

Peterborough Infrastructure Delivery Schedule Update

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Peterborough Infrastructure Delivery Schedule (IDS) Update 2016

1. Introduction

Purpose of the IDS

- 1.1. The Peterborough Infrastructure Delivery Schedule (IDS) identifies infrastructure requirements to support the growth of Peterborough. This includes meeting the needs of current planned growth, as set out in the *Peterborough Core Strategy DPD* and *Site Allocations DPD* over the current plan period to 2026. In addition, this IDS explores future growth needs to inform the preparation of the emerging *Peterborough Local Plan*. The Local Plan will eventually replace the Core Strategy DPD and other supporting documents as the principal planning document for the area, covering the plan period to 2036.
- 1.2. The purpose of this IDS is to:
 - Inform the Council's spending decisions;
 - Inform the preparation of the emerging Local Plan and other plans and strategies; and
 - Assist applicants in identifying infrastructure requirements for development proposals.

Defining infrastructure

- 1.3. The Planning Act 2008 (as amended) provides a definition of infrastructure, which includes transport, flood defences, schools, hospitals, and other health and social care facilities. Infrastructure may be required to directly serve the needs of a new development, or may be necessary to address the cumulative impacts of the growth of Peterborough as a whole. National guidance¹ recognises that *infrastructure* can include a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, academies and free schools, district heating schemes and police stations and other community safety facilities. National guidance and legislation therefore gives the Council flexibility to identify a broad range of infrastructure projects to support the growth of Peterborough, as set out by the Development Plan.
- 1.4. Affordable housing is no longer defined as "infrastructure" by the Planning Act 2008². Therefore affordable housing projects are not included in this IDS.

Funding infrastructure

- 1.5. The IDS principally seeks to identify a programme of infrastructure to deliver the sustainable growth of Peterborough. Such infrastructure may be funded from a range of sources. For some projects, the funding source may not be known at time of publication. Where such information is available, this IDS indicates costs and potential funding sources, but in itself does not allocate resources or funding. Spending on infrastructure will be determined through other governance processes, with decisions informed by the IDS.
- 1.6. Many infrastructure projects will require funding from developer contributions, such as those collected through CIL and planning obligations. Other infrastructure may be provided directly by developers either as on-site provision, or in lieu of CIL payments as 'payment in kind'.
- 1.7. *Core Strategy Policy CS13: Developer contributions to infrastructure provision* sets out the Council's approach to developer contributions, with further guidance provided by the *Developer Contributions SPD* (2015) and *CIL Charging Schedule* (2015). Infrastructure items which the Council intends to fund via the CIL are identified on the *R123 Infrastructure List*.
- 1.8. In addition to developer contributions, some infrastructure projects may be funded by Peterborough City Council's capital budget, prudential borrowing and/or other grants, where available. Partner organisations also play an important role in delivering infrastructure, for example the Local Enterprise

¹ Paragraph: 071 Reference ID: 25-071-20140612

² Following amendments to the Act made by the CIL Regulations 2010

Partnership (LEP), utilities bodies such as Anglian Water Services, or healthcare providers such as the NHS or Clinical Commissioning Group.

1.9. In total, the cost of delivering all infrastructure in this IDS is between £624.59m+ and £899.75m+. This is split by thematic package as follows:

- Health and Community Infrastructure - £0.55m+ to £7.7m+
- Environmental Sustainability: £9.54m+ to £30.55m+
- Skills and Education: £101.5m+ to £133m+
- Transport: £502m to £707m
- Utilities and Services: £11m+ to £21.50m+

How IDS projects have been identified and prioritised

1.10. IDS projects have been identified through review of existing and emerging plans and strategies, and through consultation with a range of Council departments.

1.11. To ensure resources are used efficiently and equitably, the IDS Update identifies only projects which are clearly growth-related, based on evidence of need and are demonstrably supportive of growth and of benefit to the local community. Infrastructure projects identified in the IDS will fall into one or more of the following infrastructure prioritisation categories, and infrastructure which is fundamental to enabling new development will be given the greatest priority:

- **Critical Infrastructure** - infrastructure that must happen to enable growth, i.e. the first element required to unlock any future works and without this development cannot proceed. These infrastructure items are known as 'blockers' or 'showstoppers', they are most common in relation to transport and utilities infrastructure and are usually linked to triggers controlling the commencement of development activity. It also includes Essential Services that are required to facilitate growth or be delivered in advance of residential / commercial development, i.e. connection to the potable water and wastewater network.
- **Essential Infrastructure** - infrastructure that is essential and considered necessary in order to mitigate impact arising from the operation of the development. These projects are necessary to make the proposed development acceptable in planning terms and are directly related to the proposed development, including school places, health requirements and public transport (service) projects, and are usually linked to triggers controlling the occupation of development sites. This will largely be secondary infrastructure that is profiled subsequent to Critical Infrastructure.
- **High Priority Infrastructure** - infrastructure that is required to support wider strategic or site specific objectives which are set out in planning policy or is subject to a statutory duty, but would not necessarily prevent development from occurring. This type of infrastructure is influenced by whether a person chooses to use this facility or service (including use of community facilities and libraries and use of sports facilities), and are usually linked to triggers controlling the completion of development sites.

Desirable infrastructure

1.12. Whilst this IDS prioritises key infrastructure, it recognises the importance of "desirable infrastructure" in creating a sense of place and meeting other needs of new and existing communities. Such infrastructure is required for sustainable growth but is unlikely to be required to facilitate development in the short to medium term.

1.13. This IDS seeks to provide a limited amount of flexibility to enable some (usually small-scale) desirable infrastructure projects to be delivered. In many cases, the Council would play a coordinating role with partner organisations such as parish councils, charities and interest groups.

1.14. The CIL regulations require a portion of CIL to be provided as neighbourhood funding. In parished areas, the neighbourhood portion of CIL will be passed to Parish Councils who can spend

this funding on a wide range of projects and infrastructure to support the development of their area. In other areas, Peterborough City Council must spend the neighbourhood portion in accordance with priorities expressed by local communities.

- 1.15. The Neighbourhood Portion of CIL funding provides an opportunity to deliverable desirable infrastructure, which might otherwise lack the strategic significance for prioritisation in the IDS.

Infrastructure themes

- 1.16. This IDS identifies specific infrastructure projects to ensure Peterborough grows sustainably. Within the IDS, infrastructure projects are grouped by the following themes:

- Health & Community Infrastructure;
- Environmental Sustainability;
- Skills & Education;
- Transport; and
- Utilities and Services.

- 1.17. The projects will be coordinated by Peterborough City Council and external partners. This IDS seeks to enable consistency across Council and other service providers' plans and strategies. The IDS therefore includes projects already agreed and evidenced in other plans and strategies, such as the *Peterborough Core Strategy* and *Local Transport Plan (LTP)*.

Timescales

- 1.18. This IDS applies to the current Core Strategy DPD plan period to 2026, whilst having regard to additional growth to be determined through the emerging Local Plan to 2036. The need for additional infrastructure will normally be required alongside the delivery of new development. The IDS identifies whether infrastructure projects are required in the short, medium or long term, reflecting the estimated progress of new development.

IDS Review

- 1.19. This IDS Update is intended to be accurate as at September 2016. However needs and priorities can change over time. The IDS will therefore be reviewed on an annual basis to ensure it continues to accurately describe the infrastructure needs of Peterborough Unitary Authority area.

Version history

- 1.20. Earlier iterations of the IDS include:

- **Peterborough Infrastructure Delivery Schedule (2014)** - published to support the CIL Draft Charging Schedule, taking into account changes in legislation and forecasted funding availability;
- **Peterborough Infrastructure Delivery Schedule (2012)** - published alongside the CIL Preliminary Charging Schedule (2012) and consulted on in November 2012;
- **Peterborough Integrated Development Programme (IDP) (2009)** - providing a full breakdown of the infrastructure needs of Peterborough, based on the projected growth outlined in the Core Strategy over the plan period to 2026.

Document structure

- 1.21. Following this introductory chapter, this IDS provides an overview of the scale and distribution of growth in Peterborough (section 2). Section 3 explores infrastructure requirements by 'Thematic Package'. Each section includes a table listing all identified infrastructure projects, including details of cost, potential funding source and timescale, where such information is available.

2. Strategy for Growth

Adopted Core Strategy DPD (2011)

- 2.1. The Peterborough Core Strategy (2011) sets out the overarching strategy for growth to 2026 and provides the principal document within the Development Plan for Peterborough. This strategy focuses the majority of new development in and around the urban area of the City of Peterborough, to create strong, sustainable, cohesive and inclusive mixed-use communities, making the most effective use of previously developed land and enabling a larger number of people to access services and facilities locally.
- 2.2. The Core Strategy makes provision for a minimum of 25,500 additional dwellings over the period from April 2009 to March 2026. This housing growth will be distributed over the following locations:
- **Peterborough City Centre** – approximately 4,300 dwellings;
 - **In and adjoining the urban area of Peterborough** – approximately 20,100 dwellings to be developed at the following locations:
 - District centres – approximately 1,300 dwellings;
 - Elsewhere within the urban areas of Peterborough – approximately 4,400 dwellings;
 - Hampton – approximately 4,100 dwellings;
 - Stanground South – approximately 1,500 dwellings;
 - Paston Reserve – approximately 1,200 dwellings;
 - Norwood – approximately 2,300 dwellings;
 - Great Haddon – approximately 5,300 dwellings;
 - **The Rural Area** – approximately 1,050 dwellings to be developed at the following locations:
 - Key Service Centres – approximately 600 dwellings;
 - Limited Growth Villages – approximately 450 dwellings;
 - Small villages - approximately 50 dwellings.
- 2.3. In addition, the Core Strategy makes provision for between 213 and 243 hectares of employment land between April 2007 and March 2026. The broad distribution of employment land is as follows:
- Hampton – approximately 43 ha;
 - Alwalton Hill – approximately 40 ha;
 - Stanground South – approximately 5.5 ha;
 - Great Haddon – approximately 65 ha;
 - Norwood – approximately 2 ha;
 - City centre – at least 3.5 ha equivalent;
 - Elsewhere within and adjoining the urban area of Peterborough – in the range of 51 to 81 ha;
 - Villages – approximately 3 ha.
- 2.4. The Core Strategy ensures new development is supported by, and has good access to, infrastructure. Policy CS12 states that planning permission will only be granted if it can be demonstrated that there is or will be sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development and mitigate the impact of that development on existing community interests within environmental limits.
- 2.5. It is therefore of critical importance that the infrastructure projects set out in this IDS are delivered. The consequence of not implementing the IDS would mean that new development would be unable to take place. This would mean that Peterborough City Council would be unable to meet the areas' housing need and jobs requirement.

