

CRITERIA 1: CONTEXT EVALUATION - PROMISING BUT NEEDS MORE WORK

DfT Commentary	LTP Section	Page Numbers	Council Response
<p>The plan contains a long-term transport strategy which sets out a clear vision, objectives and strategy, and what actions are required from the LTP2 in order to meet this goal. The Plan considers a wide variety of strategies at national, regional and local level, and there are no evident inconsistencies between these and objectives identified.</p>	Section 2: The Wider Context	Pg 9 to 22	No change from the provisional plan.
<p>The Council's <i>Corporate Strategy</i> includes a vision for 2020 which incorporate some generic priorities. However, there is nothing about the corporate planning framework.</p>	Section 2: The Wider Context Annex 4	Figure 5, pg22	<p>Figure 5 illustrates the corporate planning framework. The flow diagram shows how the <i>Corporate Strategy</i> has been intrinsic to the development of the LTP2. The strength of Peterborough's LTP2 is that it is built upon the priorities of the <i>Corporate Strategy</i>.</p> <p>Causal chains demonstrate the link between LTP2 objectives and corporate priorities.</p>
<p>The plan is centred on Peterborough's position as part of the LSCP growth area. The document consistently makes links to the wider growth agenda and illustrates how this will impact on Peterborough.</p>	Section 2: The Wider Context Section 3: Transport Challenges and Opportunities	Pg 14 Pg 23 to 40	No change from the provisional plan.
<p>As above, the plan is consistent with wider regional policies including the East of England Plan. However, the document only refers to the East of England Plan's aims without linking them to Peterborough objectives On the other hand, clear links are made between Peterborough objectives and the RTS, sustainable communities plan, and land-use planning.</p>	Section 2: The Wider Context Annex 3	Pg 9 to 22	A long-term transport strategy policy audit was undertaken to review consistency between Peterborough's objectives and emerging national, regional and local policy. Annex 3 details the policy audit.
<p>Although there are no inconsistencies between national policy and Peterborough's strategy, the links between the two could be made more explicit to show how Peterborough will address these national priorities.</p>	Section 2: The Wider Context Annex 3	Pg 9 to 22	See above text.

CRITERIA 2: ANALYSIS EVALUATION - VERY PROMISING

DfT Commentary	LTP Section	Page Numbers	Council Response
There is a good use of analysis and data throughout the document. The plan also contains evidence of forecasting and modelling.	Section 3: Transport Challenges and Opportunities Section 4: Transport Priorities Annex 5	Pg 29 Pg 77	The Peterborough Transportation Model was developed to inform the LTP2 and provide a strong evidence base. Strategic Mapping Audit and Evidence Base further developed in support of the Accessibility Strategy. Evidence Base annex was updated in light of further development to <i>Peterborough Transportation Model</i> . No change from the provisional plan.
The plan has assessed and quantified past experience under the LTP1 and has shown how this has impacted on the LTP2.	Section 1: Introduction	Pg 3	No change from the provisional plan.
Although major schemes are described in some detail, there is no quantification of their impact contained in the LTP. However there is consideration of alternatives, especially in relation to congestion, which is backed up with evidence and incorporates both behavioural changes and smarter choices.	Section 5: Transport Solutions	Pg 131 to 154	This section was re-drafted for the final LTP2 and now represents a more detailed appraisal of major scheme impacts.
The plan considers the full range of transport modes and there is evidence of good communication with public transport operators and business. A road user hierarchy has been identified with pedestrians and public transport at the top, and car users at the bottom.	Section 4: Transport Priorities	Pg 41	No change from the provisional plan.
There is a lot of empirical evidence used throughout the plan. Accession has clearly been used in the development of the accessibility strategy. A transportation model is in development and the Council has made good use of the strategic model that is already available.	Annex 5		The <i>Peterborough Transportation Model</i> was refined to inform the final LTP2 and further evidence gathered to build on the strong analytical base.
A SEA is in preparation and the plan details how the LTP was modified in light of SEA consultation. Environmental issues are identified as is the impact of the LTP on them. However, there could be stronger links made between major schemes and their environmental consequences.	Section 3: Challenges and Opportunities Section 5: Transport Solutions Annex 6	Pg 30 Pg 137	SEA Environmental Report considered delivery of major schemes and the resulting environmental consequences. SEA Environmental Report findings with regard to major scheme delivery are detailed in this section. The SEA Statement details the environmental impacts of LTP2.
The ROWIP and its integration with the rest of the LTP is to be commended.	Section 4: Transport Priorities – Delivering Accessibility Annex 10	Pg 93	Minor amendments from the provisional plan to meet stakeholder's feedback.

CRITERIA 3: MAXIMISING VALUE FROM RESOURCES EVALUATION - NEEDS SUBSTANTIAL IMPROVEMENT

DfT Commentary	LTP Section	Page Numbers	Council Response
The Plan contains some brief references to value for money, and there is evidence that some modelling work has been used to test varying levels of investment. However, the lack of consideration of value for money appears to be a weakness of the plan.	Section 5: Transport Solutions Annex 11	Pg 134 to 136	This section summarises how the Council has established a performance management system for ensuring that the available funding will best deliver the LTP2 outcomes. A technical annex that details how the LTP2 demonstrates value for money and underpins the <i>Planning Guideline</i> allocations to LTP2 headline budgets.
A Transport Asset Management Plan is in development and a Highways Asset Management Plan exists and is being used to determine maintenance priorities. The plan considers the need for maintenance spending to relieve the backlog, but Peterborough is waiting for the December 2005 planning guidance figures before it firms up the figures.	Section 5: Transport Solutions	Pg 129 to 131	This section details Peterborough's capital maintenance allocations subsequent to the December 2005 revised planning guidelines.
The plan considers the delivery of the shared priorities strongly. Although demand management is not explicitly referred to, it can be seen it is the underlying concept for many schemes. There is coverage of smarter choices, travel plans, bus strategy, ETP in road safety, and also smarter ways of working.	Section 4: Transport Priorities Section 5: Transport Solutions	Pg 41 Pg 131	No change from the provisional plan.
The plan's reference to how Peterborough will comply with its Network Management duty needs to be worked up. It does not make clear if a Traffic Manager has or will be appointed.	Section 4: Transport Priorities - Tackling Congestion	Pg 43	Sub-heading <i>Traffic Management</i> updated. Updated text includes a commentary on progress in meeting the network management duty and confirms the appointment of a Traffic Manager.
Other sources of funding will be utilised in particular revenue funding and GAF. It is clear that revenue funding will be used on bus improvements and maintenance. However, there is no description in the plan on how budgets will be managed or of cost control.	Section 5: Transport Solutions	Pg 136	A Prince 2 LTP2 programme management structure is detailed in 5.4 <i>Achieving Excellence Project Management</i> .

CRITERIA 4: INVOLVEMENT EVALUATION - PROMISING BUT NEEDS MORE WORK

DfT Commentary	LTP Section	Page Numbers	Council Response
<p>There is little evidence of interdepartmental working in the council to inform plan development. There is also no evidence of working with parish councils.</p>	<p>Section 1: Introduction</p> <p>Section 4: Transport Priorities - Delivering Accessibility</p> <p>Annex 2</p>	<p>Pg 3</p> <p>Pg 77</p>	<p>Cross Sector Working sub-heading highlights examples of interdepartmental working in the development of the LTP2.</p> <p>Partnership working with the Council's Children's Services Department is highlighted in the Accessibility Strategy.</p> <p>Responses from the full LTP2 consultation are set out, including responses from Parish Councils.</p>
<p>There is evidence of cross-boundary working and the authority appears to realise its importance in achieving success in transport planning.</p>	<p>Section 2: The Wider Context</p>	<p>Pg 15</p>	<p>No change from the provisional plan.</p>
<p>There is evidence of significant stakeholders input and how it influences the plan contained in the appendix and further consultation will take place in November 2005. Additionally Peterborough has consulted with LSPs, primary trusts and job centres in developing its accessibility strategy. Bus quality partnerships are also being planned.</p>	<p>Section 1: Introduction</p>	<p>Pg 2 to 3</p>	<p>Wider public consultation was undertaken and further consultation with stakeholder groups for the final LTP2 and Accessibility Strategy.</p>
<p>Although there has been partnership working with bus operators there is little evidence of similar activities with other representative agencies.</p>	<p>Section 2: The Wider Context</p> <p>Section 4: Transport Priorities</p>	<p>Pg 16</p> <p>Pg 41 to 130</p>	<p>Strategic Transport Issues has been updated to emphasise the Council's influence on the strategic rail network. The sub-heading also includes text on partnership working with the Highways Agency.</p> <p>Examples of working with external agencies can also be found under the following sub-headings:</p> <ul style="list-style-type: none"> • Traffic Management; • Cycling; • Parking; • Passenger Rail; • Developing the Accessibility Strategy; • Casualty Data; • Trunk Roads; • Air Quality Forum.

CRITERIA 5: PERFORMANCE MANAGEMENT EVALUATION - PROMISING BUT NEEDS MORE WORK

DfT Commentary	LTP Section	Page Numbers	Council Response
The plan incorporates a wide range of indicators that broadly reflect the authority's objectives. There is also a good selection on how the Council will implement a robust system of performance management in order to monitor progress, identify problems early and focus on making improvements to ensure it remains on track and targets remain challenging.	Section 6: Indicators and Targets	Pg 157	All targets were reviewed and revised in light of an updated <i>Peterborough Transportation Model</i> .
Targets and indicators need more work as they are under development.	Section 6: Indicators and Targets Annex 5	Pg 157	All targets were reviewed and revised in light of an updated <i>Peterborough Transportation Model</i> and subsequent Evidence Base.

CRITERIA 6: PRIORITIES EVALUATION - PROMISING BUT NEEDS MORE WORK

DfT Commentary	LTP Section	Page Numbers	Council Response
Development of the accessibility strategy has been started strongly and this flows well, but targets need to be developed to give the full picture. Further work to fully develop approach to accessibility.	Section 4: Transport Priorities - Delivering Accessibility	Pg 73	Framework Strategy has been replaced with a full Accessibility Strategy.
There is comprehensive discussion of congestion that addresses the problems using a variety of policy tools and transport modes.	Section 4: Transport Priorities – Tackling Congestion	Pg 43	Minor amendments made following the submission of the provisional plan, in particular, the Council's approach to Network Management Duty.
Coverage within the plan to air quality is also reasonably thorough.	Section 4: Transport Priorities – Better Air Quality	Pg 113	No changes to provisional plan.
Road Safety will primarily be addressed through ETP. The authority has found no connection between KSIs and incidence of deprivation, but will still tackle the issue using education. Describe what methods will be used to tackle KSI. Link this in with consultation across other authority policy areas and how they may feed in to this target.	Section 4: Transport Priorities – Safer Roads	Pg 103	<i>Safer Roads</i> details a number of methods to tackle KSIs including speed management, safer journeys to school and safer urban and rural areas. <i>Safer Roads</i> details throughout the partnership working within the Council (Children's Services, Community Services) and external organisations (Cambridgeshire Constabulary, Cambridgeshire Fire and Rescue, Peterborough Hospitals NHS Trust) to tackle KSIs.
The impact of schemes on the wider quality of life issues has been considered.	Section 4: Transport Priorities	Pg 41	Minor amendments following submission of the provisional plan.

Consultation for the development of the provisional LTP2

Stakeholder	Details of Engagement	LTP2 Influence
Greater Peterborough Partnership (Local Strategic Partnership)	<ul style="list-style-type: none"> Greater Peterborough Partnership <i>Community Strategy</i> based on wide-scale public consultation Environment and Transport sub-group consulted on the progress of development of the LTP2 Education sub-group consulted as part of Accessibility Planning 	<ul style="list-style-type: none"> The Wider Context Challenges and Opportunities Transport Priorities Transport Solutions Indicators and Targets
Greater Peterborough Chamber of Commerce and Industry	<ul style="list-style-type: none"> Consulted on the progress and the development of the LTP2 Further consultation to be undertaken on Targets and Indicators 	<ul style="list-style-type: none"> Challenges and Opportunities Transport Priorities
Local Access Forum	<ul style="list-style-type: none"> Provided feedback on changes required from LTP1 and priorities for LTP2, also had input on the ROWIP. 	<ul style="list-style-type: none"> Transport Priorities - walking and ROWIP
Sustrans	<ul style="list-style-type: none"> Comments provided on the walking strategy Also represented on the Cycle Forum 	<ul style="list-style-type: none"> Transport Priorities - walking
Greater Peterborough Primary Care Partnership	<ul style="list-style-type: none"> One to one discussion held with officers from health improvement and estates and facilities to identify access to health problems Walking for Health Officer provided feedback on walking strategy 	<ul style="list-style-type: none"> Challenges and Opportunities Transport Priorities - Accessibility Framework, and walking strategy theme
Diversity Group	<ul style="list-style-type: none"> Contributed on the progress and the development of the LTP2 	<ul style="list-style-type: none"> Challenges and Opportunities Transport Priorities - in particular public transport and <i>Delivering Accessibility</i>
Cycling Forum	<ul style="list-style-type: none"> Played an active role in developing the LTP2 through regular meetings 	<ul style="list-style-type: none"> Transport Priorities – cycling Transport Solutions Indicators and Targets
Disability Groups (including Disability voices, Shopmobility and RNIB-Peterborough Group)	<ul style="list-style-type: none"> Regular consultation and active role in the development of the LTP2 	<ul style="list-style-type: none"> Transport Priorities – people with disabilities

Stakeholder	Details of Engagement	LTP2 Influence
Unitary Area-wide consultation with residents	<ul style="list-style-type: none"> Annual consultation on APR <i>City Centre Framework</i> Consultation – over 150 comments received, approximately 50% of these were transport issues (Autumn 2003) Scott Wilson Kirkpatrick's <i>City Centre Framework Transport Strategy</i> undertook a road-side interview of journey purpose with approximately 8500 people (Summer 2003) Peterborough Local Plan (first deposit) Consultation Rights of Way Survey (Autumn 2004) Rural Transport Audit – a manned road show visited the 25 parishes in Peterborough (Summer 2002) Consultation on Peterborough Bus Strategy (2003) Consultation on Public Transport Review – including comment cards and one to one consultation with bus and non-bus users (Autumn 2004). Survey of post-16 students and transport needs behavioural research undertaken by Socialdata to inform <i>Travel/choice</i> project (spring 2005) surveys undertaken by Colin Buchanan & Partners to develop the railway station proposals (autumn 2003) workshops (Growing the right way: west and Growing the right way: south) held in townships to allow residents to input in to the regeneration of their area. (Winter 2004) 	<ul style="list-style-type: none"> Entire LTP2
Employees within Peterborough	<ul style="list-style-type: none"> Travel to Work Survey (annually) 	<ul style="list-style-type: none"> Transport Priorities – workplace travel plans
Highways Agency (Area 6 and Area 7)	<ul style="list-style-type: none"> Consulted on the progress and the development of LTP2 through regular meetings 	<ul style="list-style-type: none"> Challenges and Opportunities Transport Priorities Transport Solutions
East of England Regional Assembly	<ul style="list-style-type: none"> Consulted on the progress of the development of the LTP2 	<ul style="list-style-type: none"> Transport Priorities –passenger rail and freight

Stakeholder	Details of Engagement	LTP2 Influence
GO-East	<ul style="list-style-type: none"> Continued discussions throughout the development of LTP2 	<ul style="list-style-type: none"> The Wider Context Challenges and Opportunities Transport Priorities Transport Solutions Indicators and Targets
Transport Operators	<ul style="list-style-type: none"> Bus Strategy Review of Public Transport Intelligent Transport Systems workshop Regular meetings held with transport operators 	<ul style="list-style-type: none"> Transport Priorities - buses Transport Solutions
Peterborough Environment City Trust	<ul style="list-style-type: none"> Air Quality Strategy and Review Strategic Environmental Assessment 	<ul style="list-style-type: none"> Transport Priorities Strategic Environmental Assessment
City Centre Forum	<ul style="list-style-type: none"> <i>City Centre Framework</i> Consultation Air Quality Strategy and Review 	<ul style="list-style-type: none"> Challenges and Opportunities Transport Priorities
Local Authorities Road Safety Officers Association	<ul style="list-style-type: none"> Continued discussions throughout the development of LTP2 	<ul style="list-style-type: none"> Transport Priorities – Safer Roads
Sub-regional authorities	<ul style="list-style-type: none"> LTP2 development meetings to discuss cross-boundary transport issues Annual Consultation on <i>Annual Progress Report</i> Bus Strategy Public Transport Review Air Quality Strategy and Progress Reports 	<ul style="list-style-type: none"> The Wider Context Challenges and Opportunities Transport Solutions
East of England Local Authorities	<ul style="list-style-type: none"> East of England Directors of Environment and Transport LTP group formed to inform the development of the LTP2 through general consensus Annual Consultation on Annual Progress Report 	<ul style="list-style-type: none"> Entire LTP2
Benchmarking Authorities	<ul style="list-style-type: none"> Annual Consultation on Annual Progress Report 	<ul style="list-style-type: none"> Transport Priorities - Intelligent Transport Systems informed by a visit to Warrington
<ul style="list-style-type: none"> Swindon Milton Keynes Telford and Wrekin Warrington 		
Other Environmental Organisations (including the environment agency, English Nature and British Waterways)	<ul style="list-style-type: none"> Consultation on the Strategic Environmental Assessment 	<ul style="list-style-type: none"> Challenges and Opportunities Transport Priorities SEA

Stakeholder	Details of Engagement	LTP2 Influence
Other departments within Peterborough City Council	<ul style="list-style-type: none"> Land-use planning, Pollution Team, Community Safety, <i>Secondary School Review</i> team were involved in continuous discussions throughout the development of the LTP2. 	<ul style="list-style-type: none"> Entire LTP2
Travelchoice Steering Group	<ul style="list-style-type: none"> Continued consultation through regular meetings on <i>Travelchoice</i> Project and development of indicators 	<ul style="list-style-type: none"> Transport Priorities – <i>Travelchoice</i> Indicators and Targets
EPOC, Cabinet and Full Council	<ul style="list-style-type: none"> EPOC, Cabinet and Full Council reports available for public and local media examination 	<ul style="list-style-type: none"> Entire LTP2

Consultation on the Provisional LTP2

Stakeholder	Comment on provisional LTP2/Bus Strategy	Consideration
General Public	<ul style="list-style-type: none"> how does the LTP2 fit with the arts team plan to enhance cultural offering in the city; more money to be invested in to the condition of footpaths; 55% satisfaction for local public transport is too low; Rights of Way Improvement Plan considers the needs of horse riders in the Peterborough area well. 	<ul style="list-style-type: none"> The six corporate strategy priorities underpin the development of the LTP2. The <i>Transport Asset Management Plan</i> will optimise maintenance investment. Indicators and Targets have been reviewed in light of the revised <i>Peterborough Transportation Model</i> and the <i>Planning Guideline</i>.
Parish Councils	<ul style="list-style-type: none"> multi-modal study of A15 needs to be undertaken as soon as possible; LTP2 is short on plans to resolve the serious and fast growing congestion to the north of the city and the direct consequences on the surrounding villages. 	<ul style="list-style-type: none"> The LTP2 demonstrates a commitment to undertake a multi-modal study of the A15 corridor in partnership with Lincolnshire County Council.
Countryside Agency	<ul style="list-style-type: none"> support a vision to develop a city as a model of truly sustainable growth and objectives to reduce environmental impacts of transport; no mention of potential to remove highway clutter; lighting in rural areas only used where necessary; level of expenditure low to cover both functional and recreational requirements of Public Rights of Way; is a 9% increase in walking challenging enough? 	<ul style="list-style-type: none"> Removal of street clutter has been included under Best Practice. Transport Asset Management Plan will ensure lighting is only used where necessary. The city currently has a high baseline for walking (28%), in light of a review of the evidence base, a 9% increase in walking is viewed as challenging.

Stakeholder	Comment on provisional LTP2/Bus Strategy	Consideration
Friends of the Earth	<ul style="list-style-type: none"> rural bus services need to be considered, especially in the evenings; no mention of home zones; Better Air Quality needs to reflect that the key issue is to reduce car use and improve perception of sustainable travel; balance of investment is far too tilted towards car travel and not sustainable travel modes; choice of schemes is right but the priority they are in is wrong. The improvements to public transport will not improve travel mode choice if road improvements are already in place. 	<ul style="list-style-type: none"> The <i>Peterborough Transportation Model</i> has been developed to ensure that the policy implementation programme presents the best opportunity for mode choice in light of the <i>Planning Guideline</i> for Peterborough. The policy implementation programme gives a considerable weighting to sustainable travel modes.
GNER	<ul style="list-style-type: none"> road signage on all routes to station is to be improved by car and by cyclists/pedestrians; if routes to station by car are made slower, people may choose to travel via A1 rather than train; GNER's taxibus should be included as a Key Action; safe secure parking for motorcycles at station needs to be considered. 	<ul style="list-style-type: none"> Rail is a key element in the growth of Peterborough. The Council will continue to work in close partnership with GNER, Network Rail and Railworld on strategic and local rail initiatives throughout the life of the LTP2 and development plans.
Network Rail	<ul style="list-style-type: none"> large scale growth will have an impact on the pedestrian capacity of the station; suburban stations would need to show how they will fit on to already busy line without adversely affecting the timetable. 	
Railworld	<ul style="list-style-type: none"> improved travel information for public transport and rail; consider a shuttle in the city centre between key destinations including rail station, museum, shopping areas; make plans to introduce light rapid transit in to Peterborough. 	<ul style="list-style-type: none"> The LTP2 includes a number of key actions for improved transport information; A study to investigate the potential for light rapid transit/ community rail is committed during the life of LTP2.
Motorcycle Industry Association	<ul style="list-style-type: none"> LTP2 welcomed by motorcyclists; motorcycling considered to be a sustainable mode in LTP2 but not reflected in local context; Powered two wheelers should be recognised as a vulnerable mode of transport; Powered two wheelers should be reflected in identifying and managing the road hierarchy; recognition of Wheels to Work Schemes and investigate practical advantages; bikesafe not available to 16-19 year olds – how can we improve their safety when using PTW. 	<ul style="list-style-type: none"> The LTP2 has been reviewed to ensure a consistent policy approach to powered two wheelers throughout the document.

Stakeholder	Comment on provisional LTP2/Bus Strategy	Consideration
Developers	<ul style="list-style-type: none"> more information needed on how a 50% increase in bus patronage is to be achieved; further clarification on A15 and A1179 improvements; inefficient use of resource to suggest developer funding may be used to support a park and ride. 	<ul style="list-style-type: none"> A City Centre Framework Transport Strategy was prepared by Scott Wilson Kirkpatrick and has underpinned the development of the LTP2. The Council will work in partnership with developers on the emerging developer contribution strategy
The British Horse Society	<ul style="list-style-type: none"> when creating a cycleway consideration should be given to designate route as a bridleway; policies and plans should be developed for all road users; driver education promoted and include how to pass a horse safely included; consider equestrians when installing pedestrian crossings. 	<ul style="list-style-type: none"> The requirements of equestrians have been considered in the development of the Rights of Way Improvement Plan

	Transport Strategy objectives							
	Better Accessibility for all...	Economy Support local economic performance...	Efficiency Make the best use of existing transport ...	Environment Reduce the environmental impacts...	Healthy Travel Improve community health...	Integration Greater integration ...	Safety Reduce accidents ...and travel related crime.	Travel Choice Increase travel choice ...
Wider policy								
The Future of Transport: A Network for 2030								
Roads: Smarter Travel Our goal is a network that provides a more reliable and freer-flowing system for motorists, other road users and businesses, where travellers can make informed choices about how and when they travel, and so minimise the adverse impact of road traffic on the environment and other people.	✓	✓✓	✓✓	✓✓	✓		✓	✓✓
Buses: Better Services, Easier Access Buses are the main form of public transport. We need bus networks that provide flexible and convenient services tailored to local needs, offering a reliable way to travel to and from jobs, schools, shops and other services. This is crucial for people without access to a car and provide genuine choice for those who do.	✓	✓✓	✓✓	✓✓		✓✓	✓	✓✓
Walking and Cycling: A Positive Choice Walking and cycling offer a healthy and enjoyable alternative, particularly for short trips. We want to encourage more people to choose to walk and cycle more often.	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓
Protecting the Environment Good transport is central to a prosperous economy, facilitating better access and greater mobility. But we must balance the increasing demand for travel against our goal of protecting the environment effectively and improving the quality of life for everyone- whether they are travelling or not.	✓✓	✓	✓✓	✓✓	✓✓	✓✓		✓✓
Safety and Security We want to ensure that people are safe and secure when they use our transport system whether they are catching a bus, taking a plane, a ferry or a cruise ship, waiting at a train station, parking their car or walking into town.	✓✓	✓	✓	✓	✓✓		✓✓	✓✓
Summary	No significant policy gaps							

	Transport Strategy objectives							
	Better Accessibility for all...	Economy Support local economic performance...	Efficiency Make the best use of existing transport ...	Environment Reduce the environmental impacts...	Healthy Travel Improve community health...	Integration Greater integration ...	Safety Reduce accidents ...and travel related crime.	Travel Choice Increase travel choice
Wider policy	✓	✓	✓	✓		✓	✓	✓
Public Transport Provision and Regional Interchange Centres (Policy T2) An enhanced level of public transport service provision to from and within regional interchange centres.	✓	✓	✓	✓		✓	✓	✓
Sub-Regional Transport (Policy T10) Infrastructure programmes transport service provision and management will support existing development with focus on – growth areas, priority regeneration areas, sustaining rural communities.	✓	✓	✓	✓		✓	✓	✓
Environment and Safety (Policy T11) The development and design of transport infrastructure and policy will seek to protect and enhance the natural, built, and historic environment, minimise environmental impact and improve safety and security.		✓	✓	✓	✓	✓	✓	✓
Public Transport Accessibility (Policy T13) Public transport provision will be improved and its use encouraged	✓	✓	✓	✓	✓	✓	✓	✓
Traffic Management (Policy T14) Reduce the rate of growth of car traffic in the region and stabilise car traffic levels in regions urban regional interchange centres.	✓	✓	✓	✓	✓	✓	✓	✓
Summary	A growth objective to support Sub-regional ambitions would strengthen the LTP2 policy framework							

	Transport Strategy objectives							
	Better Accessibility for all...	Economy Support local economic performance...	Efficiency Make the best use of existing transport ...	Environment Reduce the environmental impacts...	Healthy Travel Improve community health....	Integration Greater integration ...	Safety Reduce accidents ...and travel related crime.	Travel Choice Increase travel choice ...
Wider policy								
Promoting the delivery of strategic road, rail and other public transport priorities for the region (Goal 6, Priority 3) Support implementation of the RTS, particularly with investment in the creation of a strategic inter-modal network, demonstrate broader economic case for transport infrastructure improvements, and support improvements to the strategic public transport network.	✓	✓	✓	✓	✓	✓	✓	✓
Ensuring that transport solutions serve economic growth in a sustainable manner (Goal Six, Priority 4) Ensure transport and economic development are co-ordinated to reduce the need to travel, support delivery of appropriate mix of strategic transport modes, support initiatives that maintain and make best use of existing transport infrastructure, initiatives to conduct business with reduced car use and travel demand.	✓	✓	✓	✓	✓	✓	✓	✓
Summary	Strong LTP support for RES 'goals'.							
Strategy for the Greater Peterborough sub-region								
Policy GPSR4: regeneration of Peterborough City	Support the regeneration of the city centre to create an improved range of services.....	✓	✓	✓	✓	✓	✓	✓
	Support the regeneration of inner urban areas. Develop travel choice and accessibility through improvements to the local transport infrastructure....	✓	✓	✓	✓	✓	✓	✓
Summary	All LTP objectives strongly support the strategy for the GPSR. However, the growth and regeneration aspirations of the sub-region could be better defined.							

