries amongst all road users, particularly at black, hot spot, sites</p> <p>Reduce the impact of freight vehicles on residential areas</p>

Transport Strategy

The following tables set out the transport interventions which will be considered to bring forward the improvements as 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
- Accessibility
- Walking
- Cycling
- Air and Noise pollution
- Bus
- Park and Ride
- Taxi and Private Hire Vehicles
- River Nene Transport (Waterbus)
- Rail
- School Travel
- Travel Plans
- Electric and Low Emission Vehicles
- Motorcycles and Powered Two Wheelers
- Freight
- Intelligent Transport Systems (ITS)
- Traffic Management
- Road Safety
- Rural Transport
- Car Parking

Draft for Scrutiny

Smarter Choices (Travelchoice) Strategy

Vision	<i>Peterborough will provide a package of smarter choices measures that encourage and promote sustainable travel to all people travelling in and around Peterborough therefore influencing their travel choice</i>
Goals	<p>To continue to build upon the success achieved during the sustainable travel demonstration town by promoting Travelchoice and increasing use of sustainable modes, including electric vehicles as an alternative to car travel</p> <p>To maintain an efficient and effective transport network through use of modern technology</p> <p>To encourage the wider use of technology to promote sustainable travel to achieve modal shift</p>
City Core	<p>To seek to improved wayfinding for all residents and visitors</p> <p>To endeavour to improve connections between the railway station, bus station and the city core</p> <p>To seek to provide real time travel information points at key locations throughout the city centre</p> <p>To continue to provide a Travelchoice Centre at the bus station</p>
City Centre	<p>To seek to set up park and stride sites and walking buses at city primary schools where appropriate</p> <p>To endeavour to improve connections between the railway station, bus station and the city centre</p>
City Periphery	<p>To seek to set up park and stride sites and walking buses at city primary schools where appropriate</p>
Outer City	<p>To endeavour to provide variable message signs on key routes to key destinations</p> <p>To seek to set up park and stride sites and walking buses at city primary schools where appropriate</p>
Rural	<p>To provide customised advertisement and promotion materials for residents in rural areas with information of all sustainable transport options and facilities</p> <p>To promote the use of car share and investigate a 'live alerts' smart phone application</p>

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

- Car sharing
- Travel buddies
- Cycling and walking events
- Travelchoice website
- Journey planning
- Community events

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

To seek continued expansion of real time passenger information 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”

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

To continue to work with local public transport providers to expand and 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 that link to park and ride sites, transport hubs at district centres and key transport interchanges such as the bus and rail stations

To endeavour to improve the condition of and removal of barriers 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

Draft for

Accessibility Strategy

Vision	<i>All residents in Peterborough will have access to jobs, health care, education, leisure facilities and healthy food by improving access to key services and facilities through the integration of different modes of travel and supporting growth with sustainable travel solutions</i>
Goals	<ul style="list-style-type: none"> To improve access for those with mobility difficulties To improve access to key services and facilities by sustainable modes of travel To provide quality information to improve knowledge of available travel options
City Core	<ul style="list-style-type: none"> To seek to improve walking and cycling connections throughout city centre To work to create an attractive and desirable pedestrian and cycle link between the railway station, bus station and city core that is compliant with the disability discrimination act 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
City Centre	<ul style="list-style-type: none"> To seek to improve walking and cycling connections throughout city centre To work to create an attractive and desirable pedestrian and cycle link between the railway station, bus station and city core that is compliant with the disability discrimination act 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
City Periphery	<ul style="list-style-type: none"> To engage with Safer Journeys to Schools 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 seek to install electronic information points to provide live details of bus and train timetables and departures To endeavour to improve signage and wayfinding
Outer City	<ul style="list-style-type: none"> To engage with Safer Journeys to Schools 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 seek to create integrated transport hubs along the strategic bus corridor To seek to install electronic information points to provide live details of bus and train timetables and departures

Rural	<p>To identify improvements to demand responsive services</p> <p>To engage with Safer Journeys to Schools to identify potential network improvements to encourage sustainable travel to education sites</p> <p>To seek to improve connections between rural villages identified in the Rights of Way Improvement Plan</p>
Authority Wide	<p>To identify routes where accessibility to key services and facilities can be improved</p> <p>To ensure that all accessibility improvement measures take into account the needs of those with disability and mobility difficulties and are compliant with the disability discrimination act</p> <p>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</p> <p>To continue to support and promote demand responsive community transport</p> <p>To endeavour to implement bus priority measures</p> <p>To seek to maintain, improve and expand walking, cycling and public transport infrastructure to improve connectivity to key services and facilities.</p> <p>To continue to install tactile paving at new dropped crossing points where appropriate</p> <p>To continue promotion of the Travelchoice website and information</p> <p>To reduce where possible furniture and signage on cycleways and footpaths to improve the local environment</p> <p>To seek to use modern wayfinding technologies to ensure information is available for the visually impaired</p> <p>To continue to develop smart phone applications to allow information to be obtained and send notifications about sustainable transport</p>

Draft for

Walking Strategy

Vision	<p><i>Peterborough will increase the number of walking trips through well developed and safe pedestrian connections throughout the city</i></p> <p><i>Peterborough will have a strong pedestrian core in the city centre and pedestrians will be given priority whenever possible in line with the transport user hierarchy</i></p>
Goals	<p>To reduce physical and psychological barriers to walking</p> <p>To improve walking connections to public transport facilities and recognise that walking forms a part of almost all trips</p> <p>To encourage and promote walking through active safe routes</p> <p>To highlight the health benefits of walking</p>
City Core	<p>To seek to develop walking routes that improve pedestrian connections through the city centre</p> <p>To endeavour to increase the level of pedestrianisation in the core</p> <p>To seek opportunities to create of an attractive desirable pedestrian link between the railway station, bus station and city core that is compliant with the disability discrimination act</p>
City Centre	<p>To seek opportunities to create an attractive desirable pedestrian link between the railway station, bus station and city core that is compliant with the disability discrimination act</p> <p>To promote and increase pedestrians flows across Bourges Boulevard to the Embankment, Carbon Challenge and Community Stadium sites</p> <p>To support and encourage free-flowing pedestrian movement along the north-south axis of the city centre</p>
City Periphery	<p>To seek to improve walking connections to district centres, travel hubs and key services</p>
Outer City	<p>To seek to improve walking connections to district centres, travel hubs and key services</p> <p>To endeavour to develop recreational walking routes</p>
Rural	<p>To identify investment in footpaths connecting rural villages</p> <p>To continue with bridleway and byway improvements identified in the Rights of Way Improvement Plan</p> <p>To seek to maintain and improve footpath links between rural villages (public rights of way and roadside) and to connect to other sustainable transport links and hubs</p> <p>To seek to improve walking routes to bus stops</p> <p>To work with Parish Councils to investigate opportunities for quiet lanes</p>

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

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

To prioritise the walking improvements on the strategic walking network where practicable

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

To ensure that key walking routes are accessible for all

To investigate the use of solar powered lighting where appropriate

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 through projects such as the Nene Way walking maps

To continue promotion of walking in Peterborough

Draft for S

Cycling Strategy

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

To identify the missing links in the cycle network and develop a program of works to complete the Primary Cycle Network

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 Bike-ability programme

To encourage the development of high quality cycle facilities at work places including cycle parking and 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 investigate a cycle hire scheme

To continue to develop and update the Peterborough cycle map

To support cycle events across the city

Draft for SCI

Air Quality and Noise Pollution Strategy

Vision	<p><i>Peterborough will have an integrated free flowing, sustainable network that has limited impact on air quality ensuring consideration of noise pollution is given to new infrastructure</i></p>
Goals	<p>To reduce the number trips made by fossil fuelled vehicles</p> <p>To minimise the effects of noise created by vehicles using the Peterborough road network</p> <p>To develop a council fleet of electric or low emissions vehicles</p>
Authority Wide	<p>To promote sustainable travel modes as a solution for the increasing demand for travel to reduce the impact on local air quality</p> <p>To continue to seek contributions from new developments to implement measures identified in travel plans to support sustainable travel</p> <p>To encourage new and existing businesses to embrace the use of an electric vehicle fleet</p> <p>To develop a fleet of Council electric vehicles or other low emission fuels as appropriate investigate options to share vehicle pools with other agencies</p> <p>To continue to monitor air quality and traffic levels at sensitive locations</p> <p>To endeavour to plan road works in residential areas as much as is possible to minimise the effects of noise generated.</p> <p>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.</p> <p>To use where appropriate low noise surfacing materials on highways schemes</p> <p>To continue to expand network of Quiet Lanes in rural areas</p>

Draft for

Bus Strategy

Vision	<i>Peterborough will have a high quality, reliable, easy to access and simple to understand public transport system, operating a fleet of lower emission vehicles that serve the whole authority</i>
Goals	<ul style="list-style-type: none"> To increase bus patronage and expand services throughout the authority 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 patrons To prioritise buses across the network in line with the road user hierarchy To reduce crime and/or fear of crime on buses (including hate crime)
City Core	<ul style="list-style-type: none"> To ensure provision for bus access to key routes and locations in the city centre is maintained and that accessibility to the key facilities in the city core is maintained for bus users To investigate opportunities to improve the relationship and connection between the railway station and bus station improving access for all pedestrians and cycles To endeavour to provide an electric city centre circulator shuttle bus connecting car parks and key points of interest To seek to provide information points at key origins and destinations
City Centre	<ul style="list-style-type: none"> To investigate opportunities to improve the relationship and connection between the railway station and bus station improving access for pedestrians, the mobility impaired, people with disabilities and cycles To seek to introduce bus priority measures in the city centre to improve punctuality and reliability specifically investigate Crescent Bridge and Bourges Boulevard To endeavour to provide an electric city centre circulator shuttle bus connecting car parks and key points of interest To continue provision of coach drop off points at appropriate locations in the city centre; identify and seek to provide coach parking in the city; and ensure that these sites are accessible to all
City Periphery	<ul style="list-style-type: none"> To seek to introduce bus priority measures on key routes to improve bus reliability and punctuality, and endeavour to integrate with city ITS, 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 mini park and ride locations on key routes to intercept internal trips to the city centre
Outer City	<ul style="list-style-type: none"> To seek to develop transport interchanges and hubs that provide facilities for transfer between other forms of transport and bus services To endeavour to promote bus links between district centres; reviewing provision in line with growth and development To identify and seek to develop mini park and ride locations on key routes to intercept internal trips to the city centre To aspire to develop park and ride locations to intercept cars entering the city and reduce cars in the city centre

Rural	<p>To seek to expand the call connect service into the east of the authority with partner organisations, and work with partners to identify funding streams</p> <p>To continue to work with neighbouring authorities and other partners to coordinate and improve cross-boundary services where possible</p>
Authority Wide	<p>To improve accessibility through public and community transport</p> <p>To promote the smooth operation of bus services by:</p> <ul style="list-style-type: none"> • Endeavouring to improve partnership arrangements to reduce of road works impacts on bus services • Seeking to continue bus service operation through road works 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 <p>To seek to improve bus punctuality and service reliability</p> <p>To work with bus operators to promote and provide low emission and more comfortable bus fleets</p> <p>To continue to install and promote Real Time Passenger Information boards across the public transport network where possible</p> <p>To continue installation and upgrade shelters, lighting, RTPI, and provision of other facilities to meet standards where possible</p> <p>To continue to promote the benefits of improved driver awareness of disabilities through the driver training programme to operators</p> <p>To maintain the service stability dates as stated the Code of Conduct</p> <p>To investigate and seek to develop the introduction of integrated ticketing, smart card, and pre-boarding tickets and other new technological developments as they arise.</p> <p>To review concessionary fares inline with Government guidance/policy</p> <p>To review the potential for Voluntary Partnerships to improve bus services and provision</p> <p>To continue to engage with passengers, providers and partners on service quality and needs</p> <p>To investigate the future of public transport in Peterborough including future bus and rapid transit</p> <p>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</p> <p>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</p> <p>To continue to promote the positive elements of bus travel through the Travelchoice programme</p>

Park and Ride Strategy

Vision	<p><i>Peterborough will have high quality innovative park and ride transport hubs that will intercept vehicles before they access the city centre and provide opportunities for transfer between transport modes</i></p>
Goals	<ul style="list-style-type: none"> To intercept vehicles destined for the city core and city centre and, hence, be an integral part of the car parking supply for the city To integrate modes of transport to form comprehensive transport hubs that provide pedestrian and cycle linkages; secure cycle storage, interchange between bus services and electric vehicle recharging To provide a cost effective alternative to city centre parking To provide a zero or low emission fleet of park and ride vehicles To have a high quality station building that includes, as practicable, concessionaires, toilets and travel information and other functions as appropriate To incorporate sustainable energy generation: with solar power, wind turbines and ground heat pumps to be considered To provide a seasonal park and ride to facilitate access to the city centre in the Christmas period, whilst the service remains viable
City Core	<ul style="list-style-type: none"> To provide a dedicated stop in the city core and ensure interchange opportunities with other services To ensure priority measures are employed to ensure a high quality, reliable and timely service To promote and provide information for the park and ride as an alternative to driving into and parking in the city core
City Centre	<ul style="list-style-type: none"> To consider providing a dedicated stop or limited number of stops in the city centre and consider interchange opportunities with other services To ensure priority measures are employed to ensure a high quality, reliable and timely service To promote and provide information for the park and ride as an alternative to driving into and parking in the city centre
City Periphery	<ul style="list-style-type: none"> To ensure priority measures are employed to ensure a high quality, reliable and timely service To seek to provide a connection to the City Hospital as an alternative for staff and visitors in partnership with the NHS equivalent
Outer City	<ul style="list-style-type: none"> To identify and develop park and ride sites around the city, at locations that provide the greatest potential for: encouraging interchange onto more sustainable modes To ensure integration with the wider transport system, providing renewable energy generation, partnering and providing concessionaire opportunity, and cost effective and efficient operation
Rural	<ul style="list-style-type: none"> To minimise the visual, environmental, transport and other impacts that might arise from the construction and development of a park and ride site

To seek to introduce bus priority measures to facilitate park and ride operation and ensure a reliable and punctual service

To ensure that sites and facilities are accessible to all

To consider the Nene Valley Railway as a partner for recreational park and ride

To investigate shopping pick up at park and ride interchange

Draft for Scrutiny

Hackney Carriage and Private Hire Vehicle Strategy

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

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

To continue to work with Peterborough Hackney Carriage and Private Hire Federations 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

To consider promoting the benefits of electric and hybrid vehicles as taxis and PHV

To encourage innovative usages of taxi and PHV including:

- Shared advance booking
- Shared taxi immediate hiring
- Taxi buses
- Demand Responsive Vehicles

Draft for Scrutiny

Water Bus Strategy

Vision	<i>A water bus encouraging and providing access along the Nene linked to well developed and safe pedestrian connections throughout the city and to the sustainable transport network</i>
Goals	<p>To provide an electronically powered craft to operate as a Water Bus</p> <p>To redefine the River Nene as a 'waterways destination' and a focus for activity in Peterborough that will maximise economic opportunity in the city centre</p> <p>To provide improvements to the walking and cycling infrastructure that have links to the River Nene and improvements to the River Nene infrastructure</p> <p>To improve and maintain the street lighting and vegetation along walking routes in and around the river area</p> <p>To ensure each water bus stopping point will be closely linked to the sustainable transport network including providing potential park and sail sites</p> <p>To provide a commuter passenger boat service as a public transport alternative</p> <p>To identify opportunities to promote access to new or enhanced water based activities</p> <p>To help boost tourism and enhance the city's aspiration to become an environment capital</p> <p>To encourage schools and colleges to use the service as a valuable educational resource</p>
City Centre	<p>To provide Water Bus stops at the following potential locations:</p> <ul style="list-style-type: none"> • Railworld • Charters • South Bank • Key Theatre/Embankment
City Periphery	<p>To provide Water Bus stops at the following potential locations:</p> <ul style="list-style-type: none"> • Rugby Club • Sugar Way • The Boat House Public House • Orton Mere
Outer City	<p>To provide Water Bus stops at the following potential locations:</p> <ul style="list-style-type: none"> • Flag Fen • Inland Port • Ferry Meadows • Orton Wistow
Rural	<p>To provide Water Bus stops at the following potential locations:</p> <ul style="list-style-type: none"> • Roman Ruins • Wansford Station

To improve the River Nene infrastructure

To improve the walking and cycling infrastructure to help access to jobs and retail

To promote the use of the river as a means to boost tourism

The council will continue to work with neighbouring councils to continually improve and expand the Water Bus service

To provide promotion, marketing information about the Water Bus service

To ensure river is kept clean

Draft for Scrutiny

Rail Strategy

Vision	<i>Peterborough will have a modern railway station suitable for the 21st century that enhances the Environment Capital status and is fully integrated into the city Network and connection that meet the needs of both passengers and freight users will be sought</i>
Goals	<p>To improve Peterborough Railway Station</p> <p>To enhance level crossing safety and operation</p> <p>To maximise trains stopping at and connecting through Peterborough</p> <p>To improve pedestrian and cycle links to the railway station</p> <p>To improve provision of cycle facilities</p> <p>To improve public transport information at the station including information on interchanging between different transport modes</p>
City Core	To seek opportunities to create an attractive, desirable pedestrian link between the railway station, bus station and city core that is compliant with the disability discrimination act
City Centre	<p>To seek opportunities to create an attractive, desirable pedestrian link between the railway station, bus station and city core that is compliant with the disability discrimination act</p> <p>To seek to improve the railway station in partnership with Network Rail and East Coast and pursue improvements to the Station Quarter development area</p> <p>To improve interchange between different transport modes at the station through cycle parking, taxi ranks, RTPI and bus interchange</p> <p>To seek to improve surface access to the station</p> <p>To investigate an east-west bridge over the east coast mainline, connecting to the station and linking the Station Quarter development</p>
City Periphery	To endeavour to provide an electric city centre circulator shuttle bus connecting key points of interest including the bus and rail station
Outer City	<p>To work with stakeholders to:</p> <ul style="list-style-type: none"> • Seek improvements at Foxcovert level crossing with a long-term aim to provide a bridge at this location • Develop the GN/GE Joint Line to limit its environmental impacts <p>To endeavour to improve bus links to Peterborough Railway Station</p>
Rural	<p>To work with stakeholders to:</p> <ul style="list-style-type: none"> • Seek improvements at Foxcovert level crossing with a long-term aim to provide a bridge at this location • Develop the GN/GE Joint Line to limit its environmental impacts <p>To endeavour to improve bus links to Peterborough Railway Station</p>

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

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

To continue to recognise and support Peterborough Railway Station in its aim to remove car trips from the national road network

To investigate using the Nene Valley Railway as a recreational park and ride service and creating better links to existing infrastructure

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'

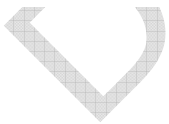
Draft for Scrutiny

School Travel Strategy

Vision	<p><i>To promote and facilitate the use of travel by sustainable modes by young people, families and school staff and provide information so they are able to make informed transport decisions</i></p>
Goals	<p>To engage with all Peterborough schools supporting individual travel needs to increase sustainable travel on the school journey</p>
Authority Wide	<p>To ensure that all schools have an up to date travel plan to ensure actions and measures continue to be appropriate</p> <p>To work with Safer Journeys to Schools project to identify and implement infrastructure measures in at least one school per year to make the journey to school safer and more accessible using sustainable modes</p> <p>To work with the Road Safety Team on providing education and training to reinforce road safety messages when walking and cycling</p> <p>To continue to undertake the annual travel to school survey in order monitor mode of travel to school</p> <p>To identify and set up Park and Stride locations and Walking Buses where appropriate</p> <p>To continue to deliver the Bikeability cycle training to pupils in years 6, 7 and 8 children</p> <p>To continue to deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travel</p> <p>To work with high profile campaigns to raise awareness of sustainable transport for schools, students, families and the local community</p> <p>To use promotional and marketing events to raise awareness of travel planning, travel choices and the Travelchoice website</p> <p>To seek to increase the proportion of eligible secondary school pupils travelling to school by public transport, where walking or cycling to school is not possible</p> <p>To investigate and implement improvements to the quality of school transport</p> <p>To maintain high quality drivers and escorts through an induction and training programme</p> <p>To investigate ways for schools to continue independent travel training</p> <p>To encourage schools to use a variety of means to promote appropriate standards of behaviour on the school journey, particularly when preparing pupils moving from primary to secondary school</p> <p>To monitor all incidents of misbehaviour on school transport services, identifying any trends and acting on these as appropriate</p> <p>To work with transport operators, parents and schools to increase compliance of the Student Behaviour Policy</p> <p>To proactively work with transport operators, pupils, parents and schools to encourage positive relationships</p>

Travel Plans Strategy

Vision	<p><i>Residents, schools and employees in Peterborough should be able to make informed decisions and choose to travel by sustainable modes</i></p>
Goals	<ul style="list-style-type: none"> To engage with new and existing local businesses 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 will be required to 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
Authority Wide	<ul style="list-style-type: none"> To implement measures identified in travel plans to ensure all new developments are built with a high level of accessibility To continue 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 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 invest in software that allows members of the public to create their own travel plans using the Travelchoice website To encourage new businesses to invest in an electric vehicle fleet



Electric Vehicles and Low Emission Vehicles Strategy

Vision	<i>To develop the infrastructure to promote the adoption of electric and low emission vehicles by residents, businesses and visitors</i>
Goals	<ul style="list-style-type: none"> To develop an extensive network of recharging points throughout the authority 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 promote and encourage the market for electric vehicles
City Core	<ul style="list-style-type: none"> To install on-street, highly visible recharging posts in the core area to raise awareness of electric vehicles To install recharging posts in key car parks and at key destinations To consider preferential access for electric vehicles in the short-term to promote their use To provide an electric powered city circulator shuttle connecting car parks and key destinations
City Centre	<ul style="list-style-type: none"> To install recharging posts in key car parks and at key destinations To consider preferential access for electric vehicles in the short-term to promote their use To provide an electric powered city circulator shuttle connecting car parks and key destinations
City Periphery	<ul style="list-style-type: none"> To install recharging posts at key destinations Install recharging posts at new developments as specified in planning policy To install recharging posts at mini park and ride sites
Outer City	<ul style="list-style-type: none"> To install recharging posts at key destinations To identify a location for rapid charger to be delivered through the Plugged in Places (PIP) project To install recharging posts at new development as specified in planning policy To consider electric vehicles being given access to bus lanes or similar to promote their use To install recharging posts at park and ride sites To investigate options to have electric vehicle hiring at park and ride sites To install recharging posts at mini park and ride sites
Rural	<ul style="list-style-type: none"> To install recharging posts at key destinations To install recharging posts at new developments as specified in planning policy

To provide support for the EValu8 plugged in places bid and maintain a significant involvement

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 and businesses to encourage the installation of electric vehicle recharging infrastructure at their facilities

To provide promotion, marketing and information about electric vehicles and recharging infrastructure

To promote and encourage an electric or other fuelled bus fleet and taxi fleet

To provide an electrically powered craft for the proposed river bus

Draft for Scrutiny

Motorcycles and Powered Two Wheelers Strategy

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

Draft

Freight Strategy

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

Intelligent Transport Systems (ITS) Strategy

Vision	<p><i>Peterborough will use Intelligent Transport Systems (ITS) and an expanded Urban Traffic Management Control (UTMC) to collect data, manage the network and provide high quality accurate travel data to network users to inform their travel decisions before and during journeys</i></p> <p><i>Peterborough will ensure an efficient use of the existing and future roadway and transport network; having a positive impact on both the operation and the environment</i></p>
Goals	<p>To provide travel information to the public via the internet, variable message signs, SMS, and at key bus stops and interchanges</p> <p>To use ITS to collect and monitor traffic flow data on the network and collect journey time, origin and destination data</p> <p>To use real time information to adjust network operation to reduce congestion and maximise efficiency</p> <p>To encourage and facilitate the use of sustainable modes of travel by enhancing the data available to the travelling public</p>
City Core	<p>To seek to provide information points for travel advice including information on bus and rail, road works and traffic congestion</p> <p>To investigate use of CCTV to monitor pedestrian and cycle movements within the city centre to determine desire lines and key destinations</p> <p>To use ITS to manage and improve operational efficiency at the bus station</p>
City Centre	<p>To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks</p> <p>To continue the installation of real time passenger information (RTPI) at bus stops and at information points</p>
City Periphery	<p>To seek to implement Variable Message Signs (VMS) on the parkway network around Peterborough to Inform motorists of:</p> <ul style="list-style-type: none"> • Congestion • Closures due to accidents, events or natural disasters • Road works <p>To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks</p>
Outer City	<p>To seek to implement Variable Message Signs (VMS) on the parkway network around Peterborough to Inform motorists of:</p> <ul style="list-style-type: none"> • Congestion • Closures due to accidents, events or natural disasters • Road works <p>To use ITS to manage traffic to park and rides</p>
Rural	<p>To seek to implement RTPI in rural locations</p> <p>To seek to have RTPI displays and ITS equipment powered by solar technology and other renewable energy sources</p>