Emerging Local Plan 2011 - 2036

- 2.6. Peterborough City Council has commenced preparation of a new Local Plan to cover the plan period 2011 to 2036. Once adopted the Local Plan will replace the Core Strategy DPD. The Council has published a Preliminary Draft Local Plan (PDLP) and will publish a Further Draft Local Plan (FDLP) for consultation in the latter part of 2016.
- 2.7. The emerging Local Plan is broadly a continuation of the growth strategy set by the Core Strategy DPD. The objectives of the emerging Local Plan are also aligned to the Council's Strategic Priorities. Implementation of the Local Plan will therefore support the delivery of these priorities.
- 2.8. The *Strategic Housing Market Assessment Update (October 2015)* revises the objectively assessed housing need (OAN) for the Peterborough Housing Market Area (HMA) to take account of the release of 2012-based Household Projections by Government in February 2015 and to produce a single figure for each council in the HMA.
- 2.9. Taking account of new dwellings constructed since 2011, the outstanding dwelling requirement from 2011 to 2036 is 27,626 dwellings. Emerging Policy LP3 (FDLP) proposes distributing growth at the following locations:
- Urban area of Peterborough (30-35% of all new development);
 - Urban extensions and/or nearby large growth locations (60-65%);
 - Rural areas (5%).
- 2.10. Emerging policy LP4 proposes a spatial strategy for the location of employment development. The proposed strategy promotes and develops Peterborough's economy, focussing new development principally on the urban area, urban extensions and/or nearby large scale allocations and the city centre. Small-scale employment development in villages would be permitted to meet local needs. The overall quantum will be determined through an employment study in 2016.
- 2.11. The FDLP's strategy for growth reflects the Core Strategy DPD. However, delivering additional growth over an extended plan period is likely to generate a need for additional infrastructure. This IDS Update therefore recognises the need for infrastructure in the long term, beyond 2026, where such information is available.

3. Thematic Packages

Introduction

- 3.1. The IDS groups projects by thematic package. This section explores key issues relating to each theme and discusses the role of specific infrastructure projects in meeting needs arising from growth.
- 3.2. Each chapter includes a table providing information about each infrastructure project. Table 1 provides a 'key' explaining the information provided under each of the column headings.
- 3.3. **Note:** Financial contributions towards infrastructure provision from future developments will be secured predominantly by two mechanisms: the CIL and a more limited use of Section 106 Agreements. The Peterborough Developer Contributions SPD (April 2015) sets out the related issues and assumptions concerning both mechanisms.
- 3.4. It should be stressed that it is not always possible to accurately identify the funding sources or the eligibility of projects for different funding types, until the full detail of a project is known or a legal agreement is in place committing a developer to a specific action. However, the city council and partners have given consideration to which mechanism(s) is likely to be appropriate i.e. CIL, S106 or both, for providing a contribution to project delivery.
- 3.5. When considering future project delivery, it must be recognised that there are many unknowns, which tend to increase the further in time the matter is projected. For this reason the costs, timescales and indicated funding streams must be read as indicative only.
- 3.6. **Both the financial figures, and the likely funding sources contained in this schedule are indicative and should in no way be used or interpreted as the city council's agreed, preferred, fixed or adopted position on any one project, site or basis for negotiation.**

Table 1: Key to IDS table

Thematic Package	Scheme type	Scheme	Project(s)	Project Code(s)	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
<p>Projects have been grouped into 5 thematic packages:</p> <ul style="list-style-type: none"> - Health & Community Infrastructure - Environmental Sustainability - Skills and Education - Transport - Utilities and Services. 	Description to briefly explain the scheme type e.g. "New Primary School", "Green Infrastructure", etc.	Title of the overarching scheme. A single scheme may consist of a number of projects and may be undertaken over a longer time period than an individual project.	Brief descriptive title by which the project is known. This may include a single project, or a number of connected projects.	Unique project reference number derived from the councils Verto project management database.	<p>Projects are identified as one of the following prioritisation categories:</p> <ul style="list-style-type: none"> - Critical Infrastructure - infrastructure that must happen to enable growth; - Essential Infrastructure - infrastructure that is essential and considered necessary in order to mitigate impact arising from the operation of the development; - High Priority Infrastructure - infrastructure that is required to support wider strategic or site specific objectives which are set out in planning policy or is subject to a statutory duty, but would not necessarily prevent development from occurring; or - Desirable infrastructure in creating a sense of place and meeting other needs of new and existing communities. 	<p>The timescale within which the project is scheduled to start. The timescales used are:</p> <p>Within this financial year</p> <ul style="list-style-type: none"> - Short Term (within 1 – 5 years) - Medium Term (within 6-10 years) - Long Term (within 11 – 15 years) - Beyond (over 15 years). 	<p>Projects will be funded from one of the following indicative sources:</p> <ul style="list-style-type: none"> - Developer contributions – e.g. CIL or planning obligations (including finance, land property or other in-kind payments and including neighbourhood portion of CIL); - PCC funding – e.g. capital receipts and/or borrowing funding streams; - External body or organisation; - Other; - Unknown. 	Indicative minimum cost of the infrastructure project (or actual minimum where known).	Indicative maximum cost of the infrastructure project (or actual minimum where known).

Health & Community Infrastructure

Policy Context

3.7. 'Community infrastructure' includes a wide range of facilities and services available for use by the public, organisations and business communities. The Development Plan places great importance on the need to improve provision of community infrastructure. Core Strategy DPD objective 4 seeks to:

“improve the provision and range of community services and facilities in order to ensure that everyone can access them locally, easily, safely and affordably, either by public transport or on foot, both in the rural and urban areas.”

3.8. In addition, Core Strategy objective 5 seeks to improve the general health and wellbeing of the area's population through provision of adequate primary healthcare facilities to serve new and existing communities.

3.9. The FDLP seeks to promote equity and support the local economy through providing *easy and affordable access for everyone to basic services and facilities* (objective 9.5) and improve health and wellbeing and will *provide safe and healthy environments, reduce health inequalities and help everyone to live healthy lifestyles* (objective 10.1).

3.10. The development of new communities at urban extensions will generate a need for new community infrastructure in these locations. Policy CS5 requires new development to “make provision for an appropriate level of ... social, cultural, [and] community ... facilities to meet local needs”.

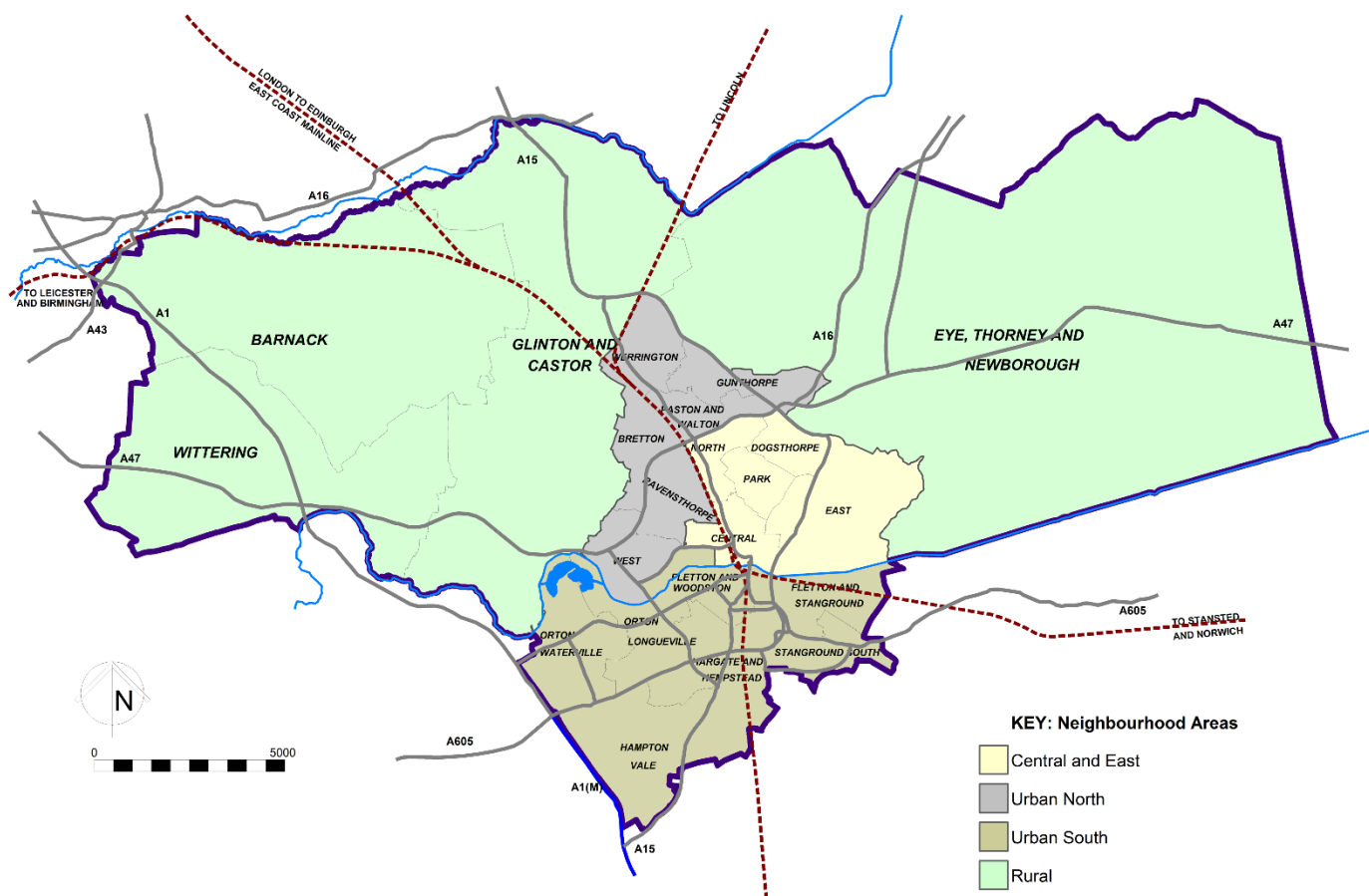
3.11. Consequently, the “Health & Community Infrastructure” thematic package includes a wide range of community facilities and services to meet the needs of existing and new communities, including business communities.