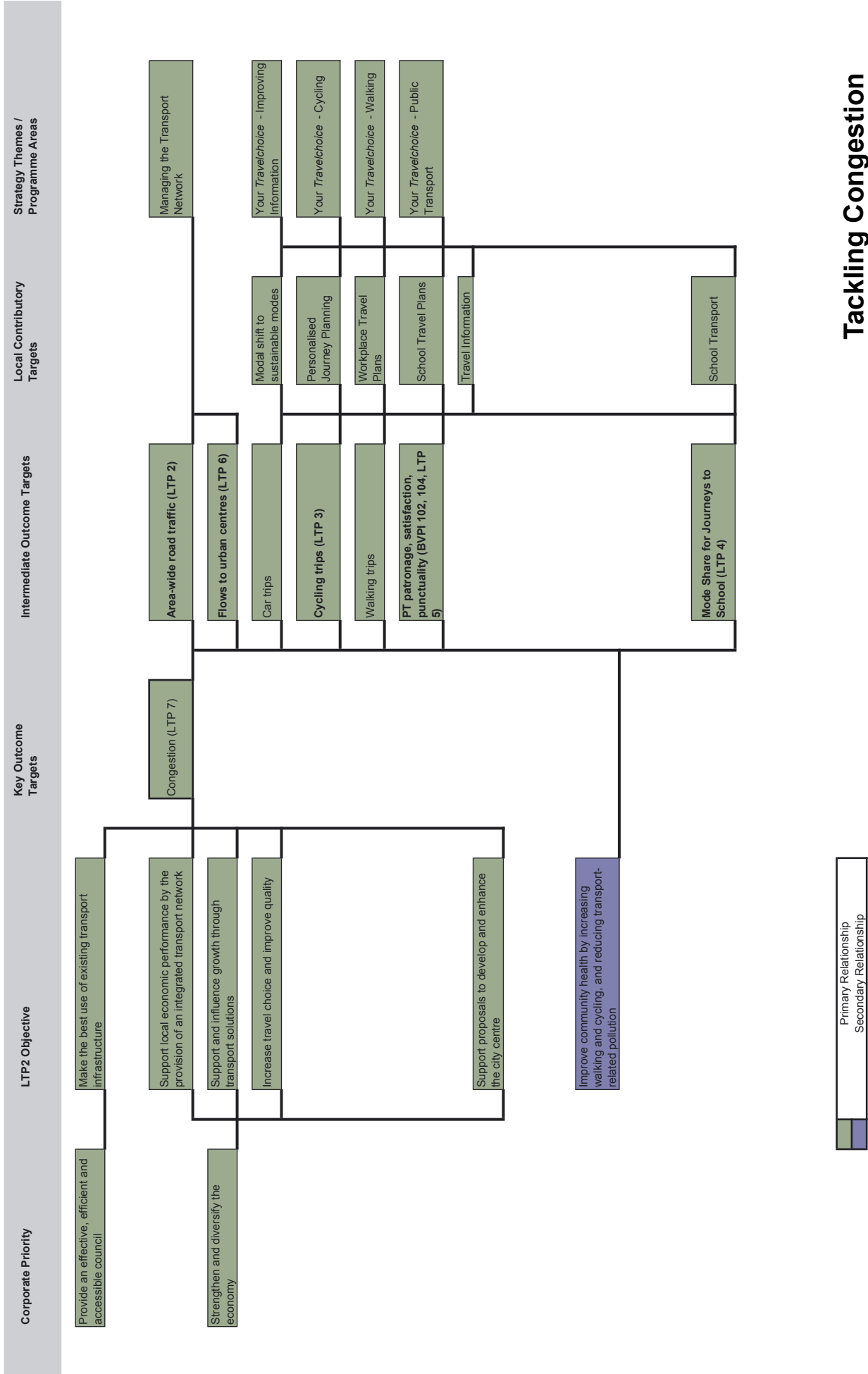
Review of the Peterborough LTP1 long-term transport strategy – November 2004 (Summary document)

Wider policy	Transport Strategy objectives							
	Better Accessibility for all...	Economy Support local economic performance...	Efficiency Make the best use of existing transport ...	Environment Reduce the environmental impacts...	Healthy Travel Improve community health....	Integration Greater integration ...	Safety Reduce accidents ... and travel related crime.	Travel Choice Increase travel choice ...
To strengthen and diversify the economy	✓	✓	✓	✓	✓	✓	✓	✓
To plan and deliver an attractive and environmentally friendly city	✓	✓	✓	✓	✓	✓	✓	✓
To improve the safety and feel of the city	✓	✓	✓	✓	✓	✓	✓	✓
To achieve the best possible health and well-being	✓	✓	✓	✓	✓	✓	✓	✓
To provide high quality opportunities for learning and ensure children are safe	✓	✓	✓	✓	✓	✓	✓	✓
To provide and effective, efficient and accessible council	✓	✓	✓	✓	✓	✓	✓	✓
Summary	No significant policy gaps							

Corporate Priority	LTP2 Objective	Key Outcome Targets	Intermediate Outcome Targets	Local Contributory Outputs	Strategy Themes/Programme Areas
Provide an effective, efficient and accessible council	Make the best use of existing transport infrastructure	Congestion (LTP 7)	Road and footway condition (BVPI 223, 224a, 224b)		Maintaining the Highway Network
			Area-wide road traffic (LTP 2)		Managing the Transport Network
Strengthen and diversify the economy	Support local economic performance by the provision of an integrated transport network	Congestion (LTP 7)	Flows to urban centres (LTP 6)		
			Car trips	Modal shift to sustainable modes	Your Travelchoice - Improving Information
			Cycling trips (LTP 3)	Personalised Journey Planning	Your Travelchoice - Cycling
			Walking trips	Workplace Travel Plans	Your Travelchoice - Walking
Plan and deliver an attractive and environmentally friendly city	Support proposals to develop and enhance the city centre	Air Quality (LTP 8)	PT patronage, satisfaction, punctuality (BVPI 102, 104, LTP 5)	School Travel Plans	Your Travelchoice - Public Transport
			Climate Change	Travel Information	
Achieve the best possible health and wellbeing	Improve community health by increasing walking and cycling, and reducing transport-related pollution	Accessibility (LTP 1)			Improving Accessibility
			Better accessibility for all, particularly rural areas and those with mobility difficulties		
Provide high quality opportunities for learning and ensure that all children are safe			Mode Share for Journeys to School (LTP 4)	School Transport	
				Travel Security	
Improve the safety and feel of the city	Reduce number of personal injury accidents among all travellers and reduce travel-related crime	Road safety (BVPI 99)			Safer Roads

Integrated Objectives

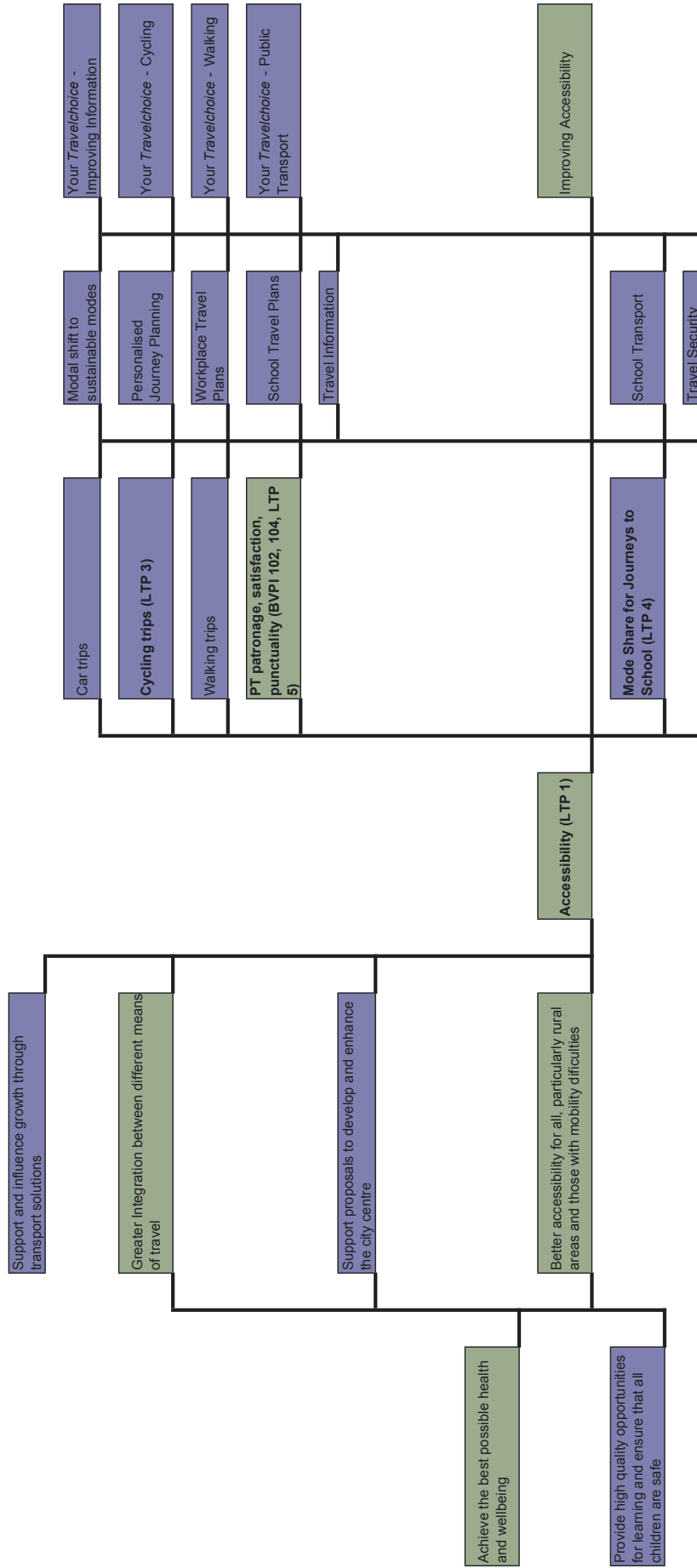




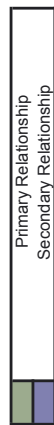
Tackling Congestion



Corporate Priority	LTP2 Objective	Key Outcome Targets	Intermediate Outcome Targets	Local Contributory Targets	Strategy Themes/ Programme Areas
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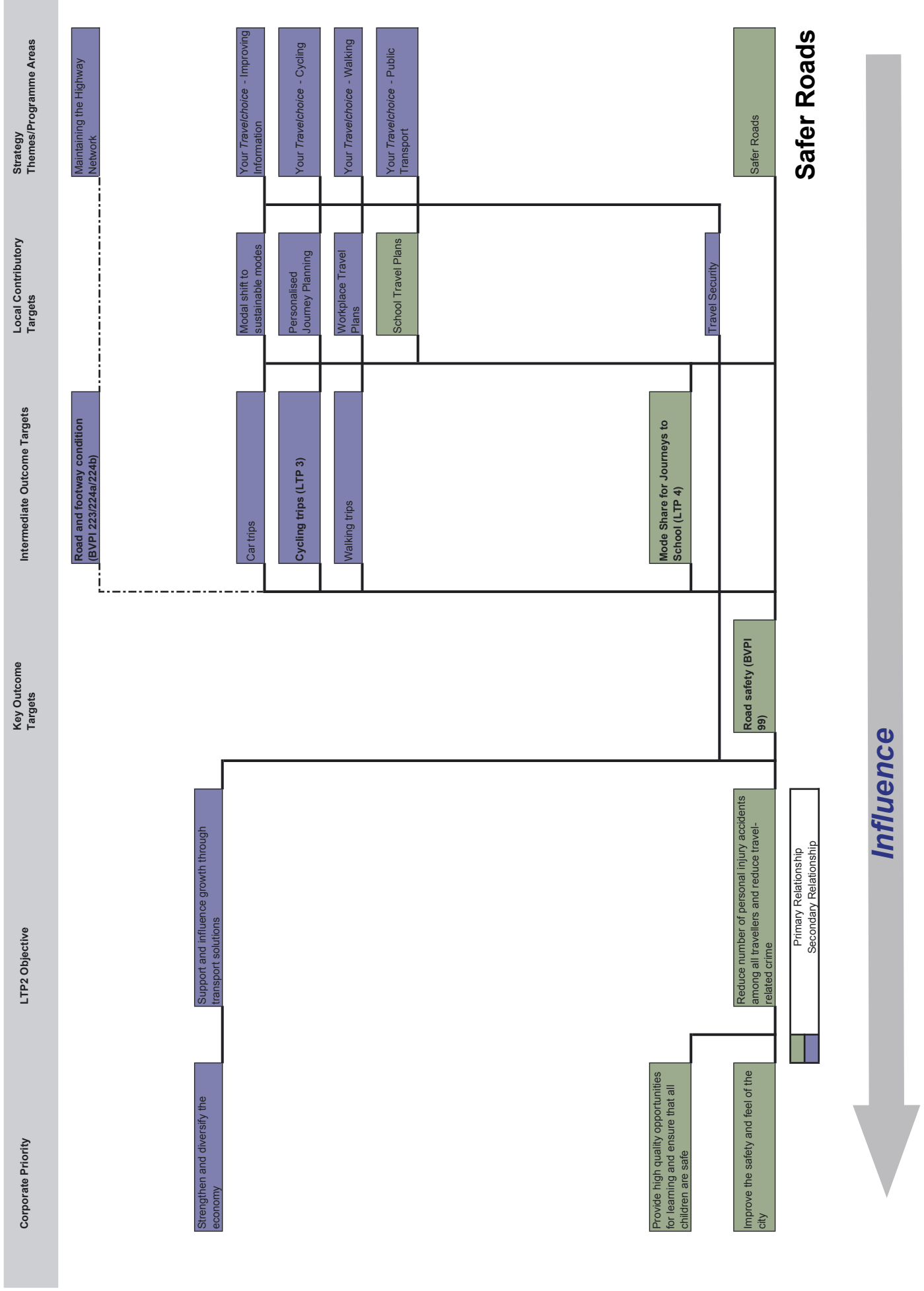


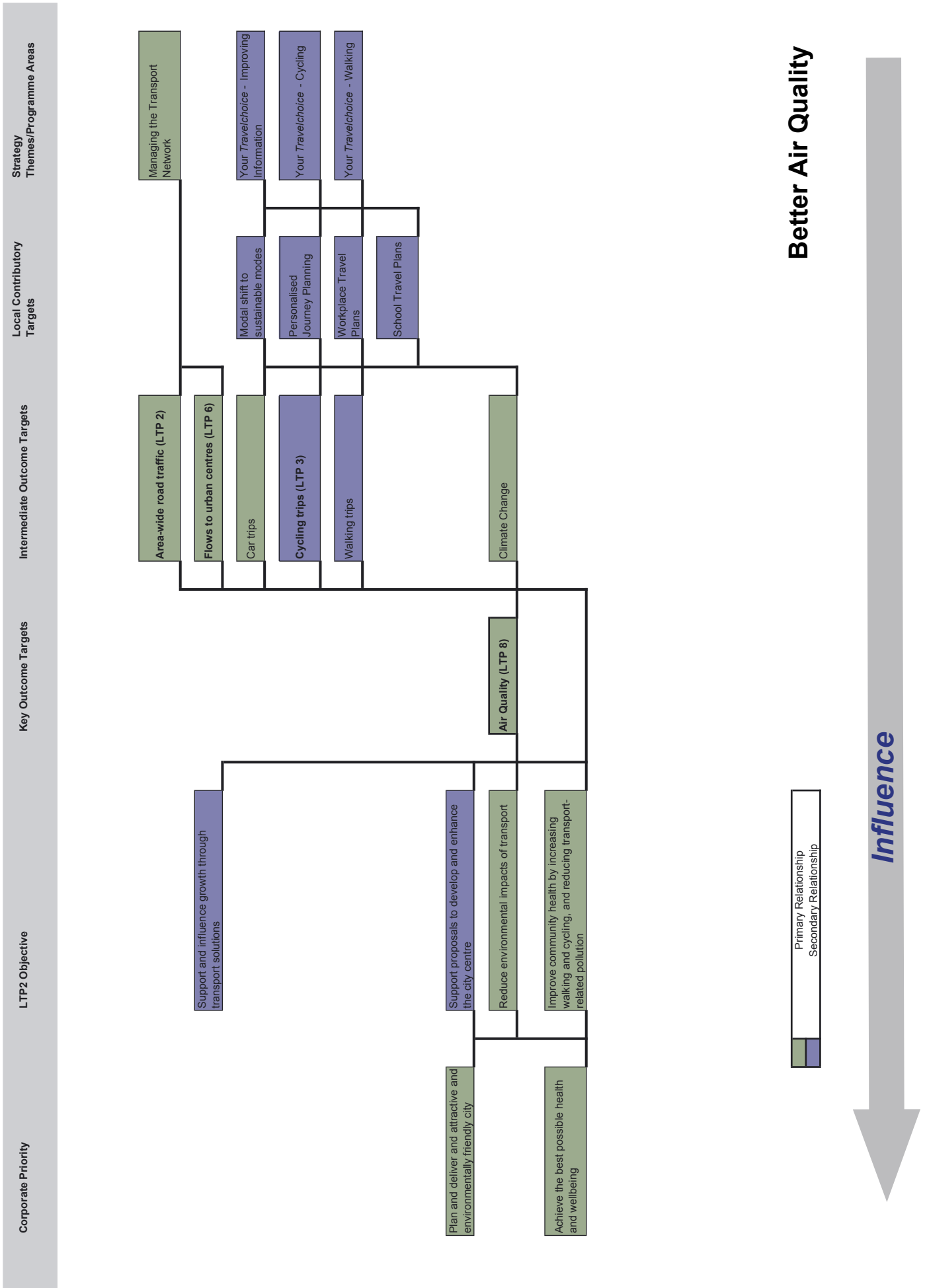
Delivering Accessibility



ANNEX 4

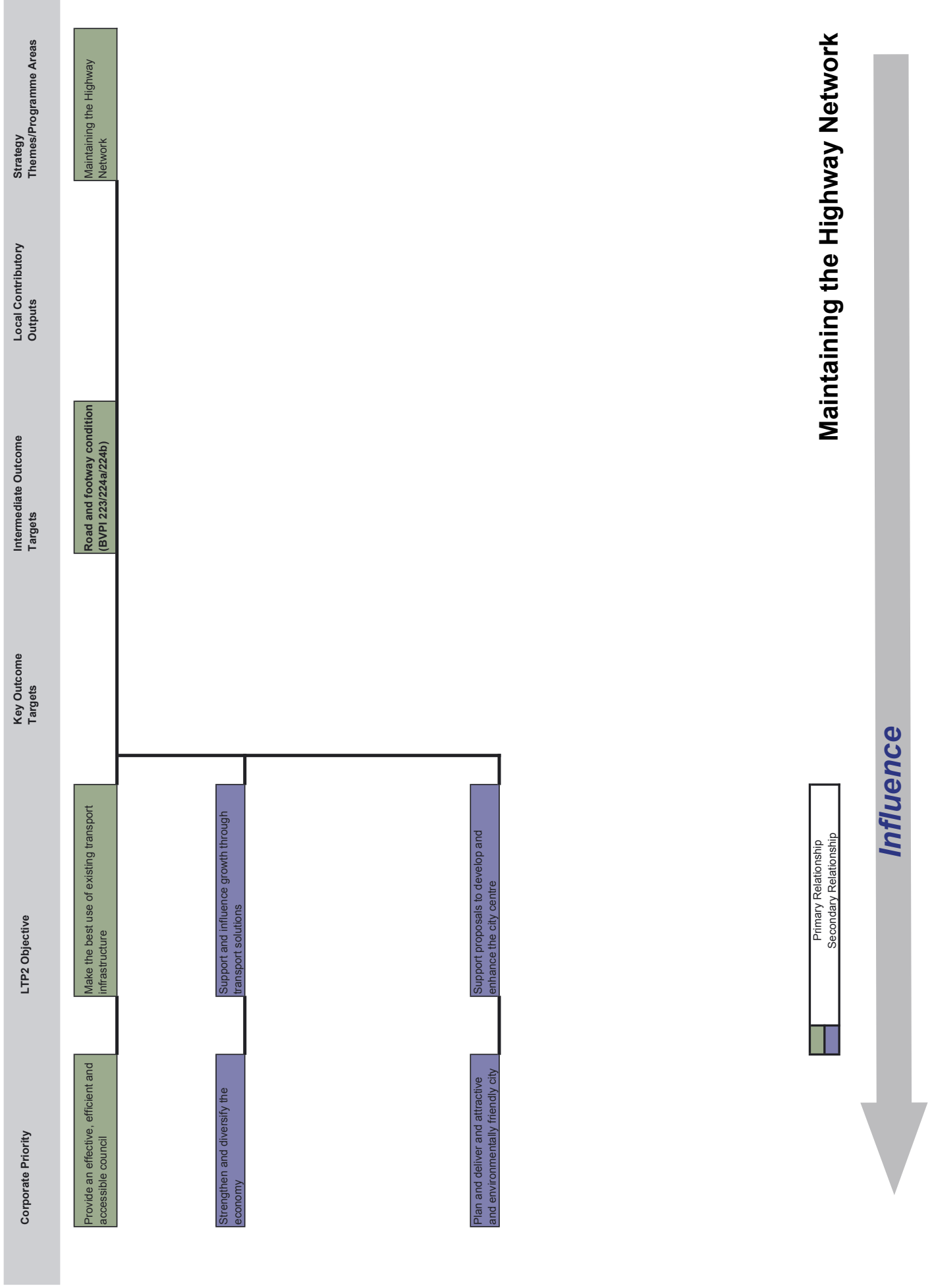
Causal Chains by Shared Priorities





Better Air Quality





Peterborough Local Transport Plan

Annex 5

LTP2 Evidence Base

Peterborough City Council

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1. INTRODUCTION

PURPOSE OF THIS ANNEX

- 1.1 This annex to the second Local Transport Plan sets out the evidence that underpins the analysis of the *Challenges and Opportunities* in Peterborough (Section 3) and the development of the transport strategy, as described in the *Transport Priorities* (Section 4). Importantly, it provides quantitative evidence that has been used to inform the spending programme in Section 5 and the development of the indicators and targets in Section 6.
- 1.2 The annex particularly focuses on evidence relating to the volume of travel in the city by each mode, volume of traffic and its impacts. It therefore has direct relevance to the *Tackling Congestion* shared priority. It also provides a brief commentary on the implications of changes in traffic flows for *Safer Roads* and *Better Air Quality*. It does not, however, tackle *Delivering Accessibility*, which is instead addressed through the Accessibility Strategy, Section 4.2.
- 1.3 The growth agenda will be of critical importance to transport in Peterborough, and a recurring theme throughout this annex is to understand the implications of the growth planned for the city, in terms of increased transport demand and the opportunity to secure a step-change in travel behaviour. This will influence the whole LTP2, and is given particular attention in this evidence.

THE EVIDENCE BASE AND THE TRANSPORT PRIORITIES

- 1.4 In view of the importance of the growth agenda and the *Travelchoice* initiative, the majority of the indicators set out in Section 6 are geared to *Tackling Congestion*. This aspect is therefore given particular attention in this evidence; however, evidence is also provided to underpin the transport priorities and indicators for *Safer Roads* and *Better Air Quality*.

TACKLING CONGESTION

- 1.5 The annex commences with the evidence underpinning the *Tackling Congestion* transport priority for the city. This includes discussion of the implications of the growth agenda for overall demand, the scope to secure mode shift (and reduce use of the private car), and the impacts on traffic flows and congestion. The latter aspects will also have implications for the *Safer Roads* and *Better Air Quality* transport priorities, discussed later in the evidence.

Implications of the Growth Agenda

- 1.6 The increased numbers of people living and working in the city will result in increased travel demand and, potentially, more cars and congestion. Evidence is therefore provided on the historical and projected growth of the city, and the implications for overall travel demand. This is discussed in **Chapter 2** of this annex.

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

Mode Choice

- 1.7 As explained in the LTP2, Peterborough is a sustainable travel demonstration town, with the aim of demonstrating best practice in encouraging use of alternatives to the private car. One of the first tasks of the demonstration town project was to undertake behavioural travel research, to understand current travel behaviour, and the scope to secure mode shift. The findings from this research are summarised, and the use of this data in a mode choice model explained. This is discussed in **Chapter 3** of this annex.

Traffic and its Impacts

- 1.8 The Council considers that encouraging drivers to shift to alternative travel modes will have major benefits for the operation of the highway network. In addition, actions to improve the management of the network will have benefits in reducing congestion. The implications for congestion are discussed in **Chapter 4** of this annex.

OTHER TRANSPORT PRIORITIES

- 1.9 The actions taken in *Tackling Congestion* will also benefit the other transport priorities. In addition, a number of other actions will be taken to implement the transport priorities for *Delivering Accessibility, Safer Roads, Better Air Quality* and for delivering 'Quality of Life' outcomes. These are discussed in **Chapter 5** of this annex.

TECHNICAL APPROACH USING THE PETERBOROUGH TRANSPORTATION MODEL

- 1.10 Much of the LTP2 evidence base was based upon a computer-based transport model, the *Peterborough Transportation Model (PTM)*, which analysed the effects of growth, mode shift and the impacts on the highway network.
- 1.11 The *Peterborough Transportation Model*, has been developed to examine the effect of land use growth and transport improvements (by walk, cycle, public transport and road) to inform the development of LTP2, the Local Development Framework, the Developer Contribution Strategy and subsequent local plans up to 2021.
- 1.12 The model comprises three stages as follows:

1. Forecasting Model

- 1.13 A forecasting model was used to estimate increases in travel by all modes due to forecast changes in housing at ward level, as well as other factors related to increasing car ownership, fuel cost and other economic changes. This is briefly explained in **Chapter 2** of this annex.

2. Mode Choice Model

- 1.14 The mode choice model took the demand for travel and applied the existing observed mode split patterns taken from 2001 Census and Socialdata research, and then allowed for changes in walk, cycle and public transport travel based on the findings of the Socialdata research. The outputs from the mode choice model are used to calculate changes in walking, cycling and public transport usage. This is briefly explained in **Chapter 3** of this annex.

3. Highway Model

- 1.15 The vehicular travel patterns obtained from the mode choice model were converted to a more detailed zonal level and assigned onto a representation of the highway network within Peterborough using the SATURN suite of computer programs. The output from this highway model was used to calculate changing levels of congestion, journey times, area wide traffic growth and journey time reliability. This is briefly explained in **Chapter 4** of this annex.

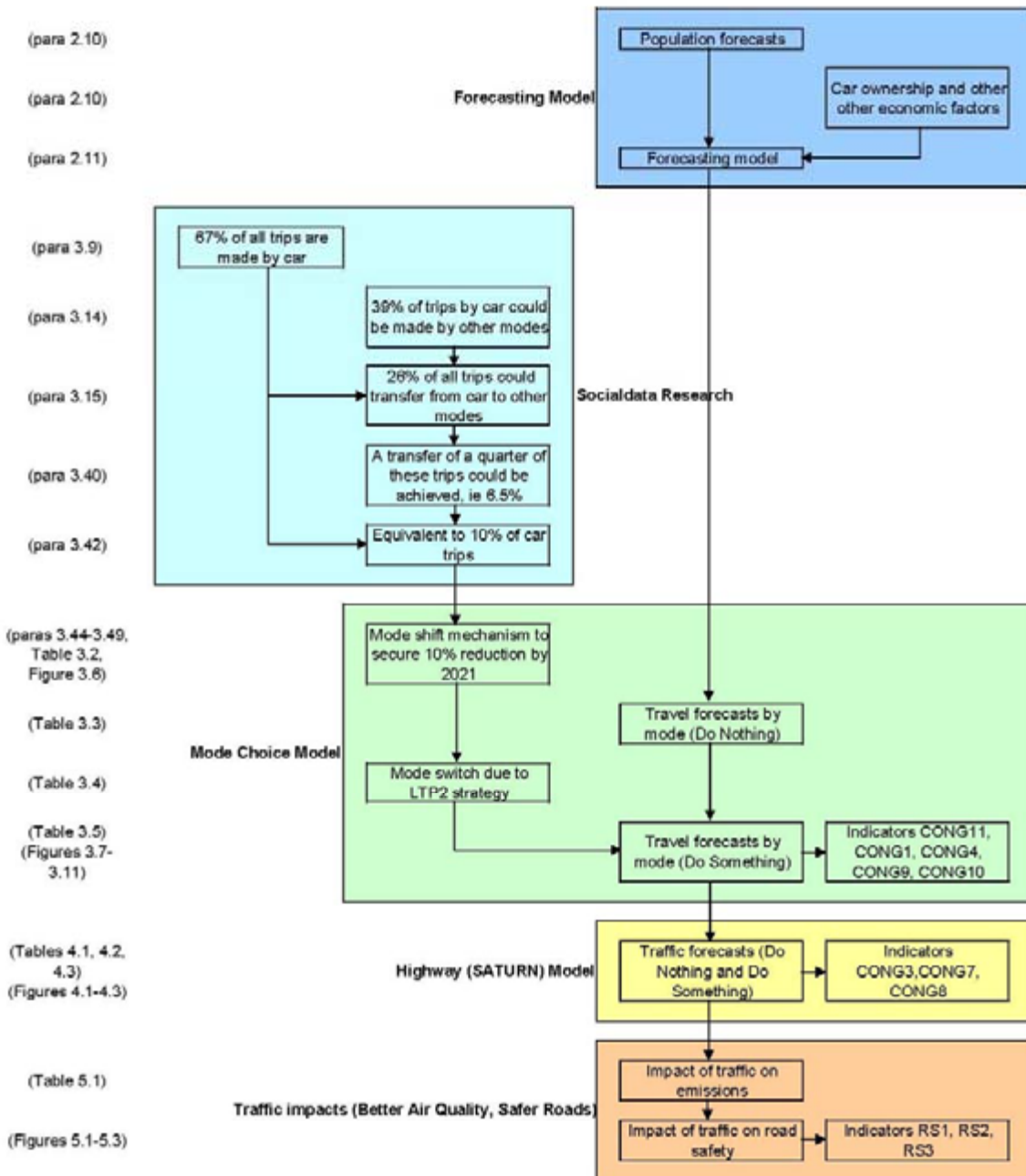
APPLICATION OF THIS EVIDENCE BASE

- 1.16 As discussed above, this evidence base underpinned the development of the whole of the LTP2. Of particular interest, however, is the application of the analyses in the development of targets against the indicators for the transport priorities, which are presented in Section 6 of the Local Transport Plan.
- 1.17 The evidence base was initially presented as part of the provisional LTP2 submitted in July 2005. The Council has taken the opportunity to refine the Peterborough Transportation Model and gather further evidence, which was used to refine the targets adopted in the Final Plan. This annex provides this evidence in detail.
- 1.18 The analytical approach is summarised in Figure 1.1 overleaf. References to appropriate paragraphs, tables and figures from this annex are provided.

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

Figure 1.1: Analytical Process



2. THE GROWTH AGENDA

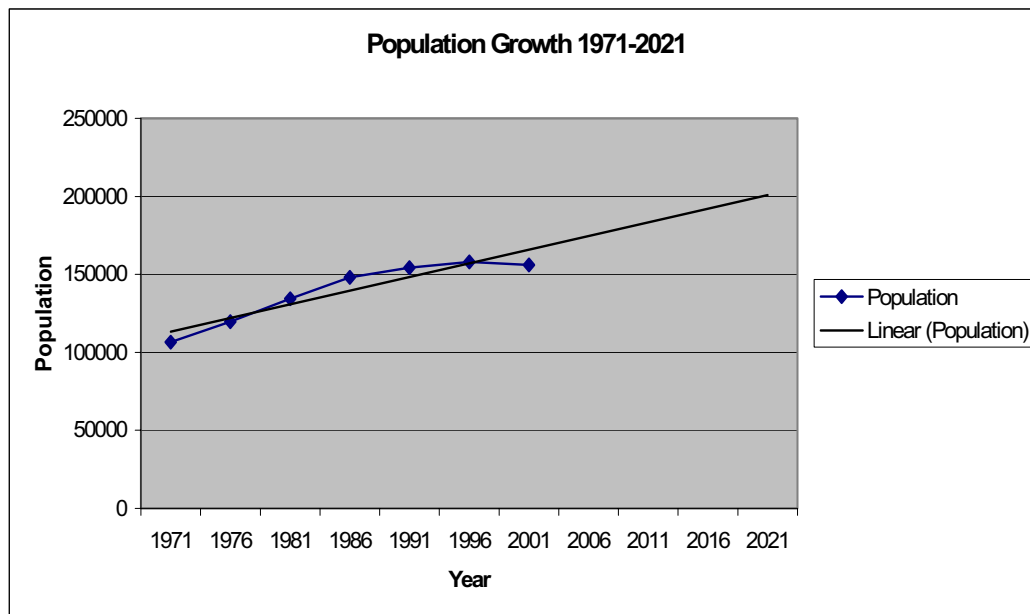
IMPLICATIONS OF THE EAST OF ENGLAND PLAN

- 2.1 Peterborough is about to experience a period of substantial growth, as described in Section 3, *Transport Challenges and Opportunities*. In recent years, development in the city has been slow, with both a limited increase in population and growth in the economy. In 2004, the context changed with the inclusion of the city in the London-Stansted-Cambridge-Peterborough (LSCP) Growth Corridor identified in the Government's Sustainable Communities Plan. This was incorporated into regional policy, and the Draft East of England Plan contains proposals for rapid expansion, with 21,200 new homes and 17,400 jobs in the Peterborough unitary area by 2021.