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

To develop the Travelchoice website 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 and RTPI to monitor traffic performance and inform decision making

To consider ANPR in partnership with the Police and Cambridgeshire County Council to:

- Monitor and predict journey times with anonymised data
- Enforce traffic restrictions such as speed limits and the use of bus/HGV lanes
- Aid crime detection and tracking of vehicles for improved reliance against terrorist attacks

To continue to develop Real Time Passenger Information (RTPI) to:

- Provide public transport information at key stops, interchanges, business premises, residential premises and new developments
- Provide on route audio service announcements on buses
- Use RTPI data to aid bus punctuality improvements and identify 'pinch points' on the network
- Link to the common database

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

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Traffic Management Strategy

Vision	<i>To ensure the safe and efficient movement of all modes of transport in and through the authority</i>
Goals	<p>To have a transport network that is well managed and maintained to allow the safe and efficient movement of all modes of transport.</p> <p>To minimise and mitigate the impacts of congestion</p> <p>To minimise the impact of roadworks</p> <p>To assist the good functioning of sustainable modes including buses</p>
City Core	<p>To review and rationalise the current loading restrictions to reflect modern shopping patterns</p> <p>To support and encourage events within the core for the benefit of Peterborough as a whole</p> <p>To reduce the amount of unnecessary street clutter and street furniture including traffic signs</p> <p>To endeavour to provide route branding on key routes to aid with way-finding and in particular routes between public transport interchange, such as the bus and rail station</p>
City Centre	<p>To review and rationalise parking charges within public car parks to encourage a redistribution of traffic and parking within the city centre</p> <p>To reduce the amount of unnecessary street clutter including traffic signs</p> <p>To support and encourage events within the city for the benefits of Peterborough as a whole</p> <p>To endeavour to provide route branding on key routes to aid with way-finding and in particular routes between public transport interchange, such as the bus and rail station</p>
City Periphery	<p>To seek to provide car parking availability and directional signage to ease congestion at car park entrances.</p> <p>To seek to expand the use of VMS signs to provide information about the Peterborough transport network (journey times, roadworks and events) to drivers approaching and within Peterborough</p> <p>To reduce the amount of unnecessary street clutter including traffic signs</p> <p>To work in conjunction with Neighbourhood Managers to identify and endeavour to resolve local traffic management issues</p>
Outer City	<p>To seek to expand the use of VMS signs to provide information about the Peterborough transport network (journey times, roadworks and events) to drivers approaching and within Peterborough</p> <p>To reduce the amount of unnecessary street clutter including traffic signs</p> <p>To work in conjunction with Neighbourhood Managers to identify and resolve local traffic management issues</p> <p>To ensure that desired development and growth contributes appropriately to mitigate the impacts on the existing network</p>

Rural	<p>To reduce the amount of unnecessary street clutter including traffic signs</p> <p>To work in conjunction with Neighbourhood Managers to identify and resolve local traffic management issues</p> <p>To ensure that desired development and growth contributes appropriately to mitigate the impacts on the existing network</p>
Authority Wide	<p>To seek to manage congestion via:</p> <ul style="list-style-type: none"> • 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 <p>To seek enforcement of parking in car parks, on street parking including residents parking</p> <p>To continue to co-ordinate streetworks and joint working where possible and ensuring a reasonable alternative is available when works are being carried out</p> <p>To seek to maintain access for public transport through road works, where possible and appropriate to do so</p> <p>To seek greater co-operation with outside agencies regarding incidents on the network</p> <p>To support events on the highway for the greater benefit of Peterborough manage the traffic impact of events as best as possible</p> <p>To progress recommendations of the Speed Limit Review</p> <p>To review reclassification of routes following major developments of the city</p> <p>To progress recommendations of the Tourism Strategy with regard to signing of tourist designations</p>

Draft for

Road Safety Strategy

Vision	<p><i>Create a safe and more efficient network with improved road safety and perception of safety in Peterborough where casualty levels are falling</i></p>
Goals	<ul style="list-style-type: none">To reduce road traffic casualties amongst all road users on Peterborough roadsTo engage with all Peterborough schools supporting individual travel needs to increase sustainable travel on the school journeyTo deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travelTo improve perception of road safety amongst all road users through education, training and publicityTo implement 20mph speed limits outside rural schools in PeterboroughTo continue to work with the Highways Agency to improve accident statistics on trunk roads within Peterborough City Council authority boundary
Rural	<p>To investigate the use of 20mph speed limits outside rural schools in Peterborough</p>

Draft for comment

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 new software applications when evaluating and developing road safety initiatives these include Eval-u-it and MAST

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” and the Safer Cycle scheme

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 programme implementing infrastructure measures to compliment walking and cycling routes to schools

To investigate where speed management interventions and technology can be used on rural and urban roads

To continue to contribute to the Safety Camera partnership including maintenance and monitoring of both permanent and mobile sites

To continue to work in partnership with various agencies including Cambridgeshire Constabulary, Cambridgeshire Fire and Rescue Service and Cambridgeshire and Peterborough Road Safety Partnership to ensure maximum impact to improve road safety and ensure best practice

To work with Neighbourhood Managers and Neighbourhood Police Teams to investigate and implement measures where road safety has been identified as an area of concern by residents

To continue to work with the Highways Agency to improve accident statistics on trunk roads within Peterborough City Council authority boundary

Rural Transport Strategy

Vision	<p><i>All journeys made to and from the rural areas to have a sustainable alternative to the private vehicle and that rural environments will be protected from the unnecessary impacts of traffic</i></p>
Goals	<ul style="list-style-type: none"> To increase the number of journeys made by sustainable modes To improve knowledge and provision and information to residents living in rural areas of sustainable modes To improve safety on rural routes To remove physical and psychological barriers that prevent people travelling from and to rural areas by sustainable transport To reduce impacts of traffic through rural areas.
Outer City	<ul style="list-style-type: none"> To seek to improve sustainable transport links to transport hubs from rural areas
Rural	<ul style="list-style-type: none"> To seek to adopt road safety schemes 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 to rural villages and to provide additional transport and community information To endeavour 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 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 increase enforcement and introduce restrictions on heavy goods vehicles in rural areas To seek to provide sustainable links to park and ride sites To seek to improve provision of cycle parking at rural bus stops To seek reduction of unnecessary traffic signs To continue to work with Neighbourhood Managers for rural areas and Neighbourhood Police Teams where road safety has been identified as an area of concern by residents To promote through the Travelchoice website and other published information sustainable transport options in rural areas To continue to develop 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

Car Parking Strategy

Vision	<i>To provide a parking system that supports economic vitality while promoting sustainability and Peterborough's environmental aspirations</i>
Goals	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> To use on street parking to prioritise access for the mobility impaired 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 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> To prioritise residential parking review cost of permits to reflect value of parking spaces To identify and develop mini park and ride locations on key radial routes to intercept internal trips to the city centre
Outer City	<ul style="list-style-type: none"> To identify and develop park and ride locations to intercept cars entering the city and reduce cars in the city centre To identify and develop mini park and ride locations on key radial routes to intercept internal trips to the city centre

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 ITS and 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 DDA / blue badge and accessible spaces

Draft for Scrutiny

10. Major and Minor Schemes

Introduction

Peterborough City Council have identified a number of proposals for major transport schemes in the city over the next five year period that will support the planned housing and employment growth (set out in the Core Strategy), while supporting the aspiration for Peterborough to become Home of Environmental Capital (in accordance with Home of Environment Capital – Major Policy 2010).

These schemes have been identified to secure transport benefits for the whole of Peterborough and to help achieve the following overarching objectives of the LTTS and LTP 3:

- Tackle climate change; by reducing transport's emissions of CO2 and other greenhouse gases
- Improve quality of life for all transport users and non-transport users and promote a healthy natural environment
- Support economic growth, by delivering reliable and efficient transport networks
- Promote greater equality of opportunity, with the desired outcome of achieving a fairer society
- Contribute to better safety, security and health and long life-expectancy

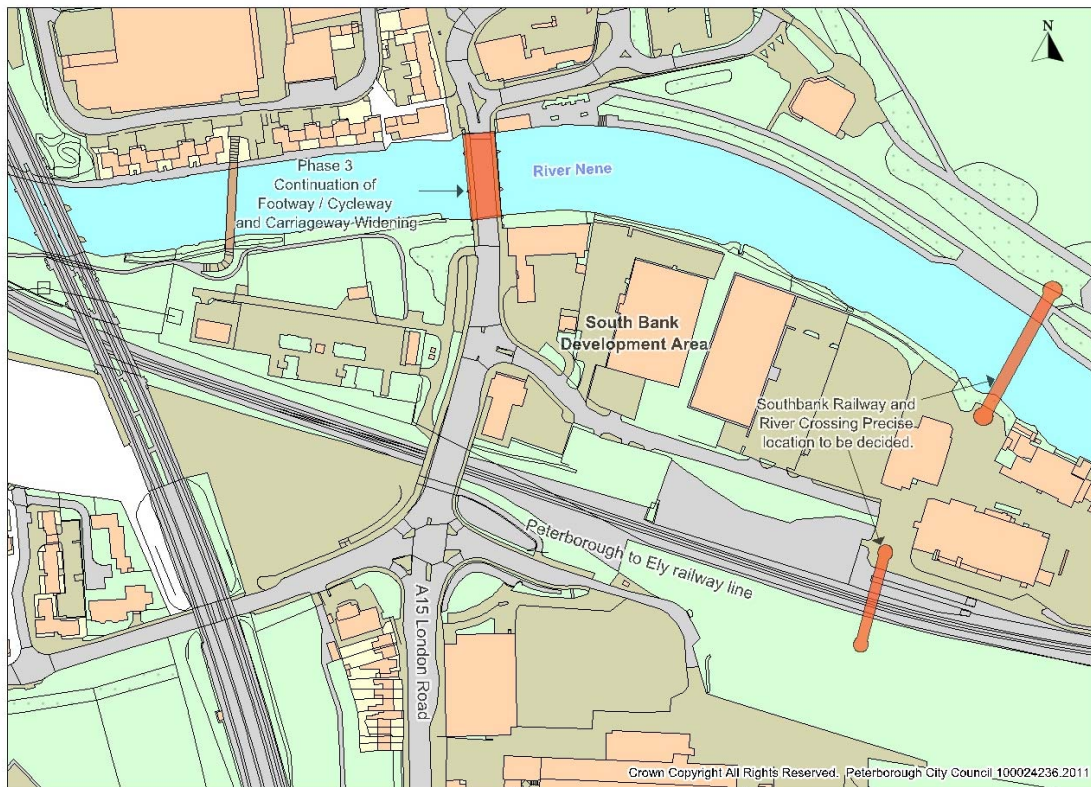
Funding

Although the future for the funding of major schemes is uncertain Peterborough City Council will concentrate on finding funding streams for the projects outlined in this section. Bringing forward these schemes is dependant of the pace and pattern of growth within Peterborough and the funding available and therefore there is no guarantee that all of these schemes outlined below will be delivered in the next LTP period. LTP major scheme funding will be sought for these schemes from various sources, including but not exclusively from those listed below:

- Growth Area Development Funding (GAD)
- Community Infrastructure Funding (CIF)
- Developer Funded (Dev)
- Developer Site Specific (Section 106 and Planning Conditions)
- Planning Obligations Implementation Schemes (Strategic)
- Planning Obligations Implementation Schemes (Neighbourhood)
- Community Infrastructure Levy
- Major Scheme Business Case to the DfT
- Rail Sources
- Local Investment Plan (LIP) Homes and Communities Agency

South Bank Regeneration Area

Figure 13: South Bank Regeneration Area



The South Bank regeneration area will be redeveloped for a mix of evidence, leisure, community and employment use. Planning permission has already been granted for 300 code level 6 homes and the football stadium will be incrementally upgraded. The site measures 13.3 hectares and straddles the Peterborough to Ely railway line.

The South Bank area lies between the busy A15 London Road to the west and A1139 Frank Perkins Parkway to the east. The A15 London Road Corridor is the only major route in to Peterborough City Centre from the south experiencing approximately 32,000 vehicles travelling over the link each day. The corridor is subject to peak period congestion and it is important to ensure that development of the South Bank site does not exacerbate this situation.

The River Nene and the railway line present barriers to movement for pedestrians and cyclists both within the South Bank area and between the South Bank area and the city centre. The redevelopment of the South Bank means there is an opportunity to provide a pedestrian and cycle bridge across the River Nene and the railway line in order to give access for new and existing communities to facilities and services on the riverside and in the city centre.

Accessibility is a key issue that will need to be tackled in order to ensure the South Bank becomes a success and realises its full potential. It will be necessary to improve pedestrian and cycle access as well as through-movements. By promoting ease of movement through the South Bank existing and future residents in the area will benefit from creation of high quality routes through to the city centre.

The scheme would provide a pedestrian and cycle bridge within the South Bank area enabling pedestrians and cyclists to cross both the railway line and the River Nene and access the city centre. These schemes will unlock the potential of the South Bank development area and thereby enable the expansion of the city centre.

South Bank Railway and River Crossings

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 the additional travel distances required to cross the railway and river via the A15 London Road.

A footway / cycle crossing across the railway and then the River Nene northwards towards the city centre would provide a short cut between both sides of the South Bank development as well as provide a short cut to the city centre providing an attractive route for those wishing an alternative to travelling by car.

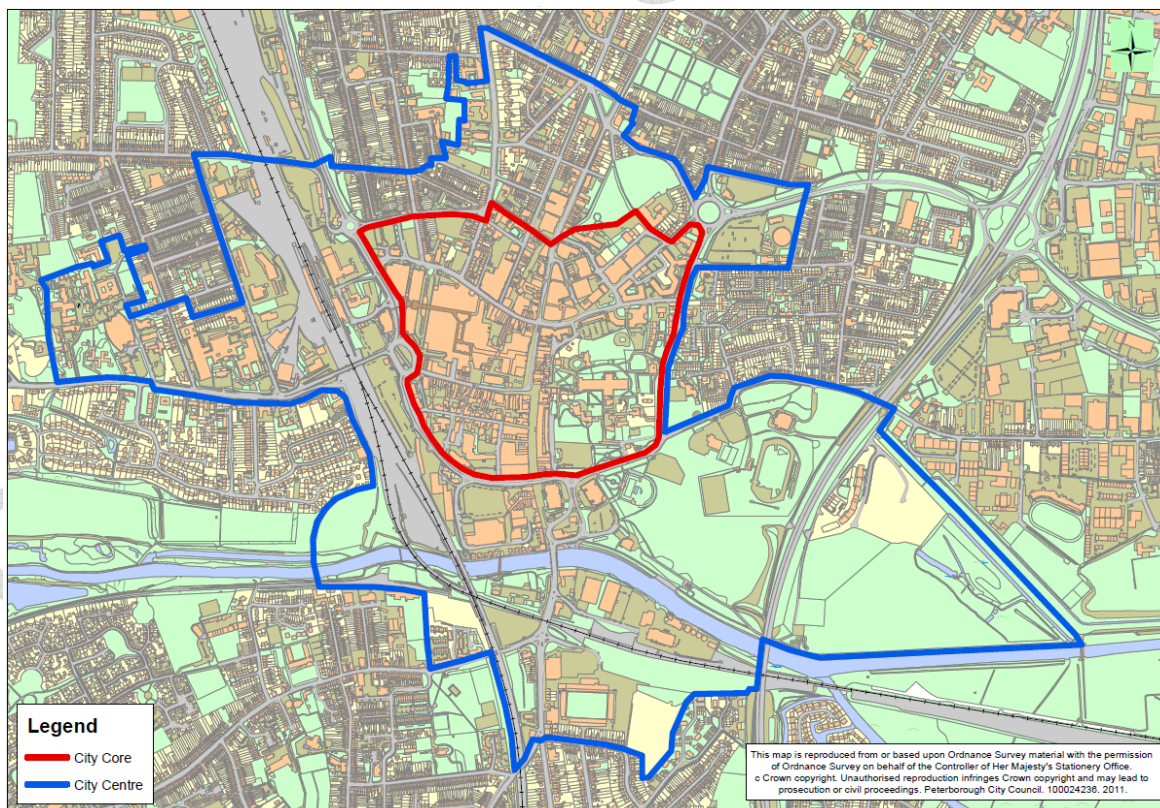
This will necessitate the construction of a visually sensitive structure to carry the footway / cycleway across the River Nene.

South Bank River Bridge Phase 3

Work has already been undertaken making structural repairs to the Town Rail Bridge over the railway which facilitated direct access into the South Bank regeneration area off London Road. This included a new footway / cycleway across the western side of Town Rail Bridge. The phase 3 proposal is to extend the western footway / cycleway from the Town Rail Bridge northwards to the Rivergate retail area. This will include the construction of a visually sensitive structure to carry the footway / cycleway across the River Nene adjacent to the historic river crossing.

City Centre

Figure 14: City Centre Core and City Centre Boundaries



****Map to be Updated****

The City Centre major scheme bids would be focussed on Bourges Boulevard and comprise a number of improvements. Bourges Boulevard was constructed as a dual carriageway during the

New Town expansion of the city and designed to contain the city centre. Peterborough city centre has grown and expanded and therefore the city centre is now bisected rather than contained by Bourges Boulevard. This has led to access problems for residents and visitors, constraint on further growth and a lack of cohesion of the wider city centre.

Crescent Bridge / Bourges Boulevard Improvements

Bourges Boulevard and Crescent Bridge Roundabout present a major barrier to movement between the retail core, railway station and the river, therefore presenting a barrier to the future development of the city. Bourges Boulevard and Crescent Bridge Roundabout create severance between the shopping areas, bus station, car parks, the railway station and residential areas to the west. On the southern part, it creates severance between the city centre and the River Nene.

The 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.

Bourges Boulevard Pedestrian Crossings

Crescent Bridge currently provides a poor quality gateway to the city centre for vehicles, pedestrians and cyclists. There are limited pedestrian and cycling crossing points, visitors arriving at the rail station are forced into subways beneath the roundabout to access Cowgate, whilst the signalised crossing point to the south at Bridge Street is a significant distance away.

Crescent Bridge Pedestrian and Cycle Bridge

In addition a new pedestrian/cycle bridge adjoining Crescent Bridge over the East Coast Main Line could be implemented to provide a high quality sustainable transport corridor improving links between the west of the city and the city centre.

Bridge from Rail Station to Midland Road

Peterborough City Council is in discussions with Network Rail regarding the possibility of providing a cycle and pedestrian bridge to connect the city centre at the rail station to Midland Road on the other side of the rail tracks. This is a possible alternative to the Crescent Bridge alterations discussed above.

Bus and Rail Station

The existing bus station is located off Bourges Boulevard and contained by the Queensgate Shopping Centre, separated from the rail station by a non-DDA compliant footbridge across Bourges Boulevard. A key issue to be resolved is the access to the bus station outside normal shopping hours when the Queensgate Shopping centres is closed. At present a major detour is required to access the bus station by the alternative entrance.

Relocation to a new site adjacent to the rail station or improved routes between the two transport hubs would improve opportunities for pedestrian and cycle access. Both options will require improved pedestrian links across Bourges Boulevard between the bus and rail stations as part of the new transport interchange arrangement.

Bus Priority and Improved Cycle Links on Bourges Boulevard

As part of the city centre improvement an option is being considered to provide bus priority and improved cycle links on Bourges Boulevard.

City Centre Improvements

Other city centre improvements may be required as part of the forthcoming City Centre Area Action Plan.

Figure 15: Crescent Bridge & Bourges Boulevard



Lincoln Road Bus Priority Corridor

This scheme is designed to provide a step-change in public transport provision into the city centre from the north, and would consist of:

- Dualling of the A15 Paston Parkway between Junction 22 and Glington Roundabout
- A15 Glington Roundabout improvements with bus priority
- Bus priority measures along Lincoln Road between Glington and its junction with the A47

Dualling of Paston Parkway would divert through-traffic from Lincoln Road and onto the dualled Paston Parkway, thereby assisting the future delivery of bus priority measures on Lincoln Road and providing the potential for a future Park and Ride site.

Figure 16: Lincoln Road Bus Priority Corridor



Park and Ride

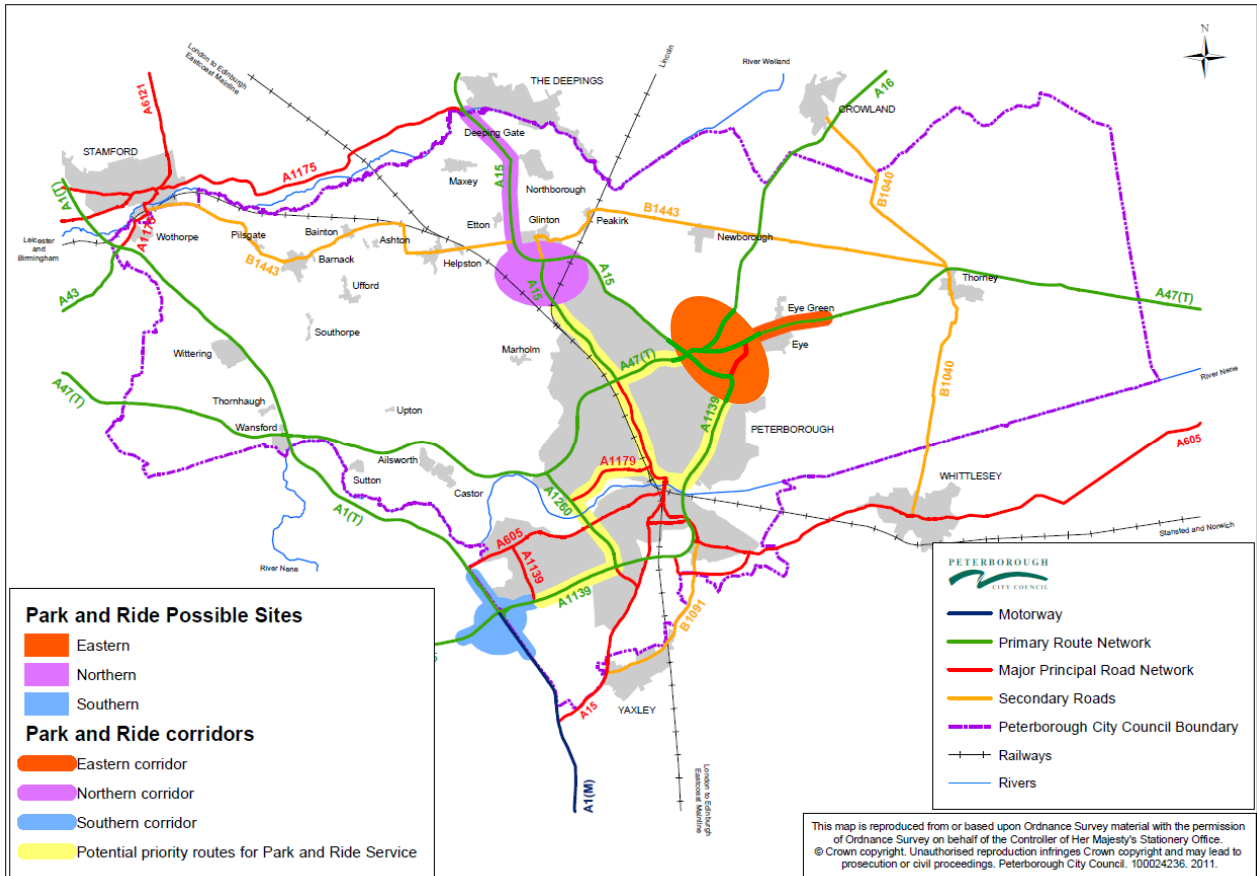
At present Peterborough has a Christmas Park and Ride scheme which it has operated over a number of years.