Health & Community Infrastructure

3.12. The Council places particular emphasis on the improvement of infrastructure and facilities required to deal with the wider movement, social recreational, leisure and cultural impacts arising from development within a neighbourhood area. For this purpose, the following neighbourhood areas are defined; Urban South, Urban North, Rural and Central & East, as indicated on Map 1. Table 2 indicates the relevant Neighbourhood Area for each infrastructure project.

3.13. Please note, the Health & Community Infrastructure Neighbourhood Areas are not designated Neighbourhood Areas as defined by the Neighbourhood Planning Regulations.

Map 1: Health & Community Infrastructure Neighbourhood Areas



3.14. A range of health & community infrastructure is required to ensure the sustainability of each neighbourhood. Through a programme of neighbourhood improvements, the Council will support and deliver projects to make communities ‘Safer & Stronger’ and ‘Cleaner & Greener’, and will improve ‘Health and Social Care’ provision:

- **Safer & Stronger (community & prosperity)** – this scheme will deliver a range of projects to make communities safer and stronger (in terms of community cohesion and prosperity), such as:
 - Improving employment, skills & education (early years and adults);
 - Designing out Crime & Disorder;
 - Supporting Community Enablement;
 - Providing community facilities & Village Halls (community hubs/places to meet);
 - Supporting local businesses & Social/Micro Enterprises;
 - Providing cultural & leisure facilities (arts, heritage & libraries);
 - Improving road safety, transport & communications;
 - Improving access to places of worship.
- **Greener & Cleaner (Environment)** – scheme consisting of projects to improve the local environment, such as:
 - Increasing the quality of recreation areas, parks & public open spaces, allotments, cemeteries & burial grounds and the Public Realm; and
 - Improving waste management services
- **Health & Social Care** – scheme to improve health and care in communities, reduce health inequalities and maintain and improve the provision of:
 - Day & Residential Care;
 - Primary Health & Adult Social Care;

- Health & Wellbeing Facilities;
- Dental care; and
- Out-patient services.

3.15. The provision of health & community infrastructure is informed by the aspirations of local communities and partner organisations, such as parish councils, neighbourhood groups and service providers.

3.16. Where specific Health & Community infrastructure projects are known, these are listed in Table 2. However, community aspirations often change over time, and new issues may arise. It is therefore prudent to employ a reasonable degree of flexibility and responsiveness in negotiating the provision of health & community infrastructure. On occasions it may therefore be appropriate to deliver other Health & Community Infrastructure projects not identified in this IDS Update, to ensure the needs of the community are met.

Community facilities at Urban Extensions

3.17. The Core Strategy allocates sustainable urban extensions at Hampton, Stanground South, Great Haddon, Paston Reserve, Norwood and Great Haddon. The sustainable urban extensions will principally deliver new housing, supported by local employment opportunities, retail, leisure, social, cultural community and health facilities.

3.18. The IDS identifies the following community infrastructure, principally to meet the needs of new development at the sustainable urban extensions:

- **Stanground South**
 - Community pavilion - Under construction³
- **Great Haddon**
 - Community hub co-located with secondary school, to include library access, a community centre and leisure provision.
 - Community rooms to be co-located with new primary schools.
- **Hampton Leys**
 - New community centre.
- **Paston Reserve**
 - Community facilities associated with secondary school.
- **Norwood**
 - Provision of on-site community facilities to be agreed.

3.19. In addition, a mixed use scheme at Alwalton Hill, providing in the region of 600 homes, will provide a new primary school offering community uses.

Medical Practices and Surgeries

3.20. During consultation on the Preliminary Draft Local Plan, NHS England provided a response on behalf of NHS England Midlands & East (East) (NHS England), incorporating the views of NHS Property Services (NHSPS) and the Cambridgeshire and Peterborough Clinical Commissioning Group (CCG).

3.21. In the response, NHS England notes that the present and emerging strategy for growth includes significant developments that have already received planning approval, and that these schemes have already been commented on separately by NHS England. Therefore the health infrastructure needs will have been considered during the determination of planning applications.

3.22. NHS England note that GP surgeries across the authority area will need support from the planning system to accommodate the level of growth provided. The Local Plan directs the majority of new development to urban extensions, and identifies the following healthcare services as most likely to be affected by new development:

³ Verto ref PR001672.

- Yaxley Group Practice
- Hampton Heath
- Stanground (branch surgery)
- Nene Valley Medical Practice
- Bushfield
- Dogsthorpe Medical Centre
- Eye Surgery
- Welland Medical Centre
- Parnwell

3.23. There are a further 15 practices (of which 4 are branch surgeries) operating within the Peterborough Urban Area (including City Centre).

3.24. NHS England note that existing healthcare infrastructure requires investment and improvement in order to meet the requirements/needs of planned growth. The specific projects and measures required to mitigate the impacts of growth are not currently identified. However this IDS recognises that additional health services are essential to meet the needs of growth, and may include the provision of new facilities, or expansion of existing services.

Sports and leisure

3.25. Peterborough City Council is currently preparing an *Active Place Strategy* to cover the period to 2036 and will include a *Playing Pitch Strategy* and *Built Facilities Strategy*.

3.26. A comprehensive audit of council-owned and private facilities in Peterborough will be undertaken to identify the supply, quality and accessibility of existing sports and leisure provision. Existing and future demand for sports and leisure will be analysed and the strategy will identify where additional provision is required.

3.27. For further detail on sports and leisure infrastructure requirements, refer to the Active Place Strategy, once published (expected May 2017).

Cultural facilities

3.28. The FDLP recognises the need for a regional or national venue within Peterborough. Policy 30 aims to promote a regionally/nationally flexible multi-use venue which can host a range of activities and large-scale events, including concerts; sports, arts and theatre events; a sport village/centre of excellence; leisure pool complex, etc. As the emerging Local Plan progresses, further information will be provided regarding the nature of this facility.

Table 2: Health & Community Infrastructure Requirements

Thematic Package	Scheme type	Scheme	Project	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost	Maximum Capital Cost
Health & Community Infrastructure	Central & East	Safer & Stronger	Eastfield Regeneration - To improve the quality of the Infrastructure in the area	CA00512	Desirable infrastructure	Within this financial year	Developer contributions	£200,000	£500,000
Health & Community Infrastructure	Central & East	Cleaner & Greener	Eastfield Regeneration- To improve the quality of green open spaces	CA00512	Desirable infrastructure	Within this financial year	Developer contributions	£20,000	£55,000
Health & Community Infrastructure	Urban North	Health & Social Care	Norwood Urban Extension – to ensure adequate community, health and social care facilities in the area	PR00170	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£100,000	£1m
Health & Community Infrastructure	Rural	Safer & Stronger	Thorney Infrastructure Programme - To ensure adequate community facilities & Infrastructure improvements in the area		Essential Infrastructure	Short Term (within 1 – 5 years)		£100,000	£200,000
Health & Community Infrastructure	Rural	Cleaner & Greener	Thorney Infrastructure Programme To improve the quality of green open spaces by enhancing sports pavilions to meet the current needs of the community	CA00506	Desirable infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£25,000	£90,000
Health & Community Infrastructure	Rural	Cleaner & Greener	Thorney Infrastructure Programme - To improve the quality of green open spaces by enhancing footpaths throughout recreation ground	CA00175	Desirable infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£25,000	£80,000
Health & Community Infrastructure	Central & East	Health & Social Care	CAN Do Urban Regeneration - to improve the wellbeing and social care in the area		Desirable infrastructure	Medium Term (within 6-10 years)		£20,000	£1m
Health & Community Infrastructure	Central & East	Safer & Stronger	CAN Do Urban Regeneration - To improve the quality of infrastructure in the area		Desirable infrastructure	Short Term (within 1 – 5 years)		£150,000	£1.5m