HISTORIC AND FUTURE GROWTH IN POPULATION

- 2.2 Figure 2.1 sets out historical change in population in Peterborough, and Figure 2.2 compares the Structure Plan and East of England Plan population forecasts. The Structure Plan was published in 2003, prior to the LSCP proposals in 2004, and the Structure Plan forecasts are therefore substantially lower than those in the East of England Plan.

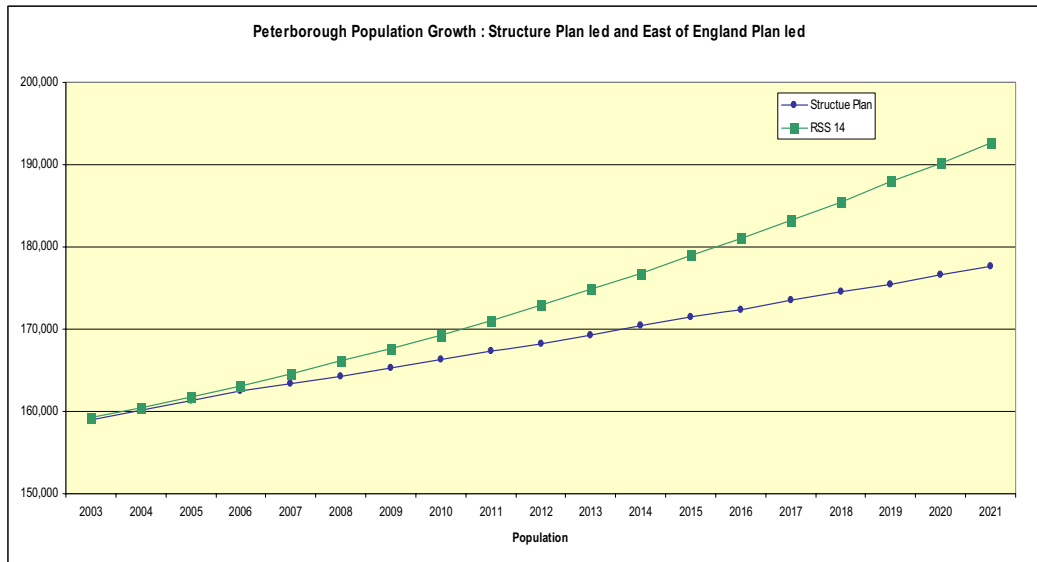
Figure 2.1: Recent Changes in Population in Peterborough



- 2.3 There was rapid growth from a population of around 110,000 in 1971 to almost 150,000 in 1986, an effective growth of almost 40%, or 2.5% per annum. From then on, growth decelerated between 1986 and 1996, with population virtually static at just under 160,000 from 1996 to 2001.

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

Figure 2.2: Projected Population Forecasts in Peterborough

- 2.4 From 2001, however, substantial growth commenced in the City, with population projected to rise to between 177,600 (Structure Plan assumption) and 192,600 (assumption in East of England Plan) in 2021. This is equivalent to growth of 11.8% and 21.2% respectively on the 2003 population of 158,900, or 0.6% and 1.1% per annum.

IMPLICATIONS OF GROWTH FOR TRAVEL DEMAND

- 2.5 It is instructive to consider both historical growth and future growth. In the case of the former, the growth in population can be compared against the growth in traffic in the city.

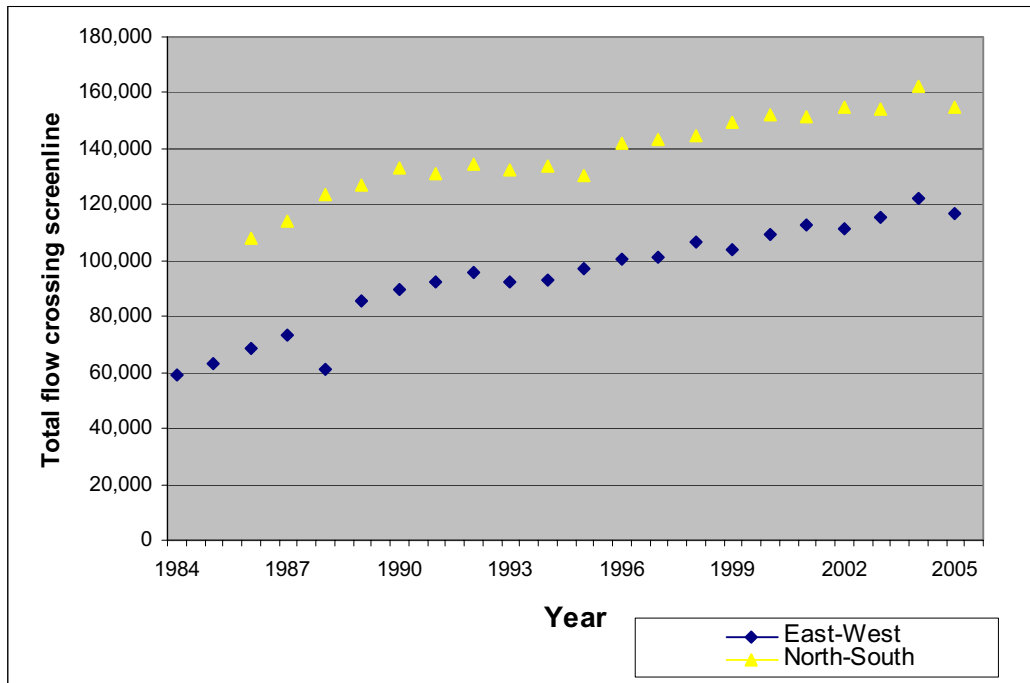
Historic Growth

- 2.6 Figure 2.3 shows the total traffic flows crossing east-west and north-south screenlines in the city. There is the same pattern of growth for both screenlines: steep growth until 1992 (equivalent to 5-6% per annum), followed by a period of slower growth from 1992 (2-3% per annum).
- 2.7 This reflects the population changes described above: the slowing in the increase in traffic flows reflected the slowdown in population change. Nevertheless, even with static population, traffic flows continued to increase, reflecting continuing increases in the propensity to travel. During the period when population grew by 2.5% per annum, traffic grew by 5-6%, and during the period when population did not grow, traffic grew by 2-3% per annum.
- 2.8 It can therefore be seen that there were other factors influencing traffic growth, beyond simple increases in population in the city.

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

Figure 2.3: Traffic Growth on Peterborough Screenlines: 1984-2004



Future Growth

- 2.9 It is possible to consider the implications of the projected increase in population (Figure 2.2) on future travel demand. The *Peterborough Transportation Model (PTM)* includes a forecasting model, developed at ward level, to calculate the likely growth in travel demand in response to increased population in the city. This calculates the likely growth in vehicular trips due to both demographic changes and other factors – such as fuel prices, growing car ownership and increasing prosperity. This is of critical importance in understanding future travel issues in Peterborough.
- 2.10 In terms of population change, the forecasts under the East of England planning assumptions are for 21.2% growth from 2003 to 2021. In addition, there is predicted to be an 8.3% increase in trips from 2003 to 2021 due to increasing prosperity and changes in fuel prices, and a 2.6% increase due to increasing car ownership.
- 2.11 The overall combined effect of these three factors would be a 34.6% increase in vehicular trips¹, equivalent to growth of 1.9% per annum. This compares with a 35% increase in trips (for the period 2001 to 2021) forecast in the East of England Strategic Transport Model for Peterborough, which is equivalent to 1.75% per annum. There is therefore a high level of agreement between the *Peterborough Transportation Model* and the East of England Strategic Transport Model, which shows that the forecasts underpinning the LTP2 can be treated with confidence.

¹ Calculated from the product of the increased population, increased prosperity and increased car ownership, as follows: $(1+21.2\%)(1+8.3\%)(1+2.6\%) = 1.346$, ie 34.6% increase.

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

DETAILED FORECASTS

Housing Growth

- 2.12 The forecast growth in traffic took into account potential housing growth at ward level at the locations identified by the *Peterborough Growth Area Study*. This study identified a potential spatial strategy for the Peterborough sub-region, to meet the overall growth requirements of the East of England Plan. Table 2.1 shows the **assumptions** that have been made for the purposes of the transport modelling: this is considered to be a reasonable approximation, but it **does not** signify a commitment to particular housing numbers for future development in the city. Such decisions will be made in the development of the *Local Development Framework (LDF)* for the city.

Table 2.1: Assumed Housing Growth in Peterborough 2003-2021

Ward	Houses built from 2003			
	2006	2011	2016	2021
PETERBOROUGH				
Central	20	520	1,640	2,500
East	25	65	105	145
Stanground Central	-5	485	1,645	1,645
Stanground East	-5	5	15	25
Orton with Hampton	1,280	3,200	5,200	6,000
Orton Longueville	5	15	25	35
Orton Waterville	50	150	250	350
Fletton	1,020	2,100	2,100	2,100
West	5	25	45	65
Bretton South	15	35	55	75
Bretton North	10	10	10	10
Ravensthorpe	10	40	70	100
Park	15	35	55	75
Dogsthorpe	10	40	70	100
North	10	20	30	40
Paston	0	500	2,490	5,020
Walton	5	25	45	65
Werrington South	10	20	30	40
Werrington North	0	30	60	690
Eye & Thorney	37	97	127	617
Newborough	9	39	69	99
Northborough	5	15	25	35
Barnack	10	40	70	100
Glington and Wittering	10	40	70	100
TOTAL	2,550	7,550	14,300	20,030

Traffic Growth

- 2.13 There is predicted to be an overall growth in traffic, between 2003 and 2021, of 34.6%, as discussed above. However, the growth will vary by ward, depending on the location of housing. Table 2.2 presents the forecast growth in traffic (during the morning peak period) for each ward, between 2003 and 2021.

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

Table 2.2: Traffic Growth in Peterborough 2003-2021 (Traffic to / from Peterborough at Ward Level)

Morning Peak Hour Vehicle Trip Ends Peterborough Ward	Base Year (2003)		Future Year (2021)	
	Origin	Destin.	Origin	Destin.
Central	1397	3968	2722	5578
East	2397	5284	2730	5937
Stanground Central	4	5	775	775
Stanground East	1317	787	1474	886
Orton with Hampton	948	685	3862	3570
Orton with Longville	1782	1654	1995	1854
Orton Waterville	2516	4858	2958	5560
Fletton	1529	1135	2682	2244
West	2686	4030	3014	4507
Bretton South	409	136	489	186
Bretton North	1436	2687	1600	2989
Ravensthorpe	642	1372	760	1571
Park	1746	1689	1974	1912
Dogsthorpe	1227	832	1410	971
North	774	358	878	416
Paston	719	434	3148	2833
Walton	1037	552	1182	643
Werrington South	1718	1097	1927	1237
Werrington North	1620	556	2122	940
Eye & Thorney	830	455	1210	794
Newborough	574	235	683	307
Northborough	441	210	507	250
Barnack	702	588	827	700
Glington and Wittering	933	787	1083	921
Greater Peterborough ⁽¹⁾	2453	974	2724	1082
External Regions	8010	4477	8898	4973
Total Number of Trips	39845	39845	53637	53637
Growth in Trips			1.346	1.346

Note:

(1) Greater Peterborough refers to adjoining areas outside Peterborough Administrative area, including Whittlesey and Yaxley.

Future Year Travel Demand

- 2.14 Future year highway demand was then calculated as the sum of local traffic (to, from and within Peterborough) and through traffic (for example, using the trunk road network, and not stopping in Peterborough).

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

3. TRAVEL PATTERNS AND BEHAVIOUR

- 3.1 Peterborough was awarded sustainable travel demonstration town status by the DfT (branded locally as *Travelchoice*) in 2004, and this will give the opportunity to dramatically change travel behaviour in the city. Importantly, extensive surveys were undertaken to measure current travel behaviour, attitudes to different modes of travel, and the factors underlying mode choice. By tackling these factors underlying travel choice, it will be possible to secure a shift to more sustainable modes of travel.
- 3.2 The 2001 Census also provides valuable information on patterns of travel to work, including the mode used to travel.
- 3.3 This chapter examines these different data sources, and goes on to discuss the implications for future mode choice in the city, providing evidence to support several of the indicators described in Section 6 of the LTP2.

2001 CENSUS

- 3.4 The 2001 Journey to Work Census data was analysed to determine distribution of trips by mode (walk, cycle, car driver, car passenger, public transport). The Census data was also been analysed to determine the primary mode of travel by broad geographic area of travel. Table 3.1 summarises the journey to work data for different parts of Peterborough – the whole city (including rural areas), the urban area and the central area.

Table 3.1: 2001 Census Travel to Work by Primary Mode of Travel

Mode of Travel	To or From Peterborough	Journey to Work Anywhere			Resident Anywhere		
		Resident of			Journey to Work		
		Peterborough Administrative Area	Peterborough Urban Area	Peterborough Central Area	Peterborough Administrative Area	Peterborough Urban Area	Peterborough Central Area
Walk	6%	9%	9%	20%	7%	7%	9%
Cycle	6%	8%	9%	8%	7%	6%	6%
Bus	6%	7%	8%	7%	7%	7%	17%
Car Driver	71%	64%	63%	51%	70%	70%	56%
Car Passenger	8%	8%	9%	11%	8%	8%	11%
Other	2%	3%	3%	3%	1%	1%	2%
	100%	100%	100%	100%	100%	100%	100%

- 3.5 In this instance “Car Driver” includes Taxi and Motor Cycle (due to the small number of trips in each case), whilst “Other” includes Underground and Rail.
- 3.6 As might be expected, journeys to and from the Central Area are less likely to be made as a car driver than elsewhere. Also, 20% of Central Area residents travel to work on foot and 7% on bus, compared to those commuting to the central area, where 17% commute by bus and 9% travel on foot.

2004 TRAVEL BEHAVIOUR RESEARCH

3.7 Travel behaviour research was conducted by Socialdata and Sustrans in 2004 to obtain information about how people in Peterborough travel and their reasons for mode choice. A sample of 4,461 people was obtained, followed by a programme of in-depth interviews with 403 participants. The research revealed travel behaviour by journey purpose, with the results summarized in Figure 3.1.

Figure 3.1: Mode Choice by Trip Purpose (2004 Socialdata Research)

MODE CHOICE BY trip purpose - Peterborough -								
	TOTAL	WORK	EMPLOYERS BUSINESS	EDUCATON	SHOPPING	PERSONAL BUSINESS	ESCORT	LEISURE
	%	%	%	%	%	%	%	%
MAIN MODE								
Walking	22	8	3	41	26	17	29	22
Bicycle	5	9	0 ^{*)}	7	4	2	2	4
Motorbike	1	1	0 ^{*)}	0 ^{*)}	0 ^{*)}	1	0 ^{*)}	0 ^{*)}
Car as driver	43	64	90	4	39	45	56	37
Car as passenger	23	11	5	39	22	24	13	32
Public transport	6	7	2	9	9	11	0 ^{*)}	5
Total	100	100	100	100	100	100	100	100
Share of all trips (%)	100	23	2	11	21	3	12	28

^{*)} less than 0.5 %

3.8 The 2004 research showed that 43% of all journeys within Peterborough were made as a car driver. However, the use of the car varies significantly by journey purpose, ranging from 4% of trips made for educational purposes (but 56% when escorting children), 37% of leisure trips and 39% of shopping trips, to 90% of trips made on employer's business. In the case of journey to work trips, 64% were made as the driver of a car, 11% as a car passenger, 7% by public transport, 8% by walking, 9% cycling and 1% by motorcycle. These results correlate well with the data from the 2001 Census (shown in Table 3.1), and demonstrate a high level of confidence in the data.

3.9 Overall, sustainable travel modes (walking, cycling, public transport) account for 33% of all trips and motorised private modes (car / motorcycle as driver or passenger) for 67%.

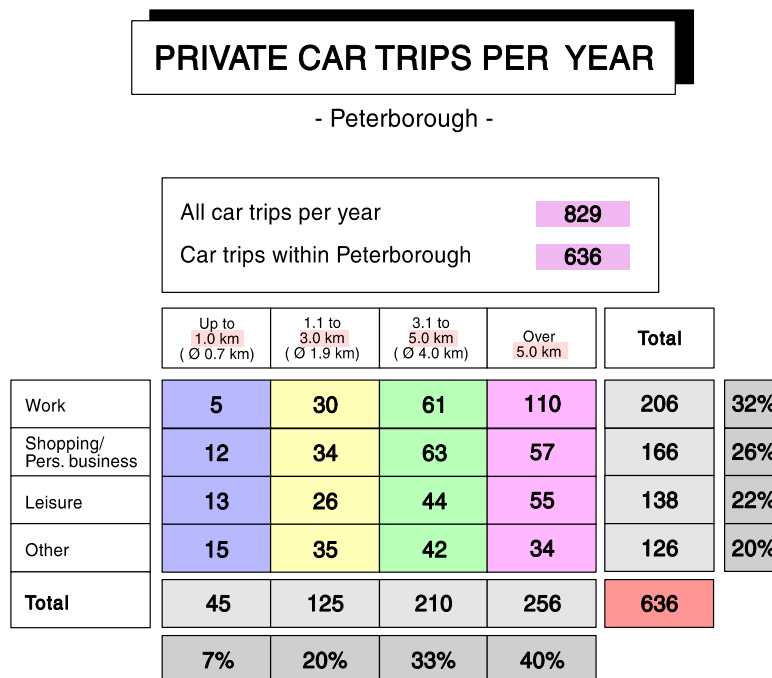
POTENTIAL FOR THE REDUCTION OF CAR USE

3.10 The research by Socialdata examined in detail the current travel behaviour of residents of Peterborough, particularly those people driving cars, and the scope to encourage the use of other modes. Figure 3.2 summarises the patterns of use of the car.

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Figure 3.2: Patterns of Use of the Private Car



- 3.11 On average, a private car generates 829 trips per year and, of these, 636 (77%) are entirely within Peterborough.
- 3.12 There are a large number of car trips that are sufficiently short to allow them to be transferred onto other modes of travel. Seven percent of all trips by car within Peterborough are 1 km or less, and 27% of car trips are 3 km or less. These could potentially be made on foot or by cycle, provided that there are no constraints such as disability, the need to carry heavy parcels or trip chaining to other activities further away.
- 3.13 However, to determine the genuine potential for replacing car trips it is necessary to test each individual trip to see if there was an objective reason for using the car (e.g. business use of the car, car trip within a longer transport chain, transport problems etc.) and whether an alternative mode would in fact have been available. Analysis shows that, of the 636 trips, 61% needed to use the car, either because there was no alternative, or because of constraints in using the alternatives.
- 3.14 However, 39% of all car trips within Peterborough could have been made by at least one alternative mode, and the car was used solely for subjective reasons. The analysis by Socialdata shows that 17% of all car trips could be made by public transport, 26% by cycle and 12% on foot. This totals 55% of all car trips and effectively means that there are, on average, 1.4 viable alternatives using sustainable modes for each car trip.

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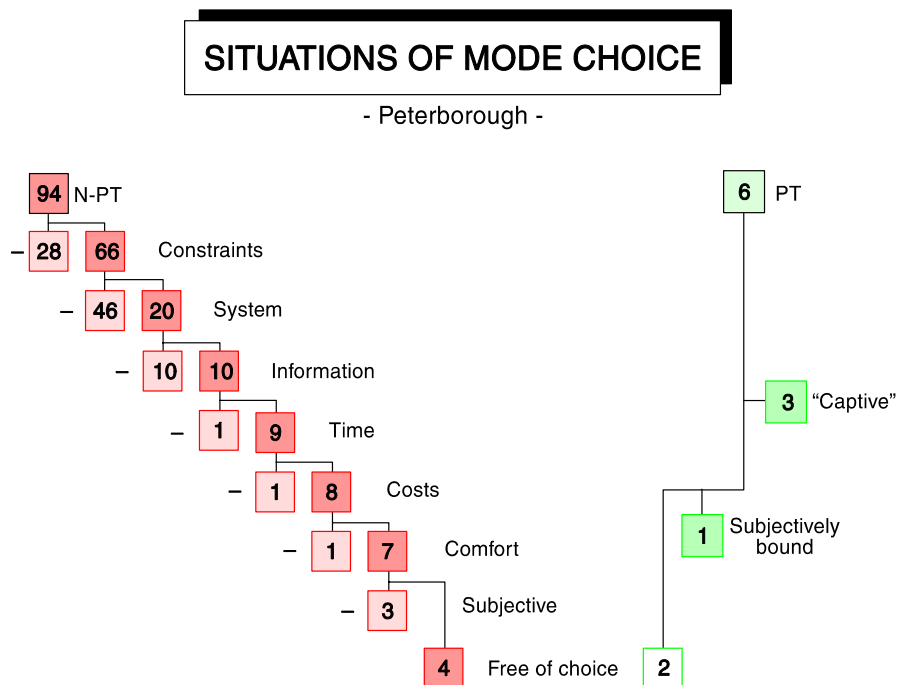
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- 3.15 Paragraph 3.9 demonstrated that travel by motorised private modes comprises 67% of all travel in the city. As discussed above, 39% of all car trips could have been made by at least one sustainable alternative mode, which is equivalent to 26% of all travel in the city.

POTENTIAL FOR PUBLIC TRANSPORT

- 3.16 To determine the potential for public transport a detailed analysis was necessary of the reasons why individual trips were not made by public transport, as shown in Figure 3.3.

Figure 3.3: Mode Choice – Potential for Public Transport



- 3.17 Six percent of all trips by Peterborough residents were made by public transport (PT), and 94% were made by other modes (N-PT).
- 3.18 Constraints (e.g. carrying parcels or using the car for business reasons) were the reasons for almost a third of all trips (28%) not being made by public transport. For 46% of all trips there was no adequate public transport service available to make the journey (ie 'system' constraints).
- 3.19 For the remaining 20% of all trips there were subjective reasons preventing the use of public transport. For half of these trips, lack of information was the main reason for not using public transport, meaning that that an additional 10% of all trips could be undertaken by public transport if people were better informed. This itself would result in a dramatic increase in public transport mode share and patronage.

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- 3.20 In only 1% of cases was perception of time the reason for not using public transport, costs were only cited in 1% of all cases, and perceived lack of comfort by 1%. For 3% of all trips, various other subjective reasons (prejudice, attitudes, etc.) hindered the use of public transport.
- 3.21 This left a share of 4% of all trips that freely chose not to use public transport – that is, people were informed and have no negative perceptions about public transport, but still choose to use the car.
- 3.22 Interestingly, 2% of the 6% using public transport freely chose to do so without being bound. It can therefore be seen that public transport can be an attractive option for those people who have freedom of choice.

Potential Public Transport Users

- 3.23 There were 4% of trips where there were no constraints, people were well informed and positive about the public transport system, but still chose not to use it. By motivating these people, there is the potential to increase the number of people using public transport by two-thirds.
- 3.24 There were a further 16%² of trips currently undertaken by other modes where, in principle, public transport could be used, i.e. there are no constraints and a public transport connection is available. There is the potential to change these trips through improved information, improved perception of the system quality and motivating well-informed people to make the change to public transport.

Providing Information and Tackling Perceptions

- 3.25 Lack of information was an important factor preventing use of public transport – even in cases where there is an adequate connection: the surveys indicated that, for those people who drive but who could instead use public transport, 51% were not adequately informed about the public transport alternatives. There is a clear opportunity to improve the level of information about public transport in the city.
- 3.26 Research shows consistently that people perceive public transport to be worse than it actually is. In Peterborough, perceived travel time was compared to actual travel time, for both public transport and by car. This showed that people overestimate the time taken by public transport by 82% and at the same time underestimate the time for trips by car by 18%. There is clear potential to tackle this misperception about public transport.

² Calculated from the sum of 10% citing information, 1% time, 1% costs, 1% comfort and 3% subjective issues in Figure 3.3.

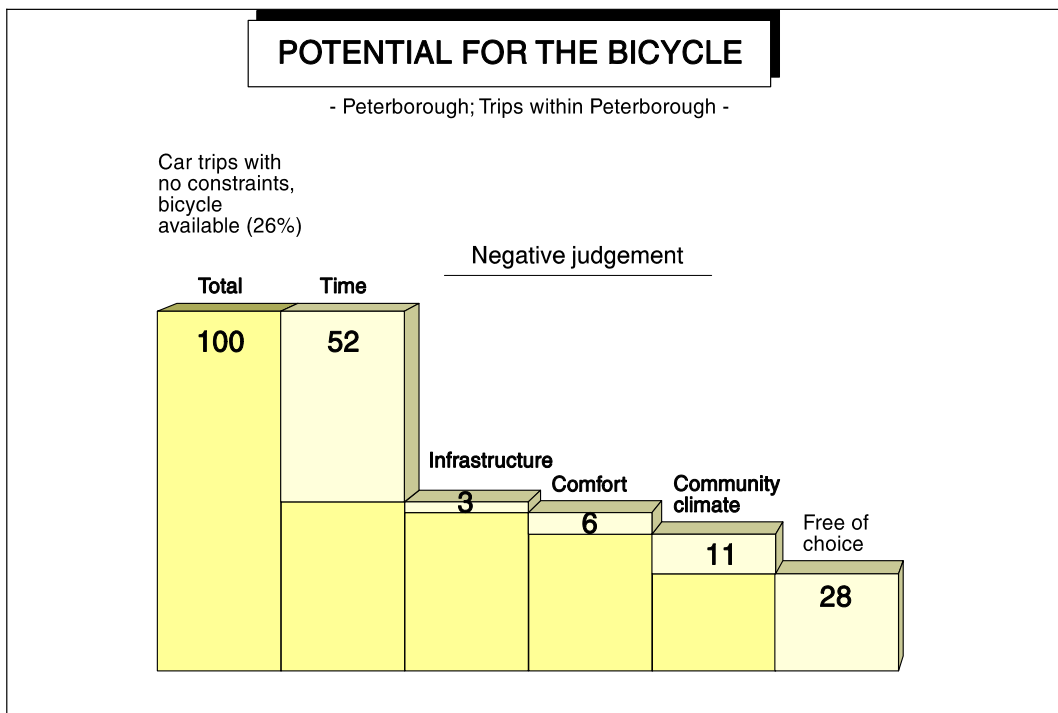
Implications for LTP2

- 3.27 It was apparent that the extent, connectivity and quality of the network are not the only barriers to attracting car users to public transport. There is a critical role in providing better information, tackling subjective perceptions and motivating people to consider public transport as a viable choice. There will also be an important complementary role for the LTP2 capital investment programme, in providing infrastructure to raise the quality of public transport and better meet people's aspirations.

POTENTIAL FOR CYCLING

- 3.28 It was shown above that, of all trips currently undertaken by car within Peterborough, 26% could in fact be made by cycling. Figure 3.4 sets out the reasons of these drivers/passengers for not cycling.

Figure 3.4: Mode Choice – Potential for Cycling



- 3.29 For 52% of these potential cycle trips, the main reason given for not cycling was the perceived amount of time taken for the journey. For only 3% of the trips, the main reason given was the perceived lack of adequate cycle infrastructure, and lack of comfort (weather conditions, etc.) was cited by 6%. For 11% of the trips, there was a generally negative view of cycling as a mode for everyday trips.
- 3.30 The remaining 28% of these potential cycling trips were 'free of choice', ie there are no identifiable constraints to cycling, so they would be the first target to be convinced to change mode choice by measures such as motivation and awareness-raising.

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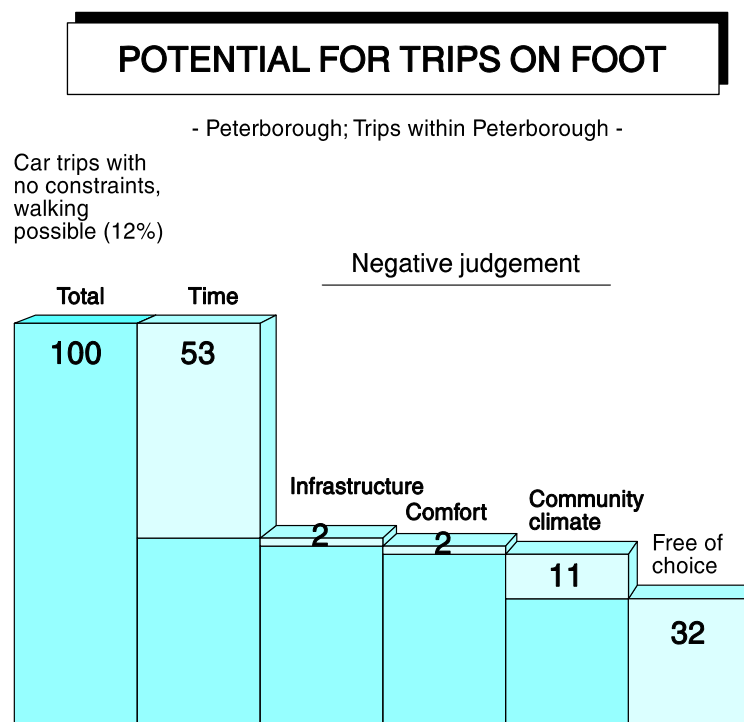
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Implications for LTP2

- 3.31 By taking the 26% of all car trips for which cycling was viable, it can be seen that tackling infrastructure problems and improving journey quality would in themselves yield less than 3% of car trips. However, tackling negative perceptions, and influencing those people who have freedom of choice, could yield **up to 10% of car trips**³. Clearly there is a role for improvements to infrastructure, as well as marketing, awareness raising and addressing personal security, as improved infrastructure will play a role in convincing people of the benefits of cycling.

POTENTIAL FOR WALKING

- 3.32 It was shown above that, of all trips currently undertaken by car within Peterborough, 12% could in fact be made by walking. Figure 3.5 sets out the reasons of these drivers/passengers for not walking.

Figure 3.5: Mode Choice – Potential for Walking

- 3.33 For half of all possible walking trips (53%) the main reason for not walking was the time required to make the journey. Perceptions of poor walking infrastructure and factors relating to 'comfort' (inconvenience, emissions, noise) were seen as barriers to walking for only 4% of the trips.

³ Calculated from sum of 28% free of choice and 11% citing community climate (ie totalling 39%), multiplied by 26% of all car trips for which cycling is viable.

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- 3.34 By contrast 'community climate' (ie a negative general attitude to walking) was a far stronger factor influencing the decision not to walk (11% of trips). 32% of all potential walking trips were 'free of choice', meaning that the car is used for no obvious reason.

Implications for LTP2

- 3.35 By taking the 12% of all car trips for which walking was viable, it can be seen that tackling infrastructure problems and improving journey quality would in themselves yield a very small proportion of car trips. However, tackling negative perceptions, and influencing those people who have freedom of choice, could yield **up to 5% of car trips**⁴. Clearly there is a role for improvements to infrastructure, as well as marketing, awareness-raising and addressing personal security, as improved infrastructure will play a role in convincing people of the benefits of walking.