A Park and Ride system around the city would help to promote Peterborough as a regional shopping centre and would:

- Improve accessibility to the city centre by bus and other sustainable modes, (see P@R template)
- Reduce congestion on the network
- Reduce traffic coming into the city centre
- Improve Peterborough's parking stock (in particular the availability of car park space for shoppers and commuters)

Early feasibility work suggests that Peterborough could be served by up to three Park and Ride sites located on its periphery and linked to the city centre along quality transport corridors. The scheme would involve provision of Park and Ride sites and necessary transport corridor improvements to assist with the efficiency and attractiveness of the service.

Figure 17: Park and Ride possible sites and corridors

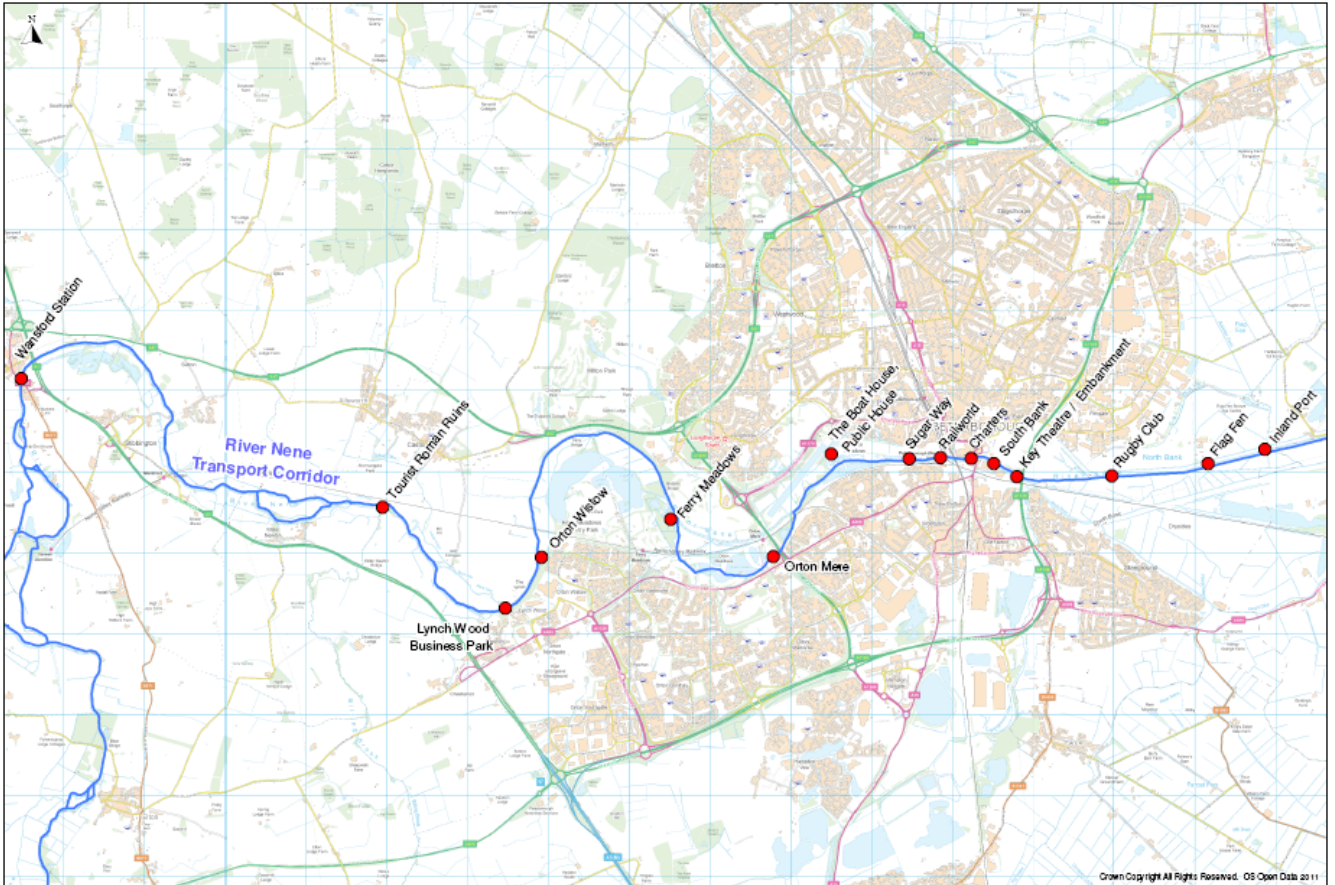


Map to be Updated

River Nene Transport Corridor

The River Nene is an asset to Peterborough and has potential to become a transport service. Infrastructure could be developed to enable the provision of a water bus and to encourage the use of water borne freight. By providing improved access to riverside venues, including new planned developments, it is hoped that the River will become a popular destination for residents, visitors and a catalyst for future developments.

Figure 18: River Nene Transport Corridor

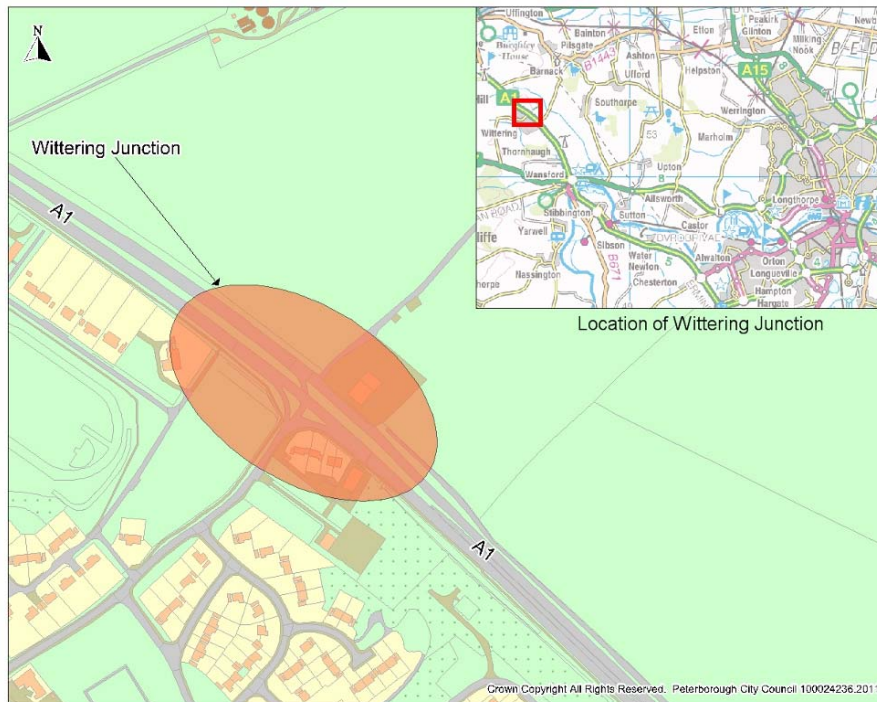


Public Transport and Infrastructure Development Plan

A scheme could be developed to improve public transport infrastructure along the core bus routes within the city to make Peterborough a more public transport friendly city (including Innovative Public Transport Systems).

A1 Wittering Junction Improvement (Highways Agency scheme)

Figure 19: Wittering Junction

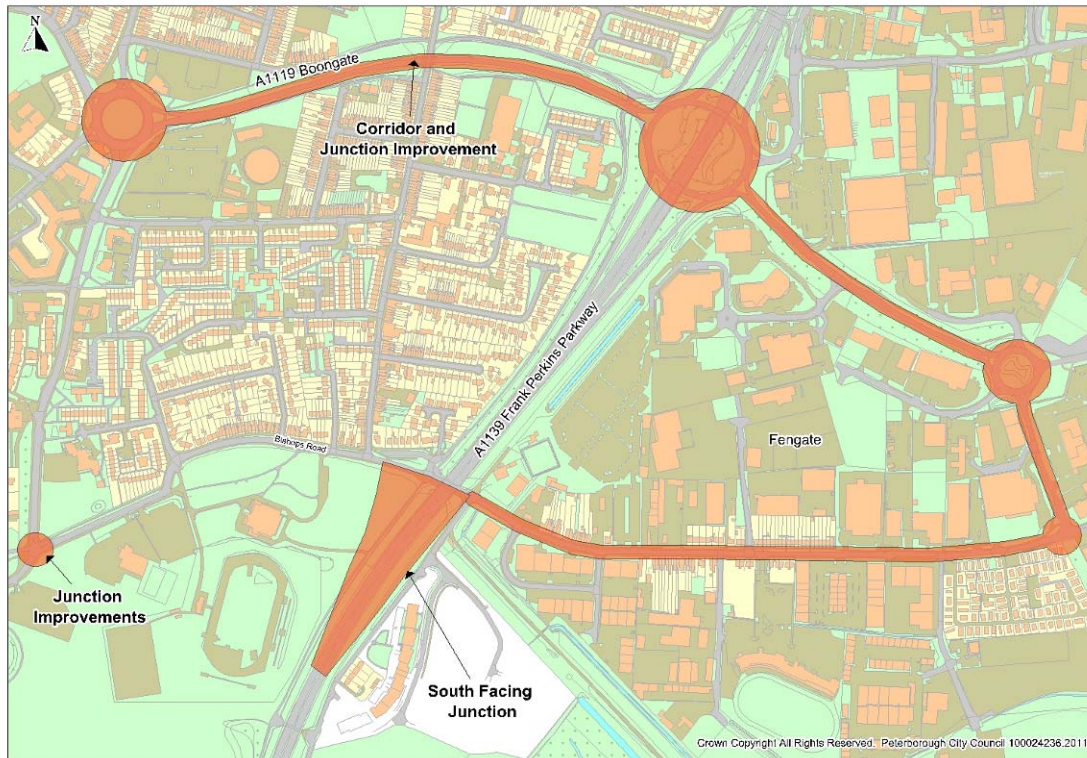


The Highways Agency, who are responsible for the A1 Trunk Road are proposing a scheme to replace the current at grade junction on the A1 to serve Wittering with a grade separated junction. At present, traffic coming from the north and turning right into Wittering has to give way and turn across the face of fast moving traffic, whilst traffic emerging and heading south has to initially turn left then eventually regain the south-bound carriageway at the recently constructed grade separated junction at Stamford.

Peterborough City Council supports this proposal, which will improve access to Wittering, both in terms of traffic delay and road safety, as well as reduce the overall carbon footprint by eliminating the need for southbound traffic from Wittering to initially head north.

Embankment Access

Figure 20: Embankment and Boongate



The Embankment area is a major opportunity site for Peterborough. Access to the area and the adjacent Eastern Industries is currently poor and at present integration of use (when added to other planned development for the area) would cause unacceptable congestion on local roads and through the city centre at peak times.

The nearby A1139 / A1119 junction (Junction 5) currently provides the main access to the east of the city centre and to the industrial areas to the east of the A1139. The A1119 Boongate was constructed during the New Town expansion of the city and is a single carriageway with adjacent land provision to the north for potential widening. This link is becoming congested during peak hours leading to excessive queuing through the A1139 / A1119 junction and stationary traffic on the A1139 Frank Perkins Parkway

A package of options could include:

- Dualling the A1119 Boongate
- South facing junction onto the A1139 Frank Perkins Parkway

The need and scope of the options will depend on the emerging land use patterns for the Embankment area which will form part of the City Centre Area Action Plan.

Junction 20

Figure 21: Junction 20



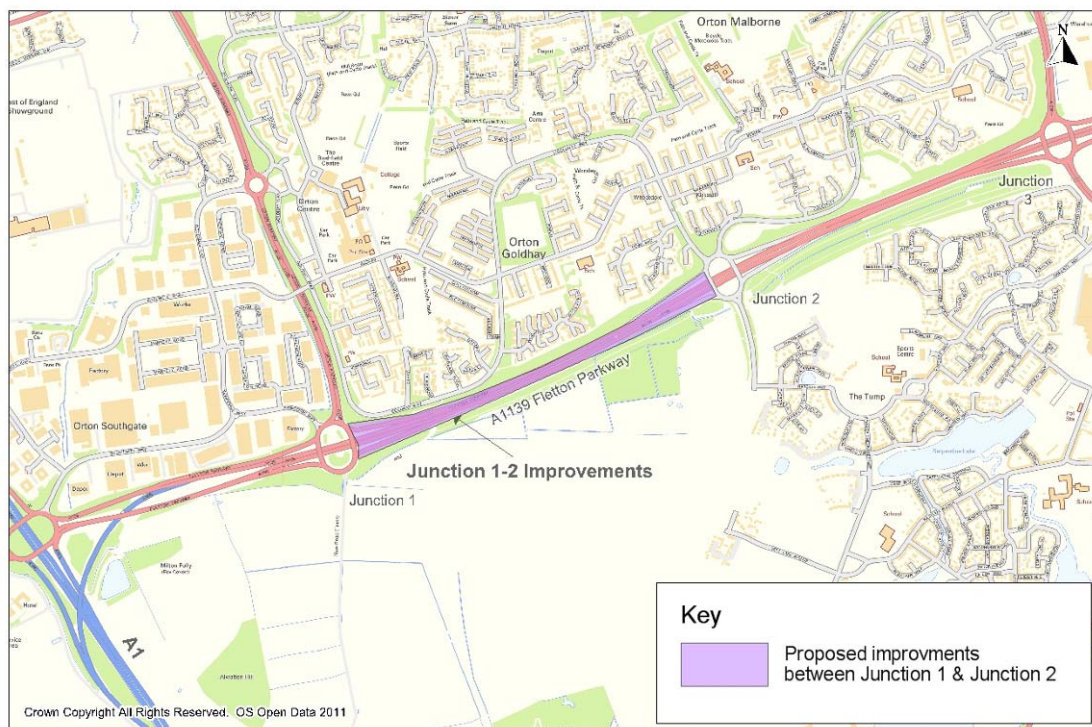
Junction 20 is a grade separated roundabout junction located to the north-east of Peterborough at the intersection between the A47 and the A15 Paston Parkway. The junction was constructed as part of the New Town phase of development and comprises part of the Peterborough Parkway network. The junction represents a key traffic interchange on the strategic road network providing links to the A1, A1073, A47, A605, A15 and A16.

The A1073 Improvement Scheme (once completed) will deliver traffic from the north-east of Peterborough onto the A47 just east of Junction 20. This is expected to lead to a significant increase in traffic using Junction 20 to access Peterborough and other parts of the strategic network. Peterborough is going to experience significant growth over the next ten years, with numerous developments planned including Paston Reserve which will consist of approximately 1500 dwellings. It is expected that at least 650 of these dwellings will use Junction 20 as a primary point of access to the strategic road network.

The Council, in partnership with the Highways Agency and the Paston Reserve developers, hope to implement full signalisation of Junction 20 and increase the number of approach 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 for the extra growth identified.

Junction 1-2 Improvements

Figure 22: Junction 1 - 2

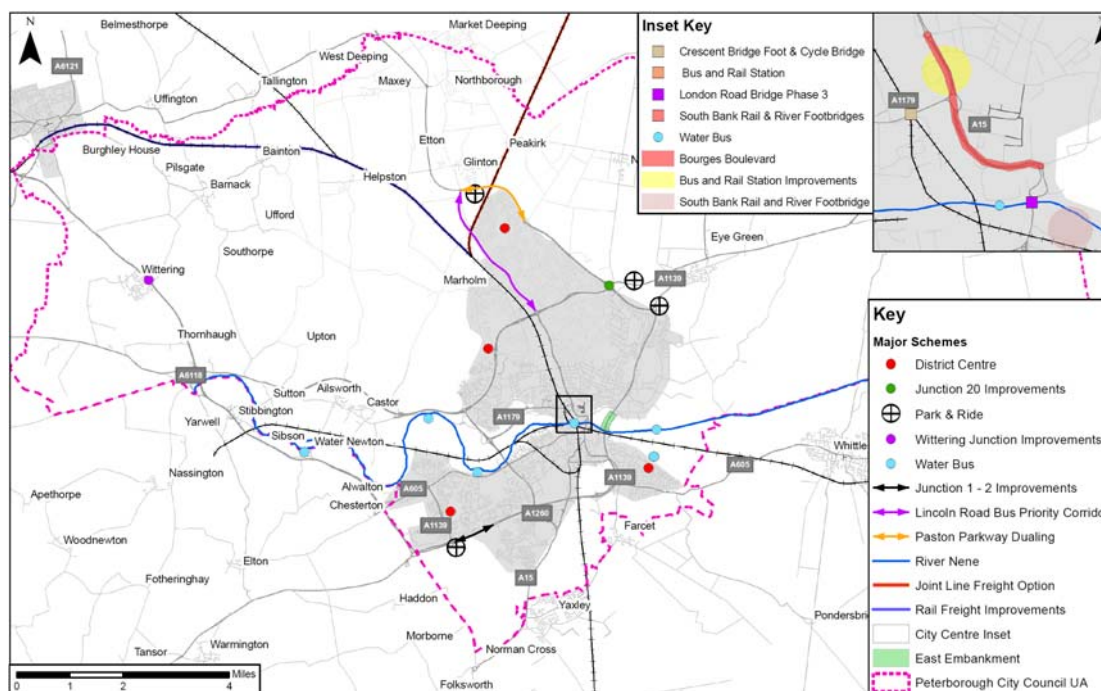


The A1139 runs from the A1 (M) to the west of Peterborough to the A47 to east of Peterborough. Between the A1 (M) and Junction 4 (Stanground) the A1139 is known as Fletton Parkway, from Junction 4 to the A47 it becomes Frank Perkins Parkway.

The A1139 is a Primary Route that forms part of the parkway network of dual carriageway roads in and around Peterborough. The parkways benefit the city by keeping long distance through traffic out of the central and residential areas. Fletton Parkway also provides a link between the A14 (via the A605) and the A1 to the A47 and A1073. The A1139 Fletton Parkway carries approximately 60,000 vehicles per day between Junction 1 and Junction 2. Observations have shown there is queuing traffic on the westbound carriageway in the morning and along the eastbound carriageway during the evening.

The preferred solution to overcome these problems would be to widen the carriageway to three lanes in both directions.

Figure 23: Location of Major Scheme Proposals



Minor Schemes (£0.5- £5million) Funding

Local Sustainable Transport Fund

Following the successes of Peterborough's sustainable travel town project, locally branded as Travelchoice, Peterborough will be submitting a comprehensive funding package to the Local Sustainable Transport Fund. At this stage it is envisaged that the submission will build on the successes of Travelchoice but will also include such initiatives as pocket Park and Ride, infrastructure schemes to close gaps in the Green Wheel cycle network and initiatives working in schools, businesses and communities to encourage and support cycling and walking for an improved healthy and active life style.

East of England European Regional Development Fund (ERDF)-Low Carbon Transport

Peterborough is submitting a funding bid to the European Regional Development Fund (ERDF) Competitive Programme to undertake a project linking live sustainable travel information via Smartphone application with the rental of iBikes. The project will work with partner organisations and small and medium enterprises (SMEs) to produce live, accurate and reliable sustainable travel information direct to Smartphone. The user will be able to receive information on walking, cycling, public transport, taxis and car sharing. The Smartphone application will also enable users to hire an iBike as well as provide the route information direct to their phone.

This project aims to work with SMEs to encourage and support the wider use of sustainable travel therefore reducing the need to travel by car for their employees and visitors and assisting SMEs to reduce their carbon footprints and their costs.

EU TOGETHER Project, Energy Efficient Transport Training for Immigrants

Peterborough is working with JMP consultants on the EU funded TOGETHER project to develop and implement energy efficient transport training for immigrants. The training will focus on providing new immigrants with advice on energy efficiency in transport as well as providing them with essential skills in how to travel using sustainable modes of transport. This project aims to work with specific target groups and stakeholders to deliver tailor made training that seeks to enhance the quality of life of immigrants, to facilitate social inclusion as well as conserving essential energy resources for future generations.

Draft for Scrutiny

11. Cross Boundary Issues

Peterborough City Council recognises that transport links do 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. Transport facilities such as Park and Ride sites also have impacts on the transport network outside the boundary of the authority they are located in which need consideration.

Peterborough City Council meets with neighbouring authorities to discuss cross boundary transport matters. The neighbouring authorities include Lincolnshire, Cambridgeshire, Northamptonshire and Rutland.

Some of the key cross boundary issues are outlined in the section below.

Freight and inland port development issues are as follows:

- Making sure that preferred routes for heavy good vehicles link up across boundaries
- Location of freight facilities such as distribution centres and lorry parking areas.

Peterborough 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.

Where appropriate Peterborough City Council will share data gathered from Intelligent Transport Systems and other traffic surveys with neighbouring authorities.

Accident data is currently provided by Cambridgeshire County Council agreement and Peterborough is also part of the Cambridgeshire and Peterborough Road Safety Partnership.

Peterborough co-ordinates road maintenance and winter gritting routes with its neighbours to make sure that they are aligned.

Major cross boundary roads in Peterborough include the A15, A605, A47 and the A1073 (to be reclassified as the A16 in summer 2011) and work will continue to work in partnership with other organisations to ensure that these operate correctly.

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

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

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

The LEP will operate in line with the detail explained in the Local Growth White Paper.

12. Consultation Summary for the Third 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 LTP3, the council carried out a consultation exercise to obtain the views of all interested parties from stakeholders to members of the public. This report has been separated into two parts, the first section 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 Peterborough third Local Transport Plan (LTP3) started in the summer of 2010. Overall a very wide range of consultation methods have been used at various stages during the consultation. In July all councillors were invited to attend a three day consultation 'drop in' event which was held at The Town Hall.

The consultation has been a well publicised event, in August an interview took place with BBC Radio Cambridgeshire and in September a television interview took place with BBC Look East. The consultation was also mentioned numerous times in the local newspaper, The Peterborough Evening Telegraph.

The LTP3 leaflet was distributed in the Your Peterborough magazine to all households within Peterborough informing them of the ideas the council was proposing to include in LTP3. A copy of the leaflet and questionnaire was also made available online. Over 250 stakeholders and interest groups were written to directly to give them an opportunity to participate in the consultation.

During September, council officers attended Neighbourhood Council meetings (please see following table), where a dedicated session was held to give everyone a chance to discuss the LTP with the officers:

Table 11: Neighbourhood Council Meetings

Neighbourhood Council	Venue	Date
Dogsthorpe, East and Park Neighbourhood Council Meeting	Millennium Centre, Dickens Street	1 September 2010
Fletton, Stanground and Woodston Neighbourhood Council Meeting	Riverside Pavilion, Candy Street	2 September 2010
Rural North Neighbourhood Council Meeting	John Clare Primary School, Helpston	16 September 2010
Central and North Neighbourhood Council Meeting	Peterborough Sports and Leisure Club, Lincoln Road	21 September 2010

Neighbourhood Council	Venue	Date
Gunthorpe, Paston, Walton & Werrington Community Committee Neighbourhood Council Meeting	Ken Stimpson Community College, Staniland Way, Werrington	22 September 2010
Orton with Hampton Neighbourhood Council Meeting	Matley Primary School, Orton Brimbles	23 September 2010
Peterborough West Neighbourhood Council Meeting	Jack Hunt School, Ledbury Road, Westwood	29 September 2010

On September 11th and 12th a two day public exhibition was held at the Queensgate Shopping Centre, where officers were available for questions. From October to December officers also attended meetings with various stakeholders and interest groups.

Over this period a vast amount of comments were gathered from parties. These comments have been summarised and arranged by the type of respondent, stakeholders, other interest groups and general public. All comments have been kept anonymous.

Stakeholders & Interest Groups

In total 255 stakeholders and interest groups were contacted directly by e-mail and letter. 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

The response rate from the stakeholders was low as only 10% provided feedback. The following lists the types of issues that were raised by those who had responded:

- Public Transport
- Rail
- Walking
- Cycling
- City Centre Accessibility
- Major Schemes
- Highway Network Management
- Road Safety
- Climate Change

Other Interest Groups

As well as receiving responses from stakeholders, comments were also received by other local groups such as resident associations and committees of local political parties. Issues raised were for the following:

- Public Transport
- Rail
- Walking
- Cycling
- City Centre Accessibility
- Major Schemes
- Highway Network Management
- Road Safety
- Climate Change

General Public

Members of the general public were consulted about the local transport plan in a variety of ways. Initially consultation leaflets were delivered to every household across the city, this was followed by officers attending Neighbourhood Council meetings as well as holding a two day public exhibition at the Queensgate Shopping Centre.