Health & Community Infrastructure	Central & East	Cleaner & Greener	CAN Do Urban Regeneration - To improve the quality of green open spaces			Short Term (within 1 – 5 years)		£20,000	£120,000
Health & Community Infrastructure	Urban South	Safer & Stronger – this project has been completed	Cardea Community Pavilion –created a new community sports facility within the area		Essential Infrastructure	Within this financial year	Developer contributions	£80,000	£100,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Improvements to Mountsteven Avenue Recreational ground.	CA00412	Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£60,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Improvements to the Oakdale Avenue Play Area –	CA00173	Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£60,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Horseshoe Park Improvement Plan – improvement of the facilities for young people.	CA00106	Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£130,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Community Radio Stations – to enhance community facilities to accomodate a community radio station	CA00588	Desirable infrastructure	Within this financial year	Developer contributions	£5,000	£25,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Development of new Hampton Skate Park & Community Garden –	CA00276	Desirable infrastructure	Within this financial year	Developer contributions	£70,000	£220,000
Health & Community Infrastructure	Central & East	Health & Social Care	Millfield Community Centre - to enhance the health & wellbeing facilities in the area		Desirable infrastructure	Short Term (within 1 – 5 years)		£20,000	£65,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Focus Centre - Installing perimeter fence, sensor operated taps / urinal / hand dryers. Repairs to home & away dug outs. Overall, improvement the infrastructure of the pavilion	CA00081	Desirable infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£20,000	£230,000
Health & Community Infrastructure	Urban South	Safer & Stronger – this project has been completed	Nene Valley Centre (formerly Riverside)		Desirable infrastructure			TBC	TBC
Health & Community Infrastructure	Central & East	Cleaner & Greener	Olive Branch Community Garden –Providing allotments to community groups.		Desirable infrastructure			N/A	N/A

Health & Community Infrastructure	Central & East	Safer & Stronger	Digital Connectivity of Community facilities and groups – To enhance the Global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20,000	£500.000
Health & Community Infrastructure	Urban South	Safer & Stronger	Digital Connectivity of Community facilities and groups- To enhance the Global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20.000	£500,000
Health & Community Infrastructure	Urban North	Safer & Stronger	Digital Connectivity of Community facilities and groups - To enhance the global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20,000	£500,000
Health & Community Infrastructure	Rural	Safer & Stronger	Digital Connectivity of Community facilities and groups - To enhance the global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20,000	£500,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Welland Skate Park Regeneration - To improve the quality of the green open spaces for the community.		Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£120,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Gladstone Park Community Centre –Lease& DUA with school. Enhancement of community facilities.		Desirable infrastructure	Short Term (within 1 – 5 years)		£50,000	£500,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Stanley Recreation Ground – Improvements to the overall quality of the green open spaces for the community.	CA00172	Desirable infrastructure	Within this financial year	Developer contributions	£50,000	£130,000
Health & Community Infrastructure	Central & East	Safer & Stronger	PSL Grounds Millfield - To improve the quality of green open spaces.	CA00475	Desirable infrastructure	Within this financial year	Developer contributions	TBC	TBC
Health & Community Infrastructure	Central & East	Safer & Stronger	Eastfield Road Bus Shelter – Regeneration of a bus shelter	CA00574	Desirable infrastructure	Within this financial year	Developer contributions	£10,000	£55,000
Health & Community Infrastructure	Urban North	Safer & Stronger	Croyland Road Traffic Calming – installing road traffic calming following evidence of need	CA00577	Desirable infrastructure	Within this financial year	Developer contributions	£20,00	£20,000

Health & Community Infrastructure	Central & East	Safer & Stronger	Century Square – Improvements – to enhance and improve the community infrastructure of the area	CA00604	Desirable infrastructure	Within this financial year	Developer contributions	£200,000	£950,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Lighting Improvements @ Bishops Road Gardens – to improve the lighting infrastructure in the area.		Desirable infrastructure	Within this financial year	Developer contributions	£50,000	£150,000
Health & Community Infrastructure	Urban North	Safer & Stronger	Love Werrington – To improve the quality of infrastructure in the area. Community Project.		Desirable infrastructure	Short Term (within 1 – 5 years)	External body or organisation	£30,000	£200,000
Health & Community Infrastructure	Rural	Safer & Stronger	Rural wide traffic calming - To improve the quality of infrastructure in the area		Desirable infrastructure	Medium Term (within 6-10 years)	External body or organisation	£25,000	£160,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Bishops Road Woodland Management – to clear a small strip of woodland either side of the path , linking to the car park area.		Desirable infrastructure	Within this financial year	Developer contributions	£20,000	£75,000
Health & Community Infrastructure	Rural	Safer & Stronger – this project has been completed	Etton Bus Shelter -- renovation of a bus shelter in Etton	CA00647	Desirable infrastructure	Within this financial year	Developer contributions	£200.00	£1,600
Health & Community Infrastructure	Rural	Safer & Stronger – this project has been completed	Ailsworth Tennis Club Improvements – improvements to the tennis club	CA00640	Desirable infrastructure	Within this financial year	Developer contributions	£2,000	£20,000
Health & Community Infrastructure	Rural	Safer & Stronger	Maxey Play Park Improvements- Improvement to the play equipment in Maxey park		Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£90,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Gladstone Open Space Improvements -- to rejuvenate the area and improve the quality of green open spaces.	PR00200	Desirable infrastructure	Short Term (within 1 – 5 years)	External body or organisation	£30,000	£150,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Great Haddon SUE: community hub co-located with secondary school, to include library access, a community centre and leisure provision; community rooms to be co-located with new primary	PR001678	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC

			schools.						
Health & Community Infrastructure	Urban South	Safer & Stronger	Hampton Leys SUE: New community centre.	PR001680	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC
Health & Community Infrastructure	Urban North	Safer & Stronger	Paston Reserve SUE: Community facilities associated with secondary school	PR001702	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC
Health & Community Infrastructure	Urban North	Safer & Stronger	Norwood SUE: Provision of on-site community facilities to be agreed.	PR001703	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC
Health & Community Infrastructure	Other Neighbourhood Scale Health & Community Infrastructure	<i>Other health & community infrastructure projects located in Urban South, Urban North, Rural or Central & East and contributing to the delivery of one or more of the following schemes: Safer & Stronger; Greener & Cleaner; Health & Social Care.</i>			Desirable infrastructure			TBC	TBC
Health & Community Infrastructure	Medical Practices and Surgeries	<i>Increased provision of medical services to meet growth needs through provision of new services or expansion of existing practices and surgeries.</i>						TBC	TBC
Health & Community Infrastructure	Sports and leisure	<i>Sports and leisure facilities to be identified by the Active Place Strategy report.</i>						TBC	TBC
Health & Community Infrastructure	Cultural facilities	<i>Regional / national multi-use venue</i>						TBC	TBC
Total project costs								£0.55m	£7.7m

Environmental Sustainability

3.29. Core strategy objective 2 seeks to “develop a distinctive identity as the UK’s Environment Capital.” This objective accords with the aspiration of the Sustainable Community Strategy for Peterborough, which seeks to become the Environment Capital of the UK. It is a corporate priority to implement the Environment Capital Agenda.

3.30. The Core Strategy supports this objective through a range of policy measures, such as improving the efficiency of buildings and promoting sustainable transport. Similarly the PDLP seeks to ‘protect and enhance biodiversity and geo-diversity and minimise the pollution of natural resources’ through objective 3.1.

3.31. A key part of the strategy to promote environmental sustainability is the creation of areas of high biodiversity supported by a network of green infrastructure, which is essential to ensuring that growth is sustainable. Green infrastructure can provide benefits to communities through improving the quality of open spaces and providing opportunities for recreation and leisure, through activities such as walking and cycling. Green infrastructure supports biodiversity through habitat creation and enabling the movement of flora and fauna. IDS environmental sustainability projects principally contribute to Peterborough’s Green Infrastructure network.

Key infrastructure

Nene Valley projects

3.32. The IDS identifies a range of projects to deliver a Nene Valley Green Infrastructure Corridor, providing benefits to biodiversity and also increase recreation opportunities and access to the countryside. These projects will promote the protection, enhancement and creation of wet meadows, wet woodland and open spaces adjacent to the river from Wansford to the Nene Washes, improving the river environment. Projects include:

- **Delivery of urban study projects;** Specific river enhancement projects include installation of fish/ eel pass at Orton Lock, greening of hard-engineered banks (coir roll installation), Electric Cut restoration scheme & Flood-plain Forest Project to better connect the flood plain & refuge pools to the main river.
- **Nene Valley Flood Meadow Restoration;** Includes survey of flood meadow habitats & restoration & enhancement of wet meadows within Nene Park.
- **Enhanced Public Access & Recreation Opportunities:** Includes Bluebell Wood riverside walk access enhancements, enhancing access & engagement with nature from the city centre towards the Boardwalks LNR and Nene Park access & facility improvements.

Welland Valley projects

3.33. The IDS identifies the following projects to enhance habitats and improve connectivity, whilst managing flooding and drainage in the Welland Valley:

- **Maxey Cut Climate Change Resilience project** - protect and enhance the habitats along the drain to provide greater connectivity through the Welland Valley. Develop management plans to combine drainage and biodiversity targets;
- **Welland Valley Partnership habitat creation projects** - Improve connectivity and extent of meadows along flood plain. Promote additional wet woodland and floodplain habitat.

South Peterborough Green Parks

3.34. The South Peterborough Green Parks (SPGP) covers an area of land to the south of Peterborough stretching from the A1 in the west, through the Hamptons up to the Nene Washes and Whittlesey to the east. The area largely lies within Peterborough City Council’s administrative area but also includes parts of Fenland District to the east and Huntingdonshire to the south. Historically, this area has been dominated by the brick industry with major clay extraction and brick manufacture.

3.35. The vision for the SPGP is to create:

“a large area of interconnected greenspaces with differing uses to the south and east of Peterborough. It will be an area where nature conservation, history, culture and recreation is integrated in a sustainable way with planned development. There will be a network of greenspaces of high biodiversity value that provide opportunities for wildlife as well as for people to appreciate, be involved with and enjoy nature close to where they live and work. Different parts of the park will have varying characteristics and uses within them...”