MODELLING OF MODE CHOICE

- 3.36 Having developed the forecasts of future growth in travel demand (discussed in Chapter 2) and after gaining a clear understanding of the scope for encouraging car users to consider alternative modes, a mode choice model was developed.

Structure of Mode Choice Model

- 3.37 The mode choice model has taken 2001 Census and the Socialdata research to develop a ward-level model of movements, by mode, within Peterborough. These movements are then factored in accordance with the travel forecasts, to develop future forecasts of travel, by mode, in the city. These forecasts, with no intervention to encourage mode shift, have been treated as "Do Nothing" forecasts. The model then uses the information on potential mode shift, discussed above, to examine the implications for future travel in Peterborough.
- 3.38 The mode choice model was constructed as a hierarchical model, so that the first sustainable travel choice is to walk, then cycle and finally to travel by bus: the same person assumed to switch to walking cannot then also switch to cycling or travel by bus. In Paragraph 3.14 it was shown that those car users who could switch to alternative modes have, on average, 1.4 choices. However, through the model, they will only transfer to one mode, in accordance with the above hierarchy.

⁴ Calculated from the sum of 32% free of choice and 11% citing community climate (ie totalling 43%), multiplied by 12% of all car trips for which walking is viable.

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Mode Shift Mechanism

- 3.39 The mode choice model did not explicitly calculate changes in mode choice in response to changes in level of marketing, improved information, journey quality and journey times. As demonstrated previously in this chapter, the factors influencing mode choice are complex, and a “black box” model to calculate changes in mode choice is not appropriate. There is at present limited information, and one of the primary objectives of the sustainable travel demonstration project will be to examine how mode choice changes in response to a range of different factors. Effective monitoring, through a behavioural travel annual survey programme, will therefore be essential, and this will be used to inform future enhancements to the mode choice model.
- 3.40 In the meantime, the best possible use was made of the baseline data to feed into the mode choice model. In Paragraph 3.15, it was shown that 26% of all trips are currently undertaken by car because of subjective reasons – lack of awareness and negative perceptions of alternative modes – and there are no real barriers to these trips being made by alternative modes. The work by Socialdata suggests that a quarter of this potential for increasing sustainable travel mode use could be realised. This equates to 6.5% of all trips⁵, and, given that trips by car form 67% of all trips (Paragraph 3.9), is equivalent to a 10% reduction in car trips.
- 3.41 There was also evidence from other cities that the introduction of a *Travelchoice* type strategy could reduce existing car trips by 10%.
- 3.42 It could therefore be assumed that a 10% reduction in car trips could be achieved by 2021 through a combination of *Travelchoice* measures (travel information and changing perceptions) and improvements to walking, cycling and public transport infrastructure, depending on the level of investment.

Success Factor

- 3.43 As discussed above, the Socialdata research revealed that there is scope to secure a 10% relative reduction in car use through the *Travelchoice* programme and complementary LTP2 investment.
- 3.44 Testing was undertaken using the mode choice model to apply a factor to the shift from other modes to secure a 10% relative reduction in car use⁶. It was assumed that the level of shift could be secured by 2021. The factor applied to the model to deliver this 10% reduction is termed the “success factor”, and is defined in terms of the proportion of car trips that could transfer to sustainable modes actually doing so.

⁵ Calculated from a quarter of the 26% of all trips that are currently made by car for subjective reasons.

⁶ The Socialdata research related to the scope to reduce car trips **within** Peterborough. The mode choice model examined the scope to reduce all car trips, both internal to Peterborough and entering and leaving the city.

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- 3.45 The model testing demonstrated that a success factor of 50% would result in a 10% relative reduction in car trips by 2021⁷. This 50% success factor is considered to be ambitious, and has therefore been treated as a “stretch” forecast.
- 3.46 A more modest 40% success factor would deliver an 8.5% relative reduction in car trips, and this has been treated as the basis for developing a series of “base” forecasts. These forecasts are themselves considered to be challenging but achievable. The more challenging 50% success factor, delivering the 10% relative reduction in car trips, would form the basis for developing a suite of “stretch” forecasts.
- 3.47 The concept of the “success factor” is central to the delivery of aspirations for mode shift in the city, with resulting increases in travel by sustainable modes and reduced congestion, air quality and road safety problems. The monitoring strategy, to be undertaken through *Travelchoice*, will be critical in gathering specific evidence for the city in terms of the relationship between the *Travelchoice* programme and this success factor.
- 3.48 The model is structured on the basis that there will be a progressive increase in the success factor during the period to 2021. The rate of increase in success factor in the period to 2021 will govern the relative speed at which mode shift can be achieved. Progress on increasing the success factor could be achieved either through a trajectory following the law of diminishing returns as it becomes increasingly difficult to encourage remaining car users to travel by sustainable modes, after initial high levels of success, or it could be considered that, with increasing infrastructure investment, the shift away from car use will continue on a linear trajectory. For the timescale of the LTP2 (2006-2011) the law of diminishing returns trajectory represents a 'stretch' success scenario (i.e. more resources required to deliver earlier outcomes). The linear success trajectory represents a 'base' success scenario (i.e. constant resource investment throughout the LTP2 period). The influence of these trajectories on adopted targets is discussed in more detail later in this chapter.
- 3.49 Table 3.2 below summarises the assumed success rate in encouraging potential car trips to transfer to sustainable modes depending on the level of ambition for mode shift, whilst Figure 3.6 shows the effects graphically.

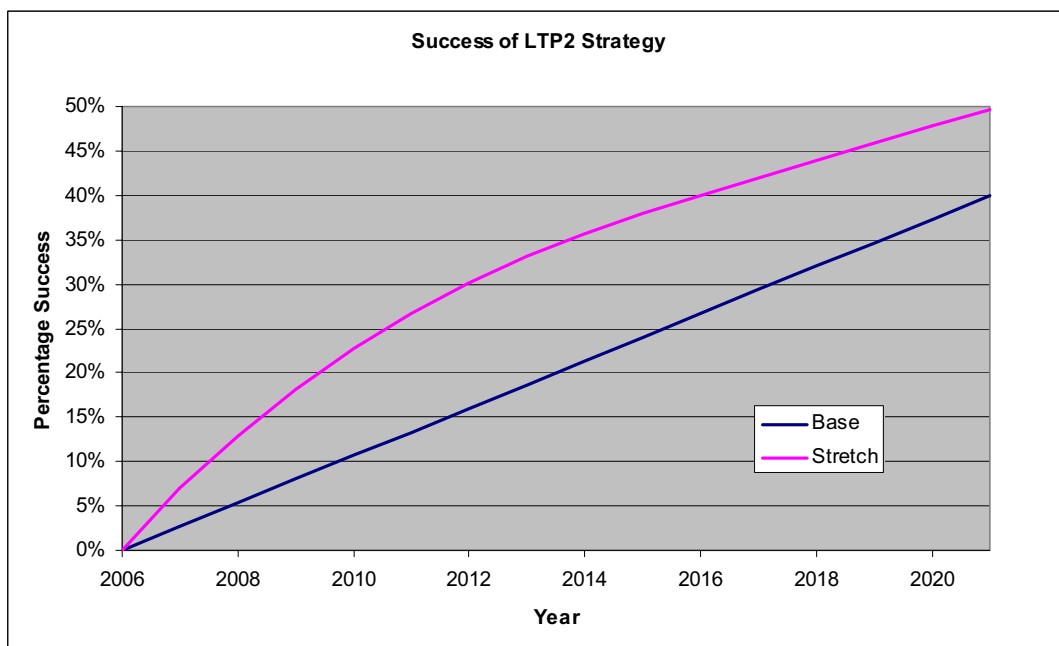
⁷ The model demonstrated that application of a success factor of 100%, ie assuming that all of the trips that could transfer actually doing so, would result in an 18% reduction in car trips in the city. This compares with the scope for up to 39% of car trips (Para 3.9) to use alternative modes being identified through the Socialdata research. The lower potential scope to reduce car trips within the model is due to various factors, including excluding trips on employer's business, the treatment of trips between Peterborough and neighbouring areas, and treatment of mode switch at individual ward level.

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Table 3.2: Success in Encouraging Potential Car Trips to Transfer

Year	Percentage Success	
	Base mode shift	Stretch mode shift
2003	0%	0%
2006	0%	0%
2007	3%	7%
2008	5%	13%
2009	8%	18%
2010	11%	23%
2011	13%	27%
2016	27%	40%
2021	40%	50%

Figure 3.6: Success in Encouraging Potential Car Trips to Transfer**Mode Shift and Level of Investment**

3.50 The provisional LTP2, published in July 2005, was developed on the basis that a 10% relative reduction in car trips could be achieved by 2021 through the implementation of the LTP2 and *Travelchoice* initiative. *Travelchoice* would result in a progressive shift from the car to other modes during the 15-year period to 2021. This assumption fed into forecasts for increases in walking, cycling and public transport, together with forecast changes in car trips, congestion and pollution. Subsequent engagement with stakeholders during the intervening period has, however, demonstrated that certain targets presented in the provisional LTP2 – particularly public transport – would be unattainable given the resources that are available through the LTP2.

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- 3.51 For this reason, the targets that were initially developed in the provisional LTP2 have been subject to detailed scrutiny through the use of the enhanced mode choice model. In particular, it is important to recognise that the forecast mode shift is dependent upon the success factor described above, and that the base and stretch forecasts provide a range on which future targets can be based.
- 3.52 The development of base and stretch forecasts was not designed to produce a series of targets specifically relating to additional investment through performance-related funding. It is instead designed to provide a range in which the Council can confidently develop targets relating to the level of funding within the available *Planning Guideline*. The lower targets relate to a more conservative forecast of mode shift, whilst the higher forecast of mode shift provides a more stretching series of forecasts.
- 3.53 **Annex 11** presents the evidence base for making best use of the *Planning Guideline* to deliver the best outcomes for the city, including the method of allocation of capital funding to improve conditions for walking, cycling and public transport. Annex 11 demonstrates that the proposed allocation of funding would deliver the best possible outcomes for the city, and it is therefore considered that the forecasts (and resultant targets) set out in this annex offer the best possible balance for the city.

RESULTS OF MODE CHOICE MODEL

- 3.54 *In the outputs below, the base case scenario (without LTP2 investment) is referred to as Do Nothing (DN), whilst the Do Something (DS: LTP2 strategy, comprising Travelchoice and Planning Guideline infrastructure improvements) and Do Something Stretch (DS stretch: LTP2 strategy, with stretched ambitions for mode shift) assumes the success rates set out in Table 3.2: Success in Encouraging Potential Car Trips to Transfer.*
- 3.55 As previously discussed, there will be growth in travel due to increased population and changes in the patterns of travel due to increased car ownership and prosperity and changes in the price of fuel. The overall forecast changes in travel for each mode, for the “Do Nothing” scenario, are shown in Table 3.3.

Table 3.3: Modal Change – Do Nothing (Index 2003 = 1.000)

Year	Mode Change – Do Nothing				
	Walk	Cycle	Bus	Car Driver	Car Passenger
2003	1.000	1.000	1.000	1.000	1.000
2006	1.001	1.003	1.001	1.053	1.038
2011	0.996	1.002	0.997	1.151	1.086
2016	0.996	1.006	0.998	1.241	1.127
2021	1.013	1.027	1.016	1.346	1.176

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- 3.56 Table 3.3 shows there would be only be a marginal increase in travel by sustainable modes despite the expected 21.2% increase in population from 2003 to 2021, whilst travel by car is expected to increase by nearly 35%. The phenomenon of virtually no change in sustainable travel mode usage despite an increasing population is particularly caused by increasing wealth per head of population (indicated by growing GDP) and thus increasing car ownership. Between 2003 and 2011 there would be a 15.1% increase in car trips, but the propensity to walk and travel by bus would be less in 2011 than in 2003. The potential reduction in bus trips would place existing bus services under increasing pressure (and thus risk) through loss of fare box revenue against a background of increasing bus operating costs caused by increasing car travel and thus worsening traffic congestion.
- 3.57 The transfer from car to sustainable modes in the Do Something LTP2 strategy is set out in Table 3.4.

Table 3.4: Mode Switch Due to LTP2 Strategy (Index 2003 =1.000)

	Year	Strategy Success Rate	Existing Users					
			Walk	Cycle	Bus	Car Driver	Car Passenger	All STM
DS base	2003	0%	1.000	1.000	1.000	1.000	1.000	1.000
	2006	3%	1.000	1.000	1.000	1.000	1.000	1.000
	2011	13%	1.010	1.048	1.235	0.971	0.971	1.058
	2016	27%	1.021	1.096	1.469	0.941	0.942	1.116
	2021	40%	1.031	1.145	1.684	0.915	0.913	1.171
DS stretch	2003	0%	1.000	1.000	1.000	1.000	1.000	1.000
	2006	7%	1.000	1.000	1.000	1.000	1.000	1.000
	2011	27%	1.021	1.098	1.475	0.941	0.941	1.118
	2016	40%	1.031	1.145	1.684	0.915	0.913	1.171
	2021	50%	1.039	1.181	1.826	0.897	0.893	1.208

STM – sustainable travel modes (walk, cycle, public transport)

- 3.58 It is expected that, by 2021, the LTP2 base scenario will have resulted in a 3% increase in walk trips, 15% increase in cycle trips, and 68% increase in public transport trips, compared with the Do Nothing case, with a corresponding 8.5% decrease in car trips. The application of the stretch scenario would result in a 4% increase in walking, 18% increase in cycling and 83% increase in bus trips, with a 10% decrease in car trips. This demonstrates that, in terms of catering for future travel growth in the city, public transport must play a central role.
- 3.59 The analysis has demonstrated that the geography of the city will limit the potential for growth in walking trips – walking will tend to be focused within individual communities, and from the inner core of the city to the city centre. The scope for cycling will also be somewhat limited – the potential new urban extensions will be located beyond the maximum acceptable cycleable distance from the City Centre and other key destinations, so cycling will, again, be more focused on local trips, for example travel to schools. Public transport can, however, provide for much of the future travel need, subject to the provision of sufficient capacity, network connectivity, quality services, quality infrastructure and effective information.
- 3.60 Table 3.5 shows the resulting overall change in travel with the LTP2 strategy in place, by applying this mode switch to the changes occurring under the Do Nothing scenario.

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Table 3.5: Overall Modal Change Due to LTP2 Strategy (Index 2003 =1.000)

	Year	Strategy Success Rate	Mode Change – Do Something					
			Walk	Cycle	Bus	Car Driver	Car Passenger	All STM
DS base	2003	0%	1.000	1.000	1.000	1.000	1.000	1.000
	2006	3%	1.001	1.003	1.001	1.053	1.038	1.001
	2011	13%	1.006	1.051	1.231	1.117	1.054	1.055
	2016	27%	1.016	1.103	1.466	1.168	1.062	1.114
	2021	40%	1.044	1.176	1.710	1.231	1.074	1.189
DS stretch	2003	0%	1.000	1.000	1.000	1.000	1.000	1.000
	2006	7%	1.001	1.003	1.001	1.053	1.038	1.001
	2011	27%	1.017	1.100	1.471	1.082	1.022	1.115
	2016	40%	1.026	1.151	1.680	1.135	1.030	1.168
	2021	50%	1.052	1.213	1.854	1.207	1.050	1.227

- 3.61 Table 3.5 shows that, by 2021, under the “base” scenario, it would be possible to reduce the expected growth in car trips from 35% to a more manageable 23%. By 2011, there would be a more modest 11.7% growth in car trips (compared with 15% if nothing is done), with a 0.6% increase in walking trips, 5% increase in cycling trips and 23% increase in bus patronage. Population is predicted to rise by around 8% during this period, so the LTP2 strategy would result in a significant increase in trip-making by public transport.
- 3.62 The application of the “stretch” scenario would result in a further reduction in the growth in car trips and increase in trips by other modes. By 2011 there would be a further reduction in the increase in car trips: 8.2% growth, compared with 11.7% growth in the base LTP2 scenario and 15% if nothing is done. In this case, there would be a 1.7% increase in walking, 10% increase in cycling and 47% increase in bus patronage. As discussed above, this demonstrates the central role of improved public transport in enabling sustainable growth in the city.

IMPLICATIONS FOR TARGET-SETTING PROCESS

- 3.63 This analysis has fed into the targets for indicators **CONG1** (public transport patronage), **CONG4**, (cycling), **CONG9** (walking), **CONG10** (car trips) and **CONG11** (modal shift to sustainable transport modes), which will be used to monitor progress on the *Tackling Congestion* transport priority. The targets for indicators **CONG3** (area-wide traffic), **CONG7** (changes to peak period traffic flows to city centre) and **CONG8** (congestion) all draw upon the findings from the SATURN traffic modelling, described in the next chapter of this annex.
- 3.64 As discussed in Section 6 of the LTP2, the target-setting process is not, however, entirely dependent on the transport model. The Council has used other sources of evidence to validate and / or challenge the forecasts derived from the model. Evidence has included previous progress in delivering increased walking, cycling and public transport use, as well as engagement with key stakeholders.

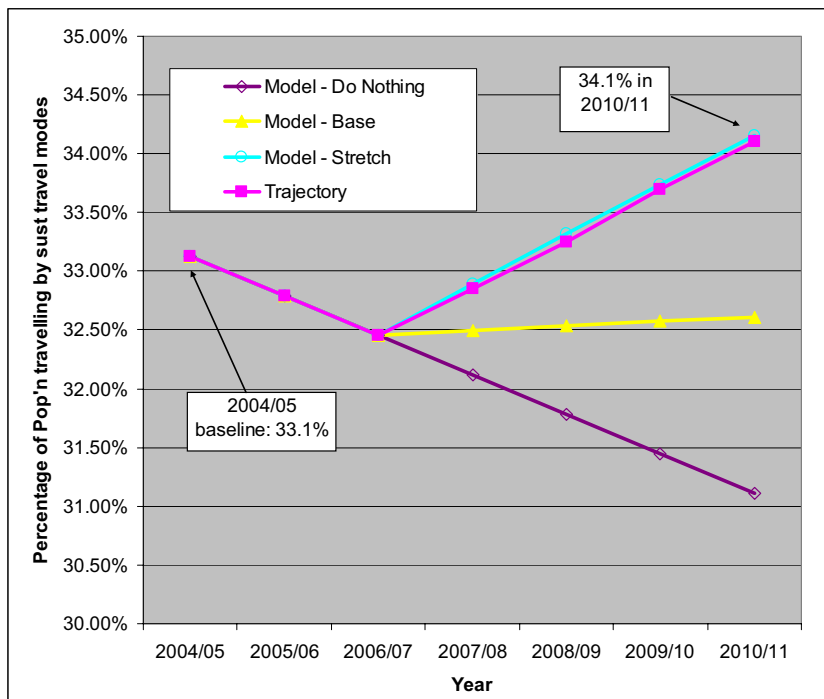
Shift to Sustainable Transport Modes (CONG11)

- 3.65 This local contributory indicator, developed for *Travelchoice*, provides a snapshot of the success in increasing the proportion of travel by sustainable modes. The causal chain, in **Annex 4**, demonstrates that the success of this indicator is dependent upon the delivery of a series of supporting indicators, including:
- ◆ CONG12 – Travel information (% of the population of the city informed about travel choice);
 - ◆ CONG13 – Personalised Journey Planning;
 - ◆ CONG14 – Workplace Travel Plans; and
 - ◆ CONG15 – School Travel Plans.
- 3.66 The performance management system for *Travelchoice* will carefully monitor the delivery of these four supporting indicators, all of which are critical to the delivery of increased travel by sustainable modes.
- 3.67 The baseline research, conducted in 2004, and described in Figure 3.1, demonstrated that 33% of trips are currently made by sustainable travel modes. This will act as the baseline for indicator CONG11.
- 3.68 The reduction in sustainable travel mode share under the Do Nothing scenario would occur in response to increased car ownership and increased car use due to increased prosperity. It is notable that, at present, 20% of households in Peterborough currently have no car: there is a continuing trend of households acquiring cars, and hence there will be less reliance on walking, cycling and public transport for mobility. Increased car ownership in the city would result in a 5% reduction in sustainable travel mode use, and 1% increase in car use by 2011. Increased prosperity, which would reduce the relative cost of car journeys, would result in a 3% increase in car use. Overall, the 5% reduction in sustainable travel mode and 4% increase in car use would result in an overall reduction in sustainable travel mode share from 33.1% to 31.1% in 2011.
- 3.69 The target and trajectory for the indicator has been developed through the use of the *Peterborough Transportation Model*, which shows the potential increase in travel by sustainable travel modes in response to *Travelchoice*.
- 3.70 The resultant forecasts are shown in Figure 3.7.

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Figure 3.7: Trajectory for Indicator CONG11



- 3.71 It is proposed to adopt a target towards the stretch model forecast. This reflects the level of ambition and realism that has been adopted for public transport, cycling and walking described below.

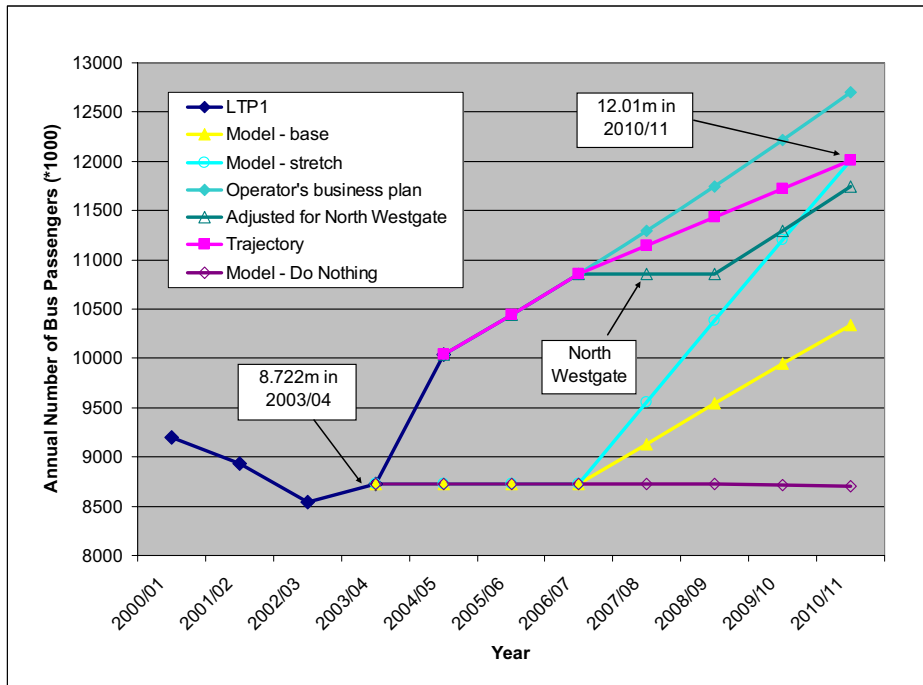
Public Transport (CONG1)

- 3.72 The provisional LTP2 set a highly ambitious target of 53% growth in bus trips from 2003/04 to 2010/11, which was significantly in excess of the national average. The growth was equivalent to 7.5% per annum, compared to a national average of only 1.6% per annum. The revised forecasts from the *Peterborough Transportation Model* have therefore been subjected to validation and challenge from a variety of sources.
- 3.73 Figure 3.8 presents the range of forecasts for growth in bus patronage used for the Final LTP2, drawing upon a range of different sources of evidence.

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Figure 3.8: Forecasts for Bus Patronage, Indicator CONG1



- 3.74 The trajectories for the *Peterborough Transportation Model* forecasts have been assumed to be linear in the absence of specific major interventions that would result in a rise during one particular year. The model forecasts have been based upon the 2003 model base year, with LTP2 interventions commencing in 2006. The model used calendar years of 2003, 2006 and 2011: for the purpose of the target setting process, these have been converted into financial years of 2003/04, 2006/07 and 2010/11 respectively. This has implications for the overall level of modelled growth: the model assumed eight years between 2003 and 2011. In fact, there are only seven calendar years between 2003/04 and 2010/11, and the model forecasts have been adjusted accordingly. The modelled forecasts of between 23% and 47% over the period from 2003 to 2011 are equivalent to **19% - 38%** from 2003/04 to 2010/11.
- 3.75 The evidence has also drawn upon recent evidence indicating growth in bus patronage (a 15% rise between 2003/04 and 2004/05), together with the business plan for the major operator in the area, Stagecoach. The large jump in **actual** patronage between 2003/04 and 2004/05 was due to the reconfiguration and re-branding of the bus network by Stagecoach. Stagecoach has subsequently identified target growth of 4% per annum in its business plan. The 4% per annum growth lies midway between the base and stretch annual growth forecasts from the model. The overall result of the past growth and projection in the business plan would be a **46%** increase from 2003/04 to 2010/11.

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- 3.76 A specific major potential risk has been identified in delivering growth in bus patronage. The development of the North Westgate site in the city centre has the potential to significantly disrupt traffic, which would also disrupt bus services and potentially jeopardise growth in bus patronage. Separate forecasts have therefore been developed, which assume zero growth in bus patronage during the 2-year period of construction work in the City Centre. If these effects are taken into account, the overall increase would be significantly lower, at **35%** from 2003/04 to 2010/11.
- 3.77 It can therefore be seen that the application of past growth and the operator's forecast growth would result in a forecast substantially in excess of both the "base" and "stretch" model forecasts. It is important to take into account the growth that has already occurred (from 2003/04 to 2004/05), and to use a realistic but challenging forecast for future growth. On balance, it is appropriate to develop a trajectory to deliver **38%** growth in patronage, ie equivalent to the overall growth in the model "stretch" forecast, but with modest annual growth from a higher base in 2004/05.

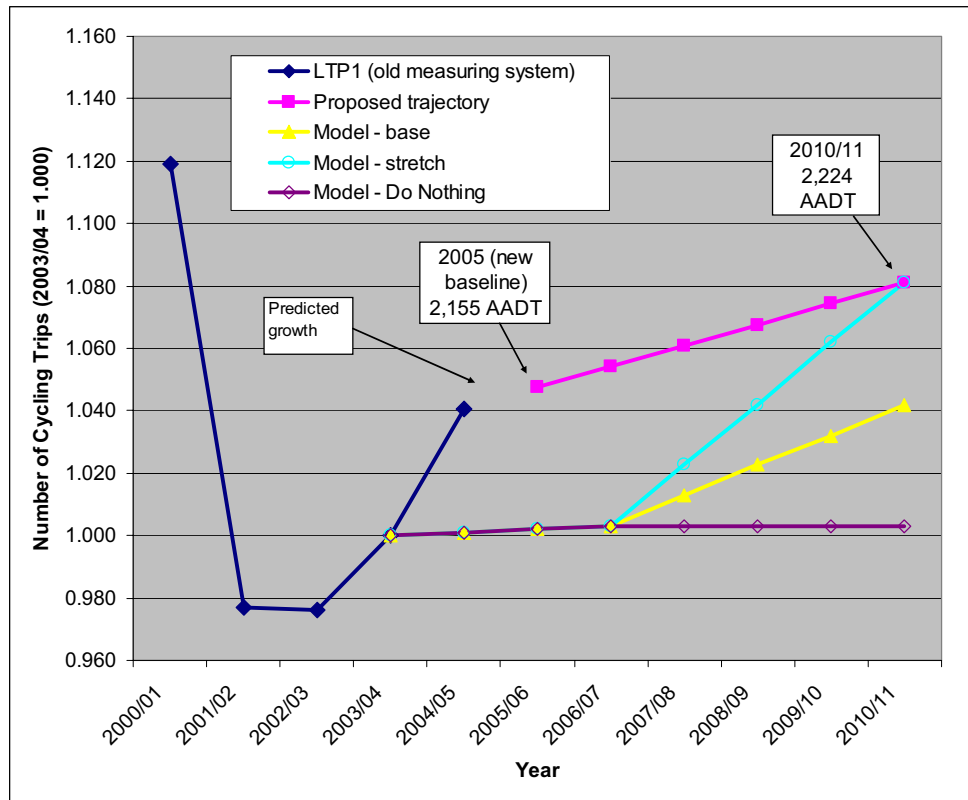
Cycling (CONG4)

- 3.78 In this case, the evidence has drawn on recent evidence of changes in levels of cycling. Past performance in delivering increased cycling has been variable, with gradual decline in cycling to 2002/03, but a steady rise thereafter. For example, there was, in fact, a 4% rise between 2003/04 (the LTP2 baseline year) and 2004/05.
- 3.79 The trajectories for the model forecasts have been assumed to be linear, in the absence of specific major interventions that would result in a rise during one particular year. As already noted, the model used calendar years of 2003, 2006 and 2011, and these have been converted into financial years of 2003/04, 2006/07 and 2010/11 respectively.
- 3.80 The model forecasts were based upon the 2003 model base year, with LTP2 interventions commencing in 2006. The modelled forecasts of between 5% and 10%, over the **8**-year period from 2003 to 2011, are equivalent to 0.6% - 1.2% per annum.
- 3.81 In the light of the above discussion, Figure 3.9 presents the range of forecasts for growth in cycling trips, drawing upon the different sources of evidence.

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Figure 3.9: Forecasts for Cycling Trips, Indicator CONG4



- 3.82 It can be seen from Figure 3.9 that the resulting trajectory is higher than the model forecasts. This is due to the good observed performance in 2004/05 in increasing cycling trips by 4% from the 2003/04 baseline. The subsequent forecast 0.6% annual growth will be modest, and at around the same growth rate as the “base” model forecast.
- 3.83 It should be noted that, for the purposes of LTP2, a new monitoring regime will be used, in recognition of the shortcomings of the regime in LTP1. A new 2005 baseline will therefore be identified, with changes evaluated against this revised baseline.

Walking (CONG9)

- 3.84 In this case, the evidence has again drawn upon recent evidence of changes in levels of walking. During the first three years of the LTP1 period average pedestrian flows (measured on the central screenline) showed a small increase (1.6%) on the 1999/2000 baseline figure. In 2004/05, walking across the central screenline increased sharply, but it is believed that this was primarily due to essential maintenance on Town Bridge and drivers being encouraged to park outside the City Centre.