Although majority of the comments were received by returned questionnaires (details of which are covered later), many residents also responded by letters and e-mails. Others also left comments when attending the meetings and exhibition. The following lists the types of issues that were raised by those who had responded:

- Public Transport
- Rail
- Walking
- Cycling
- Parking Enforcement
- City Centre Accessibility
- Major Schemes
- Highway Network Management
- Road Safety
- Climate Change

Questionnaire Responses

The consultation leaflet was distributed to all households in September's issue of Your Peterborough. The leaflet included a questionnaire with a return freepost address. Additionally, the leaflet was also made available on the council website along with the questionnaire. In total 1,161 completed questionnaires were returned. Every single questionnaire was reviewed and analysed, the following sections summarise some of the key results and findings.

Demography and Geography

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

- If there was a strong difference in the level of responses between particular age groups or genders.
- If there were areas within the authority that responded more or less than other areas.

- If there were areas of common concern between different groups and areas, or if there were marked differences in concerns.

The data gathered consisted of:

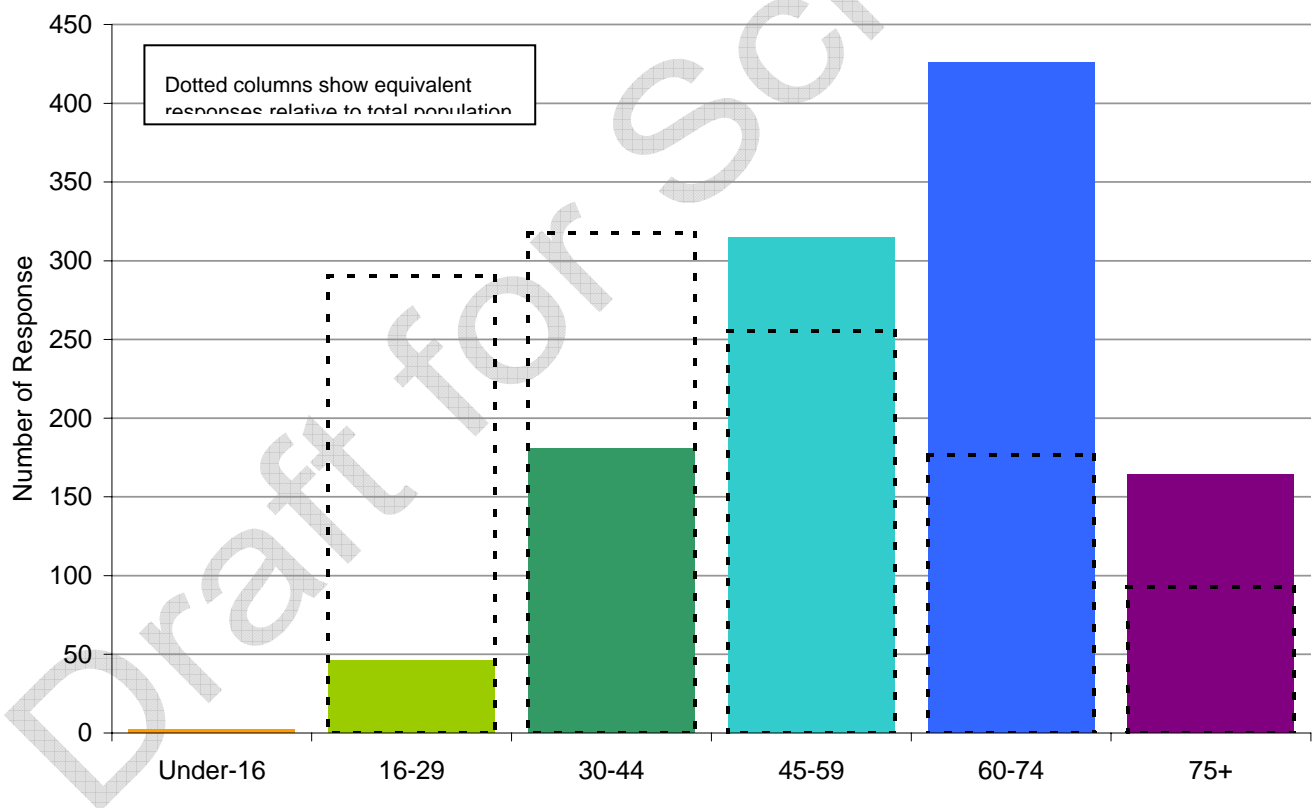
- A determination of gender: male or female.
- Age of responder, grouped into six bands: under 16, 16-29, 30-44, 45-59, 60-74, and 75+.
- Post code area: first half only.

Not all responses contain 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

The response rate (number of correctly completed questionnaires out of total responses) for age was 98% (1,134 of 1,161).

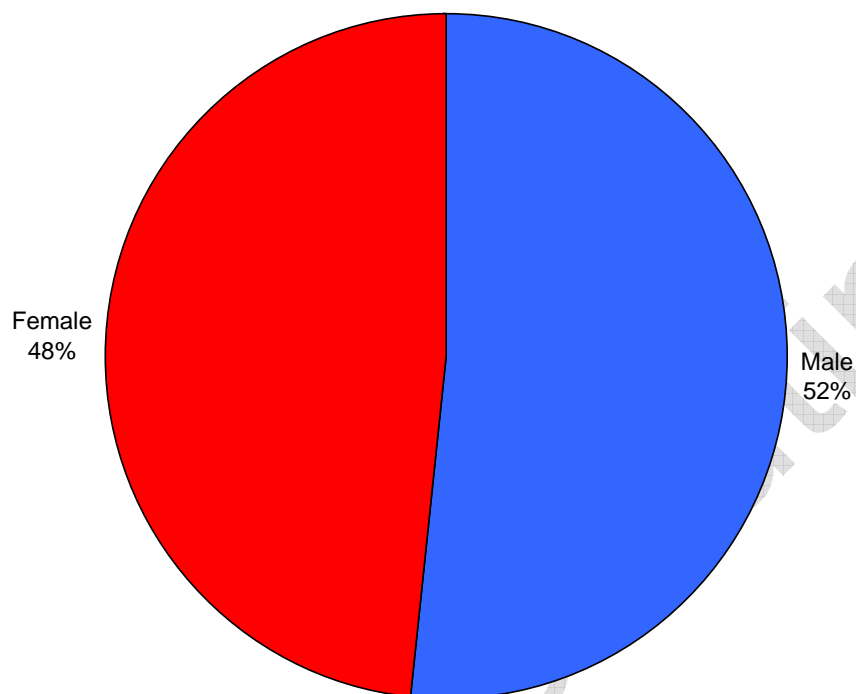
Figure 24: Number of Responses in Age Bands



Gender

The response rate for gender was 97% (1,129 of 1,161). The figures below show the overall gender split.

Figure 25: Percentage of responses by gender



Responses to Questions

The Local Transport Plan Questionnaire asked two questions of recipients relating to goals and priorities for the LTP3. These questions provided tick-boxes and a ranking system respectively. The following summarises responses to the two questions:

Goals and Objectives

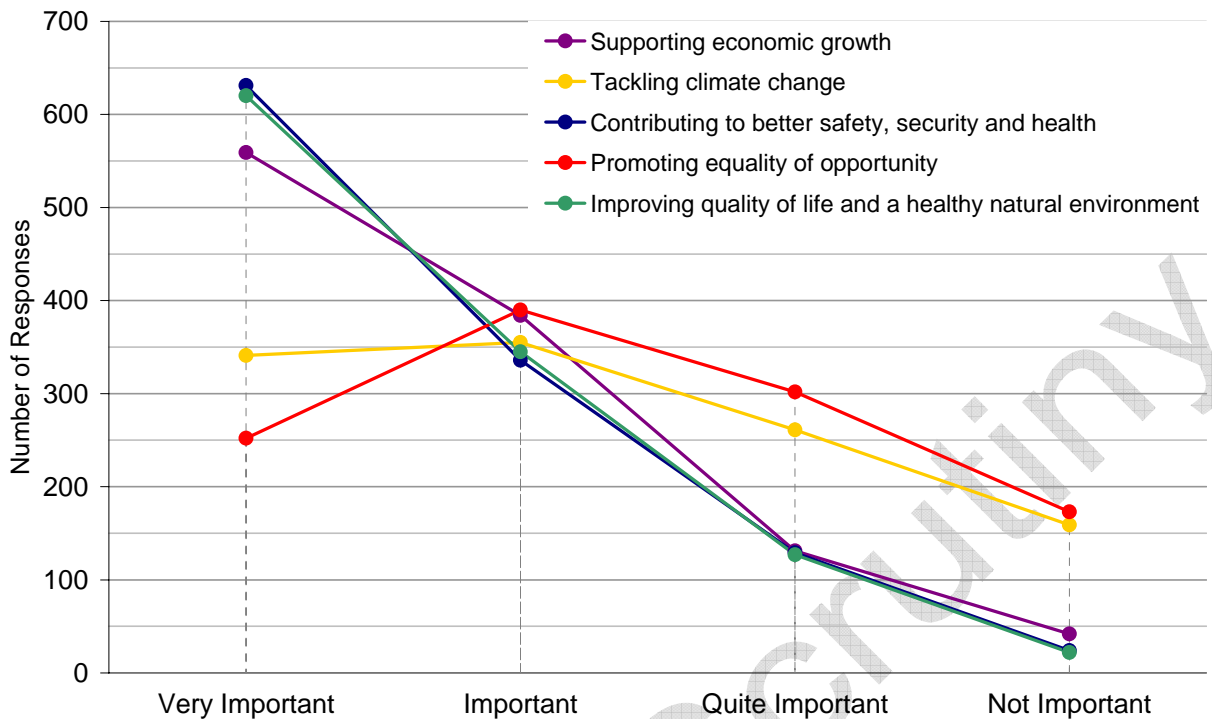
- Question: "How important do you think the five goals and objectives are?"

The goals for the LTP3 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 96% (1,117 of 1,161).

Figure 26: Trend in Importance of Goals



Transport Improvements

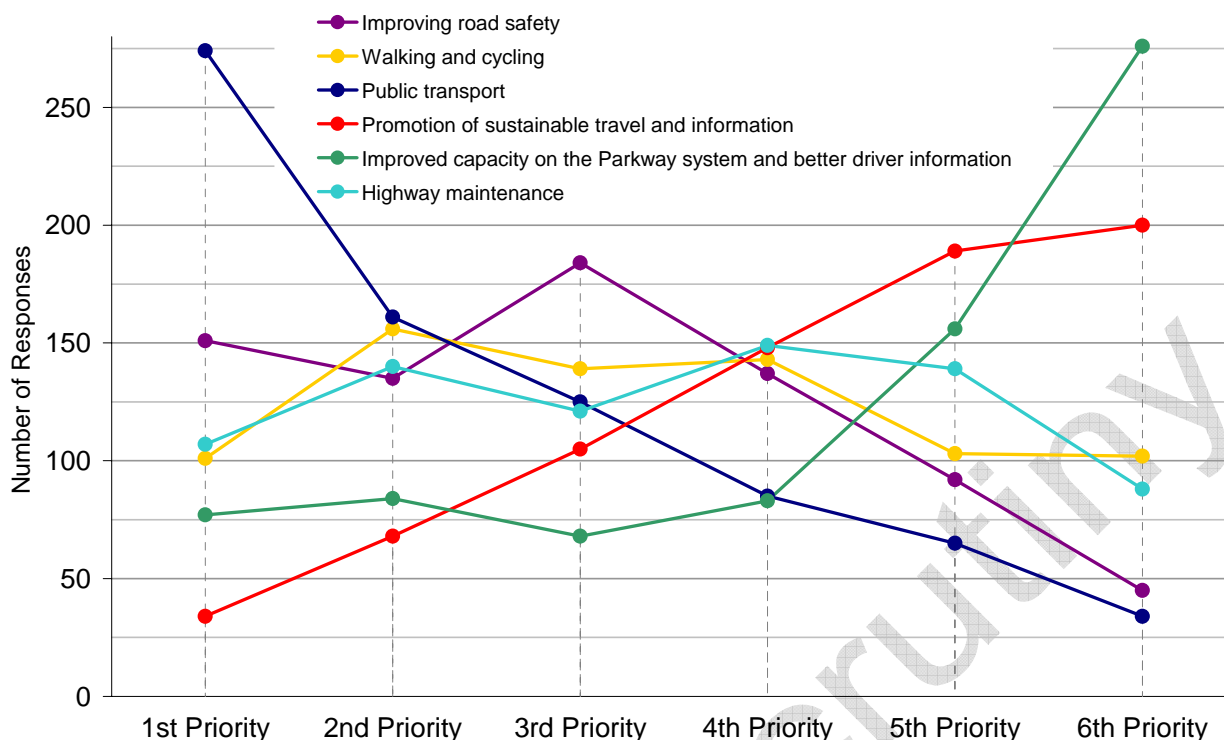
Question: "How important do you think the following are?"

Responders were asked to rate six groups of transport improvements in order of priority. The most important rated 1 and the least important 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 64% (745 of 1,161) 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 27: Transport Improvements Priority Trends



Comments

The questionnaire offered responders the opportunity to comment on the proposals for the local transport plan and transport in Peterborough. The opportunity to comment was taken by 99.5% of responders (1,155 of 1,161). The comments range from transport specifics through to generalities about Peterborough as a whole.

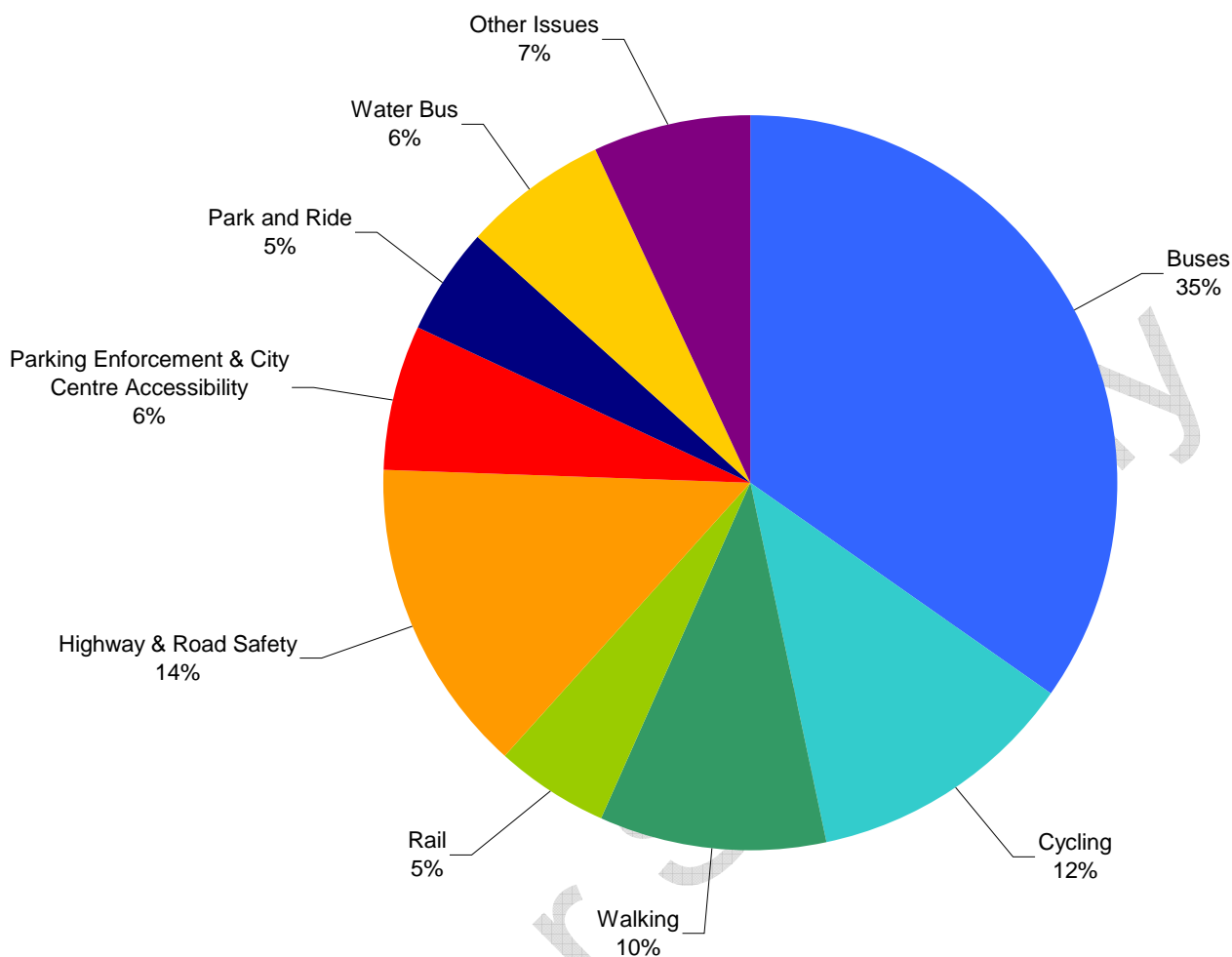
Analysis of Comments

The comments were recorded and an analysis performed on them. Each comment was read and categorised by theme. Where ever possible, responses were assigned to a specific theme. The themes headings are:

- Buses
- Cycling
- Walking
- Rail
- Highway and Road Safety
- Parking Enforcement and City Centre Accessibility
- Park and Ride
- Water Bus
- Other Issues

The chart below gives an overview of the responses.

Figure 28: Comments by Transport Theme



Summary

The third Local Transport Plan (LTP3) will be a key document for the city of Peterborough. It will outline what the council plans to do over the next five years to improve and enhance the transport infrastructure. The LTP3 will affect all individuals who live and work in the city, therefore it was important to consult and engage with all to ensure everyone was given an opportunity to express their views.

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

- An integrated transport hub merging the bus and train station.
- Improve access to bus and train station.
- Improve bus and train facilities (waiting areas, bus stops, etc.).
- Bus service improvements such as punctuality, reliability and customer care.
- Need for more frequent and late night bus services to rural areas.
- Additional bus routes that do not need to travel via the city centre.
- Better enforcement of illegal parking and anti-social behaviour.
- More facilities for the disabled and elderly throughout the city such as parking, toilets and dropped kerbs.

- Whilst restricting vehicle access into the city centre will help tackle climate change, consideration should also be given to those with mobility difficulties (due to age or disability) who cannot carry shopping or walk very far and have to rely on their car.
- Improve and increase the number of cycle routes, keeping them well connected and maintained.
- Safer walking and cycling routes to schools.
- Better co-ordination of traffic and road works.
- Improvements to travel information.
- Reduce the number of HGV's on the highway network by transporting goods via the rail network.
- The preferred use of the Water Bus would be by tourists visiting the city rather than residents for commuting purposes.
- Provide a permanent Park and Ride service.

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, public transport 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 LTP3

The consultation feed back has impacted on the LTP3 in the following ways:

- The issues and challenges reflect the feed back from the consultation
- The vision, priorities, and goals were amended following the consultation exercise
- The capital programme of works financial arrangement was changed to reflect the priorities identified through the consultation
- The transport strategy tables have been developed with the comments from the consultation in mind
- The monitoring regime has been designed to reflect the concerns identified through the consultation
- Agreement on what should be considered as a cross boundary issue was arrived at through consultation
- Neighbourhood Councils will receive an allocation to spend locally within the life of LTP3
- Major and minor schemes have been finalised

13. Monitoring

Indicators and Targets

The Council is required to set out a range of performance indicators and their associated targets within the LTP3. These indicators reflect the Council's overall transport objectives, strategies and implementation programme. The LTP3 guidance sets out a number of mandatory national indicators. In addition, the Council is encouraged by DfT to select local indicators that reflect the Council's priorities.

Several of the mandatory and local indicators are new or revised and will therefore require careful monitoring and potentially review throughout the life of LTP3 to ensure they remain suitable and challenging.

The Role of Indicators and Targets

The Council has given careful consideration to the role of indicators and targets in the LTP3. The targets and indicators set out in this section will enable the Council to identify measurable outcomes from its transport strategy, set out in Chapter 9, and from the spending programme set out in Chapter 14. In this way, the Council is able to more fully realise the potential value for money of the programme set out in this LTP3.

The indicators and targets are a crucial element for the Council in managing its performance. Regular Progress Reports will be produced and made available to the public and stakeholders, to demonstrate how the Council is progressing towards its targets. The Council implemented a new, more sophisticated (yet user-friendly) performance management system in 2007 – this has proved to be an effective way of monitoring progress and we will continue to use this during the LTP3 period. By ensuring that the Council has up-to-date information, problems can be identified far quicker and, thereby, enable the Council and its partners to focus on making improvements, hence delivering local transport priorities and objectives.

The development of 'trajectories' is a critical element in managing the Council's performance. Trajectories track the required change in the indicator through time to meet the target, taking into account the spending programme and the time needed to secure changes to travel behaviour, reductions in congestion etc. By regularly monitoring performance and comparing against the trajectory, it is possible to fully understand trends and to promptly tackle problems.

How the Indicators and Targets are structured

The Council has undertaken a structured process in developing the indicators, taking account of the specific requirements of the LTP guidance, the monitoring programme of the Travelchoice project and the need to fully understand the progress in delivering the Council's transport priorities.

The Peterborough LTP3 Indicator set is shown in Table 12 below and includes certain mandatory performance indicators/targets required by central Government and a range of voluntary local targets focused on encouraging delivery of local priorities/objectives.

It can be seen that the indicators are used to measure the impacts of several transport priorities and, through these, the LTP3 objectives. This is a result of the complex relationships between the Council's local objectives and the national transport goals, but this structured approach will enable the Council to fully interpret the progress of the LTP3 strategy at relevant interim stages.

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 Council has examined, in detail, data on performance to date in delivering its LTP2 programme and targets, and used the Peterborough Transportation Model, to examine future trends in travel in the city.

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Table 12: LTP3 Indicators and Targets

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	2010/11	3
				Target	2015/16	6
				Units		%
Non-Principal Classified Road Condition	BV224a	NI169	Percentage of non-principal road network where structural maintenance should be considered	Base Data	2010/11	7
				Target Data	2015/16	10
				Units		%
Unclassified Road Condition	BV224b		Percentage of unclassified road network where structural maintenance should be considered	Base Data	2010/11	19
				Target Data	2015/16	21
				Units		%
Footway Condition	BV187		The percentage of the footway network requiring structural maintenance works for categories 1, 1a and 2 footways	Base Data	2009/10	34
				Target Data	2015/16	42
				Units		%
Total Killed and Seriously Injured	BV99x	NI47	No more than 89 people killed or seriously injured per annum by 2015. Based on Government target of 33% reduction against 2004/08 baseline by 2020. The 2011 baseline/target is based on the 2007/2009 three year average.	Base Data	2007-09 average	101
				Target Data	2013-15	89

Indicator	Reference	NI	Definition		Year	Value
					average	
				Units		No.
Child Killed and Seriously Injured	BV99y	NI48	No more than 11 children (0-15 years) killed or seriously injured per annum by 2015. Based on Government target of 50% reduction against 2004/08 baseline by 2020.	Base Data	2004-08	15
				Target Data	2013-15 average	11
				Units		No.
Total Slight Casualties	BV99z		No more than 937 slight casualties per annum by 2015. No increase in slight casualties against a background of traffic growth on the network.	Base Data	2007-09	937
				Target Data	2013-15 average	937
				Units		No.
Public Transport Patronage	BV102	NI177	At least 14,153 boarding per annum in 2015/16 (17% increase on 2009/10 baseline)	Base Data	2009/10	12,067
				Target Data	2015/16	14,153
				Units		Thousand passenger journeys

Indicator	Reference	NI	Definition		Year	Value
Accessibility Indicator - Access to Services		NI175	Access to services and facilities by public transport, walking and cycling.	Base Data	2010/11	95
				Target Data	2015/16	95
				Units		%
ROWIP - ease of use of Public Rights of Way	BV 178		The percentage of the total length of footpaths and rights of way in the local authority area that are easy to use by the general public	Base Data	2010	80
				Target Data	2015	80
				Units		%
Change in Area Wide Road Traffic	LTP2		No more than 1,541 veh/km in 2015	Base Data	2009	1,373
				Target Data	2015/16	1,541
				Units		veh/km
Mode Share for Journeys to School	LTP4	NI198	A reduction in the overall percentage of pupils travelling to school by car (including vans and taxis) - target 23.5% by 2015.	Base Data	2010	24.3
				Target Data	2015	23.5
				Units		%
Bus Punctuality	LTP5	NI178a	The percentage of non-frequent buses on time (fewer	Base Data	2010/11	80 tbc

Indicator	Reference	NI	Definition		Year	Value
			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.	Target	2015/16	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	2010/11	1.84 tbc
				Target Data	2015/16	1.25
				Units		minutes
Congestion	LTP7	NI167	Average journey time per mile during the morning peak (flow weighted).	Base Data	2009/10	1.67
				Target Data	2015/16	1.73
				Units		mins/secs
Air Quality	LTP8	NI194	Not applicable	Base Data		
				Target Data		
				Units		
Modal Shift to Sustainable Transport Modes	LTP11		Car drivers/car passengers transferring to cycling, walking and public transport modes.	Base Data	2008/09	39.3
				Target Data	2015/16	42.0
				Units		%

Indicators: Detailed Discussion

This section provides a summary commentary on the indicators and targets that have been set.