3.36. The SBGP supports growth through providing substantial opportunities for recreation and leisure, and enhancing, and improving connectivity between, habitats. The following projects are identified to support the SBGP:

- **Great Fen Access & Green Wheel Extension:** Development of sustainable walking, cycling & equestrian access routes between Peterborough & the Great Fen
- **Fenland Habitat Connectivity Project:** Promote the extension of the existing Fenland habitats at Woodwalton and Holme Fen throughout the Great Fen Project area and develop links northwards to Peterborough

Peterborough Fens

3.37. The Peterborough Fens project promotes green infrastructure through enhancing habitats and increasing connectivity. These projects also benefit new and existing residents through increased access to the opportunities for recreation and leisure.

- **Water for Farming and Wildlife:** Development of new ‘storage wetlands’ through partnership approach;
- **RSPB Thorney Farmland Bird Friendly Zone and Destination Fens (Fens for the Future):** Promote Countryside Stewardship and England Woodland Grant Scheme applications for land adjacent to existing urban areas to achieve greater access and multi-functionality.
- **Destination Fens:** Development of a Fenland tourism strategy
- **Fens Waterways Project**

City-wide Area

3.38. Enhancing connectivity and buffering of key urban & rural wildlife habitats, providing greater accessibility to the countryside and opportunities for Green Infrastructure connections, increasing opportunities for informal recreation and leisure activities and increasing the offer of, and enhance quality of Accessible Green Spaces in and adjoining the urban area and SUEs,

- **Extension & Buffering of Core Ecological Sites:** Includes Dogsthorpe Star Pit SSSI Extension/ Buffer (provision of new strategic GI site as part of north east Peterborough urban expansion)
- **Targeted Habitat Enhancements to Priority Habitats & Species:** Includes Strategic Species Habitat Connectivity Mapping Project (identification of key habitats and opportunities for enhancements), Ponds Project (restoration & creation of network of amphibian breeding ponds across city), Forest for Peterborough (planting of 183,500 trees in Peterborough over 20 years, plus associated habitat creation), Brownfield Project (identification and assessment of key Open Mosaic Habitats across city), B-Lines (promote flower-rich habitat creation or management within B-Lines network), Community Gardens Project (various growing areas & improved access at Ferndale Way, Welland) & Heritage Skills Project (creating multiple hubs for teaching heritage skills across city).
- **Rights of Way Enhancements** - Improve signing, interpretation and surfacing of key strategic access routes including The Green Wheel Network and long distance routes such as The Hereward Way, Nene Way and Torpel Way for pedestrians, cyclists and horse riders.

John Clare Country Projects

3.39. The John Clare Country Project, centres on the poet John Clare's birthplace in Helpston. The area includes nature reserves, heritage centres, local shops, pubs and cafes, stone villages, cycle routes, bus routes and footpaths. Projects seek to deliver improvements for protection, restoration and creation of habitats including road verges, calcareous meadows and restored quarries on Nassaburgh Plateau. Barnack Hills & Holes is recognised as a national nature reserve and SSSI.

- **Extension & Buffering of Core Ecological Sites: Includes Barnack Hills and Holes SAC extension/buffer** (provision of additional accessible Green Infrastructure to address increased recreational pressure on SAC).
- **Limestone Grassland Habitat Enhancement & Creation:** Includes the Living Landscapes Project (limestone grassland habitat survey, restoration and creation)

Neighbourhood-scale infrastructure

3.40. In addition to the key infrastructure listed above, the Council will be supportive of small-scale and desirable projects to enhance environmental sustainability. Such projects may be principally neighbourhood-focussed, and could include:

- Provision of new or enhancement of existing local parks and open spaces;
- Local planting schemes;
- Local habitat and biodiversity projects.

Table 3: Environmental Sustainability Infrastructure Requirements

Thematic Package	Scheme type	Scheme	Project(s)	Project Code(s)	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Environmental Sustainability	Green Infrastructure	Nene Valley Green Infrastructure Corridor	<p>Delivery of WFD Urban Study projects (Report identifies range of specific river enhancement projects including:</p> <ul style="list-style-type: none"> - Orton fish and eel pass: Installation of fish pass at Orton Lock to meet WFD requirements; - Electric Cut Restoration Scheme: Enhance cut to benefit fish & other wildlife; - Flood-plain Forest Project: better connecting flood-plain & refuge pools to the main river (Orton Brook to Woodston Ponds); - Greening of Hard-engineered Banks: Installation of coir rolls etc. at key locations e.g. Fletton Quays 	PR001391; PR001423	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£2.58	£8.45
Environmental Sustainability	Green Infrastructure	Nene Valley Green Infrastructure Corridor	<p>Nene Valley Flood Meadow Restoration:</p> <ul style="list-style-type: none"> - Survey of flood meadow habitat: Comprehensive survey to identify specific restoration projects; - Bringing Nature Closer Project: Restoration & enhancement of wet meadows within Nene Park 					TBC	TBC
Environmental Sustainability	Green Infrastructure	City-wide Projects	<p>Enhanced Public Access & Recreation Opportunities:</p> <ul style="list-style-type: none"> - Enhancing access & engagement with nature: developing opportunities in the city centre to Boardwalks area; - Bluebell Wood Riverside Walk Access Enhancements: Path and boardwalk improvements to create a circular walk; - Nene Park Access Improvements: improve condition, length & width of shared routes & 	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.50	£1.00	High Priority Infrastructure

			the variety of promoted trails for different users; - Growing Nene Park: increasing the quantity & quality of accessible green-space including improved access/ facilities at Thorpe Lea Meadows, Ferry Meadows & Castor.						
Environmental Sustainability	Green Infrastructure	Welland Valley	Maxey Cut Climate Change Resilience	PR001397	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.50	£1.00
Environmental Sustainability	Green Infrastructure	Welland Valley	Welland Valley Partnership Habitat Creation	PR001654	High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.50	£2.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	Rights of Way Enhancements: Improve signing, interpretation and surfacing of key strategic access routes including The Green Wheel Network and long distance routes such as The Hereward Way, Nene Way and Torpel Way for pedestrians, cyclists and horse riders.	PR001406	High Priority Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£0.10	£2.00
Environmental Sustainability	Green Infrastructure	South Peterborough Green Parks	Great Fen Access & Green Wheel Extension: Development of sustainable walking, cycling & equestrian access routes between Peterborough & the Great Fen	PR001404	High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	South Peterborough Green Parks	Fenland Habitat Connectivity Project: Promote the extension of the existing Fenland habitats at Woodwalton and Holme Fen throughout the Great Fen Project area and develop links northwards to Peterborough	PR001427	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£1.00	£2.00
Environmental Sustainability	Green Infrastructure	Peterborough Fens	Targeted Habitat Enhancements: Water for Farming and Wildlife: Development of new 'storage wetlands' through partnership approach RSPB Thorney Farmland Bird Friendly Zone and Destination Fens (Fens for the Future)	PR001449	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.08	£0.10
Environmental Sustainability	Green Infrastructure	Peterborough Fens	Enhanced Public Access & Recreation Opportunities: - Destination Fens: Development of a Fenland tourism strategy - Fens Waterways Project	PR001420	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.07	£0.20

Environmental Sustainability	Green Infrastructure	City-wide Projects	Dogsthorpe Star Pit SSSI Extension/ Buffer	PR001425	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£1.00	£5.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	Brownfield Project: Identification and assessment of key Open Mosaic Habitats across city		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.05	£0.20
Environmental Sustainability	Green Infrastructure	City-wide Projects	Ponds Project: Restoration & creation of network of amphibian breeding ponds across city		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.01	£0.50
Environmental Sustainability	Green Infrastructure	City-wide Projects	Strategic Species Habitat Connectivity Mapping Project: Identification of key habitats and opportunities for enhancements		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.05	£0.10
Environmental Sustainability	Green Infrastructure	City-wide Projects	Forest for Peterborough Tree planting at locations across Peterborough	PR001652	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	Heritage Skills Project: Creating multiple hubs for teaching heritage skills across city					TBC	TBC
Environmental Sustainability	Green Infrastructure	City-wide Projects	Community Gardens Project: Various growing areas & improved access at Ferndale Way, Welland		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	B-Lines: Promote flower-rich habitat creation or management within B-Lines network		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	John Clare Country Projects	Extension & Buffering of Core Ecological Sites Barnack Hills & Holes SSSI Extension		High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.50	£1.00
Environmental Sustainability	Green Infrastructure	John Clare Country Projects	Limestone Grassland Habitat Enhancement & Creation: Living Landscapes Project: Limestone grassland habitat survey, restoration and creation	PR001447	High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.50	£1.00
Environmental Sustainability	Green Infrastructure	Neighbourhood projects	<i>No projects currently identified, but could include provision of new or enhancement of existing local parks and open spaces, local planting schemes and local habitat and biodiversity project to support growth over plan period.</i>		Desirable infrastructure		Developer contributions	TBC	TBC
Total project costs (£million)								£9.54	£30.55

Skills and Education

- 3.41. Core Strategy objective 6 seeks to improve the quality and level of educational services and attainment throughout the area, by ensuring that all members of the population have equal access to opportunities for learning, training, skills and knowledge. As a Local Authority (LA), Peterborough City Council is responsible for delivering education services in its administrative area. It is a corporate priority of Peterborough City Council to improve educational attainment and skills.
- 3.42. Pupils and their families/carers may apply for admission to any school in England, and Peterborough City Council offers admissions based on a range of criteria. The number of school age children in Peterborough can change from year to year as a result of natural changes in the population. New development can also increase the demand for school places in the local area. Major developments (such as Sustainable Urban Extensions) may require entire new schools to serve these developments.
- 3.43. Peterborough's growth will generate the need for additional schools and other education facilities. In addition to the impacts of growth, education provision is under particular pressure from demographic changes - Peterborough has the second highest birth rate in the country.