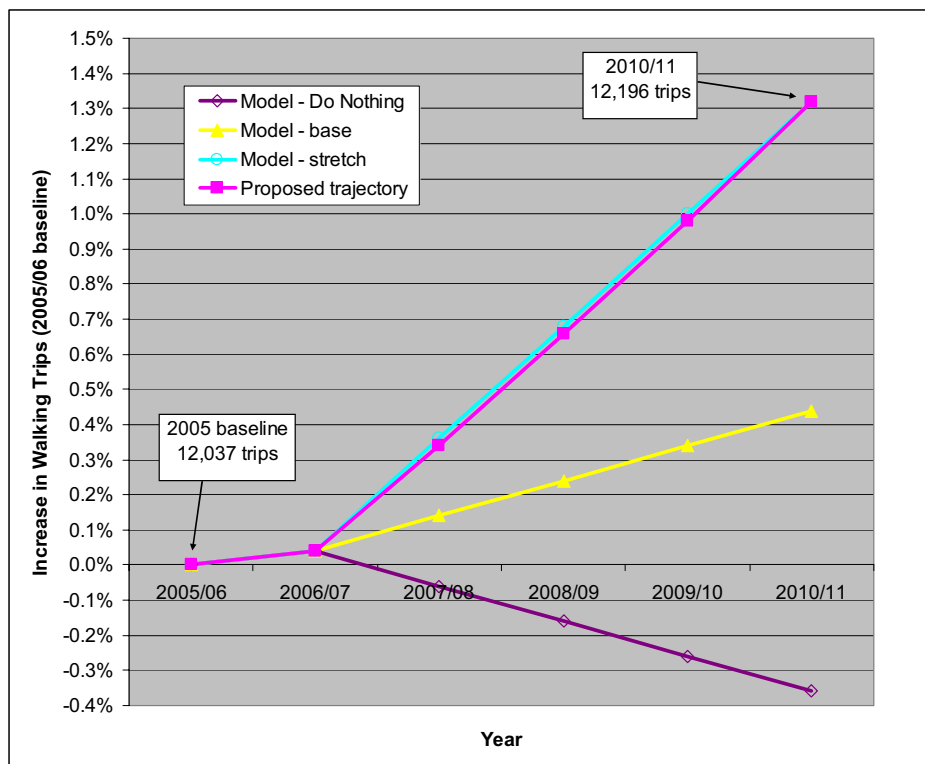
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3.85 The trajectories for the model forecasts were assumed to be linear, in the absence of specific major interventions that would result in a rise during one particular year. As already noted, the model used calendar years of 2003, 2006 and 2011, and these have been converted into financial years of 2003/04, 2006/07 and 2010/11 respectively. The model forecasts have been based upon the 2003 model base year, with LTP2 interventions commencing in 2006. The modelled forecasts of between 0.6% and 1.7%, over the 8-year period from 2003 to 2011, are equivalent to only 0.1% - 0.2% per annum.

3.86 Figure 3.10 presents the range of forecasts for growth in walking trips.

Figure 3.10: Forecasts for Walking Trips, Indicator CONG9



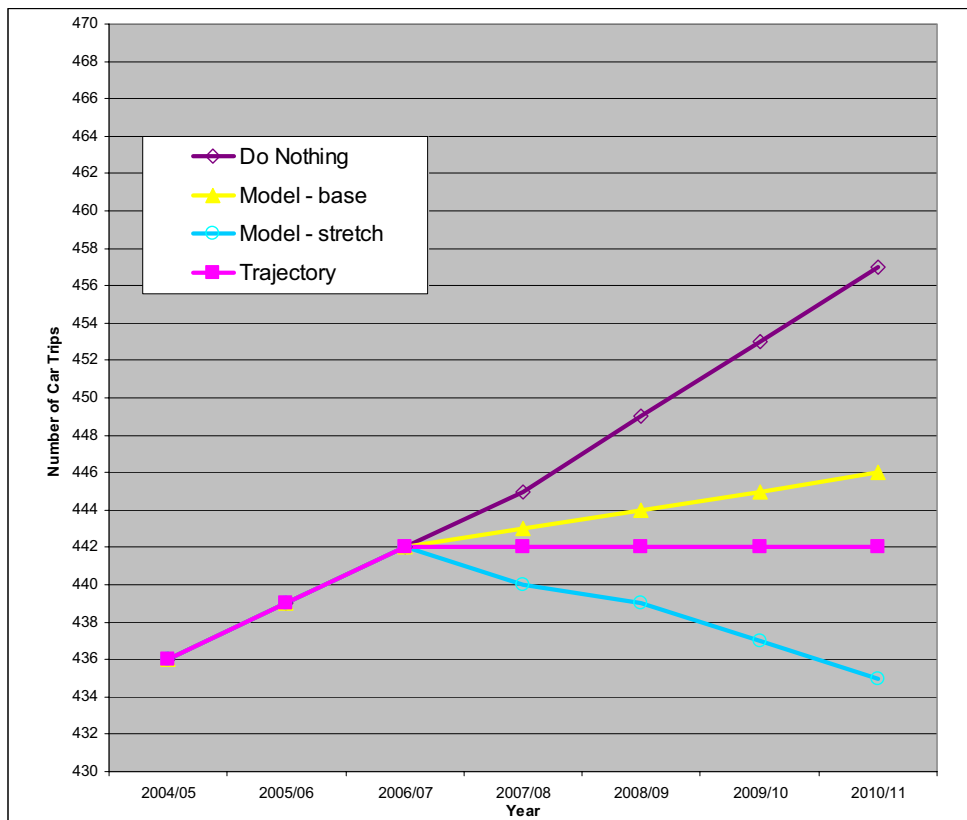
3.87 The target is for a **1.3%** increase in walking trips from 2005/06 to 2010/11. This lies towards “stretch” forecast and, given the circumstances in the city, this target is considered to be challenging. Paragraph 3.59 explained the low forecast increase in walking trips: most trips will exceed the maximum acceptable distance for walking, although there is clear scope for increased walking to local services and destinations such as schools. In the longer term, it will be essential to plan sustainable communities in which many services are local and walking is the preferred mode of travel for shorter distances. The opportunity to increase walking within new communities will, however, be limited in the period to 2010/11.

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Car Trips (CONG10)

- 3.88 The indicator in this case is the number of car trips made per person per annum in Peterborough. The Socialdata research established a baseline of 436 car trips per person per annum, which applies to the 2004/05 financial year.
- 3.89 Tables 3.3 and 3.5 presented the total increases in car trips in the city, in the Do Nothing and Do Something cases respectively. In order to evaluate the changes in car trips per person, it is necessary to take into account the growth in population. The increases in Tables 3.3 and 3.5 were therefore divided by the growth in population to calculate the change in numbers of trips per person.
- 3.90 The resulting forecasts are set out in Figure 3.11.

Figure 3.11: Forecasts for Car Trips, Indicator CONG10

- 3.91 The proposed trajectory is between the base and stretchmodel forecasts, and proposes to freeze car trips at the 2006/07 level of **442** trips per person per year. To ensure this indicator is monitored consistently, *Socialdata* have been commissioned to undertake an annual Travel Behaviour Survey and analysis for the timescale of the LTP2. This will provide a high level of accuracy and confidence to monitor progress.

4. TRAFFIC AND ITS IMPACTS

- 4.1 Peterborough benefits greatly from its Parkway system, which was built when the city expanded in the 1960s and 1970s. The high-capacity dual carriageways allow people to travel between different parts of the city with ease. However, older sections of the road network, associated with the older parts of the city, experience lower levels of service, although there is relatively little through traffic on older roads and routes into the City Centre, as the Parkway system carries the majority of through-traffic.
- 4.2 This chapter describes the process enabling detailed analysis of total traffic and delays, to provide the evidence to support several of the indicators described in Section 6 of the LTP2.

MODELLING OF HIGHWAY NETWORK

- 4.3 Traffic behaviour is complex, with drivers' route choices being affected by junction delays and speeds on the network. The highway network has been modelled using the SATURN suite of computer programs. This includes a network and a trip matrix assigned to the network. The vehicle trips cause delays on the network (due to congestion), which in turn reflects drivers' route choices. This is a powerful tool for the evaluation of the impacts of the growth agenda and securing a shift in demand away from the car to alternative modes.
- 4.4 The vehicle demand was taken from the forecasting model and was adjusted based on the outputs of the mode choice model, in which the relative changes in car driver trips were calculated, as discussed in Chapter 3 of this annex.
- 4.5 Work undertaken for the Council has demonstrated that the evening peak hour (5pm-6pm) is the critical period for the highway network, as shopping and commuter traffic combine. However, for the purpose of the LTP2 the morning peak period was modelled to correspond with the requirements of CONG7 (change in peak period 7am-10am traffic flows to Urban Centres) through the combination of a morning peak (8-9am) hour and shoulder peak (7-8am, 9-10am) hour model.
- 4.6 The morning peak hour and shoulder peak hour vehicle trip matrices were assigned onto the SATURN network and the outputs were then combined and used to calculate area wide traffic growth, changing levels of congestion, journey times, and journey time reliability.

Change in Area-Wide Road Traffic

- 4.7 Table 4.1 shows the percentage change in area-wide traffic, in terms of vehicle kilometres, within the whole of Peterborough.

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Table 4.1: Area Wide Traffic Growth (2003 Base)

Year	DN	DS Base	DS Stretch
2003	0%	0%	0%
2006	4%	4%	4%
2011	12%	11%	9%
2016	21%	21%	16%
2021	31%	24%	23%

4.8 In the previous chapter (Table 3.3), it was shown that, if nothing is done, the number of car trips in Peterborough would increase from 2003 to 2021 by 34.6%. Table 4.1 demonstrates that the total amount of traffic on the network would increase by the lower figure of 31%. There are two reasons for the apparent differences:

- ◆ A growth factor of 31.6% is forecast for traffic passing through Peterborough (for example on the A1 and A47) (this figure is derived from NRTF97 central traffic forecast for rural roads), as well as for HGV traffic within Peterborough. Overall such traffic comprises some 19% of overall motorised vehicle trips but, by their nature, a disproportionately higher trip length.
- ◆ Although a growth factor of 34.6% is expected for the number of car trips in Peterborough this actually translates into a growth in trip length (vehicle-kilometres) of 30.9%.
- ◆ The average area wide traffic growth is therefore expected to be 31% ($81\% \times 30.9\% + 19\% \times 31.6\%$).

4.9 Table 4.1 demonstrates that, by 2011, the growth in area-wide traffic could be reduced from 12% (if nothing is done) to 11% (with the LTP2 “base” forecast), or 9% assuming the “stretch” forecast.

Peak Period Traffic Flows to City Centre

4.10 The total volume of traffic entering the central area during the AM peak period has been calculated, and Table 4.2 summarises the results.

Table 4.2: Vehicle Flow Entering Central Area

Year	Vehicle Flow			Percentage Change on 2003 Base		
	DN	DS Base	DS Stretch	DN	DS Base	DS Stretch
2003	21,500	21,500	21,500	0%	0%	0%
2006	22,432	22,432	22,432	4%	4%	4%
2011	24,046	23,114	22,182	12%	8%	3%
2016	25,283	24,684	22,448	18%	15%	4%
2021	26,885	23,654	23,175	25%	10%	8%

4.11 Table 4.2 shows that, if nothing is done, vehicle flows are forecast to significantly increase by 25% (in 2021) but, with implementation of the LTP2 strategy, this growth could be contained to a more manageable 10%, reducing to 8% under the stretch forecast. The effect of the LTP2 strategy is expected to be more pronounced towards the centre of Peterborough, where alternative modes of travel (particularly public transport) are more practical.

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- 4.12 If nothing is done, the rise in traffic outside the City Centre will be greater than in the City Centre, because the City Centre is more congested. In the City Centre, the LTP2 strategy is predicted to have a dramatic impact on traffic (with a significantly smaller increase in traffic to 2021 compared to the area wide traffic growth) this being due to the significantly increased roles for walking, cycling and public transport to travel to the City Centre. Analysis of forecast flows indicates that most of the additional traffic will be on the Parkway system, and not the more congested streets of the older city.

Congestion (Area-Wide Traffic Delay)

- 4.13 Table 4.3 shows the percentage change in area-wide traffic speed during the AM peak hour within the City Centre and across the city as a whole.

Table 4.3: Change in Area Wide Traffic Speed (2003 Base)

Year	City centre			Area Wide		
	DN	DS Base	DS Stretch	DN	DS Base	DS Stretch
2003	0%	0%	0%	0%	0%	0%
2006	-2%	-2%	-2%	-3%	-3%	-3%
2011	-19%	-13%	-7%	-10%	-8%	-7%
2016	-30%	-17%	-12%	-22%	-17%	-15%
2021	-40%	-22%	-12%	-31%	-22%	-20%

- 4.14 Table 4.3 shows that, if nothing is done, there will be a very serious deterioration in traffic speeds in the central area, with a lower reduction on the higher-capacity road network elsewhere in the city. The LTP2 strategy will be successful in containing the potential reduction in traffic speeds (and hence congestion) to more acceptable levels both within the City Centre and throughout the whole of Peterborough.

IMPLICATIONS FOR TARGET-SETTING PROCESS

- 4.15 The above analyses have fed into the targets for indicators **CONG3** (area-wide traffic), **CONG7** (changes to peak period traffic flows to city centre) and **CONG8** (congestion).
- 4.16 As noted in Chapter 3, initial targets were set for the provisional LTP2 on the basis of the findings from the initial modelling work. The Peterborough Transport Model has now been enhanced and refined, and provides a robust source of evidence for the setting of targets for the final LTP2.

Change in Area-Wide Road Traffic (CONG3)

- 4.17 In Table 4.1, it was shown that area-wide traffic would increase by 12% between 2003 and 2011 if nothing is done, 11% with the LTP2 base forecast, and by 9% assuming the stretch forecast.
- 4.18 For this indicator, a 2004 baseline was used: DfT data indicates that the baseline total vehicle traffic in Peterborough was 1.335m veh-km in 2004.

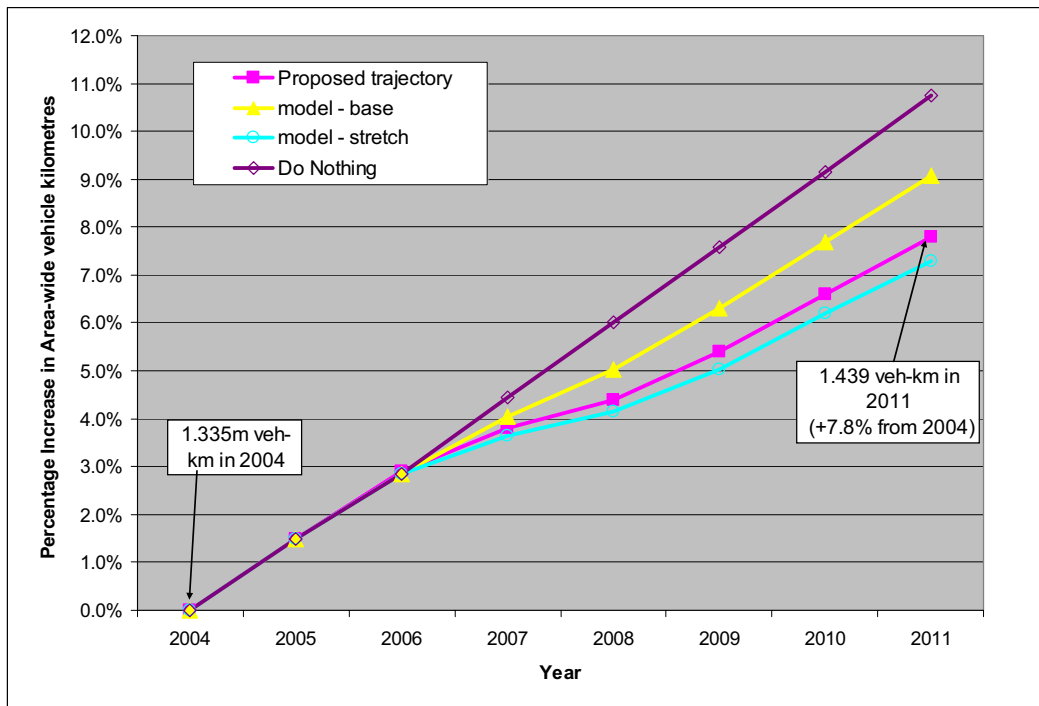
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4.19 The model forecasts of 12% (Do Nothing), 11% (LTP2 base) and 9% (LTP2 stretch) for 2011 would be in relation to 2003: the growth from 2004 would be 10.7%, 9.1% and 7.3% respectively.

4.20 Figure 4.1 presents the forecasts.

Figure 4.1: Change in Area-Wide Road Traffic, Indicator CONG3



4.21 The proposed trajectory lies between the LTP base and stretch forecasts, with a projected growth of **7.8%** between 2004 and 2010/11.

Peak Period Traffic Flows to City Centre (CONG7)

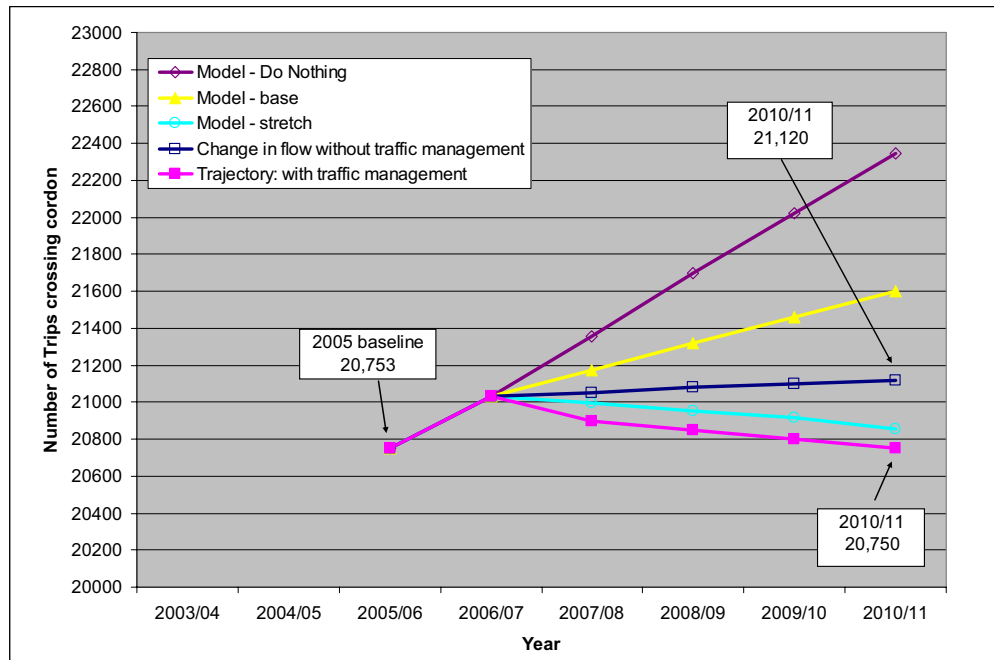
4.22 In Table 4.2, it was shown that traffic crossing the City Centre cordon during the morning peak would increase by 12% between 2003 and 2011 if nothing is done, 8% with the LTP strategy, and by 3% assuming the “stretch” target.

4.23 It has been necessary to make adjustments to take account of the financial years 2003/04 and 2010/11. In addition, the baseline for this indicator is 2005: the average traffic flow crossing the cordon during the morning peak was 20,753 vehicles.

4.24 Figure 4.2 presents the resultant forecasts.

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Figure 4.2: Change in Peak Period Traffic Flow to City Centre, Indicator CONG7

- 4.25 The trajectory shown by the blue line indicates that, without additional traffic management, it would be realistic to forecast a small increase in traffic entering the City Centre in the peak period, from 20,753 for 2005, to 21,120 in 2010/11.
- 4.26 The DfT has set out a minimum standard for no increase in peak traffic to the city centre between 2005 and 2010/11, unless there is a significant reduction in mode share by car.
- 4.27 The analysis described above demonstrates that, without additional traffic management, it will be challenging to achieve no increase in traffic crossing the City Centre cordon due to the expected growth in traffic following the regeneration and expansion of the City Centre.
- 4.28 The LTP2 strategy to secure mode shift in the city therefore needs to be complemented by measures to reduce unnecessary traffic movements through the city centre. This will be supported through the Council's approach to network management, with the Parkway network being managed to cater for longer-distance and cross-city movements. Roadspace on the local network will be better utilised to cater for pedestrians, cyclists and public transport. The trajectory shown by the pink line presents the forecast of flows crossing the City Centre cordon if these measures are introduced.
- 4.29 The SATURN highway model has been used to examine the implications of the traffic management interventions in the city. In particular, Bourges Boulevard will be "tamed", to improve conditions for pedestrians, cyclists and public transport, with reductions in speed limits (from 40 to 30mph) and overall reductions in traffic capacity. Testing using the model has demonstrated that this will reduce growth in traffic crossing the City Centre cordon.

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- 4.30 In addition, the Council is examining the feasibility for the introduction of a bus gate on London Road, which will form a key part of the Southern Gateway Transport Package. Testing using the SATURN model demonstrates that this would further reduce the growth in city centre traffic. This test has not taken into account the potential mode shift to public transport that could directly result from the bus priority measures.
- 4.31 It is therefore considered that it would be possible to achieve **no increase** in traffic crossing the city centre cordon in the peak hour between 2005/06 and 2010/11. This would, however, be subject to a number of conditions relating to roadspace reallocation being met.

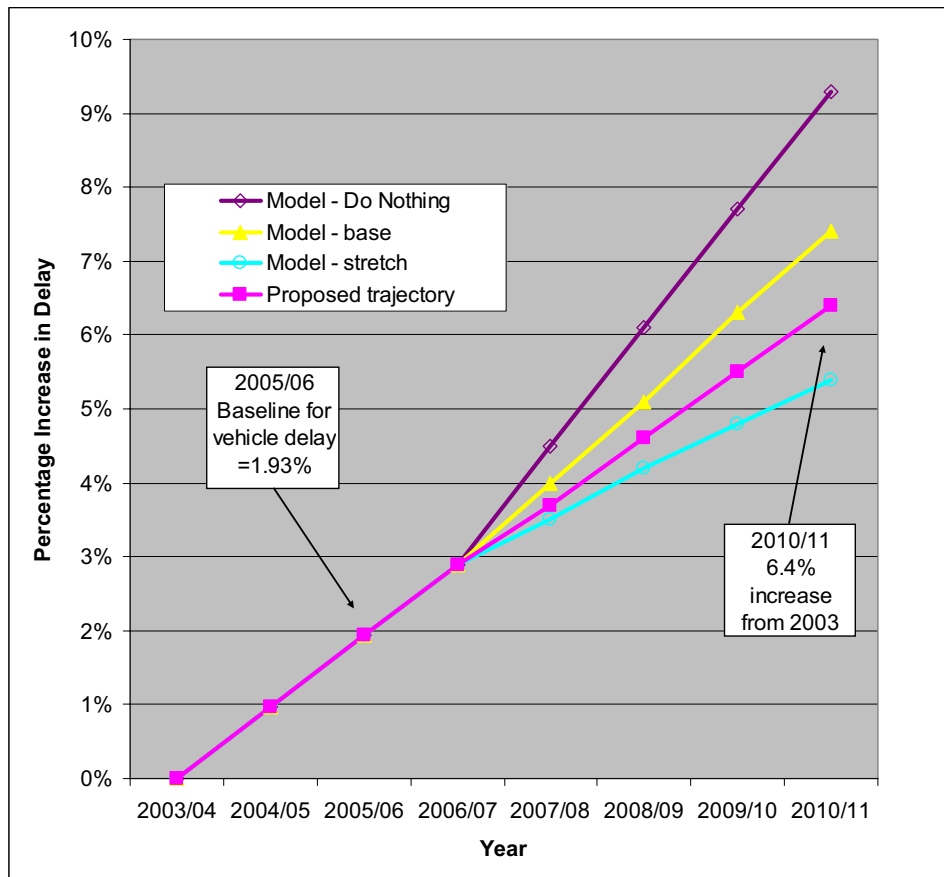
Congestion (Area-Wide Traffic Delay) (CONG8)

- 4.32 Peterborough City Council is not required by DfT to monitor this indicator. The Council has, however, decided that it would be beneficial to monitor this indicator to evaluate the benefits of *Travelchoice* in tackling congestion.
- 4.33 The indicator is to be monitored using ITIS journey time data. However, as it is not a mandatory requirement for Peterborough, access to this data has been delayed. In order to set a baseline figure for this indicator a sample journey time survey has been undertaken on four arterial routes into the City Centre.
- 4.34 In Table 4.3, it was shown that traffic speeds across the city during the morning peak would reduce by 10% between 2003 and 2011 if nothing is done, 8% with the LTP2 strategy, and by 7% assuming the stretch forecast.
- 4.35 Figure 4.3 presents the different forecasts and trajectories. The definition of “delay” in Figure 4.3 is the average time taken to travel 1km on the Peterborough road network, which is the reciprocal of average speed. In the light of the current absence of ITIS data, and the complexity of the data collected from the journey time surveys, it has not been possible to define a baseline “lost time per vehicle kilometre” as identified in the DfT Guidance on Indicators. For the purposes of forecasting and monitoring, the change in time taken to travel 1km along the four arterial routes will be used, prior to the release of the ITIS data. These four routes will be used as a proxy for the whole transport network of the city.
- 4.36 The adopted target of a 6.4% increase in delay (ie 6.4% increase in time taken per km travelled) lies midway between the base and stretch forecasts.

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Figure 4.3: Change in Average Vehicle Delay, Indicator CONG8

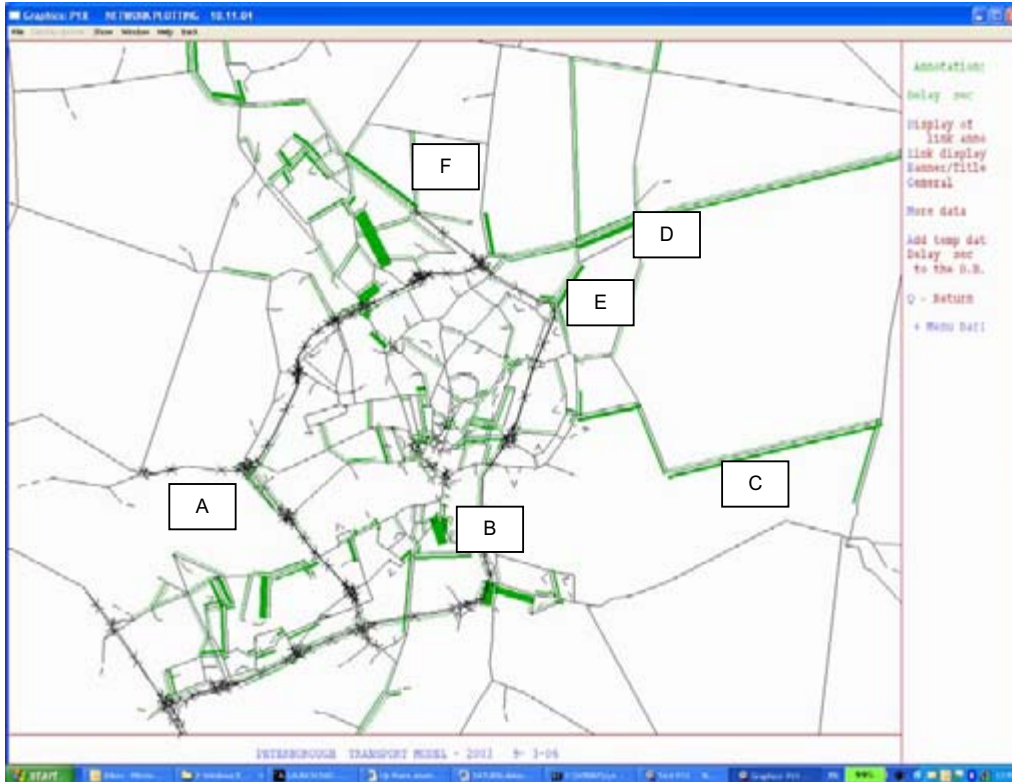


- 4.37 The trajectory presented in Figure 4.3 is dependent upon securing mode shift away from the private car. There are, however, opportunities to reduce congestion through further tools, including Urban Traffic Management and Control (UTMC) and targeted capacity improvements on the network. UTMC will enable the coordination of traffic signals to maximise the efficiency of traffic flows. The targeted capacity improvements will be designed to address the most pressing needs on the network.
- 4.38 However, it should be noted that major development will take place adjacent to all four of the arterial routes to be monitored during the life of LTP2. These developments, in terms of the volume of traffic generated, access proposals, and resultant impacts on the highway network, will directly affect traffic speeds on these arterial routes. These factors therefore pose a risk to the delivery of the target for this indicator.
- 4.39 Figures 4.4 and 4.5 present the forecast delays, in 2003 and 2021 respectively, on the Peterborough road network in the Do Nothing case.

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Figure 4.4: Delays on Peterborough Road Network in 2003, Do Nothing



4.40 This shows that, in 2003, particular junctions are forecast to contribute to congestion in the city, including:

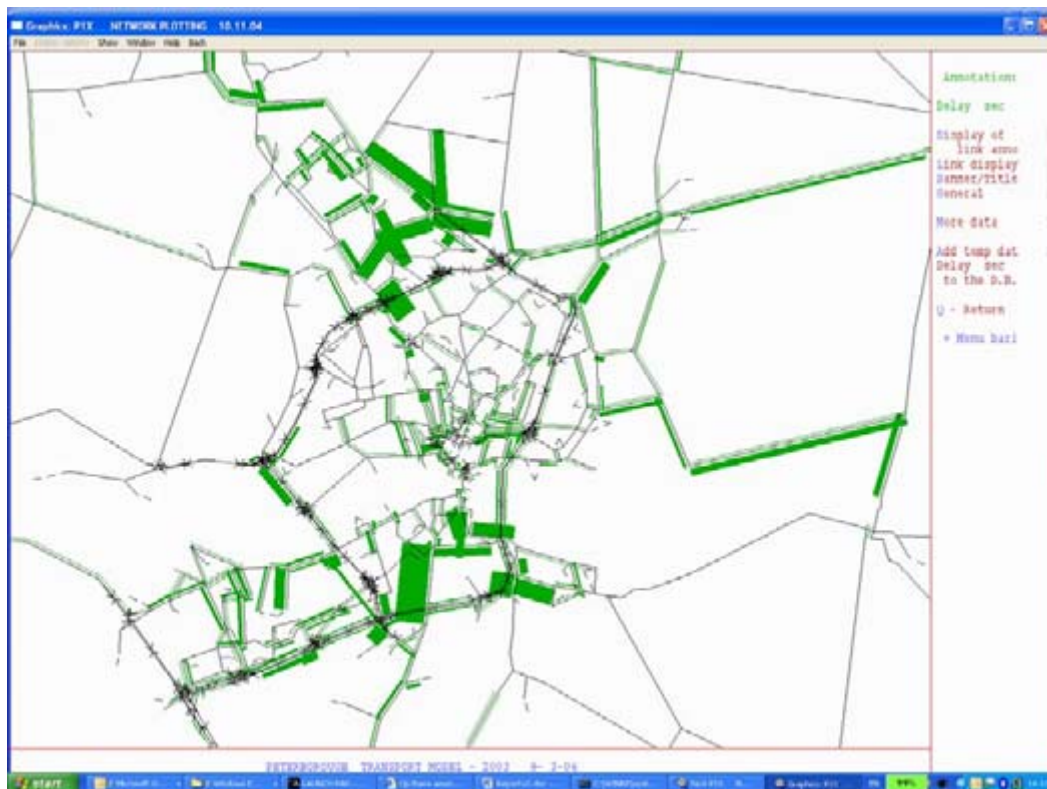
- ◆ (A) A1260 Nene Parkway northbound approach to A47 (Thomas Cook roundabout / Junction 15);
- ◆ (B) Delays on Whittlesey Road and at Fletton Avenue / London Road junction;
- ◆ (C) Delays along North Bank as traffic seeks to avoid traffic delays on Whittlesey Road and at Fletton Avenue / London Road;
- ◆ (D) A47 westbound approach to A1139 Roundabout;
- ◆ (E) A1139 Westbound to A15 (junction 8); and
- ◆ (F) A15 Paston Parkway approach to Gunthorpe Roundabout.