This section provides a summary commentary on the indicators and targets that have been set, and includes graphs showing the trajectories against actual and modelled change in the indicators. These graphs help to inform whether the targets are ambitious and realistic.

- The “Actual” line show the actual change in the indicator over the last five-year period 2005 to 2010
- The “Trajectory” line shows the required change in the indicator over the life of the LTP3
- The “Model” line (where shown) shows the output of the Peterborough Transportation Model and used to inform the Trajectory

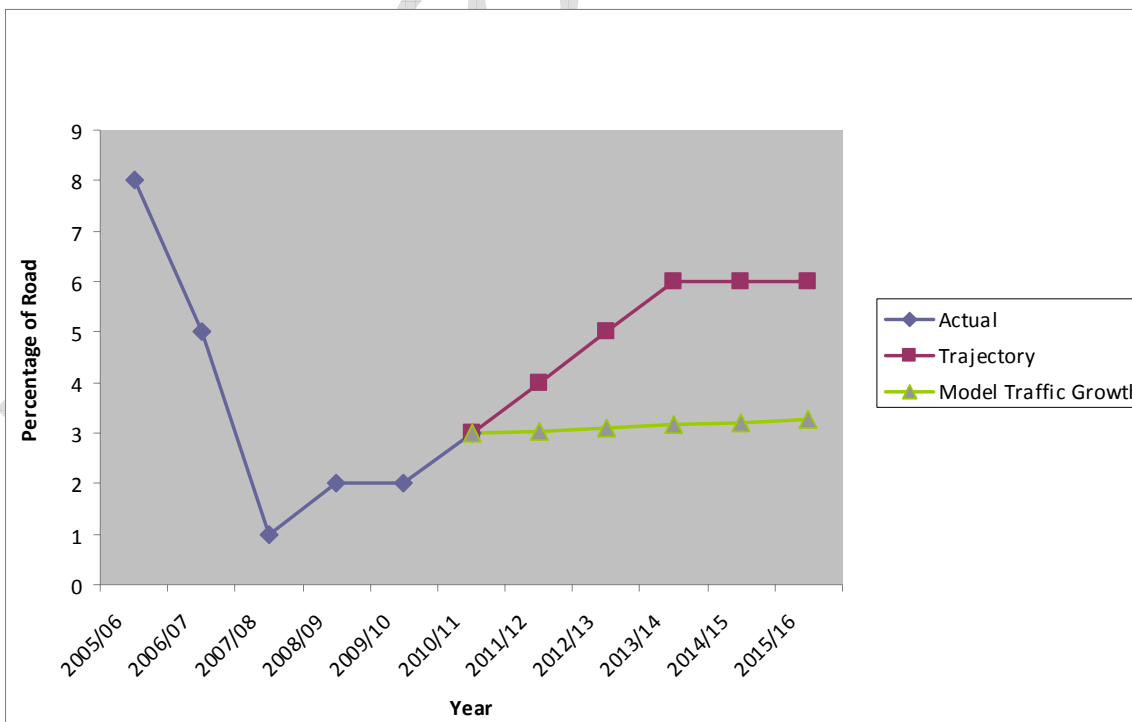
The trajectories are informed by the output of the Peterborough Transportation Model, but also take account of the spending programme, judgement, past impacts and other effects.

LTP Indicator BVPI 223: Principal Road Condition (NI168)

The indicator measures the percentage of the Principal Road network in Peterborough, for which Peterborough is responsible (i.e. excluding the trunk road network such as the A47 and A1) where maintenance should be considered.

The performance indicator is derived from a survey of the surface condition of the local authority’s classified carriageway network, using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards.

Results are reported for 100% of the network surveyed in both directions over a two year period.

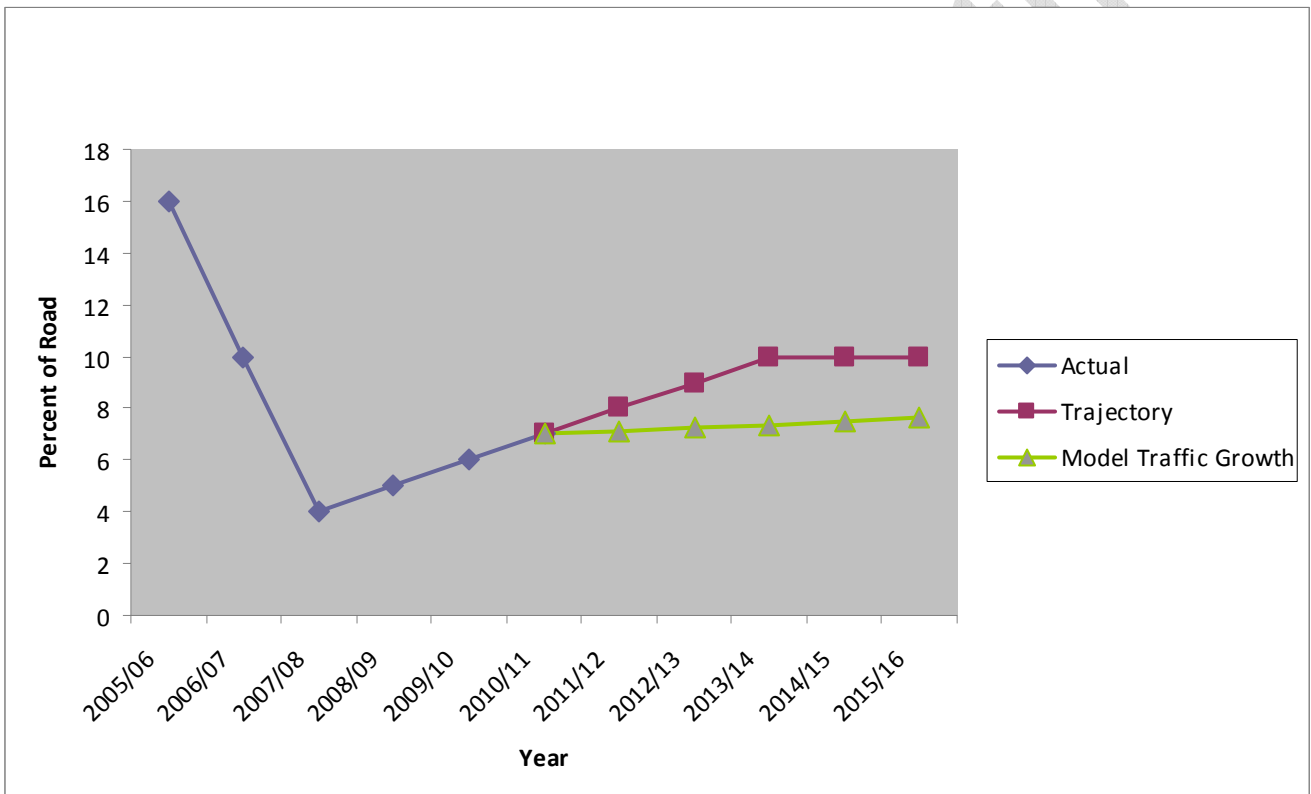


LTP Indicator BVPI 224a: Non-Principal Classified Road Condition (NI169)

The indicator measures the percentage of the local authority's B-road and C-road carriageways where maintenance should be considered.

The performance indicator is derived from a survey of the surface condition of the local authority's classified carriageway network, using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards.

Results reported are a combination of (a) 100% of the B-class network surveyed in both directions; and (b) 50% of the C-class network surveyed in one direction, over 2 years.

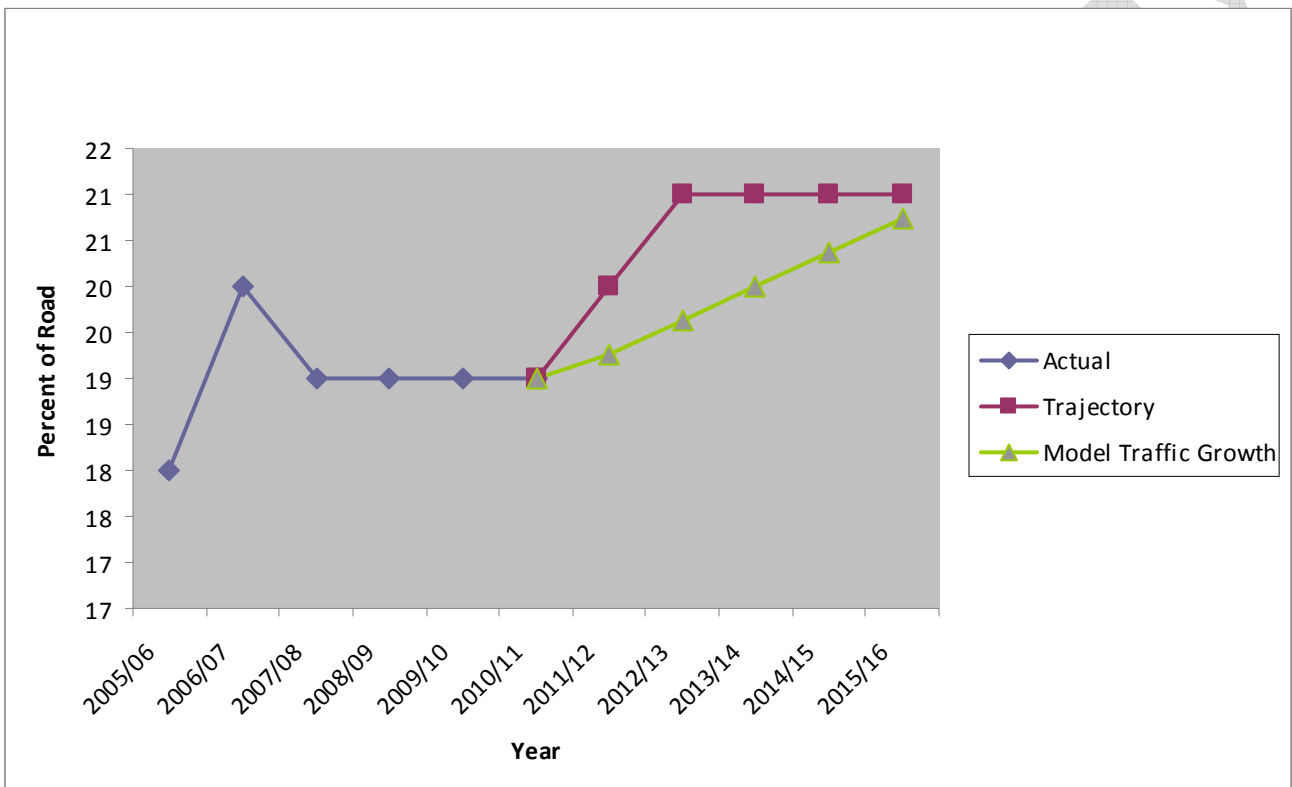


LTP Indicator BVPI 224b: Unclassified Road Condition

The indicator measures the percentage of the local authority's unclassified carriageways where maintenance should be considered.

The performance indicator is derived from a survey of the surface condition of the local authority's unclassified carriageway network, using accredited surveyors undertaking the CVI survey to the UKPMS specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards.

Results reported are 25% of the unclassified network surveyed per year, reported over 4 years to give 100% coverage.

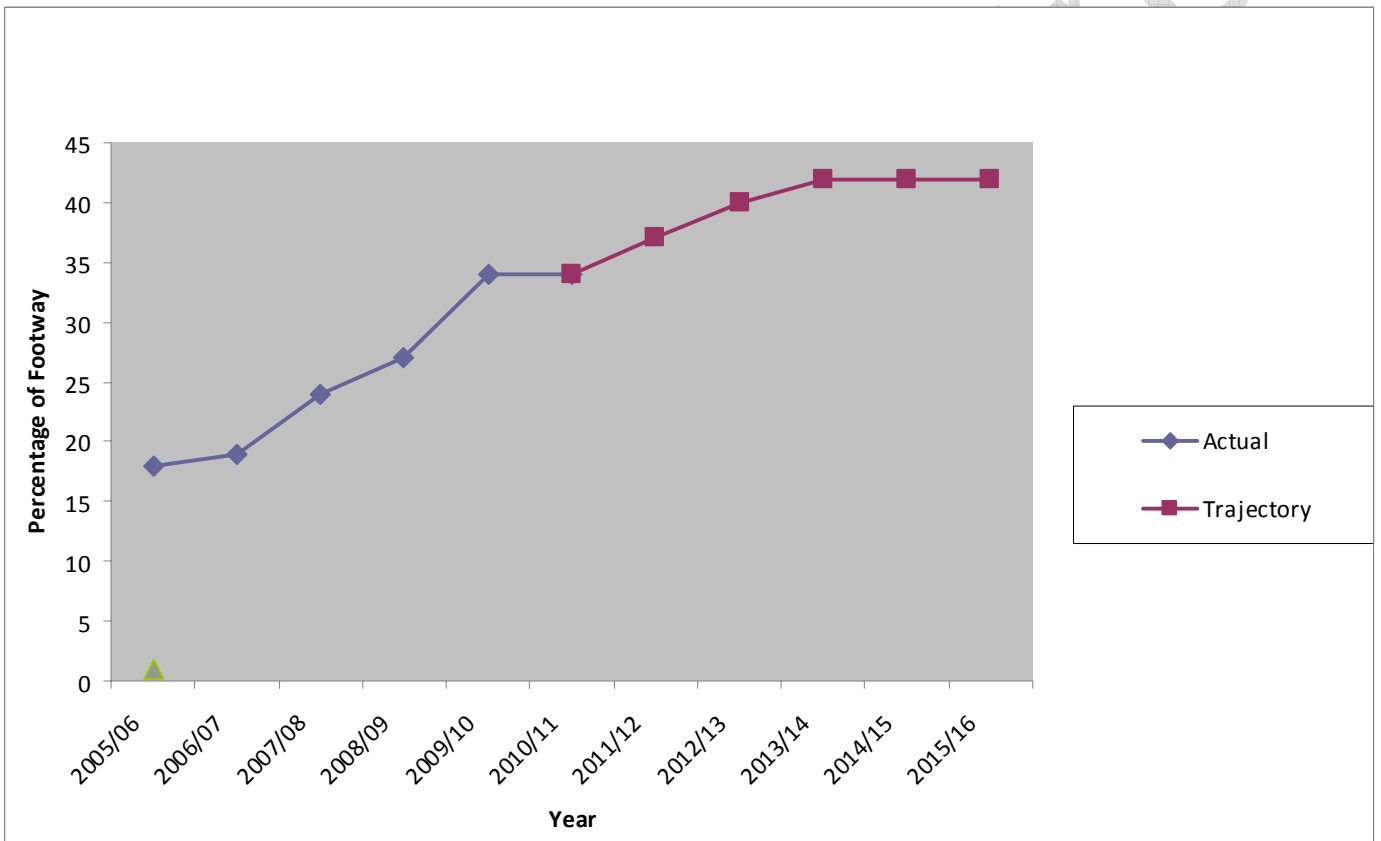


LTP Indicator BVPI 187: Footway Condition

The indicator measures the percentage of Peterborough's Category 1, 1a and 2 footway hierarchy networks where maintenance should be considered. Footway categories are defined in the current version of the Code of Practice for Maintenance Management.

The performance indicator is derived from a detailed visual survey of the surface condition of the 1, 1a and 2 footway network and is undertaken by accredited surveyors under the UK Pavement Management System (UKPMS) specification and processing software that is accredited as conforming to the UKPMS standards.

Results reported are 50% of the 1, 1a and 2 footway hierarchy networks surveyed per year, reported over 2 years to give 100% coverage.

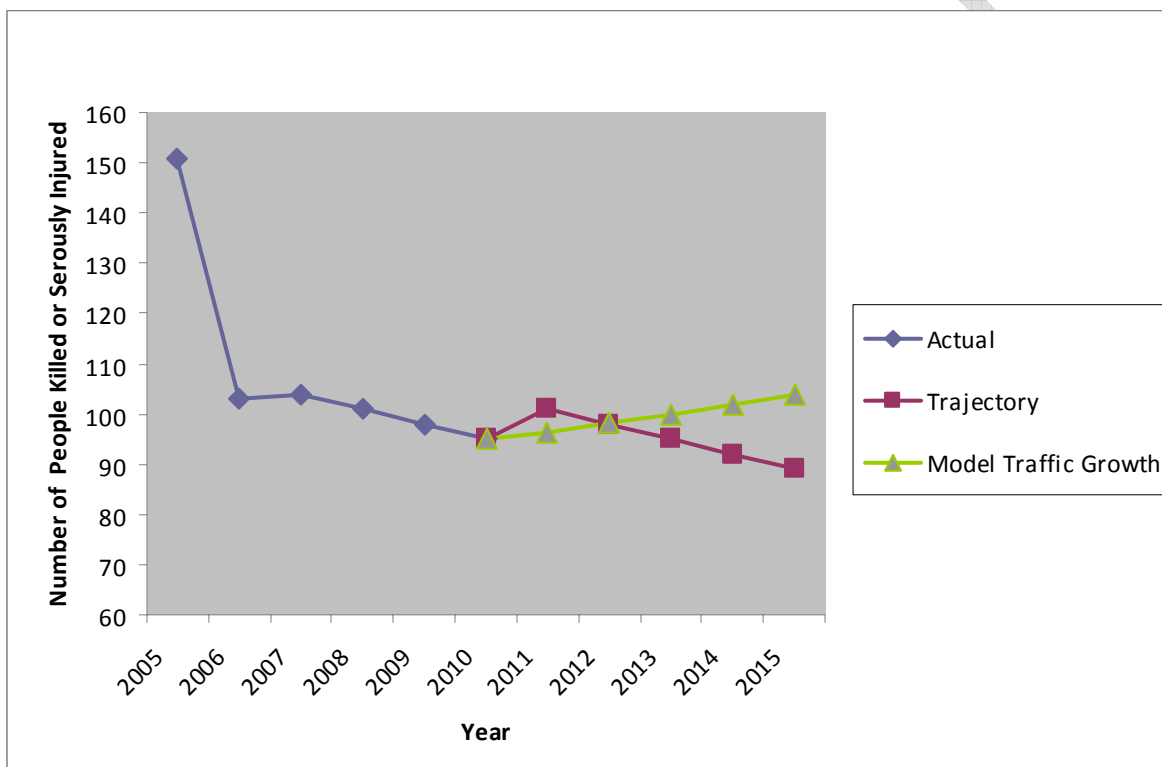


LTP Indicator BV99x: People Killed or Seriously Injured in Road Traffic Accidents (NI47)

The Government guidance/requirement on this performance indicator is a 33% reduction in the number of killed and seriously injured (KSI) by 2020 from the average 2004/2008 baseline figure. Peterborough had an unusually high accident rate in 2005, which if included in data to set a 2011 trajectory, would have resulted in a less than challenging target. Because of this Peterborough has set a new baseline using the three year average between 2007-09, giving a target of 101 KSI's in 2011. The trajectory set to 2015 and beyond, aiming for 78 KSIs in 2020 meets the Governments requirements. The 2015 figure is the three year average of 2013-15.

Include all killed or seriously injured in road traffic accidents in an authority's area on public roads, including those that are not the authority's direct responsibility, such as motorways and trunk roads.

The definitions of 'Killed' and 'Seriously Injured' are given in the DfT document Road Casualties Great Britain and Stats 20 –Instructions for the Completion of Road Accident Reports.



LTP Indicator BV99y: Children Killed or Seriously Injured in Road Traffic Accidents (NI 48)

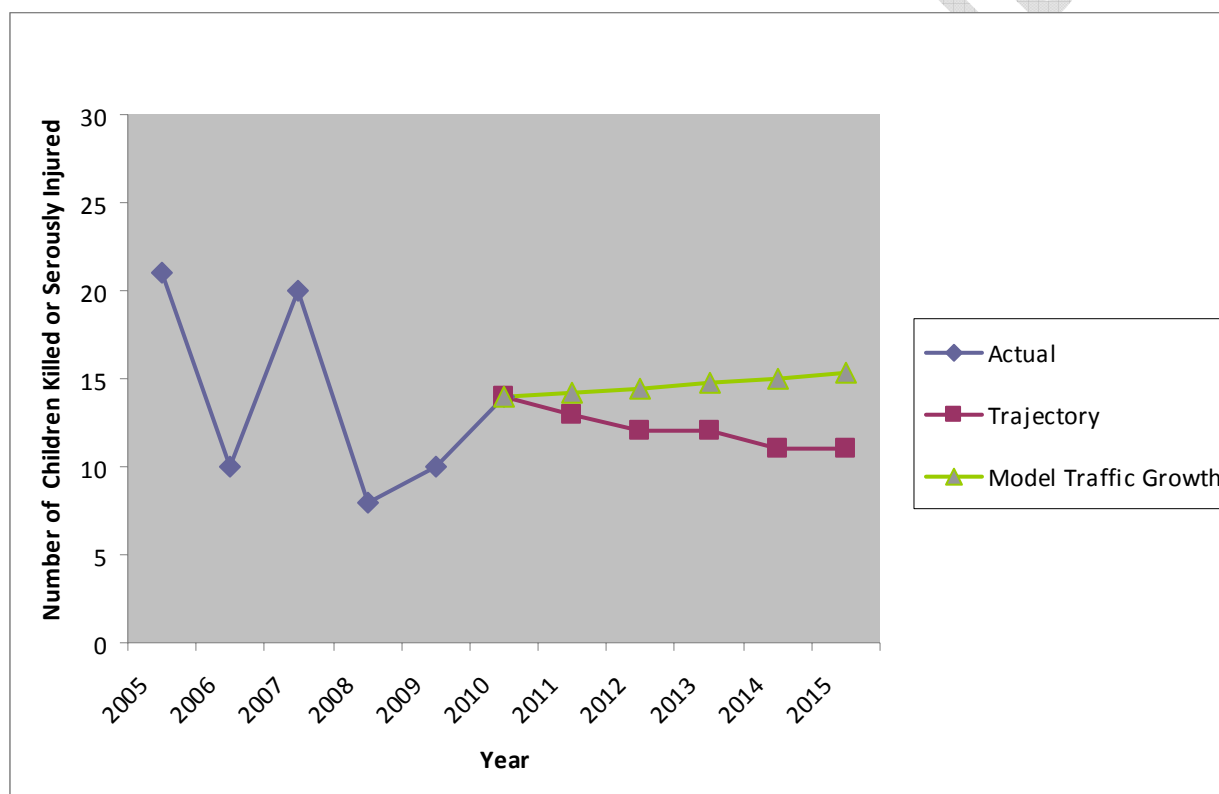
The Government guidance/requirement on this performance indicator is a 50% reduction in the number of child (0-15 years) KSIs by 2020 from the average 2004/2008 baseline figure.

Peterborough has adopted the Government guidance in full giving a target of 13 KSIs in 2011. The trajectory set to 2015 and beyond, aiming for 8 KSIs in 2020, meets the Governments requirements. The 2015 figure is the three year average of 2013-15.

Includes all children killed or seriously injured in road traffic accidents in an authority's area on public roads, including those that are not the authority's direct responsibility, such as motorways and trunk roads.

'Children' are defined as less than 16 years of age at date of accident.

The definitions of 'Killed' and 'Seriously Injured' are given in the DfT document Road Casualties Great Britain and Stats 20 - Instructions for the Completion of Road Accident Reports.