Early years provision

- 3.44. The Council is required to secure sufficient early years' education and childcare. In July 2015 there were 289 early years 'settings' including child-minders, day nurseries, maintained nursery schools/units, nursery unit at independent school and pre-school playgroups. This provision provides 5,434 registered places.
- 3.45. Eligible two year olds and all three and four year olds are currently entitled to receive free early years education, equivalent to 15 hours per child per week. Through the Childcare Bill, the government is exploring increasing the provision of free early years education to 30 hours per week. Forecasting demand is therefore challenging at this time, and the potential impact of the proposal on early years education provision is unknown.

Primary and secondary provision

- 3.46. For primary pupils the entire local authority is divided into school catchment areas. Under admissions criteria in-catchment pupils get priority over others, apart from those who are in care. In addition to the schools with geographical catchments, All Saints CofE, Sacred Heart RC and St Thomas More RC admit pupils on faith grounds and do not have designated catchments.
- 3.47. Most of the local authority area is covered by secondary school catchment areas but the central area, east of Lincoln Road, is not. The Thomas Deacon Academy, City of Peterborough Academy, St John Fisher RC and The King's School CofE are all in this geographical area. The Thomas Deacon Academy admits on the basis of proximity; City of Peterborough Academy admits on the basis of having attended a primary school within the area; the other two schools admit on faith grounds.
- 3.48. For any school with a catchment area, in-catchment pupils have the second highest priority for admissions, behind only looked after children. Out of catchment pupils can be offered places at any school provided there is available capacity.

Post-16 provision

- 3.49. The Education and Skills Act 2008 raised the participation age for compulsory education to 18 years. Post-16 education can take place at a variety of settings, including schools, colleges, home education, work-based learning and part-time education. Additional post-16 education is likely to be required in the form of college placements and apprenticeships.

Free schools

- 3.50. Free schools can be set up by certain organisations other than the City Council and are outside of local authority control. Free schools can choose where they locate and set their curriculum. Free schools can play an important contribution to education provision in the area by providing additional capacity and increasing choice for pupils and families.

Funding

- 3.51. It can be challenging to ensure there are sufficient school places to meet demand, and that these school places are provided in the right places. Ideally, all pupils resident in Peterborough should live within a catchment area of a local school, with a place available if they so choose to attend.
- 3.52. The Council collects CIL from new developments and will use this to fund the provision of education facilities across the Council's area, as indicated on the R123 Infrastructure List. Major sites of 500 dwellings or more (such as SUEs) which generate a need for a new school(s) directly to serve the needs of the development are expected to provide facilities on site. The Council will secure the provision of new education facilities using planning obligations in s106 agreements.

Education infrastructure requirements

Early years provision

- 3.53. New development will result in requirements for early years provision across the Council area. This will mainly be in the form of grants to enable private providers to provide the service required. The location and scale of additional provision is yet to be determined.

Education provision at SUEs

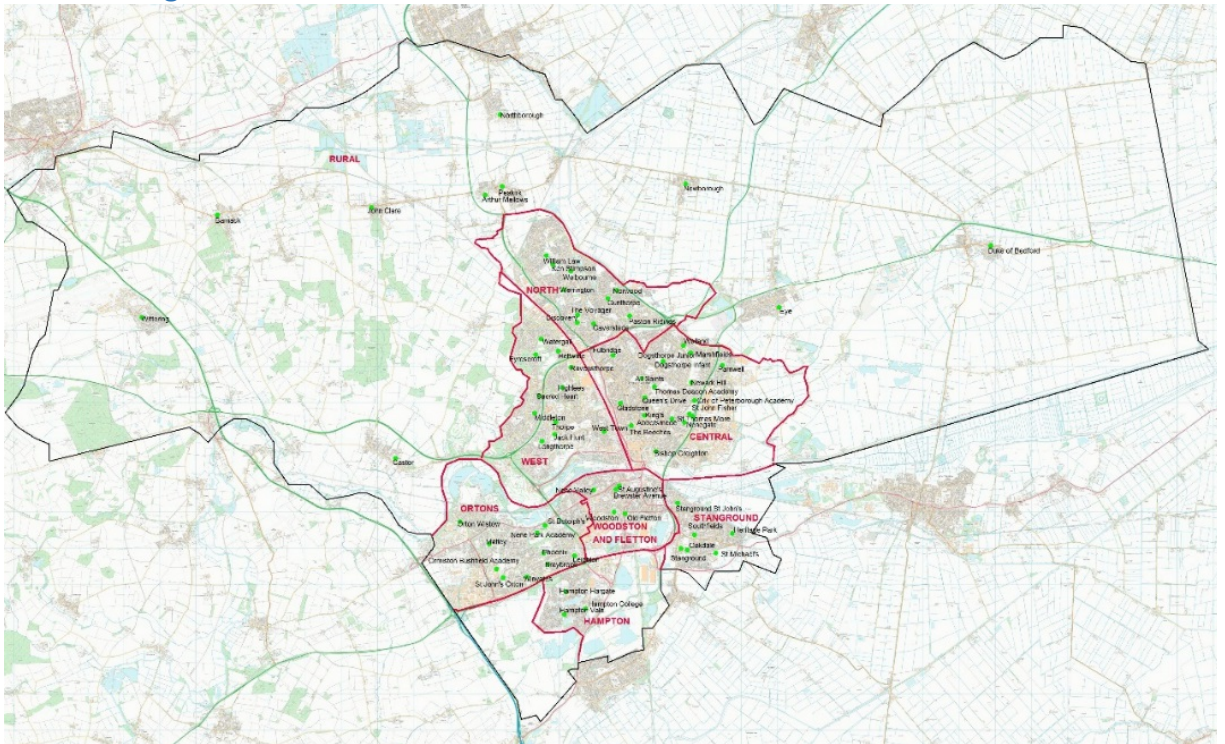
- 3.54. The most significant requirements for new education infrastructure provision will arise from the development of SUEs, namely at Paston Reserve, Norwood and Great Haddon. Therefore, in terms education provision the SUEs will be largely self-contained, with new schools provided on-site. To meet the education needs of the SUEs, the following education infrastructure is required:

- **Primary education -**
 - Two new primary schools to serve Paston Reserve and Norwood SUEs;
 - Two new primary schools to serve Hampton SUE; and
 - Three new primary schools to serve Great Haddon SUE.
- **Secondary education -**
 - Provision of a new secondary school (the Norwood Secondary School) to serve SUE development and north of Peterborough City;
 - New secondary school to serve Great Haddon SUE.

Additional education infrastructure requirements by planning area

- 3.55. In planning for primary and secondary school provision, the Council groups catchment areas into 'planning areas'. These areas planning areas are based on geographical proximity and physical barriers such as rail, major roads and the river, and are shown in the map below:
- 3.56. The Council published a "School Organisation Plan 2015 – 2020", which sets out the requirement for education provision in the short to medium term. The following growth requirements are identified by planning area between 2015 and 2020:

Map 2: Education Planning Areas



- **Central** – Expansion of existing schools in the Central area will be required to meet the needs of growth over the plan period. No schemes currently identified, but situation kept under review due to planned growth in the area.
- **North** – The new development at the Paston Reserve and Norwood SUEs will provide their own schools, as discussed above. It is likely that the needs of other new developments in this area can be met through existing provision.
- **West** – Expansion to Jack Hunt Secondary School is required to meet growth needs in this area.
- **Ortons** – No current schemes identified. However, depending on future pupil forecasts, Braybook Primary School may require expansion.
- **Stanground** – No schemes identified. St Michaels and Southfields both being expanded
- **Fletton/Woodston** - There is likely to be a need for additional school places, but so far no suitable sites have been identified.
- **Hampton** – The delivery of additional secondary school capacity is an urgent priority in the area. A successful bid for a Free School sponsored by Hampton College will meet this need. The Great Haddon SUE will generate a requirement for additional education infrastructure, including three new primary schools and a new secondary school.
- **Rural Areas** – It is necessary to monitor carefully the demography of the rural areas due to the distances involved and transport costs if children are unable to access their nearest primary school. Fluctuations in annual cohorts may be most suitably addressed through temporary measures such as mobile classrooms and / or internal alterations. There may be opportunity for expansion of the Duke of Bedford Primary School at Thorney. However at this time no schemes are identified.

Table 4: Education infrastructure requirements

Thematic Package	Scheme type	Scheme	Project(s)	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Skills Education and	New or expanded early years provision	Early Years need	<i>No projects currently identified, but kept under review. Additional early years provision will be required to meet demand across Peterborough</i>	PR001365	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£2.50	£5.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Paston Reserve 1 - Primary	PR001368	Essential Infrastructure	Short Term (within 1 – 5 years)	PCC funding	£6.00	£8.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Paston Reserve 2 (Norwood) - Primary	PR001369	Essential Infrastructure	Medium Term (within 6-10 years)	PCC funding	£8.00	£10.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Hampton Leys 1 - Primary	PR001374	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£6.00	£8.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Hampton Leys 2 - Primary	PR001379	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£6.00	£8.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Great Haddon 1 - Primary	PR001370	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£8.00	£10.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Great Haddon 2 - Primary	PR001371	Essential Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£8.00	£11.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Great Haddon 3 - Primary	PR001372	Essential Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£7.00	£8.00

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Skills Education	and	New Secondary School	Secondary education provision to serve SUEs and north of Peterborough city	Norwood Secondary School	PR001383	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£20.00	£30.00
Skills Education	and	New Secondary School	Secondary education provision to serve SUEs	Great Haddon Secondary	PR001384	Essential Infrastructure	TBC	Developer contributions	£30.00	£35.00
Skills Education	and	School expansion	Expansion of existing schools in "Central" catchment area to meet growth needs over plan period	<i>No project currently identified, but situation kept under review due to planned growth in the area.</i>		Essential Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in "West" catchment area to meet growth needs over plan period	Expansion to Jack Hunt Secondary School		Essential Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in "Ortons" catchment area to meet growth needs over plan period	Expansion of Braybrook Primary School		High Priority Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in "Fletton/Woodston" catchment area to meet growth needs over plan period	<i>Additional school places likely to be required, but no suitable site identified at this time.</i>		High Priority Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in rural areas to meet growth needs over plan period	<i>No project currently identified, but situation kept under review.</i>		High Priority Infrastructure	TBC	Developer contributions	TBC	TBC
Total project costs (£million)									£101.50+	£133.00+