4.41 Forecast delays in 2021 are presented in Figure 4.5.

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Figure 4.5: Delays on Peterborough Road Network in 2021, Do Nothing



- 4.42 This shows that, if nothing is done, congestion would substantially worsen in the city, particularly at those junctions described above.
- 4.43 Collectively this capacity constraint is forming a collar around Peterborough, acting to immunise the area inside the Parkway system from network delay except for south of the river.
- 4.44 This demonstrates the need to manage traffic on the southern gateway approach to the city: demand is in excess of supply and the situation therefore needs to be managed to ensure journey time reliability for public transport.
- 4.45 The above also demonstrates the need for improvements to a northern gateway:
- ◆ A15 Lincoln Rd north of Junction 18 to become a public transport corridor, again to ensure journey time reliability; and
 - ◆ Improvements to Paston Parkway between Junctions 22 and 21.
- 4.46 *Travelchoice*, in securing mode shift, will reduce traffic across the city, and therefore help to ease problems at these junctions. There will, however, be a role for additional interventions to tackle these congestion problems in a more focused way.

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CONCLUSIONS

- 4.47 The analyses presented above demonstrate that the LTP2 strategy will have an impact in mitigating increases in traffic in the city and will therefore mitigate increases in congestion. It therefore demonstrates the importance of *Travelchoice* in supporting the *Tackling Congestion* shared priority.

5. OTHER TRANSPORT PRIORITIES

- 5.1 Rising traffic levels also have implications for air quality and road safety in the city. This chapter discusses the implications of the LTP2 strategy and evidence underpinning the targets that have been set.

AIR QUALITY AND CLIMATE CHANGE

- 5.2 Future pollution levels have been predicted using a pollution spreadsheet model developed by the Highways Agency and the *Peterborough Transportation Model* output in terms of global time and distance on the network.
- 5.3 Table 5.1 below shows the expected overall changes in pollution levels.

Table 5.1: Change in Pollution Levels (2003 Baseline)

Scheme	Year	CO	THC	NOx	PM10	CO ₂
DN	2003	0%	0%	0%	0%	0%
	2006	-27%	-29%	-14%	-13%	6%
	2011	-29%	-35%	-33%	-38%	17%
	2016	-16%	-23%	-38%	-43%	34%
	2021	3%	-5%	-32%	-34%	60%
DS Base	2003	0%	0%	0%	0%	0%
	2006	-27%	-29%	-14%	-13%	6%
	2011	-33%	-38%	-35%	-41%	12%
	2016	-21%	-28%	-41%	-46%	28%
	2021	-15%	-21%	-41%	-44%	38%
DS Stretch	2003	0%	0%	0%	0%	0%
	2006	-27%	-29%	-14%	-13%	6%
	2011	-36%	-41%	-38%	-44%	7%
	2016	-29%	-35%	-46%	-51%	17%
	2021	-18%	-25%	-43%	-46%	34%

- 5.4 Table 5.1 indicates that overall levels of certain types of pollution are actually predicted to decline in the Do Nothing case, due to improved emissions technology. The LTP2 strategy would further reduce pollution levels, due to the reduced levels of growth of car traffic and congestion.
- 5.5 There are, currently, no air quality management areas in Peterborough and, therefore, no requirement to set air quality targets. Nevertheless, monitoring of air quality will continue in the city, and targets will be set if air quality management areas are declared.
- 5.6 Emissions of CO₂, which causes global warming, are predicted to rise by 17% (by 2011) if nothing is done; although the increase is cut to 12% with the LTP2 base forecast, and 7% with the stretch forecast. This demonstrates that the LTP2 will play a major contribution to the emerging *Climate Change Plan* for the city.

ROAD SAFETY

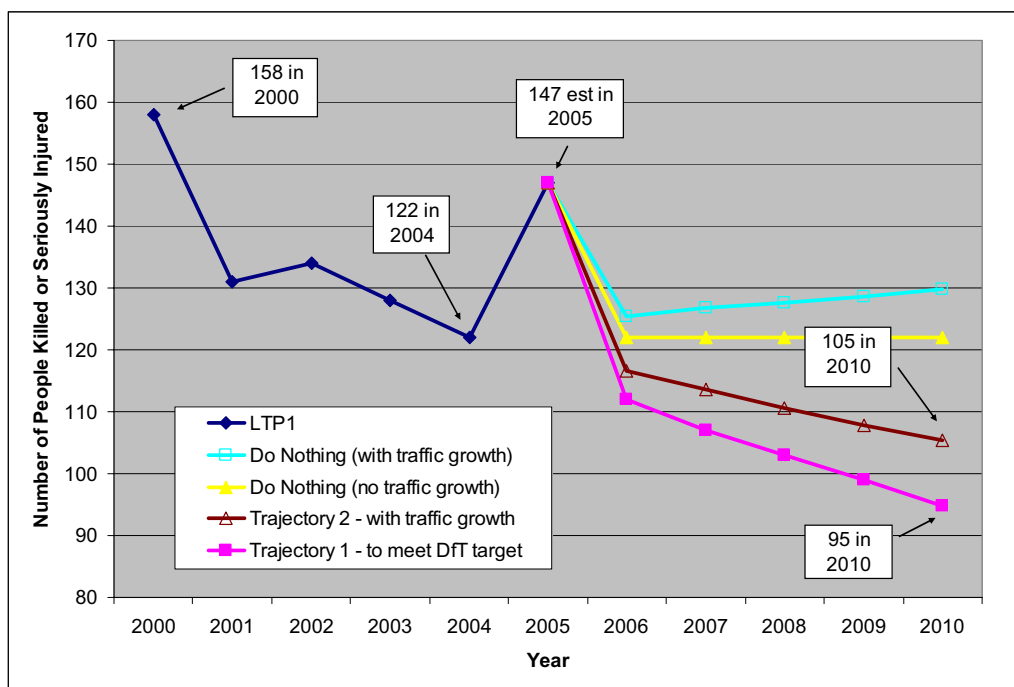
- 5.7 Peterborough faces a distinct challenge in improving road safety whilst catering for increased travel in the city. The process of setting road safety-related targets has drawn upon both evidence to date in delivering improved road safety and the impact of increased traffic flows in the city.
- 5.8 The Council is required to set targets and trajectories for the following three indicators:
- ◆ RS1: Total number of people killed or seriously injured;
 - ◆ RS2: Total number of children killed or seriously injured;
 - ◆ RS3: Total number of slight casualties.
- 5.9 The evidence relating to the three indicators is set out below.

Total Number of People Killed or Seriously Injured (RS1)

- 5.10 The Council has had notable success in reducing the number of people killed or seriously injured in road traffic accidents during the last decade. From an annual average of 162 casualties per annum during the period 1994-98, casualties were reduced to 122 in 2004. Whilst there was a large increase in 2005, to 147, it is considered that this was not evidence of a longer-term upturn, and the longer-term trend is of decline.
- 5.11 The success in reducing fatal and serious casualties has been due to a combination of factors: safer driving behaviour, effective enforcement and engineering measures to tackle accident hotspots and promote road safety within communities and amongst vulnerable road users. This success in reducing road casualties has arisen despite sustained increases in traffic in the city during this period.
- 5.12 The Council considers that it will become progressively more challenging to secure improved road safety in the city. Road safety schemes have already tackled particular accident “clusters”, and there will now be a challenge in tackling more “diffuse” accident problems. This will require a change in emphasis to area-wide safety interventions, including, for example, speed management and educational campaigns. It is considered that the rate of reduction in accidents will reduce in relation to the traffic increases that are expected.
- 5.13 The Council is expected to deliver a reduction of 40%, by 2010, from the 1994-98 average. This means no more than 95 people in 2010. In the light of the above discussion, this will prove challenging.
- 5.14 Figure 5.1 overleaf presents the progress to date in reducing the numbers of people killed or seriously injured in road traffic accidents, together with future trajectories.

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Figure 5.1: Change in the Numbers of People Killed or Seriously Injured, Indicator RS1

- 5.15 The cyan and yellow lines show two forecasts under the Do Nothing scenario. The first is calculated under the assumption that the number of casualties increases in direct proportion to the increase in traffic in the city. The second is rather more optimistic, in assuming that the number of casualties can be held constant, despite increasing traffic in the city. Without intervention under the *Safer Roads* strategy, it is considered that the first assumption is more likely: there will be a steady increase in fatal and serious casualties in the city.
- 5.16 The pink line presents the trajectory that is necessary to deliver the required target of 40% reduction from the 1994-98 average. As discussed above, this is considered ambitious, given increasing traffic in the city and the increased challenge in delivering improved road safety outcomes, given that particular accident hotspots have been largely targeted and addressed.
- 5.17 The brown line presents what is considered to be a realistic (but still challenging) trajectory for the city. This takes account of two factors: the first is an annual reduction in accidents in response to the city's *Safer Roads* programme, and the second is the 8% expected increase in traffic in the LTP2 period between 2003 and 2010.

Total Number of Children Killed or Seriously Injured (RS2)

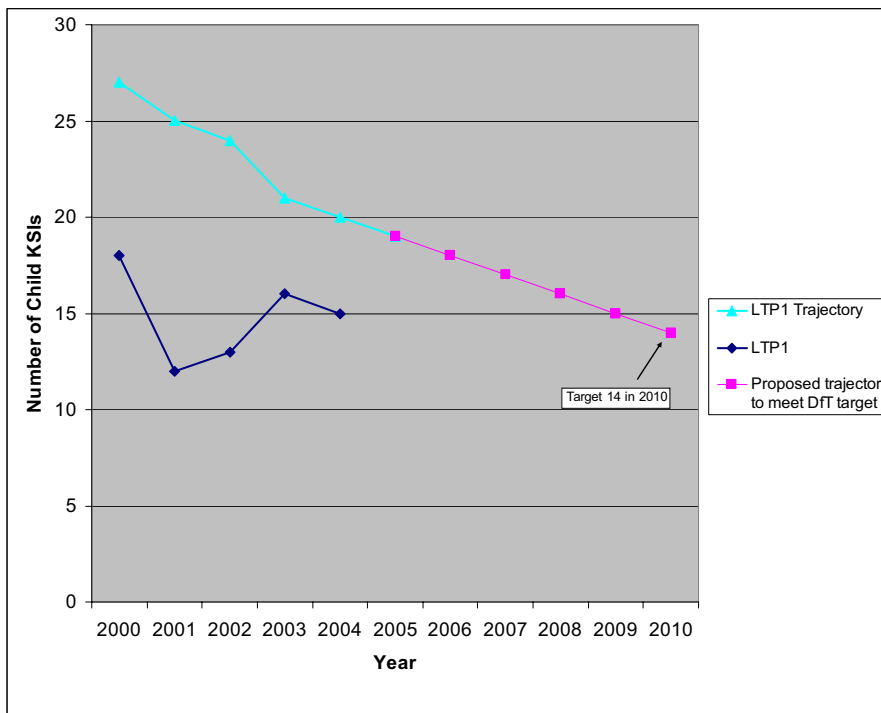
- 5.18 The issues relating to reducing child casualties are broadly similar to those described above for Indicator RS1, although the Council has, in fact, delivered more substantial reductions during the LTP1 period.

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

LTP2 Evidence Base

- 5.19 From an annual average of 27 casualties per annum during the period 1994-98, casualties were reduced to 15 in 2004. In order to meet the DfT requirements, it will be necessary to secure a further reduction, to 14 by 2010. However, the existing figure is already low, and short-term up-turns in child casualties would cause divergence from the target. Sustained focus on this theme will therefore be necessary to deliver continued good performance in this area.
- 5.20 As discussed in RS1 above, doing nothing is not acceptable. It is likely that, without action, the number of child casualties will increase.
- 5.21 Figure 5.2 presents the progress to date in reducing the numbers of children killed or seriously injured in road traffic accidents, together with the future trajectory.

Figure 5.2: Change in the Numbers of Children Killed or Seriously Injured, Indicator RS2

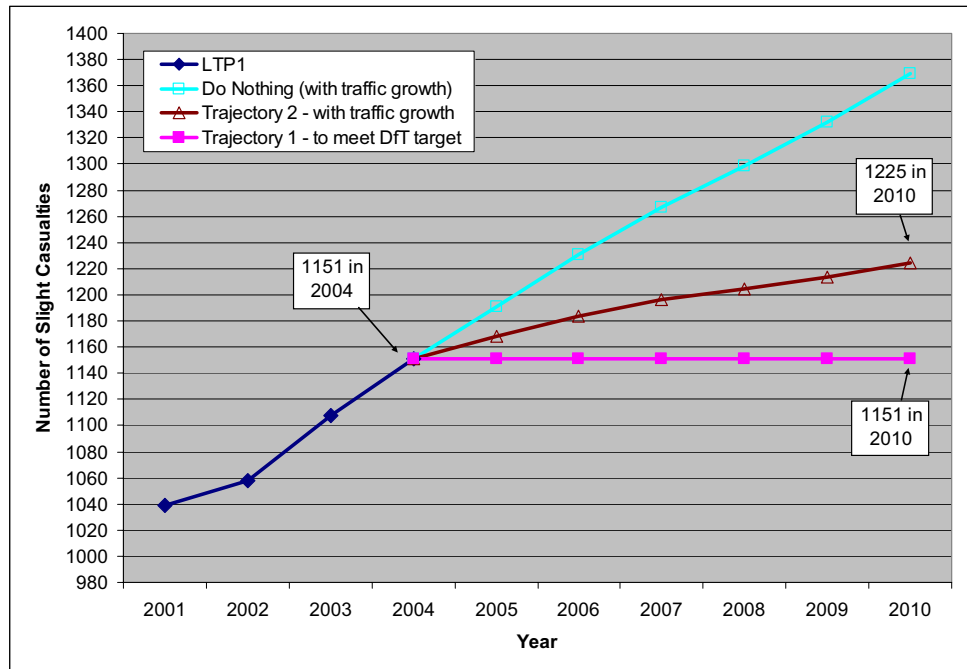


Total Number of Slight Casualties (RS3)

- 5.22 In contrast to the success in reducing fatal and serious casualties in the city, there has been a continuing rise in the number of slight casualties in the city. Analysis demonstrates that the rate of increase has exceeded the rate of traffic growth in the city, this occurring despite the investment during LTP1 on road safety interventions.
- 5.23 Continued growth in slight casualties is not acceptable. However, without intervention to tackle this problem, this will continue.
- 5.24 Figure 5.3 presents the growth to date in slight casualties, together with forecasts for the Do Nothing case and LTP2 strategy.

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LTP2 Evidence Base

Figure 5.3: Change in the Numbers of Slight Casualties, Indicator RS3

- 5.25 The cyan line shows the forecast increase in slight casualties if nothing is done. The forecast is based upon the historical growth in slight accidents in relation to historic growth, extrapolated with future forecast traffic growth in the city. It should be noted that this assumes the traffic growth with *Travelchoice* in place: without *Travelchoice*, traffic growth would be higher, and slight casualties even higher (reaching 1404 in 2010, compared to 1369).
- 5.26 The pink line shows the trajectory that is required to deliver the DfT target for no increase in slight casualties during the LTP2 period. It can be seen that this is highly ambitious, particularly in the light of the accident increases during LTP1 and the projected increase in traffic during LTP2.
- 5.27 The brown line presents the trajectory that is considered viable for Peterborough. This trajectory takes account of the traffic increase during LTP1 (8% between 2003 and 2010), but assumes no underlying increase in slight accidents per unit of traffic flow. As demonstrated above, this will, in itself, prove challenging, given the conditions in Peterborough.

ACCESSIBILITY

- 5.28 This annex does not consider the evidence base in relation to accessibility. Instead, the Accessibility strategy, Section 4.2, provides the detailed evidence in support of the target adopted for *Delivering Accessibility*.

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Peterborough Local Transport Plan – Strategic Environmental Assessment

SEA Statement

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1. Introduction

Background

1.1 Due to the introduction of the 'Environmental Assessment of Plans and Programmes Regulations 2004' local authorities in England and Wales are now required to carry out Strategic Environmental Assessment (SEA) for a number of statutory documents, including Local Transport Plans. The SEA for the second Peterborough City Council Local Transport Plan (LTP2) began in late 2004, and this Statement is the last of three documents that have been produced as part of the process, namely the Scoping Report, the Environmental Report and this SEA Statement.

Scoping Report

1.2 This was the subject of consultation between 11 February and 18 March 2005. The Scoping Report detailed the environmental baseline and environmental issues/problems facing the Peterborough area, the LTP2 alternatives considered, the framework for which the SEA was to be carried out and proposed methods and actions for its completion. The purpose of the document was to allow statutory consultees and other consultation bodies to comment on and participate in the SEA process. The document was distributed to the four statutory consultees below:

- ◆ Countryside Agency
- ◆ Environment Agency
- ◆ English Nature
- ◆ English Heritage

and to those local environmental organisations whom the Council has consulted on other planning initiatives:

- ◆ Peterborough Environment City Trust
- ◆ British Waterways
- ◆ Forestry Commission
- ◆ Forest Enterprise
- ◆ British Horse Society
- ◆ Country Landowners Association
- ◆ Campaign for the Protection of Rural England
- ◆ Cyclist Touring Club
- ◆ Fenland Clarion Cycling Club
- ◆ Friends of the Earth
- ◆ Inland Waterways Association
- ◆ The Open Spaces Society
- ◆ Peterborough and District Angling Association
- ◆ Peterborough Natural History Society
- ◆ RSPB
- ◆ Royal Society for Nature Conservation
- ◆ The Woodland Trust
- ◆ The Wildlife Trust for Cambridgeshire
- ◆ Wildlife Trust.

1.3 The consultation responses were reviewed and taken into consideration in the preparation of the Environmental Report.

Environmental Report

1.4 This was the subject of consultation from 21 November to 23 December 2005. Additionally, the Draft Environmental Report and the Provisional LTP2 were the subject of a public exhibition, on 18 and 19 November 2005 at the Peterborough Town Hall, which was open to the public and attended by Peterborough City Council Officers. The report detailed how the Scoping Report consultation responses were considered, the assessment of the effects of the LTP2 proposals, measures & schemes, proposed mitigation measures, included recommendations to improve the environmental performance of the LTP2, and proposed a monitoring programme for the significant effects identified by the SEA. This was distributed to the same consultation bodies as the Scoping Report. The Provisional LTP2 was made available to the public for comment during this time period. The final version of the

Environmental Report, taking account of responses arising from the consultation on the Draft Environmental Report and Provisional LTP2, is available from the following website: www.peterborough.gov.uk/transport

SEA Statement

1.5 In response to the findings of the SEA and consultation on the Environmental Report a number of changes have been made to the LTP2. The purpose of the SEA Statement is to detail those alterations, present reasoning for choosing the plan as adopted, and why other reasonable alternatives were rejected, and confirming monitoring measures proposed in the Draft Environmental Report in light of the consultation responses received. This SEA Statement should be read together with the final Environmental Report.

2. The SEA Process

Role of the SEA Process in Developing the LTP2

- 2.1 The SEA has informed the development of the LTP2 through the entire plan preparation process. Initially, work undertaken for the Scoping Report in establishing the environmental baseline and identifying environmental issues/problems in the Peterborough area established opportunities and implications for the development of the LTP2. This was summarised in Table 3.1 (Environmental/Sustainability problems in Peterborough that are of relevance to the LTP) of the Scoping Report, and later published as Table 5.1 of the Environmental Report. These opportunities were considered in the development of the LTP2.
- 2.2 At the initial stages of developing the LTP2 a set of LTP2 objectives were devised based on those objectives identified by the first LTP. Two additional plan objectives were added to consider the large amount of growth predicted for Peterborough. An analysis was undertaken to test the compatibility between the LTP2 objectives and those objectives identified in the SEA. No potential conflicts were identified, although it was recognised that the nature of the LTP2 implementation measures would influence the LTP2 performance against certain SEA objectives. This was detailed in Table 6.2 of the Environmental Report, and provided an early indication of where the detailed environmental assessment, to be carried out in the next stage of the SEA process, could identify significant effects.
- 2.3 The SEA played a key role in identifying the reasonable alternatives considered in the development of the LTP2. Section 7 of the Environmental Report considered the analysis of alternatives, and should be read in conjunction with this section of the SEA Statement.
- 2.4 In developing the provisional LTP2 a number of alternatives were considered, as set out in Table 7.1 of the Environmental Report, after the 'proposed approach' for each objective. This proposed approach was one that was pursued for each objective of the LTP2 as the plan was formulated. The LTP2 objectives, for which alternatives were considered, were:
- ◆ Accessibility – Better accessibility for all, with particular reference to those living in rural areas and those with mobility difficulties
 - ◆ Economy – Support local economic performance by the provision of an integrated transport network
 - ◆ Efficiency – Make the best use of existing transport infrastructure
 - ◆ Environment – Reduce the environmental impacts of transport
 - ◆ Healthy Travel – Improve community health by increasing walking and cycling and reducing transport related pollution
 - ◆ Integration – Greater integration between different means of travel
 - ◆ Safety – Reduce the number of personal injury accidents amongst all travellers
 - ◆ Travel Choice – Increase choice and improve quality
 - ◆ City Centre – Support the proposals to develop and enhance the City Centre
 - ◆ Growth – To support and influence growth through travel solutions
- 2.5 For each objective of the LTP2, various alternatives were considered to achieve that objective, and the implications of those alternatives were summarised in Table 7.1 of the Environmental Report. Generally, 'alternative 1' tied into the 'without the plan' situation, and whether the need to travel can be obviated. 'alternative 2' addressed whether technologies or methods can be applied, other than obvious or traditional methods. 'alternative 3' examined methods for changing the proposed location. Finally, 'alternative 4' dealt with the timing and detailed implementation i.e. when, and in what sequence should developments be carried out? What details matter? What requirements should be made about them?

- 2.6 As a result of the analysis of alternatives it was considered that the proposed approach would be the most effective in terms of meeting the transport related objectives of the LTP2. Alternative approaches would generally be less effective in this regard; for example, for the accessibility objective, the “no plan scenario” (alternative 1) would result in accessibility being worsened due to congestion and increased car usage; investing heavily in technology (alternative 2) would have limited benefits since it would not obviate the need to visit schools/health care facilities. Similarly, in relation to the objective for Healthy Travel, working in isolation without joined-up initiatives (alternative 1) would increase social exclusion; promoting alternative fuels (alternative 2) could improve air quality, but would not necessarily reduce numbers of trips.
- 2.7 The proposed approach also had beneficial implications for the environment in general terms, particularly in terms of improving air quality, reducing greenhouse gas emissions and improving the health and safety of the local population. Environmental impacts of alternative approaches tended to have negative implications. Construction of new roads and transport infrastructure, such as that advocated for alternative approaches for the economy objective (alternative 2 and alternative 3), could also have negative environmental impacts associated with land use. However, certain measures put forward could have beneficial impacts, such as identifying key corridors for ‘best use’ schemes (efficiency objective), and restricting car travel through sensitive environmental areas (environment objective).
- 2.8 For these reasons it was considered that there was limited scope for changing the proposed approach for the LTP2, however some areas required further investigation; for example paying greater attention to developing policies and programmes which respect local environmental sensitivities while delivering benefits to the greater proportion of the population.
- 2.9 The proposed approach led to the development of the measures and schemes contained within the Provisional LTP2, which were assessed as part of the Draft Environmental Report. Table 8.1 of the Environmental Report details those measures and schemes assessed as part of the SEA.

Assessing the LTP2

- 2.10 The Environmental Report contained a detailed assessment of the proposals, schemes and measures contained within the provisional LTP2. The SEA identified potential environmental effects of LTP2 proposals, measures and schemes, both adverse and beneficial.
- 2.11 Two alternatives – with and without the inclusion of major schemes were assessed. When assessed without major schemes, the LTP2 was deemed to have a range of significant positive effects on various SEA objectives. Therefore no changes were recommended to be made to the non-major schemes component of the LTP2. However, a range of potential significant negative effects were identified with the inclusion of major schemes in the assessment. Although these major schemes will be subject to separate project based Environmental Impact Assessment (EIA), the Environmental Report recommended the inclusion of a section in the LTP2 to outline how potential negative effects identified could be avoided or mitigated, and how potential positive effects could be further enhanced
- 2.12 In response to the Environmental Report findings, the following alteration was made to the LTP2.
- ◆ Section 5 ‘*Transport Solutions*’ was amended to summarise the findings of the SEA process with regards to the ‘with’ and ‘without’ plan assessment scenarios. Specifically, Section 5.3 ‘*LTP2 Programme*’ was amended to refer to the overall SEA results, whilst describing general mitigation measures that may be used to mitigate any negative environmental effects identified as a result of new road infrastructure, the specifics of which would be determined through project based EIA. Section 5.4 ‘*Major Schemes*’ was amended to include summary SEA assessments for the major schemes, and the priority LTP2 scheme has the specific SEA assessment detailed.

3. Monitoring Requirements

- 3.1 The Draft Environmental Report proposed a monitoring programme for those significant effects identified by the SEA of the LTP2. This can now be confirmed in Table 3.1. The SEA monitoring programme will be integrated into the LTP2 monitoring programme, and reported alongside LTP2 monitoring reports to be produced biannually.

Table 3.1: Monitoring Programme

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
Effect on biodiversity, including characteristic habitats and species throughout their range (negative)	Number and area of Nature Conservation Designated sites lost due to LTP2 major schemes	Not monitored	Bi-annual	Peterborough CC/ English Nature	When indicator shows that any designated sites have been lost due to LTP2 major schemes.	Further mitigation measures which may include the creation of additional habitats and incorporating biodiversity into transport schemes. Consider the use of features such as 'green bridges' and underpasses to maintain species connectivity.
	Number and area of Biodiversity Action Plan Habitats and number of Species lost due to LTP2 major schemes	Not monitored	Bi-annual	Peterborough CC/ English Nature	When indicator shows that any Biodiversity Action Plan Habitats or Species have been lost due to LTP2 major schemes.	
	Number and percentage of LTP2 major schemes where studies of ecological impact were undertaken before planning permission was received	Not monitored	Bi-annual	Peterborough CC	When studies show that any designated sites, Biodiversity Action Plan Habitats or Species have been lost due to LTP2 major schemes	
	Number and percentage of LTP2 major schemes that incorporate measures to restore or enhance the nature conservation value of the area affected by the scheme	Not monitored	Bi-annual	Peterborough CC	When indicator shows that any LTP2 major schemes are shown to have a significant permanent adverse effect on biodiversity, habitats and species once restoration and enhancement measures have been applied.	
Effect on local air quality (positive)	City wide concentrations of NO ₂ at air quality monitoring stations	Annual	Bi-annual	Peterborough CC	When monitoring shows that year on year improvements in NO ₂ concentrations are not being achieved.	Traffic and congestion related measures (routing, lane restrictions, etc) in the short term. Further promotion of sustainable transport modes, investment in sustainable transport, reducing travel demand in the long term.
	Number of traffic related air quality management areas	Annual	Bi-annual	Peterborough CC	When indicator shows that any traffic related air quality management areas have been created.	
	Modal shift to Sustainable Transport Modes	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 'At least 37% of the population of the city travelling by sustainable travel modes by 2010/11' is unlikely to be met.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
Effect on landscape and townscape character (negative)	Number and area of designated landscapes ² lost due to LTP2 major schemes	Not monitored	Bi-annual	Peterborough CC	When indicator shows that any Designated Landscapes have been lost due to the LTP2 major schemes.	Promotion of further mitigation measures such as sensitive landscaping planting.
	Number and percentage of LTP2 major schemes where studies of landscape or townscape impact have been undertaken before planning permission was received	Not monitored	Bi-annual	Peterborough CC	Remedial action not considered appropriate for this indicator.	
	Number and percentage of LTP2 major schemes that incorporate measures to restore or enhance the landscape or townscape character of the area affected by the scheme	Not monitored	Bi-annual	Peterborough CC	When indicator shows that any LTP major schemes are shown to have a significant permanent adverse effect on landscape and townscape character once restoration and enhancement measures have been applied.	
	PCC will undertake a review of the effects of LTP2 major schemes on landscape and townscape character	Not monitored	Two yearly	Peterborough CC	When indicator shows that any LTP major schemes are shown to have a significant permanent adverse effect on landscape and townscape character once restoration and enhancement measures have been applied.	
Effect on surface and groundwater quality (negative)	Area of public green space lost/gained as a result of LTP2 major schemes	Not monitored	Bi-annual	Peterborough CC	When indicator shows that any areas of public green space have been permanently lost as a result of LTP2 major schemes.	
	Number of LTP major schemes incorporating conditions (such as SUDS) to protect surface and groundwater	Not monitored	Bi-annual	Peterborough CC	When indicator shows that not all LTP2 major schemes have incorporated such conditions.	Stricter planning conditions to enforce the incorporation of SUDS into transport schemes
	Number of water pollution incidents attributable to transport	Not monitored	Bi-annual	Peterborough CC/ Highways Agency/ Environment Agency	When trends shows that number of pollution incidents attributable to transport is increasing.	Improved education and information to prevent polluting incidents.