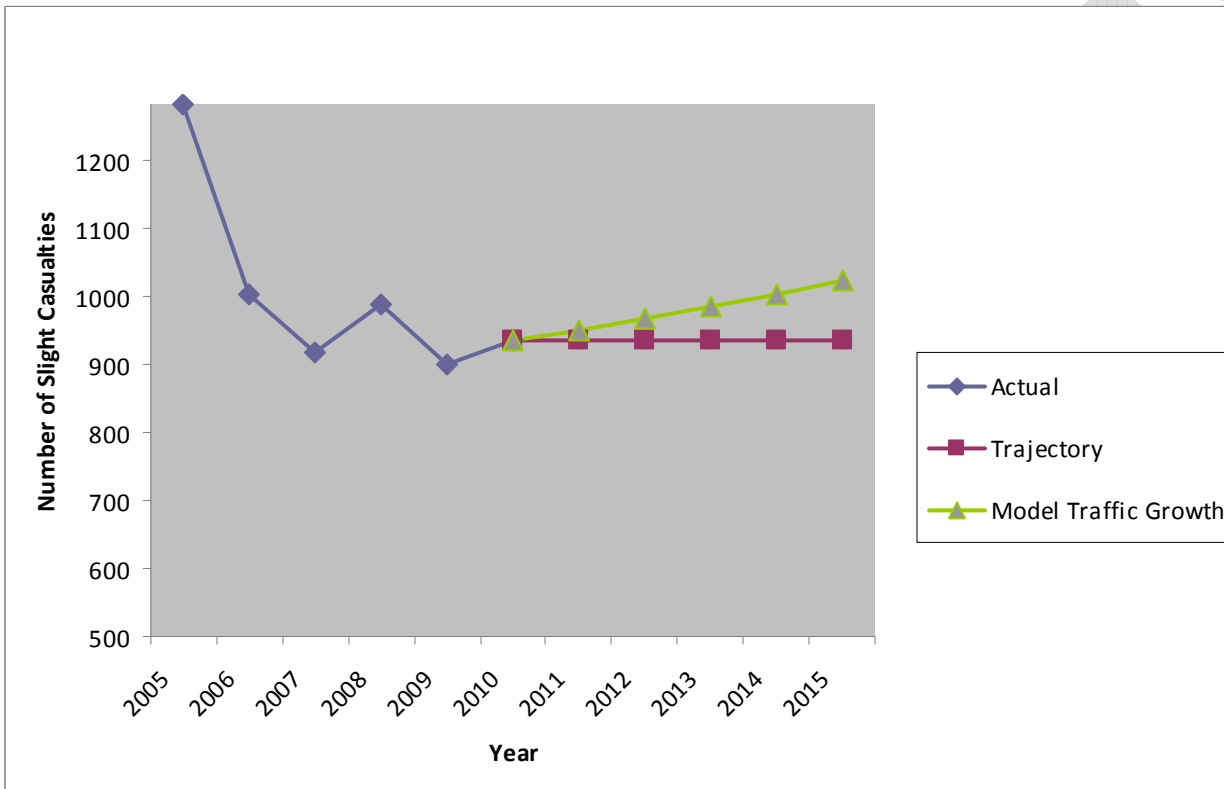


LTP Indicator BV99z: Total Slight Casualties

The target is: No increase in the number of people slightly injured between the calendar years 2011-15 in comparison with a 2007-09 average baseline. The 2015 figure is the three year average of 2013-15.

Include all people slightly injured in road traffic accidents in an authority's area on public roads, including those that are not the authority's direct responsibility, such as motorways and trunk roads.

The definitions of 'Slight' is given in the DfT document Road Casualties Great Britain and Stats 20 - Instructions for the Completion of Road Accident Reports.



LTP Indicator BV102: Public Transport Patronage (NI177)

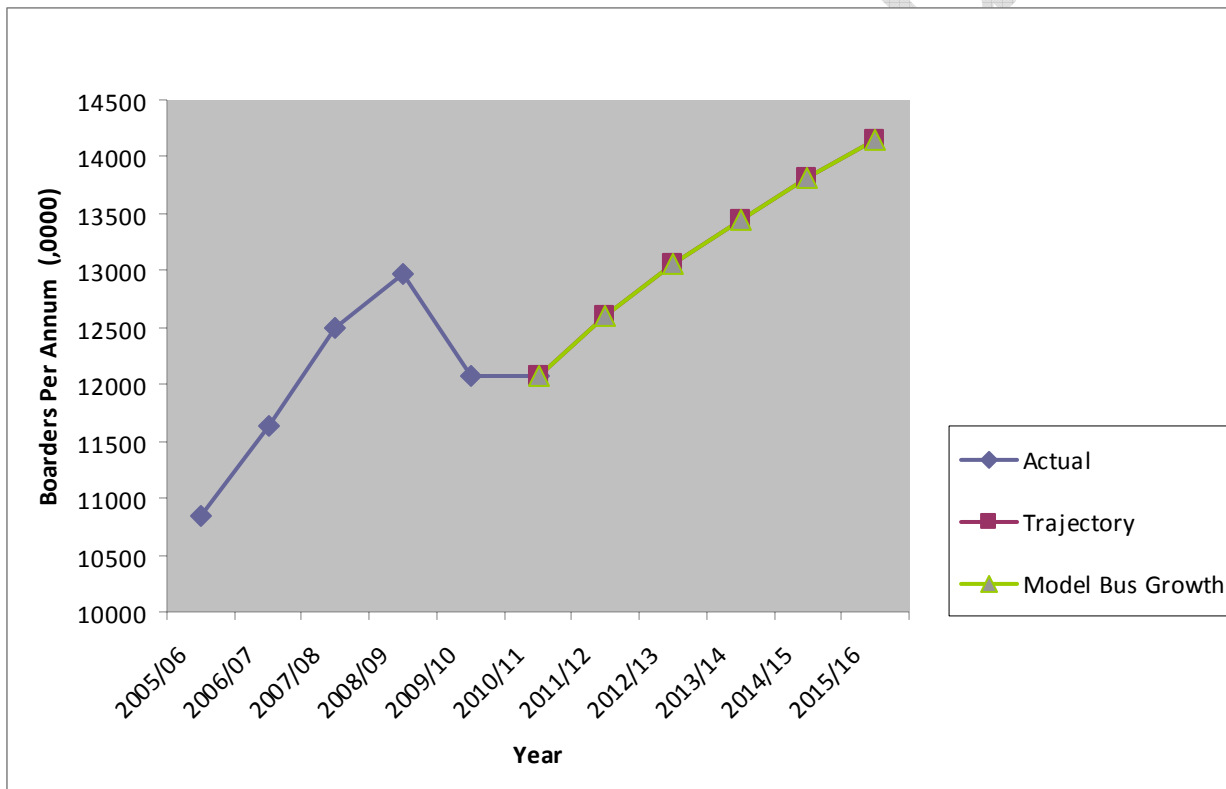
This indicator measures the total number of local bus passenger journeys originating in the authority area in a given year.

Local bus services are defined for the purposes of this indicator as those using one or more public service vehicles for the carriage of passengers by road at separate fares where the stopping places, or journey length, are less than 15 miles (24 kilometres) apart.

Local Public Transport – All passengers travelling on registered local bus services and should be counted. This includes all travelling on school bus services available to the general public, and passengers travelling on flexibly routed bus services other than Dial-a-Ride services.

Journeys – passengers boarding buses or trams within the authority, regardless of whether they alight in the authority or a neighbouring authority. To avoid double-counting with other authorities, do not include bus who boarded the vehicle outside your authority.

N.B. Local service is defined in section 2 of the Transport Act 1985 or the Greater London Authority Act 1999.



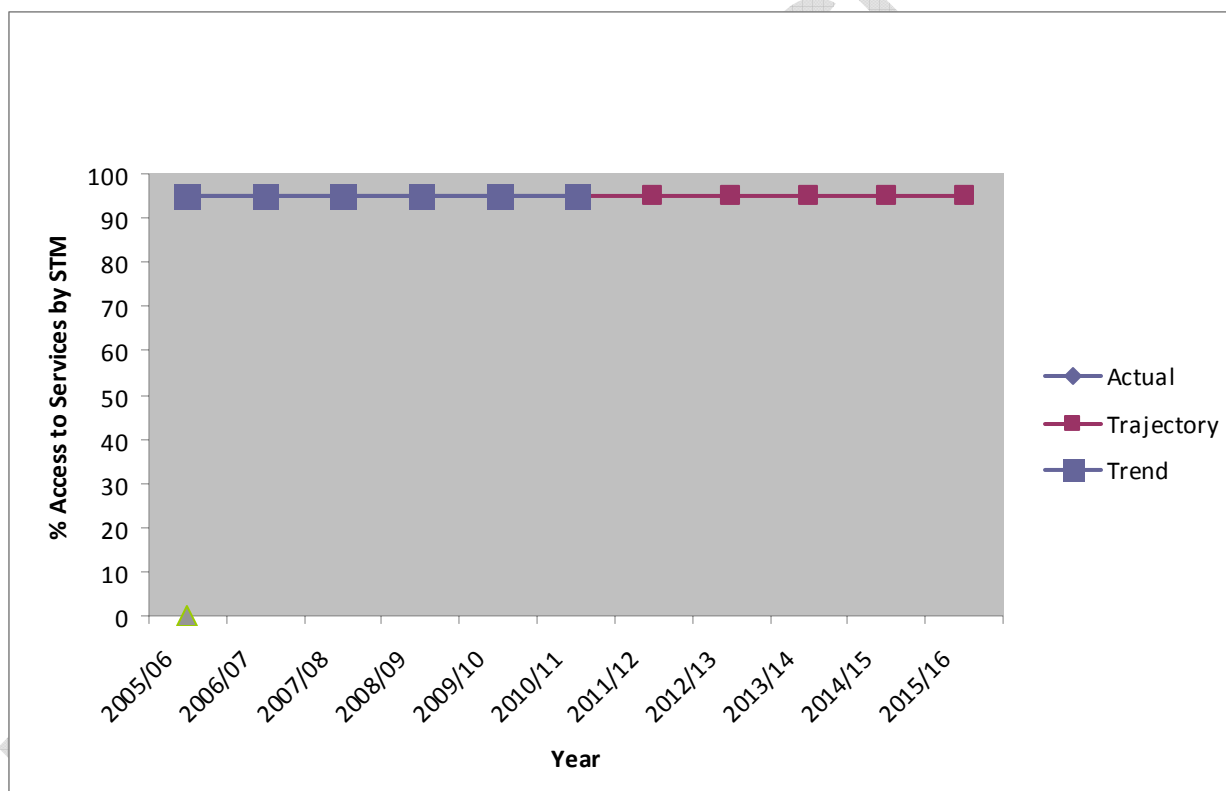
LTP Indicator NI 175: Access to Services and Facilities by Public Transport, Walking and Cycling

This indicator measures access to selected core services and facilities by individuals via non-private modes of transport, which may include, but is not limited to: public transport, demand responsive transport, walking and cycling.

- Core services
- Healthcare – Hospitals and GP surgeries
- Education – primary, secondary and higher education sites
- Food shops and
- Employment sites

Non private modes of transport include:

- Timetabled bus services
- Demand responsive (dial-a-ride) transport (Call Connect) – flexible, demand led service with no registered timetable
- Walking; and cycling

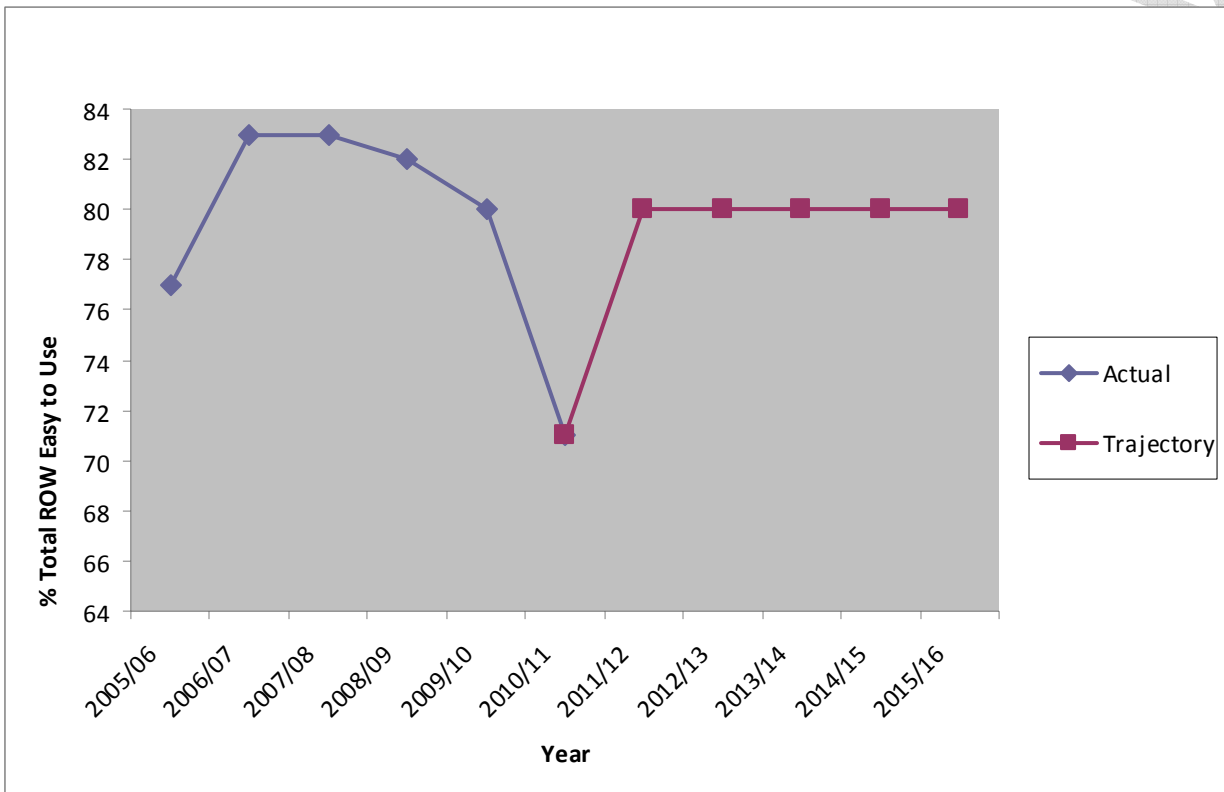


LTP Indicator BVPI 178 Public Rights of Way Ease of Use

BVPI 178 measures the percentage of the total length of footpaths and rights of way in the local authority area, that are easy to use by the general public i.e. the following:

- signposted or way marked where they leave the road and to allow users to follow the path
- free from unlawful obstructions and other interference with the public's right of passage (this includes overhanging vegetation)

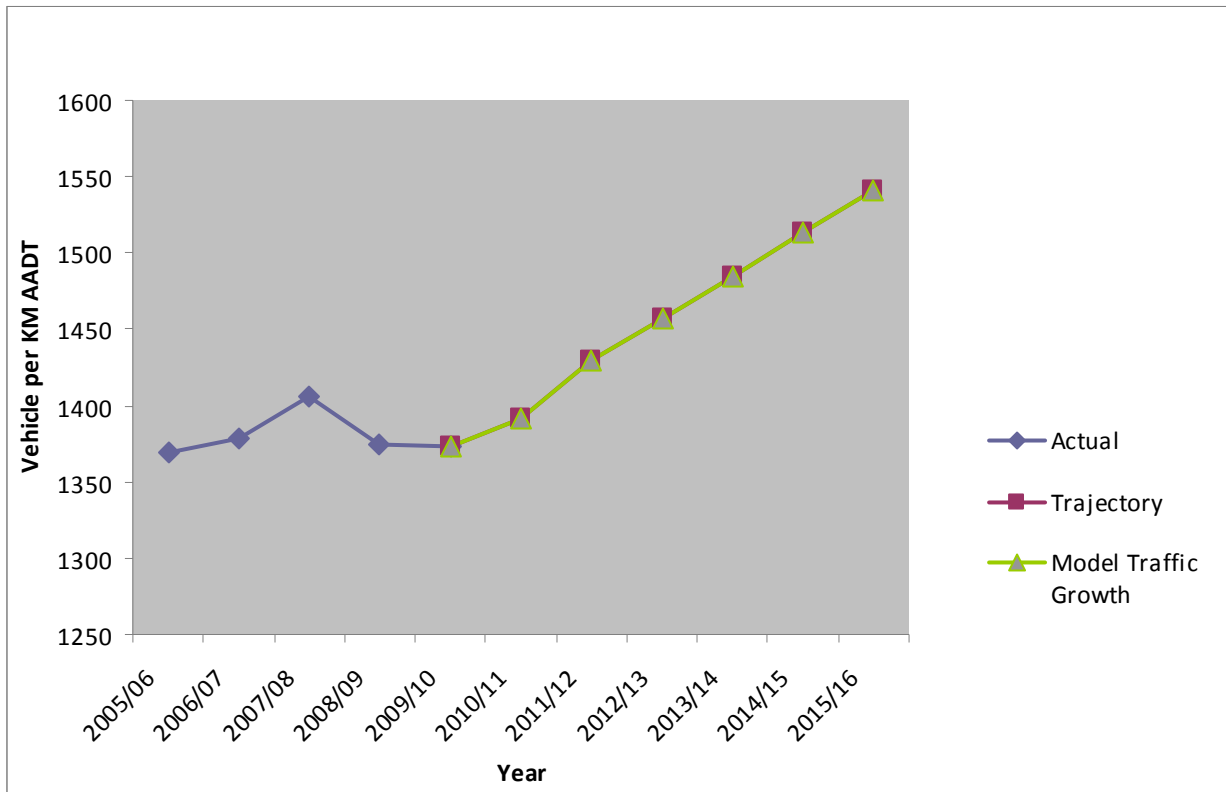
Lawful barriers (such as stiles and gates) and the ground surface to be in good repair. They should be of a standard necessary to enable the public to use the way without undue inconvenience.



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LTP Indicator LTP2: Change in Area Wide Road Traffic

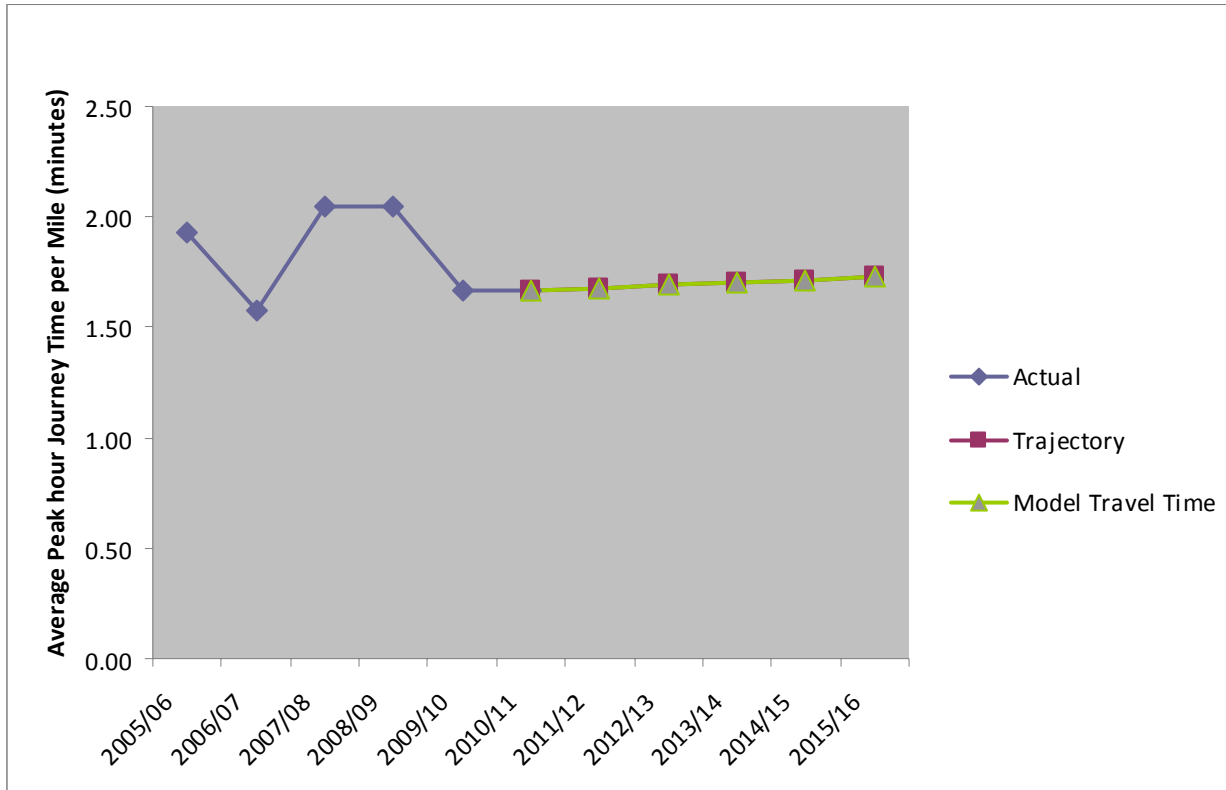
This local contributory indicator measures increase in area wide traffic as reported by the DfT.



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LTP Indicator LTP7: NI167 Change In Average Vehicle Delay in Morning Peak Period (flow weighted)

Variant 3 Data from the department for transport will be used to measure this indicator.

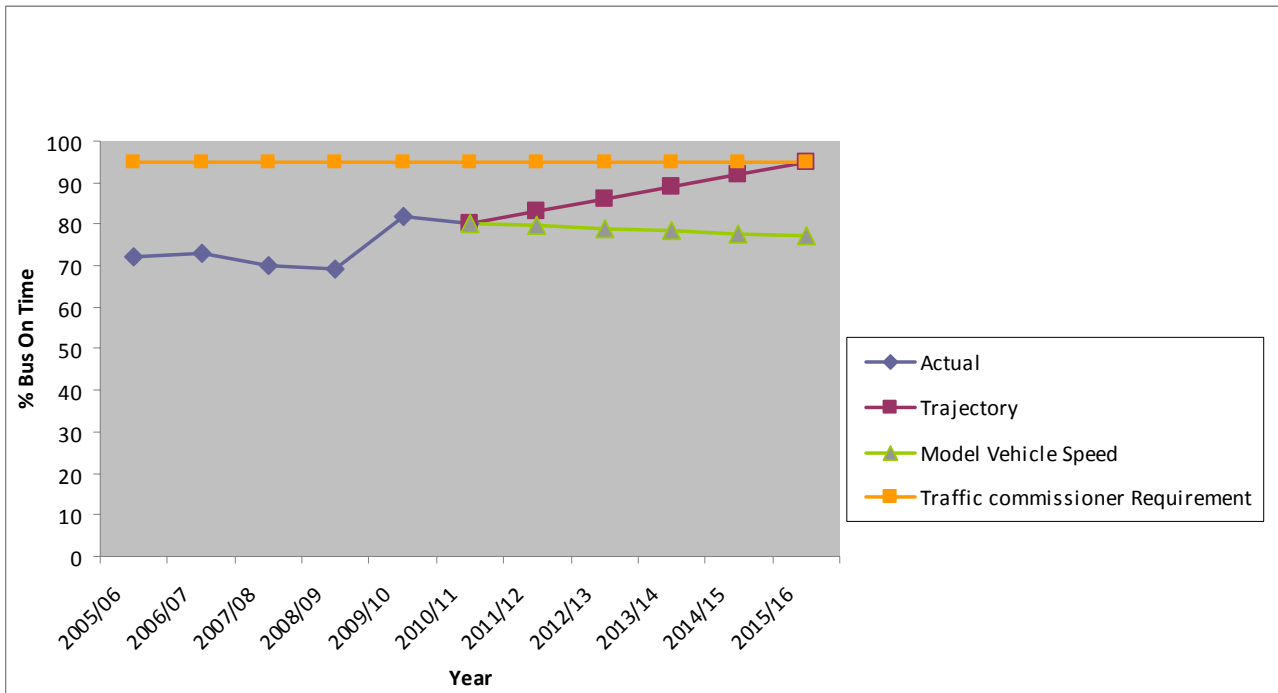


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LTP Indicator NI 178a: Bus Services Running on Time (non frequent buses)

Bus punctuality – defined as keeping public service buses to their scheduled bus departure times.