Transport

Policy context

- 3.57. Peterborough City Council is the highways authority for the Unitary Authority area. It is responsible for maintaining the highways network (excluding the strategic road network) and public rights of way in its area, and in regulating the activities of developers in relation to highways. The Strategic Road Network is the responsibility of Highways England. Public transport is principally delivered by commercial providers, with some public subsidy particularly in rural areas to ensure they remain viable. Vehicle parking is offered by Peterborough City Council and commercial operators.
- 3.58. The adopted Core Strategy seeks to ensure Peterborough grows sustainably through providing necessary transport infrastructure and encouraging a modal shift away from car use to sustainable forms of transport. The Core Strategy aims to achieve the following objectives relating to transport infrastructure:
- **OB15: Bus services and congestion** – to enhance existing bus services in both the urban and rural areas and implement improvements to reduce local congestion by enabling regular, accessible and frequent services that reflect the most popular journeys and destinations and encourage an attitude and modal shift in local residents' travel behaviour;
 - **OB16: Walking and cycling** – To develop a fully integrated walking and cycling network, which provides legible, safe and pleasant routes throughout the city and surrounding area whilst encouraging healthy and sustainable travel choices.
 - **OB17: Rail station** – To regenerate Peterborough rail station and its wider area as a strategic gateway to the city. This will include increased rail capacity and local services to further reduce dependency on the private car, better connections to the city and improved physical design to create a greater sense of welcome and arrival, and further development of the station as a major development opportunity area.
- 3.59. In April 2016, the Council published its *Long Term Transport Strategy (2011 to 2026) and Local Transport Plan 4 (2016 to 2021)* (LTTS & LTP4). The LTTS & LTP4 seeks to deliver a sustainable transport system that allows Peterborough to deliver its growth strategy (i.e. the adopted Core Strategy and eventually the new Peterborough Local Plan).
- 3.60. In addition to meeting growth needs, the LTTS & LTP4 will enable residents and visitors to make smarter, more sustainable travel choices across Peterborough. The LTTS & LTP4 will continue to improve walking, cycling and public transport networks and will facilitate a transition to ultra-low emission vehicles.
- 3.61. This IDS has been informed by the LTTS & LTP4. The transport infrastructure items identified in this IDS therefore also contribute toward achieving the LTTS & LTP4's vision and objectives. This section provides a summary of transport infrastructure requirements, with specific schemes and projects set out in table 5.

Transport infrastructure requirements

Smarter Choices

3.62. 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 choices. To support this, the Travelchoice programme will provide:

- The provision of a customer service centre within Queensgate to predominantly offer members of the public information on bus services and coach bookings; but also for more general information on sustainable travel options in Peterborough;
- Promote sustainable travel within businesses, schools and residential developments through a range of measures including developing Travel Plans, including a school travel plan for all schools, work with new and existing businesses to help them implement workplace travel plans, require implementation of residential travel plans on large scale residential developments;
- To promote sustainable travel via social media to ensure key travel messages are distributed widely and innovatively;
- To utilise new technologies where possible to encourage people to travel sustainably e.g. smartcards for public transport usage, interactive maps, mobile apps and websites; and
- Provide a Travelchoice website which acts as a “one-stop-shop” for information on sustainable modes of travel in Peterborough, including walking, cycling, public transport and car sharing. The emphasis is on information to help people make travel choices about their everyday travel, (i.e. to work, school, leisure activities, shopping, healthcare, etc.).

Sustainable Transport

3.63. The LTTS & LTP4 seeks to increase the number of walking and cycling trips, through a well-developed and safe pedestrian connections and cycle network. Peterborough will have a high quality, reliable, easy to access and simple to understand public transport system.

3.64. Improving bridge access will connect neighbourhoods with the city centre:

- The London Road River Bridge Phase II proposal is to improve the eastern footway so that it can accommodate cyclists.
- Fletton Quays Footbridge: The Fletton Quays development is severed by the railway line and separated from the city centre by the River Nene. A new bridge is required to provide a suitable facility that is an attractive alternative to travelling into the city centre by car. This project encourages travel by sustainable modes, reduces the need to travel by car and improves connectivity in the city centre.
- Pedestrian and Cycle Bridge in Vicinity of Crescent Bridge: Crescent Bridge currently provides two narrow footways, which are unsuitable for cycling. In addition, due to the nature of the bridge it is extremely difficult for cyclists to access the relevant carriageway. Improvements to the bridge would help to provide a safe route into and out of the city centre.

3.65. The LTTS & LTP4 will make it easier for residents and visitors to travel to, from and around them by:

- Improving pedestrian and cycle routes, as well as bridleways and byways through the Rights of Way Improvement Plan (ROWIP) and on the Green Wheel;
- Working with Network Rail and local communities to close level crossing subject to acceptable mitigation measures;
- Improving sustainable transport links from rural areas and to connect to transport hubs;
- Directing HGVs onto the major roads to limit impact on rural communities.

Walking and cycling networks

3.66. The Primary Cycle Network (PCN) currently provides safe, coherent routes for cyclists looking to access key destinations and places of interest across the city. Expansion of the cycle network, with the provision of a cycle hub and cycle parking, will improve the quality of the cycle routes in Peterborough, provide attractive opportunities to make necessary journeys by cycle, support the UK Environment Capital status, increase the number of cyclists in Peterborough and reduce the physical barriers to cycling.

3.67. Strategic Walking Network expansion and consolidation will develop key pedestrian routes and create an attractive desirable link between Railway Station, bus station and city core, including through the provision of signalised crossing schemes.

Public transport

3.68. To ensure growth in Peterborough can happen sustainably, improved bus services are required which enable residents to travel sustainably around the city. The public transport network will be enhanced through various measures to:

- Improve and maintain the Primary Public Transport Corridor;
- Expansion of the core network within Peterborough and the 10 minute frequency buses.
- Improve accessibility to public transport, improve bus punctuality and provide high quality provision of key services and destinations;
- Increase the number of bus services running in the evenings and at the weekends, thereby minimise the need to travel by car and making public transport more accessible and easy to access;
- Provide improvements to demand responsive bus services in the rural parts of Peterborough, seeking to expand the Call Connect services, particularly into the east of the authority. This will involve working with neighbouring authorities and other partner organisations to co-ordinate and improve cross-boundary services.

Highways

Highway and Junction Improvements

3.69. Through the planning process, the Council will use planning obligation, CIL and other appropriate mechanisms to ensure new developments mitigate their impacts on the transport network. In addition, a number of improvements to key roads, the network of 'Parkways' and junctions are necessary to increase capacity, reduce congestion and accommodate future growth. Identified highway and junction improvements and secured developer lead schemes are listed in table 5.

Demand and Traffic Management Systems

3.70. Peterborough will use Intelligent Transport Systems and an expanded Urban Traffic Management Control (UTMC), linking to Real-Time Passenger Information (RTPI) and Active Travel Management (ATM), 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. Through improved information, Peterborough will ensure an efficient use of the existing and future roadway and transport network, maximise efficiency of road network, ease congestion, inform travel decisions accurately before and during journey, inform motorists of closures and congestion on the parkway system.

3.71. Provide a vehicle parking system that supports economic vitality, promoting sustainability and Peterborough's Environment Capital aspirations. Improve enforcement. Work with partners/businesses to reduce parking 'footprints' and make more land available for development and improved commercial competitiveness.

- 3.72. A car parking strategy will seek to manage demand for parking spaces, improve accessibility for all users and promote car sharing. The strategy will encourage migration of long-term spaces from the city centre to the periphery and outer areas. Driver's parking decisions will be informed by Intelligent Transport Systems (ITS) and Variable Message Signs (VMS).
- 3.73. Providing an extensive network of recharging points throughout the Peterborough authority area will promote the installation of electric vehicle infrastructure and recharging points in commercial and residential developments.

City Centre Improvements

- 3.74. City Centre transport and accessibility will be improved through the following measures:
- Giving priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around;
 - Creating better cycle routes and walkways around the city centre to give cyclists and pedestrians priority access;
 - Relocating car parks to free up land to create more city centre for public realm improvements and development opportunities;
 - Improving city taxi ranks;
 - Improving RTPI to make it easier for people to access bus and train times;
 - Providing interactive travel kiosks to give people information about the choice of travel options;
 - Look to create fixed loading times for lorries and freight vehicles outside of peak shopping times;
 - Make the city centre more user-friendly for all ages but focusing on older people and those with disabilities;
 - Improving access to and around the city centre for those with mobility difficulties;
 - Support the uptake of electric and ultra-low emissions vehicles;
 - Implementing public realm improvements.
- 3.75. Bourges Boulevard and Crescent Bridge roundabout present a major barrier to movement between Peterborough's retail core and the river, therefore presenting a barrier to the future development of the city. Improvements to the Bourges Boulevard Corridor will unlock congestion and significantly reduce delays, facilitating housing and economic growth and contributing toward the redevelopment of the city centre.