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
Effect on the function of watercourses, water bodies, rivers and groundwater systems including floodplains and catchments (negative)	Number of LTP2 major schemes that cover zones 2 or 3 of the Environment Agency indicative flood plains and require a Flood Risk Assessment	Not monitored	Bi-annual	Peterborough CC/ Environment Agency	Remedial action is dependent on the setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	Placement of stricter planning conditions.
	Area of grade 1 and 2 agricultural land permanently lost due to LTP2 major schemes.	Not monitored	Bi-annual	Peterborough CC	When indicator shows that any area of grade 1 or 2 agricultural land has been permanently lost as a result of LTP2 major schemes.	Further mitigation measures to promote reuse of valuable soil resources
	Area of safeguarded mineral reserves permanently lost due to LTP2 major schemes.	Not monitored	Bi-annual	Peterborough CC	When indicator shows that any area of safeguarded mineral reserve has been permanently lost as a result of LTP2 major schemes.	Improved education and information to prevent polluting incidents.
Effect on the heritage resource (negative)	Percentage of previously developed land as overall land take for LTP2 major schemes.	Not monitored	Bi-annual	Peterborough CC	Remedial action is dependent on the setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	Promotion of further mitigation measures and review of current policies regarding archaeological investigations and/or identification and recognition of importance of heritage features.
	Number of listed buildings/scheduled ancient monuments/archaeological protected sites/registered parks and gardens permanently lost due to LTP2 major schemes.	Not monitored	Bi-annual	Peterborough CC	When indicator shows that any listed buildings/scheduled ancient monuments/ archaeological protected sites/registered parks and gardens have been permanently lost as a result of LTP2 major schemes	Promotion of further measures to improve travel security such as CCTV and improved lighting
Effect on crime and community safety (positive)	Travel Security	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 42% of people or less expressing fear of crime as a major barrier to travel crime by 2010/11 is unlikely to be met.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
Effect on travel choice that improves overall levels of health (positive)	Travel information	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 'At least 69% of the population informed about travel choice by 2008/09' is unlikely to be met.	Traffic and congestion related measures (routing, lane restrictions, etc) in the short term.
	Personalised journey planning	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 'At least 70,000 people to be offered personalised journey planning service by 2008/09' is unlikely to be met.	Further promotion of sustainable transport modes, investment in sustainable transport, reducing travel demand in the long term
	Modal shift to Sustainable Transport Modes	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 'At least 37% of the population of the city travelling by sustainable travel modes by 2010/11' is unlikely to be met.	
	Mode share for journeys to school	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 'No more than 34% of 5-10 year olds and no more than 18% of 11-16 year olds travelling to school by car in 2010/11' is unlikely to be met	
	Cycling	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 'To increase cycling trips by 9% by 2010/11 relative to 2003/04 baseline' is unlikely to be met.	
	Walking trips	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	If target of 'Increase of 7% in walking trips by 2010/11' is unlikely to be met.	
	% of new roads covered with low noise surfacing	Not monitored	Bi-annual	Peterborough CC	Remedial action is dependent on the setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	Further consideration of noise mitigation measures (e.g. noise barriers) if adversely affected areas
	Number of complaints regarding traffic noise	Not monitored	Bi-annual	Peterborough CC	When trends show that the number of complaints regarding traffic noise is increasing	
Effect on noise pollution (positive)						

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
Effect on road safety (positive)	Total killed and seriously injured	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	When target of 'No more than 95 people killed or seriously injured per annum by 2011' is unlikely to be met.	To be targeted at particular accident problem sites but may include: Further traffic calming measures
	Child killed and seriously injured	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	When target of 'No more than 14 children killed or seriously injured per annum by 2011' is unlikely to be met.	Further road safety education (driver training, cyclist training)
	Total slight casualties	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	When target of 'No more than 1151 slight casualties per annum by 2011' is unlikely to be met.	Improved/expanded cycle lanes and walkways Improved enforcement
Effect on accessibility (positive)	Accessibility	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	When target of 'At least 90% of rural households within 13 minutes (400m) walk of an hourly or better bus service by 2008/09' is unlikely to be met.	Raise public awareness of new transport infrastructure/facilities at their disposal.
	Workplace travel plans	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	When target of '26 organisations with more than 50 employees receiving a Travel Plan Award by 2010/11' is unlikely to be met.	Further removal of physical and other barriers to access. Additional investment into Travel Plan programmes.
	School travel plans	Peterborough CC LTP2 Monitoring	Bi-annual	Peterborough CC LTP2 Monitoring	When target of 'At least 90% of (70 local) schools to have a completed travel plan by 2010/11' is unlikely to be met.	

(Footnotes)

¹ Nature Conservation Designations include Special Areas of Conservation, Special Protected Areas, Ramsar Sites, Sites of Special Scientific Interest, Sites of Importance for Nature Conservation, National Nature Reserves, Local Nature Reserves, and Ancient Woodlands.

² Area defined as 'Area of Best Landscape' in Peterborough Local Plan.

Directorate	Environmental Services	Section	Transport planning	Person responsible for the assessment	Andy Ross	
Name of the Policy to be assessed		Second Local Transport Plan	Date of Assessment	June 05	Is this a new or existing policy	new
1. Briefly describe the aims, objectives and purpose of the policy		A transport strategy for Peterborough for the period 2006-11				
2. Are there any associated objectives of the policy, please explain		Accessibility, economy, efficiency, environment, healthy travel, integration, safety, travel choice, the City Centre, growth agenda				
3. Who is intended to benefit from the policy and in what way		For everyone in Peterborough to benefit from an improved transport network that does not detract from the amenity of the city.				
4. What outcomes are wanted from this policy?		Tackling congestion, delivering accessibility, safer roads, better air quality				
5. What factors/forces could contribute/detract from the outcomes?		Peterborough's growth status and the City Centre Framework				
6. Who are the main stakeholders in relation to the policy		Transport and Environment board of the Greater Peterborough Partnership		7. Who implements the policy and who is responsible for the policy?		
				Implemented by Transport and Engineering, responsibility of Transport Planning		

<p>8. Are there concerns that the policy <u>could</u> have a differential impact on racial groups.</p>		<p style="text-align: center;">N</p>	<p>Safer Roads National trends show that disadvantaged communities are at greater risk of being involved in a road accident. This is not borne out locally, probably due to road the safety team's past efforts in targeting Sure Start and community groups. In order to maintain this, the Road Safety Team will continue to target campaigns at these groups and will also specifically target new arrivals by working in partnership with Peterborough's New Link Centre.</p> <p>Delivering Accessibility Car ownership is particularly low in Central Ward, where ethnic minorities make up 52.5%. However, 88.7% of households live within 400m of an every 15 minute or better bus service.</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>			<p>Safer Roads Beverly Jones, Road Safety Team Manager</p> <p>Delivering Accessibility Peterborough ward profiles Peterborough Public Transport Review (November 2004)</p>
<p>9. Are there concerns that the policy <u>could</u> have a differential impact due to gender</p>		<p style="text-align: center;">Y</p>	<p>Safer Roads Young men continue to be particularly at risk from road accidents. In response, the safer roads transport priority includes specific actions aimed to bring down the number of accidents amongst this group.</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>			<p>Accident data collected by Cambridgeshire Police (Stats 19).</p>

10. Are there concerns that the policy could have a differential impact due to disability	Y	<p>Delivering Accessibility People with mobility difficulties need to be specifically targeted by transport planners and this is borne out in the <i>Delivering Accessibility</i> section of the LTP. This section sets out how drivers' awareness of disability issues will be improved through training. It states that only 44% of buses currently have low floor access and that the Council will continue to encourage transport operators to provide these vehicles in preparation for part of the DDA. It also outlines the transport provisions that are in place for people with mobility difficulties, including demand responsive services and dial a ride.</p> <p>Congestion The <i>Travelchoice</i> project will improve the provision of information about sustainable modes of transport for all sections of the community. This should ensure that information is available in all formats to enable us to cater for learning disabled and blind travellers. There will be a strong emphasis on images and map based information in paper publications. The <i>Travelchoice</i> website will shortly be available in a format more easily used by blind and disabled people as outlined in the <i>Delivering Accessibility</i> section of the LTP.</p>
What existing evidence (either presumed or otherwise) do you have for this?	<p>Delivering Accessibility Survey of low floor vehicles in the Peterborough Area (June 2005).</p> <p>Congestion Travelchoice Team</p>	
11. Are there concerns that the policy could have a differential impact on people due to sexual orientation	N	
What existing evidence (either presumed or otherwise) do you have for this?		

<p>12. Are there concerns that the policy could have a differential impact on people due to their age</p>	<p>Y</p>	<p>Air Quality Children and young people are more susceptible to air pollutant PM10 (fine particles) than adults. Nationally, road transport causes 33% of PM10 pollution. At present, air quality is not measured in residential areas in Peterborough. However, encouraging the use of sustainable transport and cleaner fuels will help to keep levels of PM10 low.</p> <p>Delivering Accessibility Older people need to be specifically targeted by transport planners and this has been borne out in the <i>Delivering Accessibility</i> section of the LTP2. For example, older people will receive free bus passes.</p> <p>Tackling Congestion The Safer Journeys to School Project, together with school travel plans, target congestion around primary and secondary schools.</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>Air Quality</p>	<p>Air Quality</p> <p>Delivering Accessibility section of the LTP2.</p> <p>Tackling Congestion section of the LTP2.</p>
<p>13. Are there concerns that the policy could have a differential impact on people due to their religious belief</p>	<p>N</p>	<p>No</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>		
<p>14. Are there concerns that the policy could have a differential impact on people due to them having dependants/caring responsibilities</p>	<p>Y</p>	<p>Delivering Accessibility 66% of buses in Peterborough are not low-floor vehicles, making them less accessible to those with young children an with mobility problems.</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>		<p>Survey of low floor vehicles in the Peterborough Area (June 2005).</p>
<p>15. Are there concerns that the policy could have a differential impact on people due to their offending past</p>	<p>N</p>	<p>No</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>		

		N	No
16. Are there concerns that the policy could have a differential impact on people due to them being transgendered or transsexual			
What existing evidence (either presumed or otherwise) do you have for this?			
17. Could the differential impact identified in 8-16 amount to there being the potential for adverse impact in this policy	YES		Please see box 10,12 and 14
18. Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group? Or any other reason	YES		See box 10,12,14
19. Should the policy proceed to a partial impact assessment		NO	
		20. If Yes, is there enough evidence to proceed to a full EIA	NO
		21. Date on which Partial or Full impact assessment to be completed by	NA

Signed (completing officer)_Alex Goodship_____ Signed (Lead Officer) _____Andy Ross_____



Peterborough Bus Strategy

SECTION 1: INTRODUCTION

1.1 Context and purpose

The purpose of this bus strategy is to:

- meet the requirements of Section 110 of the Transport Act 2000;
- provide a bus strategy for Peterborough for the life of the Local Transport Plan 2;
- set out Peterborough City Council's objectives to improve bus services within the context of the Council's Community Strategy, to enhance access to services and to reduce the reliance on the private car and therefore reduce congestion and pollution;
- guide infrastructure improvements undertaken by the Council and by developers; and to
- improve bus transport in Peterborough through the *Travelchoice* project.

Operators are free to register bus services as they consider necessary and commercially viable. The Council's responsibility is to consider the needs of those communities not met through commercial services and to provide, within available budgets, additional services to supplement the commercial network.

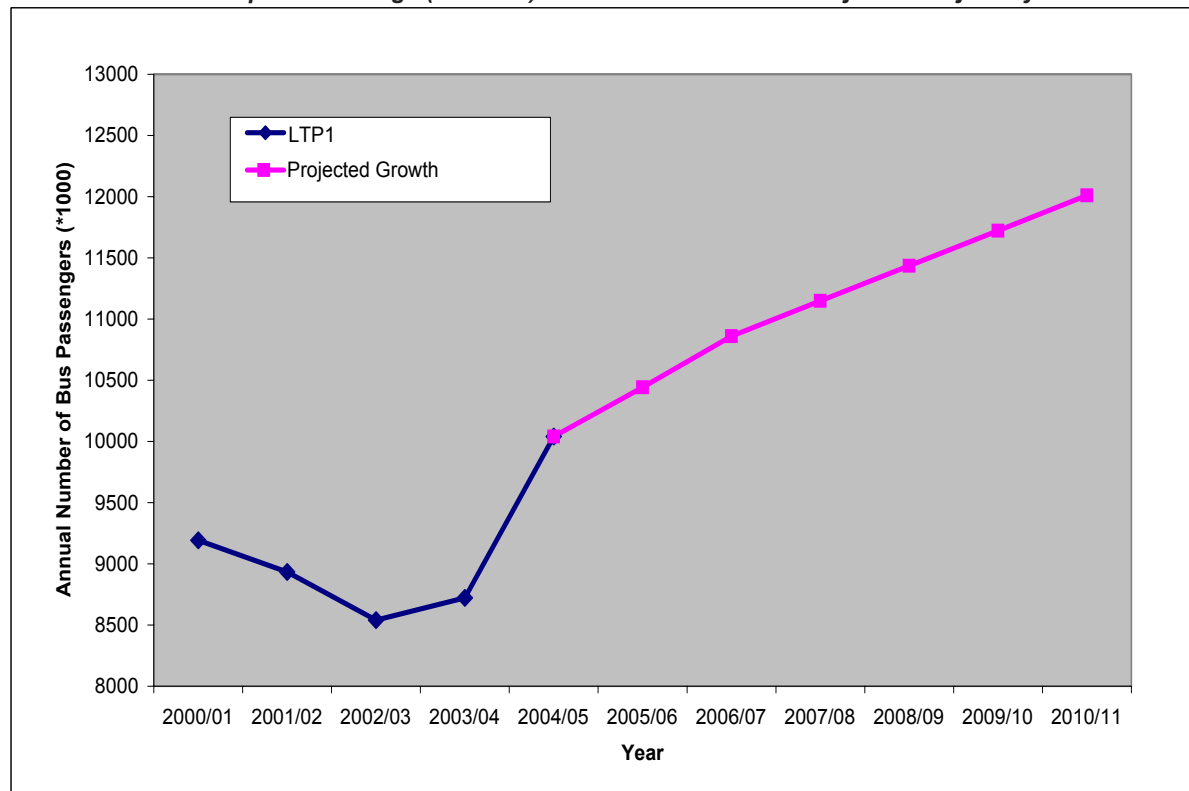
Since the first Local Transport Plan in 2000 and the adoption of the first Peterborough Bus Strategy in January 2004, Peterborough has seen significant improvements to bus travel. These improvements include:

- main core network of commercial services operating a 10 minute frequency since April 2004;
- 10.5% increase in Stagecoach bus passenger numbers during 2004/05 following implementation of the *Citi* network in April 2004;
- 9.23% increase in passenger numbers from 2001/02 to 2004/05 (note during this time there was no increase in population figures)
- in April 2005, 44% of all vehicles operating in Peterborough were fully accessible;
- in May 2005, 64% of vehicles operating on the Council's subsidised bus services are fully accessible;
- full review of subsidised bus services (and how they complement commercial services) undertaken and new routes implemented in 2004;
- increase in funding for subsidised bus services - the budget for 2005/06 increased from £236,000 (04/05 figure) to £490,000; an increase of 107.5%;
- 43% increase in students travelling to school on public transport during 2003/04 to 2004/05;
- electronic payment methods for school transport introduced;
- improved quality standards, such as maximum vehicle age, introduced through tendering process on both school and public transport services;
- record numbers of passengers carried on 2005 Christmas Park and Ride service;
- in May 2005, the Council launched its *Community Link* branding;
- from July 2005, community door-to-door services provided in-house;

- improved publicity, both at bus stops, shelters and bus station, through the *Travelchoice* project;
- vehicles used on subsidised services branded with *Travelchoice* logo;
- improvements to bus shelter stock using anti-vandal, anti-graffiti materials;
- improvements to the Primary Public Transport Corridor, including priority signals, new bus shelters and raised kerbs;
- introduction of SMS Text and Go service;
- introduction of *Travelchoice* branded publicity.

Travel by bus plays an important role across all of the shared priorities contained in the Local Transport Plan 2, but with particular emphasise on tackling congestion and delivering accessibility. The influence that buses have on each of the shared priorities is covered in the relevant shared priority section within the Local Transport Plan 2. In addition to the bullet points above, this table considers, in more detail, the improvements and changes since the adoption of the first Peterborough Bus Strategy.

Table 1: Public Transport Patronage (BVPI102) Past Performance and Projected Trajectory



1.2 Consultation

In accordance with Section 111 of the Transport Act 2000, the Council has consulted on Peterborough’s Bus Strategy with neighbouring local authorities and district councils, local bus operators, bus users, parish councils and *Travelchoice* stakeholders, which include Great North Eastern Railways (GNER), Peterborough Environment City Trust (PECT), Sustrans, Greater Peterborough Investment Agency (GPIA), Rail Passengers Council (RPC) and the Cambridgeshire Constabulary.

Copies of this final Peterborough Bus Strategy and Peterborough’s the Local Transport Plan 2 are available to view on the Council website at www.peterborough.gov.uk. Copies are also available on request and can be provided on CD if required.

This information can be made available in other languages and formats upon request.



SECTION 2: SERVICE PROVISION

2.1 Public Transport Review

Key Actions

- Facilitate a bus reference group
- Facilitate a bus users forum

During 2004, the Council undertook a review of its subsidised bus services and how they could best complement the recently modified commercial network, launched by Stagecoach in April 2004. Whilst the review was being undertaken the Council introduced a number of trial services which it monitored closely over a period of six months to ascertain demand.

The outcome of the review was that, apart from some small areas of social exclusion that needed to be addressed, the overall bus network in Peterborough fared as equal first in terms of outputs (best value and demand indicators) and third best in terms of inputs (socio-economic indicators) when assessed against its eight comparator local authorities. The success of the trial services meant that all identified areas of social exclusion were addressed.

The review also highlighted the need to continue to promote bus services positively and to provide improved bus service information. The Council provides branded and high quality promotional information on bus services through the *Travelchoice* project. It will also consult more widely with operators, bus and non-bus users, to improve the public perception of bus travel in Peterborough, through a bus reference group and a bus user forum. Council officers and bus operators will attend these groups or forums and all information gathered will be evaluated to help inform the decision making process in respect of public transport. In addition, the Council will annually review its subsidised service provision.

A further outcome of the review was a significant increase to funding for subsidised bus services. Funding increased from £236,000 in 2004/05 to £490,000 in 2005/06; an increase of 107.5%. This level of subsidy is set to continue, particularly with the introduction of the Council operated *Community Link* and *Local Link* services and the Council's commitment to vehicle purchase through the Local Transport Plan 2. The additional subsidy enabled the provision of cross-town services and improved the connectivity with the core commercial bus network.

With the introduction of the Council's *Community Link* and *Local Link* bus services, accessibility has also been improved as all services use Optare Solo fully-accessible vehicles. All vehicles are branded with the *Community Link* or *Local Link* livery. It is anticipated that the Council-operated services will have a positive effect on the local transport market place. It is expected that such services will drive tender prices down and raise the vehicle standards on other services.

2.2 Council Provision

Key Actions

- **Improve and extensively promote the Council's *Community Link* and *Local Link* bus services**
- **Continue to enhance and improve subsidised bus services through regular service reviews and revision of routes**
- **Improve driver awareness of disabilities through a driver training programme**
- **Provide an accessible environment and inclusive transport system that caters for the needs of disabled people**
- **Adopt the Council's Occupational Road Risk Policy**

All Council contracted services are assessed on 80% price and 20% quality and, as a direct result of the price and quality evaluation, the Council has significantly increased the quality of vehicles on contracted services with 64% of subsidised public transport operating with low-floor and *Disability Discrimination Act 1995* compliant vehicles.

Through its contract standards and procurement of transport the Council will continue to enhance accessible transport and improve upon the average age of vehicles provided on all its contracted services. In addition, the Council will be an advocate for improved driver attitude and awareness of disabilities through provision of driver training and DDA awareness both for Council operated and commercial bus services. It will actively work with vulnerable groups to understand their needs and promote their needs to bus drivers.

The Council's revised '*Model for Assessment*' for subsidised bus services is set out in Annex A of this Bus Strategy. Weighting is applied to services that transport passengers for work, school, health and welfare purposes. Weighting is also applied to services transporting disabled and elderly passengers, connectivity with other services, and safety. The Council aims to ensure that rural bus services are within a £3.00 per passenger subsidy and urban services are within a £2.00 passenger subsidy to achieve the maximum benefits of subsidising bus services.

Following the successful trial bus services new bus routes were introduced in May 2005 and provided by the Council's Contract Services Department. These services are branded as *Community Link* or *Local Link* and operate using low floor, accessible vehicles. These services will be reviewed on a regular basis to ensure that they continue to complement the commercial network and improve accessibility to bus services.

Subsidised bus services will be required to adopt the Council's Occupational Road Risk Policy which will ensure the health and safety of the workforce whilst driving on work related business (in the same manner as all other aspects of health and safety) and thus the safety of passengers, other road users and the public is not compromised. In addition to preventing the unnecessary loss of life or injury, additional benefits are generated in terms of fewer staff days lost due to injury, less time spent on investigation and paperwork in the event of a collision, fewer vehicles off the road for repair and reduced insurance claims and premiums.

2.3 Commercial Provision and Partnerships

Key Actions

- **Work in partnership with local transport providers to develop core routes**
- **Provide an accessible environment and inclusive transport system that caters for the needs of disabled people**
- **Work with local bus operators to establish a Code of Conduct for Service Stability**
- **Work in partnership with the Police, community support officers and bus operators to address bus crime hotspots**

In early 2004, Stagecoach (the principal local public transport operator) undertook a major bus network review which resulted in the introduction of its *Citi* network in April 2004, with an investment of £1.8m in new low floor vehicles on four of its five principal routes into the City Centre. Services 1, 2 and 3 (Bretton service only, not Stanground) have all operated on a ten minute frequency from April 2004, with Services 3 (Stanground service only), 4 and 5 operating on 20 minute frequency. Stagecoach continues to expand their *Citi* network with Services 4 and 5 operating on a ten minute frequency from October 2005, and the introduction of a new *Citi* 6 service, from Hampton township, operating a 20 minute frequency with low floor vehicles. In addition, during 2006, low floor double decker buses will be introduced on *Route 1*.

Other commercial operators in the area include Delaine Buses Ltd, Alec Head, Cavalier Contracts Ltd, R Kime & Co and First. The Council also procures a number of subsidised services through its Contract Services department utilising Council vehicles. Many of these services provide vital links to and from the rural areas. Details of all Peterborough bus services can be found at www.peterborough.gov.uk/transport.

In addition, coaches form an important part of local public transport services. Coaches are used for a variety of reasons, including scheduled express services to London and the extensive network of National Express services which serve Peterborough. To encourage coach services to provide a link to other major cities, the Council provides centrally located coach parking at minimal cost. Through the implementation of the City Centre Framework, coach parking will continue to be provided with a coach park centrally located near to the bus station and railway station and coach and tour operators will be actively encouraged to serve both the bus and railway stations.

The Council will work with local operators to agree a Code of Conduct for Service Stability to minimise the number of bus service changes and therefore reduce the disruption to the bus network. Bus timetable changes should adhere to those set down by the East Midlands Transport Information Service (EMTIS) board, which are:

- first Sunday after the New Year;
- Sunday following the beginning of the Easter school holidays;
- Sunday prior to May Day;
- Sunday following the end of the Summer Term;
- Sunday prior to the start of the Autumn Term;
- Sunday immediately after the half term closure in October.

To further integrate rail and bus travel the Council will also seek to work towards improved integration between bus and rail timetables.

The Council is currently working with Stagecoach, Cambridgeshire County Council and Bedfordshire District Council on a joint initiative to implement real-time passenger information along its core route in Peterborough. Through this joint working real time information will be introduced along the core route, *Route 1*, in Peterborough during 2006. This real time information will be DDA compliant, including key fob activated audio capabilities compliant with other RNIB services, loudness of audio, size of text and brightness and tilt of screen. To ensure that the services that operate along this route enhance the bus services in the vicinity, a voluntary 'Quality Bus Partnership' will be formed

The Local Transport Plan 2 identifies fear of crime as a major barrier to travel choice. The Police, community officers, bus operators and the Council (Community Safety Partnership) will continue to work in partnership to reduce crime and fear of crime on public transport. During Operation Elderberry in 2004 and 2005 police officers travelled on public transport through crime hotspot areas. The early identification of problems and regular meetings of the Crime Reduction Partnership continues to form part of the close working relationship between the Council, Stagecoach and the Police. In addition, CCTV was installed, lighting improved and shrubbery cut back

at crime hotspots. The Council has also provided funding, in partnership with the bus operators, for bus monitors in some trouble spots.

To further improve the safety and perception of safety of bus travel in Peterborough assistance buttons were installed at Queensgate Bus Station along with increased security and enhanced CCTV coverage.

The Council aims to increase the safety and perception of safety on public transport for all vulnerable groups through continued partnership working with all parties.

2.4 Rural Provision

Key Actions

- **Continue to improve cross boundary bus services**
- **Continued programme of rural transport improvements**
- **Further improve bus routes with demand responsive and hail and ride sections**

Transport for people living in rural areas can affect their quality of life, with many people, particularly the young and elderly, dependent upon public transport. The rural wards in Peterborough have seen significant growth over the past five years which has had an impact on transport provision required in these areas.

During the life of the first Local Transport Plan a Rural Transport Audit was undertaken by the Council, working in partnership with the Countryside Agency, visiting 25 parishes in the Peterborough unitary area. Issues raised by this comprehensive consultation exercise will be used to deliver a Key Rural Areas Action in relevance to the Local Transport Plan 2, by providing a continued programme of rural transport improvements.

Research undertaken in preparation of the Council's recent Kickstart submission highlighted some rural areas as having poor accessibility. More detailed local assessment and partnership discussions indicated that all general rural area residents can suffer from social exclusion, but particularly those rural area residents with mobility difficulties

The Council recognises that the type of conventional normal stopping bus services operating within Peterborough's urban area will not address the requirements of rural residents and more specialised, tailored transport will help to tackle the barriers to social inclusion.

Successful demand responsive services currently operate in the urban area and the Council will work to expand the demand responsive services to address the requirements of the rural population.

Rural residents that suffer from mobility problems and who are unable to access conventional public transport require high level transport and care needs that standard demand responsive services cannot provide. The Council will therefore work towards improving the door-to-door services available to rural residents and expand on the destinations that are currently served, to improve access to good quality, reasonably priced food and healthcare facilities such as dentists and GP surgeries.

Annex B sets the minimum standards of bus services to the rural areas.

2.5 Urban Provision

Key Actions

- **Work in partnership with local transport providers to develop high quality core routes**
- **Encourage investment in cleaner, quieter vehicles and alternative fuel technology**
- **Minimise disruption to public transport throughout the City Centre during its re-development**
- **Through negotiations with local bus operators and developers provide a high quality public transport service and infrastructure to accommodate growth to support intermodal access**
- **Traffic Manager to ensure minimum disruption to services during roadworks**

As with most cities, the majority of the bus network in Peterborough is commercially operated. The principal operator, Stagecoach, provides the majority of the core urban services on a ten minute frequency during the daytime, with a smaller number of routes operating a 20 minute frequency. A number of the rural services, such as Delaine Buses Ltd and Alec Head, also supplement the urban services by picking up passengers along the route into Peterborough City Centre.

Partnership and negotiation work will continue with Stagecoach to further improve upon the service provided by increasing the areas covered by a ten minute frequency and work towards introducing five minute frequency on selected routes where demand justifies.

These service improvements coupled with Intelligent Transport Systems will provide passengers with a quick, efficient and easy to use City Centre public transport network.

The current commercial network, which commenced in April 2004, left small areas of social exclusion, with these areas now being addressed by the Council's *Community Link and Local Link* services. Urban areas covered by demand responsive services were increased and new hail and ride sections introduced. The Council will continue to expand and develop these sections where it is deemed socially necessary to do so, to provide assistance to those passengers who are able to use conventional public transport but who would benefit by the reduced walking distance. Complementing this extensive coverage are the urban *Community Link* door-to-door services providing transport for people who are unable to use, or have difficulty using, conventional public transport.

A significant forthcoming challenge affecting urban public transport services is the major development within the City Centre. This extensive project will include the relocation of the city's bus station. Whilst this development will ultimately improve the city's main public transport infrastructure and provide enormous benefits to passengers, extensive preparation will be undertaken to ensure minimal disruption to both passengers and public transport operators, particularly during the relocation and construction phases.

Growth in Peterborough means that considerable work and negotiations, in relation to public transport provision and infrastructure, is undertaken with developers within the authority area. Peterborough's inclusion in the M11 growth corridor will be a future challenge for the Council with major residential growth anticipated. The Council will undertake negotiations with developers and local transport operators to ensure that Peterborough's bus services can accommodate this growth to support intermodal access and that high quality public transport infrastructure is provided followed by high quality local bus services when appropriate occupation rates are achieved.

The Council will encourage operators to invest in cleaner, quieter vehicles and alternative fuel technologies to contribute towards achieving the Local Transport Plan 2 commitments of reducing the environmental impacts of transport and improving community health by reducing transport related pollution. A number of Euro 3 engine vehicles are anticipated to commence operation within the City Centre in early 2006, followed by a Euro 4 engine

vehicle on a commercial core rural route into the city later in 2006. Reductions in CO² emissions and noise pollution will improve the air quality within the city and lead to a cleaner and quieter City Centre environment.

2.6 Park and Ride

Key Actions

- **Review permanent park and ride options such as developer funded or Government Growth Area Funding**
- **Continue to provide a Christmas park and ride service**

A study undertaken in November 2003 to review the feasibility of a park and ride service for Peterborough concluded that a park and ride service would require significant ongoing subsidy and was not considered a viable option at that time.

The conclusion that a park and ride service does not have a commercial business case in the current economic climate is one the Council will keep under review during the lifetime of the Local Transport Plan 2 particularly in the context of the developing growth agenda. Should levels of growth indicate the viability of park and ride, funding options such as developer funding or Government's Growth Area Funding will be investigated.

Peterborough's Christmas park and ride service continues to be popular with record numbers carried during 2004 when the service operated free of charge. More than 8,600 passengers were carried, an increase of 173% on the previous year, over the nine Saturdays during October, November and December 2004. The charging of the park and ride service will be reviewed on an annual basis.

For Christmas 2005 there were significant improvements and enhancements to the Christmas park and ride service. The service operated from three sites and a Saturday, Sunday and Bank Holiday service was provided. The service was again operated free to continue to encourage increases in patronage and to ease congestion during the Town Rail Bridge improvements.

2.7 Community Transport

Key Actions

- **Promote community transport as a solution to social exclusion**
- **Further improve routes with demand responsive and hail and ride sections**

Community transport services are vital for many people to provide links to essential services and shops. They play an important role in improving accessibility to the transport system for people with mobility difficulties and also assist with combating social exclusion. Demand responsive transport can be effective in meeting low and occasional demand for transport.

With effect from 1 July 2005, the responsibility for operating the urban dial-a-ride services transferred to the Council and is operated under the *Community Link* brand. Octane (Peterborough Dial-a-Ride), the former provider, continues to operate the rural dial-a-ride services and a social car scheme is operated by WRVS. The table below gives the passenger growth on community transport services.