The Real Time Passenger Information data collect will be used as a proxy for this indicator.

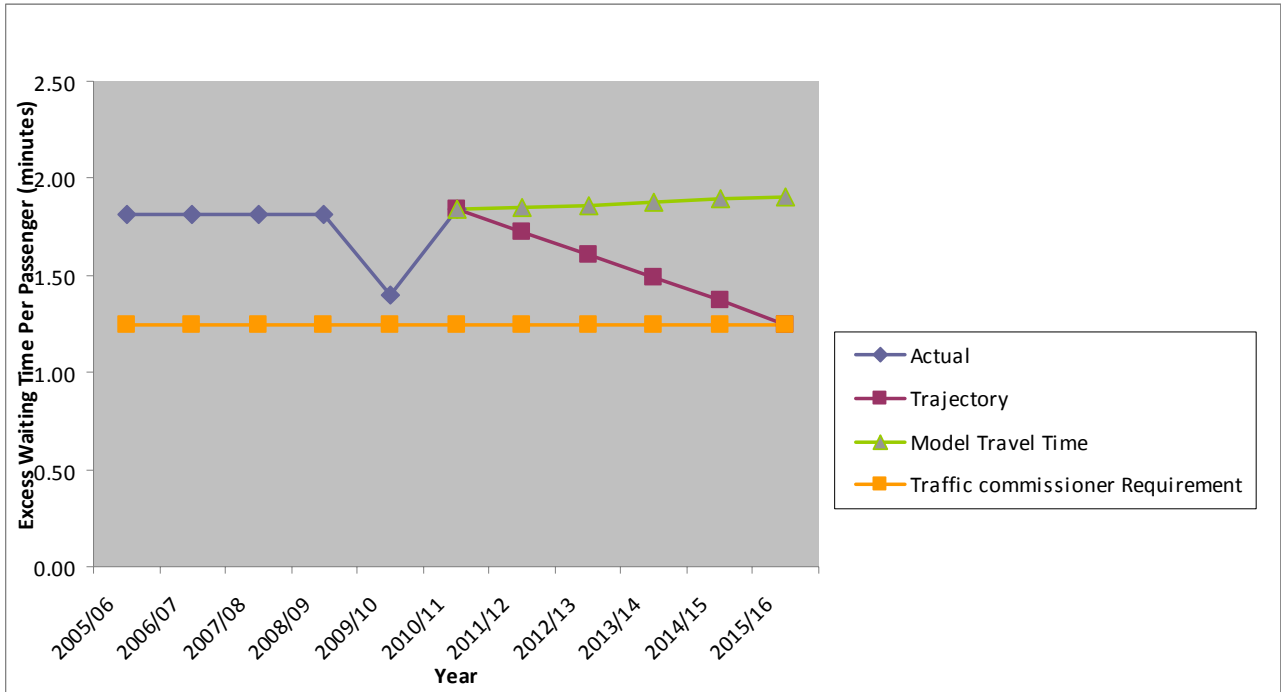


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LTP Indicator NI 178b: Bus Services Running on Time Frequent Buses

Bus punctuality – defined as keeping public service buses to their scheduled bus departure times.

The Real Time Passenger Information data collect will be used as a proxy for this indicator.

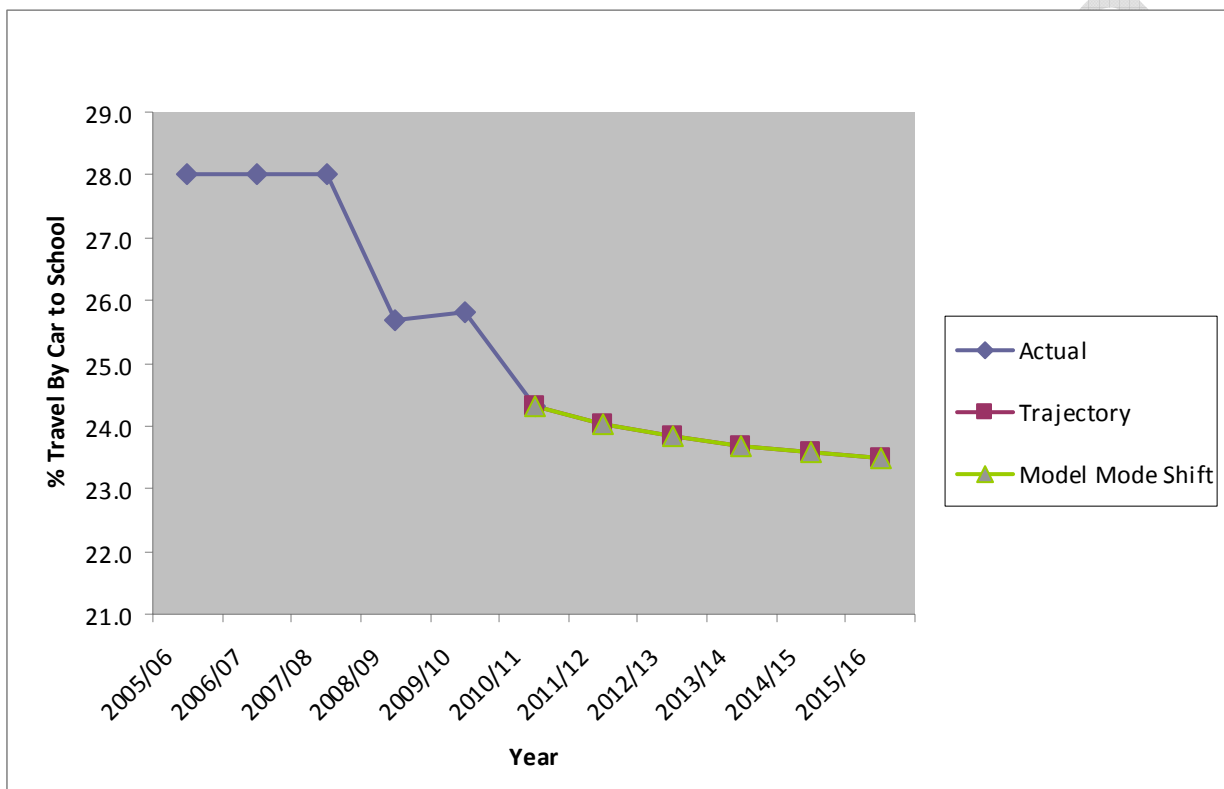


LTP Indicator: NI 198: Children Travelling to School – Mode of Transport Usually Used

The indicator measures the proportion of school aged children in full time education travelling to school by the mode of travel that they usually use.

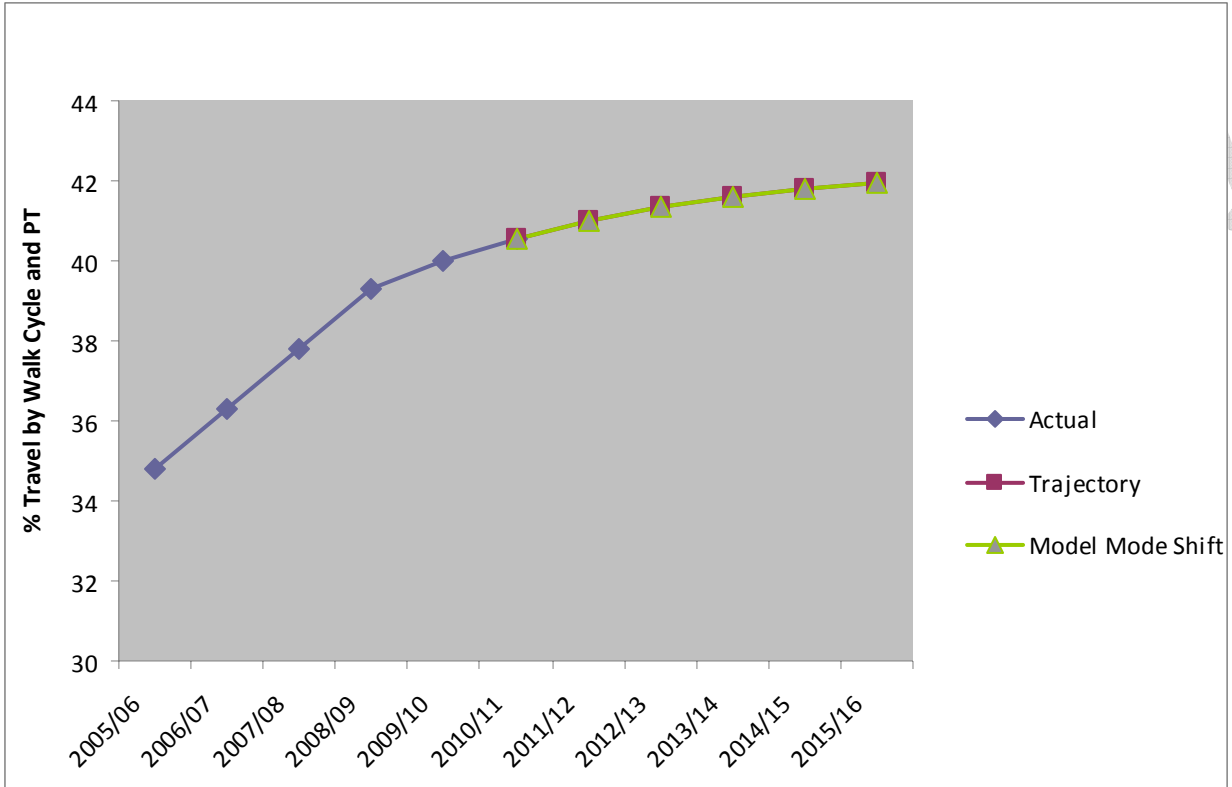
Mode of transport is defined as six modes: cars (including vans and taxis, even if a taxi is carrying more than one child), car share, public transport, walking, cycling, and other.

Local authorities calculate mode shares separately for children aged 5-10 years and children aged 11-16 years. This is because the proportion of children travelling by each mode varies considerably between the two age groups.



LTP Indicator: LTP11 - Modal Shift to Sustainable Transport Modes

This local contributory indicator, developed for Travelchoice, provides a snapshot of the success of the initiative in increasing the proportion of travel by sustainable modes (cycling, walking and public transport). This indicator closely relates to Work Place Travel Plans and School Travel Plans.



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14. Finance

Table 13: LTP3 Funding Programme 2011-2016

Integrated Transport Programme Allocations (£ 000) ^{1,2}		2011/12	2012/13	2013/14	2014/15	2015/16 ³	Total
Public Transport	Core Bus Routes	100	165	165	200	TBA	630
	Interchange and Bus Stop Improvements	95	20	20	30	TBA	165
	Real Time Passenger Information (RTPI)	50	80	80	80	TBA	290
	Bus Station Capital Enhancements	30	30	30	30	TBA	120
Walking and Cycling	Cycle Network	60	100	100	200	TBA	460
	Cycle Parking	20	20	20	40	TBA	100
	Walking Infrastructure Schemes	0	10	100	84	TBA	194
	City Centre	10	60	140	300	TBA	510
	Signalised crossing scheme	10	0	100	150	TBA	260
Intelligent Transport Systems (ITS)	Urban Traffic Management Control (UTMC)	150	170	170	150	TBA	640
	Bright Street	10	50	0	0	TBA	60
Network Management	Junction 5	20	50	50	0	TBA	120
	Congestion "hot spot" treatment	115	130	130	265	TBA	640
	Stanground Bypass	20	20	20	30	TBA	90
	A1073 Eye Green traffic mitigation scheme	100	50	0	0	TBA	150
Safer Roads	Local Safety Schemes	100	115	115	120	TBA	450
	The Triangle	75	50	0	0	TBA	125
Accessibility	City Centre Accessibility Improvements	30	35	35	100	TBA	200
	Mobility improvements	20	25	25	50	TBA	120
	Safer Journeys To School (SJTS)	80	100	90	150	TBA	420
	Travel Security	0	30	20	40	TBA	90
	Dropped Kerbs	30	35	35	35	TBA	135
	Rights of Way Improvement Plan (ROWIP) implementation	20	20	20	20	TBA	80
	Plugged in Places	35	35	35	35	TBA	140
Network Improvements related to major and minor schemes	Junction 8/Welland Road	100	100	0	0	TBA	200
	Fletton Parkway	10	0	0	0	TBA	10
	Paston Parkway	10	0	0	0	TBA	10
Total	1300	1500	1500	2109		6409	
Neighbourhood Councils ⁴		0	TBA	TBA	TBA	TBA	
Capital Maintenance Programme Allocations (£ 000) ^{1,2}		2011/12	2012/13	2013/14	2014/15	2015/16 ³	Total
Highways Maintenance Block	Total	2027	1969	1911	1918	TBA	7825
	Street Lighting Block	156	152	147	148	TBA	602
Bridge Maintenance Block	Parapet Safety Schemes	375	364	354	355	TBA	1448
	Bridge Strengthening Package	310	301	292	293	TBA	1197
	Minor Improvement Package	250	243	236	237	TBA	965
	Total	935	908	882	885	TBA	3610
Total	3118	3029	2940	2950		12037	

¹ Figures based on assumed allocations and are subject to change in line with Corporate priorities

² Figures represent best estimates of requirements for years beyond 2012. Allocations will be reviewed and determined yearly through the Capital Programme of Works

³ No current allocation provided by H.M. Government

15. Dependencies

There are several factors that the implementation of the transport interventions outlined in the LTTS and LTP rely upon, these are referred to as dependencies.

Development Dependencies

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

Some transport schemes reliant 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 LTP in terms of the targets set in the monitoring section are dependant 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:

- Growth Area Development Funding (GAD)
- Community Infrastructure Funding (CIF)
- Developer Funded (Dev)
- Developer Site Specific (Section 106 and Planning Conditions)
- Planning Obligations Implementation Schemes (Strategic)
- Planning Obligations Implementation Schemes (Neighbourhood)
- Community Infrastructure Levy
- Major Scheme Business Case to the Department for Transport
- Rail Sources
- Local Investment Plan (LIP) Homes and Communities Agency

Smarter Choices

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

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

16. Key Risks

The key risks to a bringing forward the transport interventions and achieving the outcomes of the LTTS and LTP in terms of the targets set in the monitoring section are:

Development dependency

A transport scheme wholly dependant 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 developer then Compulsory Purchase Order (CPO) powers might be required to acquire the land. However, if a development is wholly dependant 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 to enable 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 other competing transport priorities both locally and nationally.

Smarterchoices

Continuation and success of Smarterchoices is essential to meet the objectives of this plan.

17. Glossary

ATM Active Traffic Management

DaSTS Developing a Sustainable Transport System

DfT Department for Transport

HOV High Occupancy Vehicle Lanes; traffic lanes dedicated to multi occupancy vehicles

KPI Key Performance Indicator

LTP Local Transport Plan

LTTS Long Term Transport Strategy

MSBC Major Scheme Business Case

PCU Passenger Car Unit

PTM Peterborough Transportation Model

RSS Regional Spatial Strategy

RTPI Real Time Passenger Information

SCS Sustainable Communities Strategy

STM Sustainable Modes of Travel (Walk, cycle, public transport)

VMS Variable Message Sign

Draft for Scrutiny

Annex 1 National, Regional and Local Documents

Level	Title	Key Features
National	<p>Developing a Sustainable Transport System (DaSTS)</p> <p>http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/dastsreport.pdf</p>	<p>The Government's plan for the national transport infrastructure is outlined in Delivering a Sustainable Transport System: Main Report, November 2008 (DaSTS).</p> <p>DaSTS identifies five transport goals, as follows:</p> <ul style="list-style-type: none"> Tackle climate change; by reducing transport's emissions of CO2 and other greenhouse gases Improve quality of life for all transport users and non-transport users and promote a healthy natural environment Support economic growth, by delivering reliable and efficient transport networks Promote greater equality of opportunity, with the desired outcome of achieving a fairer society Contribute to better safety, security and health and long life-expectancy.
National	<p>Towards a Sustainable Transport System</p> <p>http://www.dft.gov.uk/about/strategy/transportstrategy/pdfsustaintransssystem.pdf</p> <p>http://www.pltts.org.uk/Documents/Policy%20Review_V1.doc</p>	<p>DaSTS follows on from Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, October 2007 (TaSTS).</p> <p>TaSTS set out the Government's response to the recommendations of: the Stern Review on the Economics of Climate Change, October 2006. The Eddington Transport Study, December 2006; and the Barker Review of Land Use Planning, December 2006; on transport's contribution to economic growth and productivity.</p>
National	<p>Active Travel Strategy</p> <p>http://www.dft.gov.uk/pgr/sustainable/cycling/activetravelstrategy/</p>	<p>Department of Transport and Department of Health Feb 2010.</p> <p>The Government's strategy for getting more people walking and cycling more often and more safely.</p>
National	<p>Strategic Rail Freight Network: The Longer Term Vision (Sept 2009)</p>	<p>This sets out the vision, plus the expenditure plans for Control Period 4 (2009-10 to 20013-14)</p>
Regional	<p>Regional Plan (East of England Plan Regional Spatial Strategy (RSS))</p> <p>http://www.gos.gov.uk/goee</p>	<p>It should be noted that The East of England Plan, the Regional Spatial Strategy for the East of England (RSS) is in the process of being extended to 2031; it currently runs to 2021.</p> <p>The document identifies Peterborough as a Key Centre for</p>

Level	Title	Key Features
	/docs/Planning/Regional Planning/Regional Spatial Strategy/EE_Plan1.pdf	<p>Development and Change (KDCD) and as a priority area for regeneration. It states that sustainable transport improvements and the provision of social, community and green infrastructure should address the following:</p> <ul style="list-style-type: none"> Development of the city centre to provide an improved range of services and facilities Regeneration of the inner urban area so as to realise the potential of the centre's historic heritage and promote quality in the built environment Delivery of a significant and sustained increase in housing Seek investment in sectors of the economy with scope for expansion including environmental industries, building on its credentials as an environment city whilst maintaining supporting for existing sectors Improve access to, and provision of, locally based further and higher education facilities Provide improved transport choices within the urban area and between the city and its hinterland
Regional	<p>Regional Economic Strategy for the East of England</p> <p>http://www.eastofengland.uk.com/res/files/RES_Complete.pdf</p>	<p>The Regional Economic Strategy (RES) sets out the long term vision for the sustainable economic development of the East of England up to 2031, the document is to be considered alongside the RSS. The vision for the RES is that by 2031, the East of England will be:</p> <ul style="list-style-type: none"> Internationally competitive with a global reputation for innovation and business growth A region that harnesses and develops the talents and activity of all At the forefront of the low-carbon and resource-efficient economy And known for: <ul style="list-style-type: none"> Exceptional landscapes, vibrant places and quality of life Being a confident, outward-looking region with strong leadership and where communities actively shape the future The RES identifies eight goals and associated priorities to achieve the aims of the region. One of the eight goals is a transport system that fully supports economic growth
Regional	<p>Delivering a Sustainable Transport System Response from the East of England Region</p> <p>http://takeiton.org.uk/files/East_of_England DaSTS_R</p>	<p>The East of England response to DaSTS. The report categorised a number of high level regional challenges, under the five DaSTS goals:</p> <ul style="list-style-type: none"> Tackle climate change Achievement of climate change targets High vulnerability to climate change

Level	Title	Key Features
	esponse - Full Final Report.pdf	<p>Support economic growth</p> <p>The knowledge economy</p> <p>International and regional competitiveness</p> <p>Growth areas</p> <p>Gateways</p> <p>Promote equality of opportunity</p> <p>Pockets of deprivation</p> <p>Relative spatial inequality</p> <p>Rural inequality and hidden deprivation</p> <p>There are no challenges highlighted under the DaSTS goals - improve quality of life and contribute to better health, safety and security.</p>
Regional	<p>Regional Freight Strategy</p> <p>http://www.eera.gov.uk/publications-and-resources/studies/transport-studies/consultation-of-regional-freight-strategy-and-optioneering-report</p>	<p>The Regional Freight Strategy was published by the East of England Regional Assembly in November 2008. The key principle behind the strategy is to promote sustainable distribution that seeks to balance the needs of the economy, the environment and society. The strategy identifies Peterborough as a location where there is a concentration of freight-related employment and also identifies the cross-country route between Ipswich, Ely, Peterborough and Nuneaton as a regionally important route for freight.</p>
Regional	<p>Regional Planning Assessment</p> <p>http://www.dft.gov.uk/pgr/ra/strategyfinance/strategy/rpa/coll_easternregionalplanningasse/ernregionalplanningasses3512.pdf</p>	<p>The Department for Transport's Eastern Regional Planning Assessment (RPA), published in February 2006, highlighted the rail network as a vital element of the transport system for London and the East of England. The RPA expected a 36% increase in rail trips from Peterborough between 2002/03 to 2016.</p>
Regional	<p>Network Rail's Route Utilisation Strategies</p> <p>http://www.networkrail.co.uk/browse%20documents/routes%20documents/route%20utilisation%20strategies/east%20midlands/east%20midlands%20rus%20draft%20for%20consultation.pdf</p>	<p>The East Coast Main Line Route Utilisation Strategy (RUS) was published by Network Rail in February 2008. The East Midlands RUS Draft for Consultation was published in August 2009 and it is thought that the final draft will be produced in early 2010. Both strategies identify challenges based mainly on the volume of traffic and reliability of services. There are a number of solutions identified in these strategies to help close various 'gaps' on the network.</p>
Regional	<p>East of England Implementation Plan</p> <p>http://www.eeda.org.uk/implementationplan.asp</p>	<p>This is the Joint Implementation Plan for the RSS and RES</p>

Level	Title	Key Features
Regional	<p>Integrated Sustainability Framework</p> <p>http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/</p>	<p>A statement of sustainable development objectives for the East of England with ten regionally specific objectives. The ISF does not have its own targets or action plan as it is not a regional strategy itself.</p>
Regional	<p>Regional Health Strategy</p> <p>http://www.eera.gov.uk/What-we-do/developing-regional-strategies/regional-health-strategy/</p>	<p>First Regional Health Strategy. It is intended to improve the overall health of people in the East of England, and to reduce inequalities in health within the Region. Its focus is strongly on the underlying issues which determine people's health</p>
Regional	<p>Regional Social Strategy</p> <p>http://www.eera.gov.uk/What-we-do/developing-regional-strategies/regional-social-strategy/</p>	<p>This strategy sets out the vision, objectives and means for achieving a fair and inclusive society in the East of England.</p>
Local	<p>Peterborough Sustainable Community Strategy and Local Area Agreement (LAA)</p> <p>http://www.gpp-peterborough.org.uk/documents/SustainableCommunityStrategy_003.pdf</p> <p>http://www.peterborough.gov.uk/pdf/LAA.pdf</p>	<p>Sustainable Communities Strategy</p> <p>The development of Peterborough is guided by the overarching strategy laid out in Sustainable Communities Strategy 2008 – 2021, June 2008 (SCS), published by the Greater Peterborough Partnership (GPP).</p> <p>The SCS vision will be delivered through a series of short and medium term action plans developed through the Local Area Agreement (LAA). The stated vision for Peterborough is:</p> <p>“A bigger and better Peterborough that grows the right way, and through truly sustainable development and growth”:</p> <p>Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings.</p> <p>Creates a truly sustainable Peterborough, the urban centre of</p>

Level	Title	Key Features
		<p>a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.</p> <p>The SCS lists four priorities that are needed to achieve the vision for Peterborough. These priorities each contain four outcomes that are the focus of the LAA. The SCS priorities and their transport related outcomes are as follows:</p> <p>Creating strong and supportive communities (SSC)</p> <p>Creating the UK's environmental capital (EC)</p> <p>Creating opportunities , tackling inequalities (OI)</p> <p>Delivering substantial and truly sustainable growth (GO)</p> <hr/> <p>Local Area Agreement (LAA)</p> <p>Specific roles and goals for transport in delivering SCS are stated in the LAA as designated national indicators. These are stated below with their relationship to the SCS priorities and outcomes.</p> <p>SSC01, NI 147 People killed or seriously injured in road traffic accidents</p> <p>EC02, NI 175: Access to services and facilities by public transport, walking and cycling</p> <p>EC02, NI 177: Local bus passenger journeys originating in the authority area</p> <p>EC02, NI 198: Children travelling to school – mode of transport usually used</p> <p>GO03, NI 167: Congestion: average journey time during the morning peak</p> <p>Other indicators that transportation will have a measurable impact are:</p> <p>GO03, NI 188 Adapting to climate change</p>
Local	Corporate Strategy	
Local	Core Strategy http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_framework/core_strategy.aspx	The Core Strategy sets out the general spatial vision and objectives for delivery of the Local Development Framework. It conforms to the Regional Spatial Strategy and delivers the Sustainable Community Strategy.
Local	Site Allocations DPD	This will identify sites and allocates land for different types of development to deliver the scale of growth and development