Rail infrastructure

- 3.76. The LTTS & LTP4 seeks to provide a rail network and connectivity which meets the needs of both passengers and freight users. The following schemes will support the rail network:
- Freight Logistics - Quality Partnership: This project will ensure Peterborough embraces opportunities to increase the amount of freight on the railway and reduce the impacts of lorries on the local network to reduce the environmental impacts of the movement of freight whilst supporting economic activity. To reduce the impact of freight movements on people's lives and environment, improve signage for freight, to support a shift for freight to more sustainable modes, to identify and publicise key freight routes and destinations, to encourage freight to use the parkway network as much as is practicable until they reach their final destination.
 - Hybrid or Rail Trans-shipment: A rail based logistics facility in Magna Park, Stanground. The Council will be working with the developer and Network Rail over highway improvements that are part of the planning conditions.
 - Level Crossing Closures/Enhancements (Woodcroft & Foxcovert Road): Improvements or possible closures and replacement with bridges of two level crossing as names in the project title. To improve safety at level crossings, increase connectivity in the area and possibly allow trains to travel at higher speeds.

Table 5: Transport infrastructure requirements

Thematic Package	Scheme type	Scheme	Project	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Transport	Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)	Western Relief Road	PR001272	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£15	£20
Transport	Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)	Yaxley Loop Road	PR001273	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£15	£20
Transport	Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)	ECML Bridge		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£25	£30
Transport	Secured Developer Lead Schemes	Site-specific improvements	A1139 Fletton Parkway Junction Improvements Junction 1	PR001330; PR001331	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£15	£20
Transport	Secured Developer Lead Schemes	Site-specific improvements	A1139 Fletton Parkway Junction Stage 1 Improvements Junction 3a	PR001334	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£5	£10
Transport	Smarter Choices	Travelchoice	Multiple projects including: - Travelchoice Centre (Queensgate); - Travel Plans (school, business, residential and village/rural); - Social marketing / research; - New Technology - advances in technology and best practice; - Travelchoice initiatives inc. website	PR001260	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£2	£3

Transport	Sustainable Transport	Walking and cycling improvements	<p>Multiple projects across district including:</p> <ul style="list-style-type: none"> - Primary Cycle Network (PCN), cycle hub, cycle parking; -- City Centre Improvements; - Strategic Walking Network expansion and consolidation; - Expansion of pedestrianisation; - Primary Cycle Network expansion and consolidation; - Strategic Walking Network, signalised crossing schemes; - Improving pedestrian and cycle routes, as well as bridleways and byways through the Rights of Way Improvement Plan (ROWIP) and on the Green Wheel; - Working with Network Rail and local communities to close level crossing subject to acceptable mitigation measures; - Improving sustainable transport links from rural areas and to connect to transport hubs; - Directing HGVs onto the major roads to limit impact on rural communities. 		Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£7
Transport	Sustainable Transport	Site-specific improvements	<p>Foot/cycle bridges to improve connectivity:</p> <ul style="list-style-type: none"> - London Road River bridge phase II; - Fletton Quays footbridges; - Pedestrian and cycle bridge in vicinity of Crescent Bridge 	PR001293; PR001294; PR001295	Essential Infrastructure	Medium Term (within 6-10 years)	Other	£23	£35
Transport	Sustainable Transport	Bus	<p>Multiple projects including:</p> <ul style="list-style-type: none"> - Extended Primary Public Transport Corridor (PTTC); - Innovative ticketing measures, including smartcard; - Min 10min frequency and additional core network; - Interchange and bus stop improvements. 		Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£7

Transport	Sustainable Transport	Other bus improvements	Improve rural bus service - demand responsive service, Improve cross boundary bus service, Extend timetable of bus services at evenings and weekends, bus priority measures	PR001304	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£2
Transport	Highway	Intelligent Transport Systems (ITS)	Urban Traffic Management Control (UTMC), Real Time Passenger Information (RTPI)	PR001262; PR001263	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£2
Transport	Highway	Demand and Traffic Management Systems	Multiple projects including: - Car park strategy; - Active Traffic Management (ATM); - Variable Message Signs (VMS); - Car Sharing; - Electric car charging points; - Car Park demand management	PR001315; PR001319; PR001320; PR001322; PR001323	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£8
Transport	Highway	City Centre Improvements	City Centre Improvements	PR001326	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£2
Transport	Highway	City Centre Improvements	Bourges Boulevard Corridor: - East Embankment - Boongate Dualling; - East Embankment - Fengate Capacity Improvements; - Town Bridge Improvements; - Rivergate Gyratory improvements.	PR001325; PR001327; PR001328	Critical Infrastructure	Medium Term (within 6-10 years)	Other	£33	£50
Transport	Highway	Parkway Highway Improvements	A15 Paston Parkway/A47 Soke Parkway Junction 20 Improvements	PR001338	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£7
Transport	Highway	Parkway Highway Improvements	A1/A605 Oundle Road (Alwalton) Junction		Critical Infrastructure	Medium Term (within 6-10 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 2	PR001331	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£1	£3
Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 3		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£3
Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 3 - 3a	PR001333; PR001334	Critical Infrastructure	Medium Term (within 6-10 years)	Other	£30	£50

Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 3a		Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£1	£3
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Stage 2 Improvements Jn 15		Critical Infrastructure	Medium Term (within 6-10 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	A47/A15 Lincoln Road Jn 18 Improvements	PR001337	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£4	£6
Transport	Highway	Parkway Highway Improvements	A15 Junction improvements Jn 21	PR001339	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£5	£7
Transport	Highway	Parkway Highway Improvements	Glinton Northborough Bypass between Jn 22 and Market Deeping		Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£75	£90
Transport	Highway	Parkway Highway Improvements	Nene Parkway Widening - Jn 32 - 33 (with 50mph speed limit) narrow lane widening	PR001342	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£3	£5
Transport	Highway	Parkway Highway Improvements	Nene Parkway Widening - Jn 32 - 33 with full width widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£40	£50
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 33	PR001343	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£5
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 15		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 33-15 widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 31-3 widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£3
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 32-33 full width widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£40	£50
Transport	Highway	Other Highway Improvements	A605 Junction with B1095 Junction improvements		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£10	£15

						years)			
Transport	Highway	Other Highway Improvements	Jn 68 Stanground Fire station Improvements with PT priority	PR001345	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£1	£3
Transport	Highway	Trunk Road Improvements	A1 Wittering Junction Improvement	PR001347	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£25	£25
Transport	Highway	Development Access	Norwood Access	PR001348	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£15	£20
Transport	Highway	Development Access	A16 dualling Norwood to A47		Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£5	£10
Transport	Highway	Development Access	Eastern Industries access - Parnwell Way	PR001350	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£8	£10
Transport	Freight	Freight Logistics - Quality Partnership		PR001352	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£1
Transport	Freight	Hybrid or rail trans shipment		PR001353	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£15	£20
Transport	Railway	Peterborough station enhancement			Essential Infrastructure	Medium Term (within 6-10 years)	Other	£5	£10
Transport	Railway	Level Crossing closures/enhancements		PR001357	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£10	£15
Transport	Railway	Werrington Grade Separated Junction - ECML and Spalding Line			Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£15	£20
Transport	Railway	Rail freight improvements			Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£10	£15
Transport	Highway	Parkway Highway Improvements	Smart City Network		Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£4	£5

Total project costs (£million)	£502	£707
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Utilities and Services

3.77. The Core Strategy seeks to ensure that the future growth is supported by investment in utilities infrastructure, such as water supply and treatment and household waste recycling.

- **OB27: Utilities infrastructure** – To secure in advance the funding and delivery of sufficient infrastructural capacity to accommodate and support the levels of growth planned for the district up to 2026, in particular through increased sewage treatment network capacity and ensuring sufficient water security to accommodate new development. To reduce pressure on the area's utilities by adopting measures to manage and reduce existing and future resource demand.
- **OB29: Flood risk** – To reduce the impacts of flooding and climate change on Peterborough by ensuring that all new development as a minimum complies with PPS25 [*since replaced by NPPF*] and wherever possible that development is directed away from areas at risk of flooding, and by ensuring the adoption of SuDS wherever practicable in new development.

3.78. The following utilities infrastructure items are required to support the needs of growth:

Water infrastructure

3.79. The Council is currently updating its Water Cycle Study (WCS) and Strategic Flood Risk Assessment (SFRA). The aim of this update is to ensure that water infrastructure, and the risks from flooding, can be managed sustainably alongside the expected growth of Peterborough. The WCS and SFRA Updates may recommend the development of new or enhancement of existing infrastructure relating to the management of water resources and/or flood risk. Updated findings and recommendations are expected to be reported in early 2017.

3.80. This IDS Update does not, therefore, identify water-resource or flood management infrastructure. For detail on such infrastructure requirements, please refer to the updated WCS and SFRA (once published).

Waste infrastructure

3.81. The following strategic waste infrastructure is required to meet the needs of growth over the plan period:

- **Anaerobic Digestion Plant:** An anaerobic digestion plant will maintain the diversion of food waste from residual treatment and enable the Council to generate renewable heat and/or electricity;
- **Southern Householders Recycling Centre:** Provide a modern and efficient Household Recycling Centre (HRC) for the city, which is well located, well designed and accepts a wide variety of materials for reuse/recycling.
- **Bring Sites (per 800 dwellings):** Temporary and permanent bring site facilities are provided to serve residents in Peterborough, improving the ratio of Council provided bring sites to 1:800. This may include the replacement and improvement of existing facilities.

Table 6: Utilities and Services Infrastructure Requirements

Thematic Package	Scheme type	Scheme	Project	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Utilities and Services	Water infrastructure	<i>Infrastructure for the provision or treatment of potable and / or waste water, as identified by Water Cycle Study.</i>			TBC	TBC	TBC	TBC	TBC
Utilities and Services	Waste infrastructure	Anaerobic Digestion Plant		PR001491	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£6	£10
Utilities and Services	Waste infrastructure	Southern Householders Recycling Centre		PR001494	Essential Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£4	£6.50
Utilities and Services	Waste infrastructure	Bring Sites		PR001496	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£1	£5
Total project costs (£million)								£11+	£21.50+

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