Table 2: Numbers of passengers using community transport

	2000	2001	2002	2003	2004
Urban dial-a-ride	8,178	8,567	8,964	9,913	10,679
Rural dial-a-ride	2,082	2,022	2,320	3,885	4,556
WRVS Social Car	n/a	n/a	891	1,032	1,184

The vehicles used on dial-a-ride services are fully accessible for wheelchairs and scooters, with lifts at the rear of the vehicles and low steps at the side entrances to assist access for other users. Concessionary fares are accepted on the dial-a-ride services, further enhancing their attractiveness to older and disabled people.

It is planned to further improve bus routes with more demand responsive and hail and ride sections. The use of taxis for such services will also be investigated.

2.8 Taxis

Key Actions

- **Continue to integrate taxis into the wider public transport network**

Taxis offer a flexible form of transport which enhances the public transport network. They play a key part in accessibility as they provide a door-to-door service which is invaluable to those who do not have access to a car or cannot reach bus services. In addition, Peterborough has a number of wheelchair-lift private hire vehicles which are used for school transport services and private hire work. All taxi drivers in Peterborough are subjected to rigorous vetting processes, including an 'Enhanced Criminal Records Bureau check', before being granted a private hire or hackney carriage licence.

Taxis often form the link to other forms of public transport, in particular when heavy luggage is transported, such as to the railway station or bus station. Taxis are the main form of transport between 12 midnight and 6 am (when there are currently no bus services operating) to disperse the 16,000 people who enjoy Peterborough's nightlife each weekend.

Peterborough currently has 196 wheelchair accessible Hackney Carriages and 329 private hire vehicles operating in the Council area.

2.9 Children's Transport

Key Actions

- **Encourage public transport as the main mode of travel for all secondary school students**
- **Increase the number of eligible students travelling to school by public transport**
- **Adopt the Council's Occupational Road Risk Policy**

The Council has integrated its children's transport services to form a Passenger Transport Team that has responsibility for managing and procuring all children's transport, mainstream, special educational needs, respite care and social care, as well as public and community transport services; this has yielded greater utilisation of vehicles and resources.

The Council provides a number of school transport services in-house and the Council's investment in vehicles has enabled further integration of services across the Council with vehicles operating school runs and then operating other Council services during the day. These Council-operated school transport services will be required to adopt the Council's Occupational Road Risk Policy.

Through a standardised procurement processes and its strict Conditions of Contract, the Council has reduced the average age and improved the quality of vehicles used on its contracted children's transport services. The Council will continue to work towards reducing the average age of vehicles used on children's transport which will, in turn, increase the quality of service provided to children.

In addition to the transport of approximately 2,500 children to and from school every day the Council also transports children who are in the care of the local authority. The majority of this transport is organised through a pool of voluntary drivers whose movements are closely co-ordinated to ensure that a high quality service is provided to the Council's most vulnerable children. The service operated for 365 days during 2005.

Further improvements to children's transport will include:

- further integration of pupils onto public transport services;
- improved driver and escort training programme for all drivers and escorts of mainstream, special educational needs and children's social care transport;
- revised driver and escort home to school guidance handbook;
- revised guidance handbook for driver's who transport vulnerable children;
- improved recruitment procedure for voluntary drivers;
- revised home to school transport booklet including a student behaviour policy;
- working with the School Travel Plan Co-ordinator and Road Safety Team to improve awareness of behaviour and behaviour issues on home to school transport;
- liaising with schools to implement a teacher resource pack on improving behaviour into Physical Health Social Education lessons;
- improved risk assessment process;
- adopt and integrate the Council's Occupational Road Risk Policy; and
- introduction of an annual programme of vehicle checks, working in partnership with the Vehicle Operators' Standards Agency and the Police to ensure the standard of vehicles being used on children's transport continues to meet all legal requirements.

Many eligible students currently travel to school using a public transport pass that allows wider travel on buses during the evenings and at weekends to develop a culture of bus use. The *Secondary School Review* allows the Council further opportunities to encourage wider use of public transport services for local students. The Council will work towards introducing a '*scholars pass*', available to all students travelling on its subsidised services, to further increase parental choice and numbers of pupils travelling to school by public transport.

Table 3: Number of students (eligible under the Council's Home to School and College Transport Policy) travelling to school by public transport

Baseline 04/05	Target 05/06	Target 06/07	Target 07/08	Target 08/09	Target 09/10	Target 10/11
257	270	284	298	313	329	345

Note: 2003/04 data – 169 students. The above target represents a 5% increase in students carried year on year

The Peterborough Over-16 Transport Partnership has seen positive results in keeping young adults in education and a significant increase in students transported to colleges and sixth forms is evident. The Partnership will continue to implement transport-related improvements, such as those achieved to date, which include:

- promotion of mobility and independence training aimed at 14 to 16s, to prepare students for travelling to post-16 centres;
- providing travel training for teaching assistants to roll out to students;
- funding 'transport trainers' to encourage travelling on public transport;
- travel buddies;
- resource packs and theatre performances in schools;
- funding for, or towards, purchase of lease of minibuses for inter-site travel – to access courses at different sixth-form centres. Also funding for taxi travel between centres; and
- production of a CD-ROM – issued to all Year 11s – containing links to public transport timetables for travelling to post-16 centre.

The *Secondary School Review* will bring increased demand for travel from students wishing to further their education. The Over-16 Transport Partnership is in a strong position to assist in meeting this demand. In addition, the Council will encourage all secondary schools to consider public transport as the principal form of transport for all students.

2.10 Integrating Health Transport

Key Actions

- **Work with the Greater Peterborough Primary Care Partnership to establish a commissioning environment for all transport functions**
- **Provide a wider integrated transport unit to include non-emergency patient transport services, public, education and children's social care transport arrangements to yield greater utilisation of vehicles and resources**

Peterborough City Council is working in partnership with the Greater Peterborough Primary Care Partnership on the integration of non-emergency patient transport services to look at the 'whole Peterborough system' requirements (including Stamford, Fenland and Oundle). The project will also link in with existing and forthcoming transport options for patients including public transport and Council-based services, with particular emphasis on the more rural and deprived population catchment areas.

The project will initially review the current services undertaken by all partner organisations, including the local authority, NHS trusts and the community sector. The results will be used to commission transport arrangements that effectively integrate these services in the future, being mindful of vehicle resources, existing transport budgets and future health and city regeneration plans. The patient-focused emphasis of this new initiative will, in the longer-term, offer increased choice, accessibility and value for money.

2.11 Integration with other modes of travel

Key Actions

- **Improve bus-rail links**
- **Improve cycle storage at interchanges**
- **Better defined walking routes to interchanges**

Cycling

The link between cycling and bus is an important part of the inter-modal aspirations of the Council and particularly in connection with *Travelchoice*. Through providing good facilities, information, secure cycle parking and signage people will feel confident when transferring from one mode to another.

Travelchoice will assess and look to improve the level of cycle storage, information and awareness of facilities at bus and rail interchange points. *Travelchoice* will also assess the potential of carrying cycles on buses and trains to allow a continuous journey to be made.

Walking

Travelchoice's walking accessibility analysis using Intelligent Space techniques will contribute to a more strategic approach to allocating Capital funds to infrastructure improvements. This approach will manage the walking network more effectively and will ensure better quality, seamless links between the walking and public transport networks. A route branding trial will link the Cathedral and railway station with the use of coloured cats eyes to define the walking route. *Travelchoice* and GNER will work together to improve the directional signage between interchange points using both map and on-street directional signage along the footfall links.

Rail

The Peterborough bus and railway stations are located relatively close together and can be accessed by an over-bridge between the two sites as dual carriageway physically separates them at road level. Some bus services perform a link between the railway and bus station, whilst some services operate via the bus station to encourage commuters to travel their whole journey by public transport. The future redevelopment of the Station Quarter and the Queensgate Shopping Centre (in which the bus station is currently sited) gives an opportunity to improve access for all users, particularly those with mobility difficulties. The Council will continue to encourage bus operators to serve the railway station to provide a transport link between both the bus and railway stations.

The Council is seeking to improve access between the bus and railway stations through the *Travelchoice* project and is investigating the establishment of a 'Taxi Scheme' to provide an easier link for those with mobility difficulties. *Travelchoice* are also working closely with GNER to establish a 'taxibus' service, as part of their franchise agreement, for areas in Peterborough where there is likely to be a modal shift from car to a taxibus operation and where it is difficult for current operators to provide a service to and from the railway station.

In addition, *Travelchoice* will develop the 'plusbus' ticketing scheme in Peterborough which will allow the integration of travel between bus and rail. Information and publicity will be improved in both the rail and bus interchanges and availability of bus and rail information at other locations will be increased. Passenger information screens will be installed in the Queensgate Shopping Centre in 2006 that will display both rail and bus departure information. Again, adding to the increased integration between these two important travel modes.

2.12 Punctuality Improvement Plan**Key Actions**

- **Working with local bus operators develop a Punctuality Improvement Plan, where required**

The Council is required to work in partnership with local operators on bus punctuality and, where an improvement to performance is required, implement a Punctuality Improvement Plan. The Traffic Commissioner (regulator of bus service industry) has set targets of:

- for departures from a terminus a minimum of 95% of journeys should be within one minute early to five minutes late;

- for departures at other intermediate points a minimum of 70% of journeys should be within one minute early to five minutes late;
- for services operating on a frequent basis, e.g. ten minutes or better service, the criteria is measured through excess waiting times.

Through its statutory Traffic Manager function the Council is committed to work with local bus operators to set appropriate targets and a comprehensive monitoring regime for the future.

The Council will continue to monitor its subsidised bus service contracts to ensure that service standards are maintained and to early identify any issues or problems. Such information will feed in to the review of subsidised bus service contracts.

2.13 Accessibility Planning

Key Actions

- **Implement the Council's Accessibility Strategy to encourage wider use of public transport**

The 2003 Social Exclusion Unit report, 'Making the Connections', introduced the concept of accessibility planning and set out the links between social exclusion, transport and the location of services. Social exclusion can be reinforced not only through the lack of availability and physical inaccessibility of transport but also through cost, poor information, and safety from home to the bus stop. The Council has undertaken a strategic mapping audit and the priorities for Peterborough are identified in the Council's Local Transport Plan 2 (see Section 4.2 of Local Transport Plan 2 for the full Accessibility Strategy).

Accessibility planning provides a challenge and opportunity for public transport and cuts across all of the Council's public transport policies – tendered bus services, information and publicity, infrastructure improvements, ticketing and safety. Key actions to deliver improved accessibility are set out below.

The Council's *Model for Assessment* of subsidised bus services will continue to apply weighting for services that transport passengers for work, school, health and welfare purposes, disabled and elderly passengers, connectivity with other services, and safety, all of which will help deliver improved accessibility.

Accessibility planning software was used for the Department for Transport's Kickstart funding submission, and other funding sources, and will continue to be used in the future to provide evidence of how the new or improved service will have an impact on accessibility for people, particularly those from disadvantaged groups, in Peterborough.

2.14 Fares and Ticketing

Key Actions

- **Continue to work with bus operators on ticketing initiatives and work towards the introduction of an all-operator, Peterborough-wide bus ticket, Smartcards and wider implementation of the plusbus scheme**
- **Investigate the provision of off-bus ticket machines**

One of the objectives of *Travelchoice* is to develop, promote and implement an effective ticketing structure in Peterborough. Working in partnership with public transport operators the Council aims to develop an effective Smartcard ticketing system to improve consistency and increase passenger confidence with traditional complicated

fare structures. Initially, this will be undertaken on a pilot basis along one route to assess the benefits for both passengers and bus operators.

The introduction of Smartcards will address the difficulties reported by the travelling public of different fare structures and tickets across certain journeys and will also positively affect boarding times on to public transport and therefore increase reliability levels.

The structure of public transport fares is often complex and varies from operator to operator. The challenge, to which Peterborough City Council will strive to achieve, is a simpler more efficient ticketing system that increases confidence with public transport travel.

It is currently possible to purchase an add-on Stagecoach bus ticket when travelling on GNER trains. However, the Council will, through its *Travelchoice* project, further promote and widen the use of the 'plusbus' ticketing scheme in Peterborough. This will enhance ticketing options for rail and bus travel, promote sustainable transport options and achieve a greater level of integration between the modes.

It is also recognised that the provision of off-bus ticket machines could potentially reduce bus waiting times and therefore improve reliability. The Council will investigate the provision of off-bus ticket machines through its *Travelchoice* project.

2.15 Concessionary Travel

Key Actions

- **Provide free fares to older and disabled people on local bus services in line with the changes to the statutory minimum requirements**

The Council offers a comprehensive concessionary fares scheme with half fare travel for disabled and older people (free for registered blind) at any time throughout the day. From April 2006, this will increase to free travel for eligible groups. Improving accessibility for older and disabled people is a key part of the Local Transport Plan 2 and the Council's *Community Strategy*. For 2004/05, a total of 10,146 passes were issued to older people, equating to 35% of the total eligible population and an increase of 2.85% on the previous year.

National Travel Tokens and taxi voucher schemes offer reduced taxi fares where no bus services are available. Whilst the Council has undertaken some initial investigations into such schemes it does not, at this time, propose to implement a Peterborough wide scheme. Given the high costs of such schemes, the Council currently considers that the best use of resources is to invest in accessible vehicles and operate bus routes on a demand-responsive or a hail-and-ride basis.

2.16 Bus Information

Key Actions

- **Improve public transport information, particularly to hard to reach groups and across modes of travel, to encourage wider use of public transport**
- **Implement the Council's Information Strategy**

The Council's Information Strategy outlines how good quality travel information can encourage the use of public transport when accessing key services and employment. Travel horizons can be limited due to lack of knowledge of the transport network and a journey is more difficult if a passenger is unfamiliar with the route or not aware of transport provision.

The Council will ensure high quality travel information is available at all stages of a journey, therefore building on the Council's successful SMS text and go service and web based timetable information. This is supported through a variety of initiatives in the *Travelchoice* project and through joint marketing techniques with stakeholders such as Stagecoach and GNER.

Travelchoice is currently assessing the potential to develop a web based personalised journey portal that allows people to access personalised bus information that is pertinent to their travel needs. This system will have the benefit of being easily updated to allow people to obtain new bus timetable and travel information together with associated promotions.

Over the next two and half years a programme of individualised travel marketing will be offered to 70,000 residents of Peterborough. A large part of this will involve the hand delivery of bus timetables and other related public transport information to houses. This creates a high level, targeted approach to the dissemination of bus publicity.

Passenger information screens will be located in the main shopping centre displaying both bus and rail information. Interactive kiosks will be located in key locations within the city to maximise accessibility to transport information, particularly for those who have not got access to the internet. Each kiosk will be equipped with a printing option on installation and consideration will be given to a hearing loop facility and multilingual capabilities at a later date.

The Council remains committed to the *Traveline* and *Transport Direct* initiatives and recognises that wider publicity of the transport facilities within Peterborough will encourage and assist visitors to Peterborough from further afield.

Real time passenger transport information will play a key role in furthering the availability of accurate and timely public transport information within Peterborough. The Council's joint initiative with Stagecoach to provide real time information on its primary route, Route 1, from Spring 2006 will inform future implementation of real time information. A passenger perception survey will be undertaken both prior to and after the implementation of the real time information screens to ascertain the public's views.

Public transport information will target key destinations such as the hospital, GP surgeries, schools and the Jobcentre to improve accessibility.

The Council will continue to take a positive, pro-active approach to emerging technologies and recognises the need for changing the way information is delivered and the expectations of the public.



SECTION 3: INFRASTRUCTURE

3.1 City Centre Framework

Key Actions

- **Identify significant increase in bus patronage and work with developers to achieve this**

The *City Centre Framework* was developed by the Council, in partnership with the East of England Development Agency and the national regeneration agency, English Partnerships. The *City Centre Framework* outlines a new vision for the City Centre, provides guidelines on shaping its physical form and identifies investment priorities. The Council will work with developers to identify measures to increase bus patronage.

3.2 Transport Interchanges - Bus Station / Railway Station

Key Actions

- **Work with developers on the future redevelopment of the Station Quarter and North Westgate to provide a new transport interchange and improved access between the bus station and railway station**
- **Encourage bus operators to serve the railway station to provide a transport link between both the bus and railway stations**

The city's bus station is currently located in the Queensgate Shopping Centre. Whilst functional it is not an attractive gateway for people arriving in the City Centre by public transport. The railway station, in addition to being severed from the City Centre by a dual carriageway, is cramped, with little capacity to cater for forecast demand, and does not fulfil its role as a key gateway to the city.

Through the *City Centre Framework*, the station area will become a major mixed use quarter with a new expanded station as the focus. In addition, a new transport interchange will emerge as links are improved to the bus station, relocated through the North Westgate development, The redevelopment of Peterborough railway station and adjacent area is crucial in creating an integrated tTransport system in the city to encourage fewer car journeys and increase levels of walking, cycling and public transport. Whilst the railway and bus stations will be closely located it is essential that links between the two interchanges are protected from the elements as far as practical and are easy for passengers to use.

Currently, the Peterborough bus and railway stations are located relatively close together the walking route is via an over-bridge between the two sites. Some bus services perform a link between the railway and bus stations. However, the *City Centre Framework* which outlines the future redevelopment of the Station Quarter and the Queensgate Shopping Centre gives an opportunity to improve access for all users, particularly those with mobility difficulties, through the provision of a high quality public transport gateway locating a high-tech bus station close to the railway station.

The Council will continue to encourage bus operators to serve the railway station to provide a transport link between both the bus and railway stations.

3.3 Intelligent Transport System

Key Actions

- **Work with neighbouring local authorities in the implementation of real time passenger information provide real time passenger information by 2010**
- **Implementation of an Intelligent Transport System to include bus priority**

The Council will look for early implementation of an Intelligent Transport System to provide the platform for, and subsequently manage, future growth in Peterborough. An Intelligent Transport System for Peterborough will allow:

- bus priority;
- traffic and traveller information;
- incident control systems ;
- urban traffic management and control;
- automated enforcement systems.

In respect of buses, this will mean improved reliability and punctuality, up to date arrival and departure information and reduced journey times during peak hours.

3.4 Developing Core Quality Bus Routes

Key Actions

- **Improvements to the Primary Public Transport Corridors**
- **Seek funding through the Transport Innovation Fund to fund the development of core quality bus routes**
- **Aim to meet, or better, the requirements of the East of England Plan (Draft Revision) Policy T13**

The Local Transport Plan 2 identifies the need for the expansion of the Primary Public Transport Corridor concept. The Council will identify and improve core quality bus routes and will aim to progress the implementation of bus priority and Intelligent Transport System initiatives through funding opportunities such as the Transport Innovation Fund.

The key requirements of a core quality bus route will include real time information, low floor accessible vehicles, quarter hourly bus service during the day and half hourly evening services.

The Council will aim to meet, or better the requirements of the East of England Plan (Draft Revision) Policy T13 to provide quarter-hourly bus services during the day for 90% of households and areas of employment plus a half hourly evening service.

3.5 Developer Funded Public Transport

Key Actions

- **Seek developer funding to potentially contribute to the entire bus network according to personal trip generation**

The Council has commissioned consultants to develop a development-related 'Transport Contribution Strategy' for the whole of Peterborough.

The principle upon which the new developer contribution proposals are founded is that developers should pay contributions towards the development of the sustainable transport network in Peterborough as a whole that are commensurate with the scale of trips that their development generates.

Work is well advanced in developing a contribution strategy, with the aim of adopting the final version as Council policy by the end of 2006.

3.6 Bus shelters and bus stops

Key Actions

- **Continue to improve bus infrastructure ensuring accessibility for all**
- **Improve bus infrastructure for disabled people**
- **Design and implement a risk assessment standard for new bus shelter locations**

Where new or revised bus stops or shelters are proposed a site meeting will be called to identify an appropriate location prior to consultation with Ward Councillors and local residents or businesses. Any objections will be weighted against the wider benefits of providing a bus stop or shelter.

In considering any potential bus shelter site, the following priorities (not in order of priority) will be considered:-

- principal boarding stops in residential areas of the city or villages, served by at least 24 local service buses travelling with a minimum of two or more passengers boarding on at least 50% of departures per day;
- transport corridors or areas selected for particular improvement;
- railway station and other interchange points where passengers are encouraged to change between connecting bus services and other modes of transport;
- an evaluation of the proposed site, its exposure to inclement weather and passing vehicles, and particularly where a shelter is used by vulnerable passengers.

All new and refurbished Council owned bus shelters will be in the corporate forest green colour (RAL 6028). Annex C shows the Council's preferred bus shelter design. All new shelters will meet the following minimum standards:

- sited in an open well-lit area, unless integral lighting is provided;
- seat within the shelter;
- timetable case;
- bus stop flag;
- bus stop clearway;
- entrance/exit at least 1000mm wide to accommodate wheelchair users and double buggies;
- suitability for real time passenger information including the provision of a dedicated 240v power supply;
- installed with anti-vandal, anti graffiti materials;
- bus borders (new sites only);
- raised kerbs (new sites only).

In addition, consideration will be given to the following:

- provision for lighting;
- provision for CCTV;
- provision of panic alarms;
- location of litter bins;
- location of telephone box.

Within the urban residential area, a maximum walking distance of 400m will be used to determine the accessibility to the bus network. In addition, the Council will set up a risk assessment standard for bus shelter locations.

Appendix A: Model of Assessment

Model for Assessment of Public Transport Services

WEIGHTING	CRITERIA	SCORE	TOTAL SCORE
3	TRAVEL TO WORK If an existing service - How many people travel on the service ?	<input type="text" value="22"/>	<input type="text" value="15"/>
3	TRAVEL TO SCHOOL If an existing service - How many entitled scholars ? If an existing service - How many non-entitled scholars ?	<input type="text" value="0"/> <input type="text" value="0"/>	0
3	TRAVEL FOR HEALTH / WELFARE If an existing service - How many people travelling ?	<input type="text" value="0"/>	0
1.5	EVENING OR SUNDAY SERVICE ? If an existing service - How many people travelling for shopping purposes ? If an existing service - How many people travelling for leisure purposes ?	<input type="text" value="7"/> <input type="text" value="27"/>	3
1.5	MONDAY - SATURDAY (OFF PEAK SERVICE) If an existing service - How many people travelling for shopping purposes ? If an existing service - How many people travelling for leisure purposes ?	<input type="text" value="0"/> <input type="text" value="0"/>	0
3	ARE DISABLED OR PENSIONERS CARRIED WHO MAY BE DISADVANTAGED IF THIS SERVICE IS NOT FUNDED / CONTINUED ?	<input type="text" value="2"/>	6
1	IS ANY FUNDING AVAILABLE TO SUPPORT THIS SERVICE ?	<input type="text" value="0"/>	0
2	IS THE SERVICE AN EXTENSION OR DIVERSION OF A COMMERCIAL SERVICE OR DOES IT CONNECT TO A CORE BUS ROUTE?	<input type="text" value="0"/>	0
1	SAFETY Does the service assist in enhancing passenger safety?	<input type="text" value="0"/>	0
1	DOES THIS SERVICE PROVIDE HIGH QUALITY ATTRIBUTES ? LOW FLOOR; AIR CONDITIONING; ELECTRONIC TICKETING; BRANDING, REAL TIME RURAL SERVICES ONLY	<input type="text" value="2"/>	2
2	Does the service meet Strategic Objective 7 of the Bus Strategy ?	<input type="text" value="0"/>	0
2	Is this the sole weekly link? URBAN SERVICES ONLY	<input type="text" value="0"/>	0
1	Does the service meet Strategic Objective 18 of the Bus Strategy ? (Does the service contribute to at least a 10 minute frequency during the peak period and 20 minutes in the inter peak period ?)	<input type="text" value="0"/>	0

Contract Information	
Contract Number	<input type="text" value="WORKED EXAMPLE"/>
Route	<input type="text" value="EVENING SERVICE"/>
	<input type="text" value="URBAN"/>
Subsidy Per Trip	<input type="text" value="£74.80"/>
Average No of Passengers per trip	<input type="text" value="56"/>
Subsidy Per Passenger Trip	<input type="text" value="£1.34"/>

SUBSIDY

Rural - Is the subsidy within the **£3.00** per passenger journey ?

Urban - Is this subsidy within the **£2.00** per passenger journey ?

Total Score

If the subsidy falls within the required level and the total score is **≥25** or higher the service is considered for subsidy.

Do we subsidise this service ?

Model for Assessment of Public Transport Services

ANNEX A

WEIGHTING	CRITERIA	SCORE	TOTAL SCORE
3	TRAVEL TO WORK If an existing service - How many people travel on the service ?	4 <input type="text"/> 2	6
3	TRAVEL TO SCHOOL If an existing service - How many entitled scholars ? If an existing service - How many non-entitled scholars ?	<input type="text"/> 0 <input type="text"/> 3 <input type="text"/> 2	0 6
3	TRAVEL FOR HEALTH / WELFARE If an existing service - How many people travelling ?	<input type="text"/> 0	0
1.5	EVENING OR SUNDAY SERVICE ? If an existing service - How many people travelling for shopping purposes ? If an existing service - How many people travelling for leisure purposes ?	<input type="text"/> 0 <input type="text"/> 0	0 0
1.5	MONDAY - SATURDAY (OFF PEAK SERVICE) If an existing service - How many people travelling for shopping purposes ? If an existing service - How many people travelling for leisure purposes ?	<input type="text"/> 7 <input type="text"/> 2 <input type="text"/> 5 <input type="text"/> 2	3 3
3	ARE DISABLED OR PENSIONERS CARRIED WHO MAY BE DISADVANTAGED IF THIS SERVICE IS NOT FUNDED / CONTINUED ?	Yes (Score 2) No (Score 0) <input type="text"/> 2	6
1	IS ANY FUNDING AVAILABLE TO SUPPORT THIS SERVICE ?	Yes (Score 2) No (Score 0) <input type="text"/> 2	2
2	IS THE SERVICE AN EXTENSION OR DIVERSION OF A COMMERCIAL SERVICE OR DOES IT CONNECT TO A CORE BUS ROUTE?	Yes (Score 2) No (Score 0) <input type="text"/> 0	0
1	SAFETY Does the service assist in enhancing passenger safety?	Yes (Score 2) No (Score 0) <input type="text"/> 0	0
1	DOES THIS SERVICE PROVIDE HIGH QUALITY ATTRIBUTES ? LOW FLOOR, AIR CONDITIONING, ELECTRONIC TICKETING, BRANDING, REAL TIME RURAL SERVICES ONLY	Score 1 for each attribute <input type="text"/> 1	1
2	Does the service meet Strategic Objective 7 of the Bus Strategy ?	Yes (Score 2) No (Score 0) <input type="text"/> 2	4
2	Is this the sole weekly link? URBAN SERVICES ONLY	Yes (Score 2) No (Score 0) <input type="text"/> 2	4
1	Does the service meet Strategic Objective 18 of the Bus Strategy ? (Does the service contribute to at least a 10 minute frequency during the peak period and 20 minutes in the inter peak period ?)	Yes (Score 2) No (Score 0) <input type="text"/> 0	0

Contract Information	
Contract Number	<input type="text"/>
Route	WORKED EXAMPLE DAYTIME SERVICE RURAL
Subsidy Per Trip	£68.61
Average No of Passengers per trip	17
Subsidy Per Passenger Trip	£4.04

Appendix B: Minimum standards of Bus Services in Rural Areas

Village Size	Actual service level – January 2004	Standard set in Bus Strategy - January 2004	Actual service level – September 2005	Minimum standard – October 2005
Population over 2,500	<ul style="list-style-type: none"> Hourly weekday service Infrequent Sunday service No evening service 	<ul style="list-style-type: none"> hourly weekday service 2 hourly Sunday service 2 hourly evening service 	<ul style="list-style-type: none"> hourly weekday service 3 hourly Sunday service 2 hourly evening service 	<ul style="list-style-type: none"> hourly weekday service 2 hourly Sunday service 2 hourly evening service
Population over 1,000	<ul style="list-style-type: none"> Hourly weekday service 2 hourly Sunday service 	<ul style="list-style-type: none"> hourly weekday service 2 hourly Sunday service 	<ul style="list-style-type: none"> hourly weekday service 2 hourly Sunday service 	<ul style="list-style-type: none"> hourly weekday service 2 hourly Sunday service
Population over 500	<ul style="list-style-type: none"> 2 hourly weekday service 	<ul style="list-style-type: none"> 2 hourly weekday service 	<ul style="list-style-type: none"> hourly weekday service 	<ul style="list-style-type: none"> hourly weekday service
Population over 100	<ul style="list-style-type: none"> peak hour service Mon to Sat Shopping service 1 day per week 	<ul style="list-style-type: none"> peak hour service Mon to Sat shopping service 3 days per week 	<ul style="list-style-type: none"> peak hour service Mon to Sat shopping service 5 days per week 	<ul style="list-style-type: none"> peak hour service Mon to Sat shopping service 5 days per week

Villages with population over 2,500

Eye, Wittering

Villages with population over 1,000

Gilnton, Newborough, Northborough, Thorney

Villages with population over 500

Barnack, Castor, Helpston, Maxey

Villages with population over 100

Ailsworth, Bainton, Borough Fen, Deeping Gate, Etton, Marholm, Peakirk, Southorpe, Sutton, Thornhaugh, Ufford, Wansford, Wothorpe

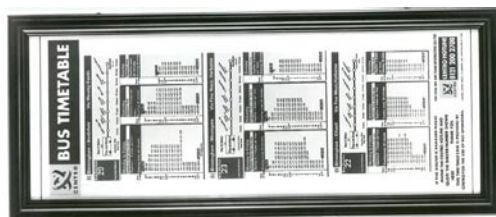
ELECTRICITY

REAL TIME PASSENGER INFORMATION
 Real Time Passenger Information including a display screen to accurately show the arrival time of buses at stops.

LIGHTING

Installed in all shelters for additional convenience and safety, where lighting levels provided by nearby street lights are considered too low to provide a sense of safety and security.

FLAG BRACKETS
 Round brackets remove the need for a separate bus stop pole, thus reducing highway clutter.



INFORMATION PANELS
 For the display of timetables or other information. Same colour as the shelter.



COLOUR OF SHELTERS
 Dark Green
 RAL 6028

Updated January 2005

SEATING

Provided in all shelters.

MID-RAILS

For enhanced safety, and may also include the providers logo.

GLAZING

Toughened clear glass in shelters. However where vandalism may be a concern, an anti-vandal proof product may be used instead.

RAISED KERBS

For minimisation of stepping distance between kerb and vehicle entrance. Consideration to be given to tactile paving.