Level	Title	Key Features
	http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_framework/site_allocations_dpd.aspx	set out in the Core Strategy
Local	Planning Policies DPD http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_framework/planning_policies_dpd.aspx	This will identify planning policies to deliver the scale of growth and development set out in the Core Strategy
Local	Peterborough Sub-Regional Economic Strategy http://www.peterborough.gov.uk/pdf/env-plan-cs-ebase-peterboroughsubregionaleconomicstrategy200820312008.pdf	
Local	Statement of Community Involvement http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/statement_of_community_involve.aspx	This shows how and when the planning authority intends to consult local communities and other stakeholders when preparing planning documents, or when considering planning applications.
Local	Peterborough Local Plan 2005 (First Replacement) http://www.peterborough.gov.uk/planning_and_building/planning_policy/adopted_development_plan/peterborough_local_plan.aspx	This contains the local planning policies and land allocations for Peterborough, which remain until replaced by the new planning documents above.
Local	Rural Strategy	Developed in conjunction with rural communities to identify key priorities for the rural communities. The 4 priorities are Housing, Environment and Heritage, Transport and Accessibility and Rural Economy
Local	Rural Working Group	

Level	Title	Key Features
	Action Plan	
Local	Local Transport Plan (2006-2011) http://www.peterborough.gov.uk/traffic_travel_and_parking/strategies_policies_and_plans/transport_policy_and_new_works/transport_planning/ltp2.aspx	This is the second Peterborough Local Transport Plan. LTP2 details future development proposals, local transport priorities and a programme of improvements for the Peterborough area.
Local	Peterborough City Council Climate Change Strategy 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	Environment Capital Manifesto	
Local	Housing Strategy (2008-2011)	This contributes to the priorities in the Sustainable Community Strategy and actions from its Action Plan will be reflected in the Local Area Agreement 2008/11.
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	Environment Agencies strategy for managing river Nene
Local	Integrated Growth Strategy http://www.opportunitypeterborough.co.uk/KeyDocuments.aspx	<p>The vision stated in the SCS was further developed through the Integrated Growth Strategy (IGS). It provides an overarching framework and specific spatial options for Peterborough through which to deliver growth.</p> <p>The findings of the IGS are key inputs into the Core Strategy document. The Core Strategy is one of a series of documents that form part of the Local Development Framework (LDF).</p> <p>The IGS has developed a preliminary transport strategy to support sustainable development, as follows:</p> <p>Ensure that new development makes appropriate provision</p>

Level	Title	Key Features
		<p>for the transportation demands it creates</p> <p>Reduce the need to travel, especially by private motor vehicles</p> <p>Enable all travellers to make informed sustainable transport decisions and have a range of mode choice options available</p> <p>To give priority to people over traffic in the city centre, district and local centres</p>
Local	Integrated Development Programme	<p>The Peterborough Integrated Development Programme (IDP) provides a single delivery programme for strategic capital-led infrastructure. The purpose of the IDP is to:</p> <p>Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement one another.</p> <p>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. It gives confidence to a variety of audiences demonstrating that we have a coordinated plan of action on infrastructure provision.</p> <p>Form the basis for bidding for funding, whether that be from: Government; Government Agencies; lottery and other grants; charities; private sector investment; and developer contributions (s106 and potentially CIL).</p>
Local	Local Plans and emerging Local Development Framework (Peterborough Core Strategy) http://consult.peterborough.gov.uk/portal/planning/peterborough/cs/csps/csps In Consultation	<p>The Peterborough Local Plan (First Replacement) 2005 is part of the statutory development plan for Peterborough. This was adopted on 20 July 2005 and will eventually be replaced by separate documents in the Local Development Framework.</p> <p>Decisions on planning applications must be consistent with the Local Plan unless there are overriding factors. All of the policies in this Plan remained in force until 20 July 2008 though most policies have been saved beyond that date by means of a Direction from the Secretary of State.</p> <p>http://www.cartogold.co.uk/peterborough/</p>
Local	The City Centre Area Action Plan (CCAAP) http://www.opportunitypeterborough.co.uk/KeyDocuments.aspx	<p>The City Centre Area Action Plan (CCAAP) provides a guide for the revitalisation and expansion of the City Centre to 2021, and is currently under development. The City Centre Transport Strategy to be developed along side CCAAP and included in LTP3</p>
Local	Strategic Environmental Assessment (LTP3)	<p>Summary provided in this document and full version available on line at:</p> <p>www.peterborough.gov.uk/ltp</p>
Local	Habitats Regulation	<p>Summary provided in this document and full version available</p>

Level	Title	Key Features
	Assessment (LTP3)	on line at: www.peterborough.gov.uk/ltp
Local	Equality Impact Assessment (LTP3)	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Rights of Way Improvement Plan 2006-2016	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Children and Young Peoples Plan	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Local Economic Assessment	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp

Annex 2 Transport Management Plan- Summary

(Includes Highways Asset Management Plan)

The Transport Asset Management Plan (TAMP) builds upon the work of the Highway Asset Management Plan (HAMP), and marks the beginning of a new approach to asset management in Peterborough.

It assesses the council's existing transport infrastructure maintenance practices and seeks to identify areas where improvements can be made by applying asset management principles. These improvements are flagged throughout the plan as Improvement Actions.

The TAMP explores the main elements of an asset management approach across nine distinct chapters, summarised below.

Asset Inventory

This chapter reviews the existing data collection practices and asset inventory details for each of the transport assets in Peterborough, and identifies where additional data is required. A reliable inventory of each asset is essential to the successful application of asset management principles.

Business Processes

Identifies the key business processes that affect the outcome of asset management practices, and outlines proposed improvements to them. This section introduces the processes which will seek to establish funding options and optimise levels of service.

Levels of Service

This section explores the principle of setting 'levels of service' at which an asset should be maintained. Here, the TAMP identifies how the options available for dealing with the ongoing and future demands placed on the network are identified and evaluated.

Lifecycle Planning

This section discusses the principle of Lifecycle Planning in transport infrastructure maintenance, the adoption of which is a step change that brings about greater focus on long term planning and programming.

Financial Management & Reporting

Explores the different funding sources for transport infrastructure maintenance, summarises historical expenditure and considers how required funding levels are predicted for the different asset groups. This section also discusses the Gross Replacement Cost (GRC) and Depreciated Replacement Cost (DRC) of transport assets and summarises information from the asset valuation.

Risk Management

Considers risk management within the asset management context. It considers the councils Risk Management Process as a tool for undertaking an assessment of comparative risks to assist with service option appraisal and selection.

Forward Works Programmes (FWPs)

Considers the existing practices for identifying and prioritising maintenance and improvement works and raises the need for a fully integrated forward works programme that links all asset groups.

Performance Monitoring

This section considers how the city council monitors its performance relative to each asset group by using commonly recognised performance measures, and customer access, including the existing complaint procedures and monitoring processes.

Re-cycling & Sustainability

In light of the increasing expectation for Local Government to develop and apply sustainable construction and maintenance practices this section reviews the use of re-cycled materials and the re-use of existing materials during maintenance activities.

Improvement Actions

The Improvements Actions are summarised in the following Table:

TAMP Chapter	Improvement Action Description
2	2.1 – A – An Asset Inventory detailing the extent and location of information already held should be established (detailed asset review)
	2.2 – A – A programme for the collection of data on the inventory and condition of independent footways should be established
	2.3 – A – Identify specific data needs and collect missing data
	2.4 – A – Procure a fully integrated highway maintenance data management systems which covers asset data, condition, records, works ordering and monitoring
	2.5 – A – Investigate suitable data management systems to transfer structures data into
	2.6 – A – Establish a database to begin collecting information on highway drains
	2.7 – A – Determine and document the maintenance responsibility of the teams involved with the council's car park asset
	2.8 – A – Consolidate and document information on where maintenance responsibility sits for all sections of the cycle
	2.9 – A – Establish a database to record the condition data for car parks collected through the monthly walked surveys
3	3.1 – A – The Highway Network Management Plan should be revised to align with Asset Management principles
	3.2 – A – Review the Performance Measures for all assets to ensure that they are suited to an asset management approach
4	4.1 – A – Initiate a programme of adequate customer surveys on highway performance (survey design should include input from various stakeholders) to determine customer expectation
	4.2 – A – Develop a formal framework of service levels and a standardised approach to setting levels of service
5	5.1 – A – Develop lifecycle planning and fully integrated forward works programmes for

	different asset types, including interaction between programmes to ensure efficiency in delivery of services
6	6.1 – A – Undertake a review of highway costs / rates to establish the true value of the asset
	6.2 – A – Acquire software to be used in conjunction with PMS to calculate DPC on carriageways in line with annual road condition surveys
	6.3 – A – Conduct sample surveys of the footway and cycleway network to establish its approximate condition
7	7.1 – A – Develop a strategy to consider the impact of the growth of Peterborough on the highway network
	7.2 – A – Adopt a policy of ‘Risk Management’ for all aspects of highway policy and schemes
	7.3 – A – Include Optimism Bias in the Risk Policy for Programme Level Risk and review annual outputs and future assessments to include Optimism Bias
8	8.1 – A – Establish prioritised works programmes for all asset groups
	8.2 – A – Utilise a robust scoring assessment for the evaluation of schemes to develop a prioritisation for works
	8.3 – A – Review Flood and Water Management Act and its implications on Peterborough City Council
9	9.1 – A – Review of performance indicators to determine whether other local indicators would be appropriate to Peterborough City Council
10	10.1 – A – Formalise a policy where re-cycled / secondary / local aggregates can be used in maintenance / small improvements schemes
	10.2 – A – Assess the criteria for use of plastic materials to replace other materials (e.g. pre-cast kerbs)
	10.3 – A – Create a Standards Group to set a common policy of standards for new assets that will be adopted by Peterborough City Council
	10.4 – A – Develop a strategy to ensure opportunities to use more sustainable practices in car park maintenance are approached consistently

Draft for Scrutiny

Annex 3 Rights of Way Improvement Plan 2006-2016

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 the Council 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 core actions, summarised below.

- Route improvements including signage, maintenance, removal of barriers and wayfinding measures that cater for the needs of all users including horse riders
- Improve links to other sustainable transport networks and local services and facilities
- Promotion and marketing of the Peterborough countryside
- Ensure that opportunities to protect, extend, and enhance the off road network are included in proposals for new developments
- Address problems outside the remit of the City Council with appropriate regional agencies
- Develop a range of guidelines that set out how the authority will manage the rights of way network and ensure that the definitive map and statement is maintained and work towards producing a new consolidated map and statement for the authority area

Each action contributes 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.

Peterborough's ROWIP is a live document that will run to 2016 and has been an integral part of Peterborough's second Local Transport Plan (LTP2). This successful partnership is now firmly established and will continue to deliver improvements when the ROWIP is integrated into the LTP3.

Rights of Way contribute to the overarching goals of LTP3:

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

The strongest links are with those that link to sustainable travel, inclusive access, safety and improving public health. The key LTP3 strategies that integrate with the ROWIP are Rural Transport, Accessibility, Walking, Cycling and Smarter Choices.

Draft for Scrutiny

Annex 4 Children and Young Peoples Plan

The Government have asked all local areas to produce a plan to make sure that children can:

- Be healthy
- Stay safe
- Enjoy and achieve
- Make a positive contribution
- Achieve economic wellbeing

The plan is owned by Peterborough's Children's Trust Partnership. Many different organisations work with children and young people in Peterborough. To bring about long lasting change we know we have to work together. This is why the Children's

Trust was created, to help us work together and improve our services. In preparing this plan we have talked to lots of people: professionals, parents, carers and most importantly of all, children and young people. The aim of this plan is to set out where we're trying to get to (our vision), what we're going to tackle first to get there (our priorities) and which areas we need to focus upon to meet those priorities (our key areas of focus).

- There are several different sections to the Children and Young People Plan. This is to allow people to find the information they need without having to search through a very large document. The elements of the plan are:
- The Overview Plan introduces the plan and sets out our key priorities for children and young people in Peterborough.
- The Annual Report examines how well we are doing in meeting the needs of children and young people, what difference our work has made and what we need to do over the coming year.
- The Needs Assessment contains lots of information about our children and young people, including data, the results of consultations and professional research. This is used to inform our key areas of focus, which tells us what we need to do to improve the lives of children and young people.

All of these documents are available to view

www.peterborough.gov.uk/cypp

Peterborough's Children and Young People Plan is closely linked to Peterborough's Sustainable Community Strategy. This document sets out our joint priorities for the city as a whole. We have signed a Local Area Agreement (LAA) with Government, which sets out how as a city we will improve the lives of our citizens. The key targets from the Local Area Agreement are highlighted throughout this plan.

Draft for Scrutiny

Annex 5 Local Economic Assessment - Summary

The Peterborough Local Economic Assessment will be used to develop a detailed understanding of the local economic. The LEA will provide a robust evidence base to respond and adapt to, as well as shape, future economic circumstances, providing clear entry points for partnership action.

The LEA will highlight the key economic issues facing the city and facilitate joint working between the area's local authorities and other stakeholders across the public and private sector in support of local economic prosperity.

The LEA highlights the key economic issues facing the city and will facilitate joint working between the area's local authorities and other stakeholders across the public and private sector in support of local economic prosperity.

An economic assessment is an ongoing dialogue on local economic issues and intends to be a dynamic assessment of the economic conditions of the city. As new information becomes available and priorities evolve the shared evidence bases will be updated, enhanced and reviewed. The LEA process emphasises the need for more economic understanding in economic development activity.

The report which summarises the economic position of the city highlights the unique dichotomy in which the city operates in. On one hand, Peterborough's GVA per head is higher than anywhere else in the region, however on the other hand, the city experiences lower than average skills levels which subsequently has a negative impact on resident wages in the city.

Other key findings within the document include:

- Peterborough's key growth sectors are as follows:
- Environmental goods and services
- Food and drink
- Media, publishing and printing
- Precision engineering
- Financial services

Peterborough has been hard hit by the recession with unemployment levels rocketing, economic activity decreasing and wage freezes having a negative impact on average wages.

Peterborough has high unemployment relative to the rest of the region and England and a higher percentage of the city's population is economically active than in comparative economic areas.

The recession is having a significant impact on the local labour market with a steeper rise in unemployment between 2008/2010 compared to the national and regional comparators.

Peterborough has a higher proportion of people "not in Education, Employment or Training" (NEET) than anywhere else in the region.

A higher than average proportion of Peterborough's residents have no qualifications although these figures are showing an improving trend. The proportion of people in the city with degree level qualification and above is almost 10% below the national average however this is steadily improving

A high proportion of jobs in Peterborough are in the lower level occupation levels such as process, plant and machine operatives and elementary occupations. There is a direct correlation between occupation levels, skills and wage levels.

Entry-level house prices are lower in Peterborough than across the sub-region as a whole.

Peterborough has a high proportion of owner occupied homes in comparison to the sub-regional average. Social renting makes up 19.7% of all tenures in Peterborough which is considerably higher than the sub-region as a whole.

Draft for Scrutiny

Draft for Scrutiny

Annex 6 Non Technical Equalities Impact Assessment- Summary

The Equality Impact Assessment systematically assesses the effects the LTP3 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 LTP3 could affect some groups unfavourable 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 equality impact assessment, 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 LTP3 will not need to progress to a full equality impact assessment.

Draft for Scrutiny

Annex 7 Non-Technical Strategic Environmental Assessment -Summary

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 LTP3 has been carried out in accordance with Department for Transport 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 organisation with responsibility for protecting and enhancing the environment.

The Scoping Report described the process, scope and timetable for the strategic environmental assessment of the LTP3. 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 August 2010. 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 analysis of strategic level alternatives and specific measures
- An assessment of the plan against SEA objectives, singularly and cumulatively
- A determination of mitigation and monitoring proposals

The Draft Environmental Report will be circulated to the list of consultees identified in the Scoping Report. There will be a twelve week statutory consultation period.

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 – 2026); and, the Third Local Transport Plan (LTP3). The LTP3 will detail the delivery plan for the five year period 2011 to 2016. The Government has developed policies to promote and support a sustainable transport system. The LTTS and LTP3 have been developed to address and support these goals.

The Government sees the main challenges for transport being to promote economic growth and reduce carbon emissions that contribute to climate change, but other priorities of health and accessibility remain.

Integration with the SEA

Peterborough aspires to be the UK 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 Strategic Environmental Assessment (SEA) is being produced in parallel with the LTP3 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 LTP3 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 LTP3 is going to be carried out as part of the SEA.

Habitats Regulation Assessment

A Habitats Regulations Assessment (HRA) is required of the LTP3 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. The SEA and HRA are independent assessments and will be reported separately, but there are areas of common ground.

Equality Impact Assessment

Producing an Equality Impact Assessment (EqIA) is an integral part of devising an LTP. The EqIA process should ensure that the LTP3 addresses anti-discrimination and equalities legislation and encompasses race, gender, disability, age, religion & belief, and sexual orientation issues.

Baseline Data and Impacts

Baseline information identifies environmental condition in Peterborough and the issues that should be considered and addressed in LTP3. The baseline information and impacts are grouped under the following SEA topic headings:

- Biodiversity, Fauna & Flora
- Water
- Soil
- Air
- Climate Change
- Cultural Heritage
- Landscape
- Material Assets
- Population and Human Health

Objectives

Objectives for the SEA have been developed based on the national transport goals, relevant objectives described in the LTTS, and with reference to LTP2 SEA objectives. Specific SEA objectives have been developed to ensure that all environmental concerns have been adequately considered and HIA objectives, agreed with the Primary Care Trust have been included.

The plan is assessed against these objectives.

Assessment

Baseline Future Condition without the Plan

An assessment of the future condition without the Local Transport Plan has been undertaken to determine the impacts on Peterborough of expected growth. The baseline condition is for the year 2026, this represents the range for the strategic component of the plan. The baseline condition assumes planned growth occurs on a transport network unimproved by the Local Transport Plan. This forms a “without the plan” scenario as recommended in guidance.

In the “without the plan” scenario the impact of planned growth in the absence of the LTP3 is substantial:

- There is a distinct deterioration in the performance of the transport network
- An increase in emissions
- An increase in congestion
- A reduction in the use of sustainable modes
- An increase in both trips and vehicle flows

The consequences of this are a significant and the findings suggest:

- A highly congested network with very long delays and uncertain journey times
- The growth agenda in the Core Strategy is not deliverable without a supporting Local Transport Plan
- The environmental impacts of growth without LTP3 is significant

Impacts of the Plan

The SEA process for the LTP3 has been conducted in two parts:

- Part A: Assessment of Strategic Alternatives
- Part B. Assessment of Projects, Plans and Policies

Part A considers strategic alternatives and Part B considers a more detailed assessment of proposed plans and projects.

The high level strategic alternatives consider broad goals based on differing levels of sustainable transport use including walking, cycling and public transport. The relative levels of use (mode share) are determined through levels of success of the Travelchoice program; the branded approach Peterborough takes to promoting sustainable travel.

Part B of the assessment looks at those schemes that are expected or desired to be developed in the LTP3 timeframe and are a subset of those in the LTTS. The LTTS and SEA share a number of objectives and, in recognition of Peterborough's environmental aspirations, some options have already been discounted as part of the LTTS development.

The purpose of this analysis is to: determine the environmental impacts of each scheme, and, hence, determine its suitability to be retained in the plan; identify any negative impacts a scheme might cause; and, assess the cumulative impact of the schemes.

The analysis identified two schemes for removal from the plan on environmental grounds:

- The pedicabs / rickshaws
- Dualling of the A15 Glinton bypass between B1524 (Deepings) and junction 23.

The following projects were determined to have some negative environmental impacts. These projects were retained due to overall positive contribution to SEA and HIA objectives and the identification of mitigation measures that negate impact:

- Park and ride
- Junction 1 to 2 widening
- Dualling Paston Parkway between junction 22 and 23
- A605 Stanground Bypass Dualling – Eastern End
- A1073 Dualling Norwood to A47, and Parnwell Way Dualling

Cumulative Impacts

The cumulative impacts of the schemes have also been assessed for each objective and each goal. No objectives are unsupported by the plan, and all goals are supported in some capacity.

The analysis demonstrates that the plan tackles issues relating to vehicle emissions well with three of the top four most strongly supported objectives relating to emissions of one type or another. The highest ranking goals are also strongly related to emission reduction.

Overall the analysis of the objectives, strategic alternatives and schemes demonstrates the positive environmental impact of the third Local Transport Plan

Mitigation measures

The report also identifies methods of lessening or eliminating impacts on various parts of the environment. The council will seek to implement these and other appropriate measures throughout its transport plans and projects where suitable and practicable.

Monitoring

The monitoring of the SEA Objectives will be carried out as part of the Local Transport Plan monitoring regime, and by collating other relevant monitoring conducted by others. Targets have been identified and these have been aligned to the SEA Objectives, appropriate monitoring and indicators.

SEA Conclusion

The SEA performed a two part assessment of the LTP. Part A identified a broad strategic alternative based on a success rate of the Travelchoice programme; Part B assessed proposed transport schemes impacts on SEA objectives. The assessment also determined the cumulative impacts of the improvements. The findings of the SEA were:

Failed and removed from plan

- Pedicabs /rickshaws
- Dualling A15 Glinton bypass

Minor impacts but retained in plan due to other positive contributions or mitigation measures identified

- Park and ride
- Junction 1 – 2 widening
- Dualling Paston Parkway between junction 22 and junction 23
- A605 Stanground bypass dualling – eastern end
- A1073 dualling Norwood to A47,
- Parnwell Way dualling

Strategic alternatives and proposed schemes demonstrate a positive impact of the Local Transport Plan

Consultation with environmental stakeholders completed in March 2011 showed agreement with the analysis and support for the LTP and its contribution to environmental improvement.

HIA

The HIA was included in the SEA. Assessment of proposed schemes against HIA objectives showed health priorities were well supported. The group of HIA objectives scored third out of seven, and were rated as being strongly supported by the LTP transport schemes.

HRA

The HRA is used to ensure that sites of European and international importance for wildlife are considered in the initial stages of planning. The potential for negative impacts of transport improvement schemes being carried into the LTP on water quantity, water quality, soil pollution, noise vibration and light, air quality, climate change, and disturbance were identified. A two stage screening process determined that the following schemes had the potential to negatively impact designated sites:

- Park and Ride - South
- Water based Park and Ride
- A1139 Junction 1 and junction 2 improvements and widening

- HGV Only Lane (Inland Port related)

This screening process was agreed to by the statutory consultee on the HRA, Natural England. These schemes were carried forward into Stage 2: Appropriate Assessment. This determined that the impacts of the above schemes were could be mitigated against, but due to the preliminary nature of these concepts further investigation and consideration will be needed as more details come available. An EIA will be required of each scheme.

Draft for Scrutiny

Draft for Scrutiny

Annex 8 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 third Peterborough Local Transport Plan (LTP3) 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 LTP3 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 runoff 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, and salt and grit used to treat roads. These pollutants can be poisonous to wildlife, flora and fauna and damage habitats.

Noise Vibration and Light

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

Air Quality

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

Climate Change

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

Disturbance

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

Land Take, Severance and Accidents

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

Assessment of Plan Impacts on Sites

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

Conclusions – Next Steps

The outcome of the screening process (Stage 1 HRA) is that three out of nine sites could potentially be impacted by project elements in the Local Transport Plan. These will require taking forward to Appropriate Assessment (Stage 2 HRA). There are four projects that have the potential to cause significant negative impacts to one or more of the sites. **Table ****, below summarise the sites and projects.

Table ** Sites Potentially Affected/Impacting Plan Elements

Site	Park and Ride - South	Water based Park and Ride	A1139 Junction 1 and junction 2 improvements and widening	HGV Only Lane (Inland Port related)
Nene Washes		✓		
Orton Pit	✓		✓	✓

Further, the screening analysis in Part A identified both positive impacts and some potential negative impacts. The analysis in Part B demonstrates that a number of the potential negative impacts are either not present