

Peterborough Local Transport Plan

Annex 11

**Evidence Base: Maximising Value
from Resources**

Peterborough City Council

ANNEX 11

Value for Money Evidence Base

THE SECOND PETERBOROUGH LOCAL TRANSPORT PLAN

Evidence Base: Maximising Value from Resources

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1. INTRODUCTION

PURPOSE OF THIS ANNEX

- 1.1 This annex sets out the evidence to demonstrate how the LTP2 will deliver the best possible outcomes for the Peterborough area given the level of resources that are available.
- 1.2 It is important that the LTP2 demonstrates a robust approach to the following:
- ◆ Identifying and prioritising the local transport policies and schemes that would deliver the best possible value for money;
 - ◆ Making best use of existing assets;
 - ◆ Maintaining assets in a cost-effective way, and ensuring that asset management is informed by LTP2 objectives and targets;
 - ◆ Adequately considering a range of options for delivering congestion, pollution and road safety benefits through managing demand for travel and influencing travel behaviour;
 - ◆ Demonstrating how the network management duty will be implemented in a way that will maximise the value of existing traffic networks;
 - ◆ Demonstrating how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets;
 - ◆ Taking a realistic view of funding from all sources, and not containing unfunded aspirations; and
 - ◆ Implementing a robust and effective approach to budgeting, control of costs, and securing of partnership funding from non-LTP sources.
- 1.3 This annex specifically presents the methodology that has been adopted in making best use of the *Planning Guideline* for integrated transport. It sets out the approach to identifying and prioritising the local transport policies that would deliver the best possible value for money. It does not address the allocation of funding for capital maintenance – the approach is instead addressed through Section 4.5 of the LTP2.
- 1.4 The following issues are addressed elsewhere in the LTP2:
- ◆ Making best use of existing assets (*described throughout the LTP2, including Sections 4.1, 4.5 and 5*);
 - ◆ Maintaining assets in a cost-effective way, and ensuring that asset management is informed by LTP2 objectives and targets (*refer to Section 4.5*);
 - ◆ Adequately considering a range of options for delivering congestion, pollution and road safety benefits through managing demand for travel and influencing travel behaviour (*refer to Sections 4.1, 4.3 and 4.4*);
 - ◆ Demonstrating how the network management duty will be implemented in a way that will maximise the value of existing traffic networks (*refer to Section 4.1*);
 - ◆ Demonstrating how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets (*refer to Sections 4.1, 4.2, 4.3, 5*);
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- ◆ Taking a realistic view of funding from all sources, and not containing unfunded aspirations (*refer to Section 5*); and
- ◆ Implementing a robust and effective approach to budgeting, control of costs, and securing of partnership funding from non-LTP sources (*refer to Section 5*).

CONTENTS OF THIS ANNEX

- 1.5 In the light of these requirements, this annex sets out the approach that has been developed to allocate the integrated transport block of the *Planning Guideline* to a series of headline budgets, to secure the best possible outcomes for Peterborough.

MAXIMISING VALUE AND RELATING TO IMPROVED OUTCOMES

- 1.6 This annex closely complements evidence related to transport outcomes provided elsewhere in the LTP2, as follows:
- ◆ **Annex 5** provides evidence in relation to the *Tackling Congestion* (in terms of mode shift, traffic flows, congestion), *Better Air Quality* and *Safer Roads* shared priorities; and
 - ◆ **Section 4.2 Accessibility Strategy** presents the supporting evidence relating to the *Delivering Accessibility* shared priority.
- 1.7 Where necessary, references to the evidence provided in the other annexes on the delivery of potential outcomes for the city are made.

2. MAKING BEST USE OF THE PLANNING GUIDELINE

INTRODUCTION

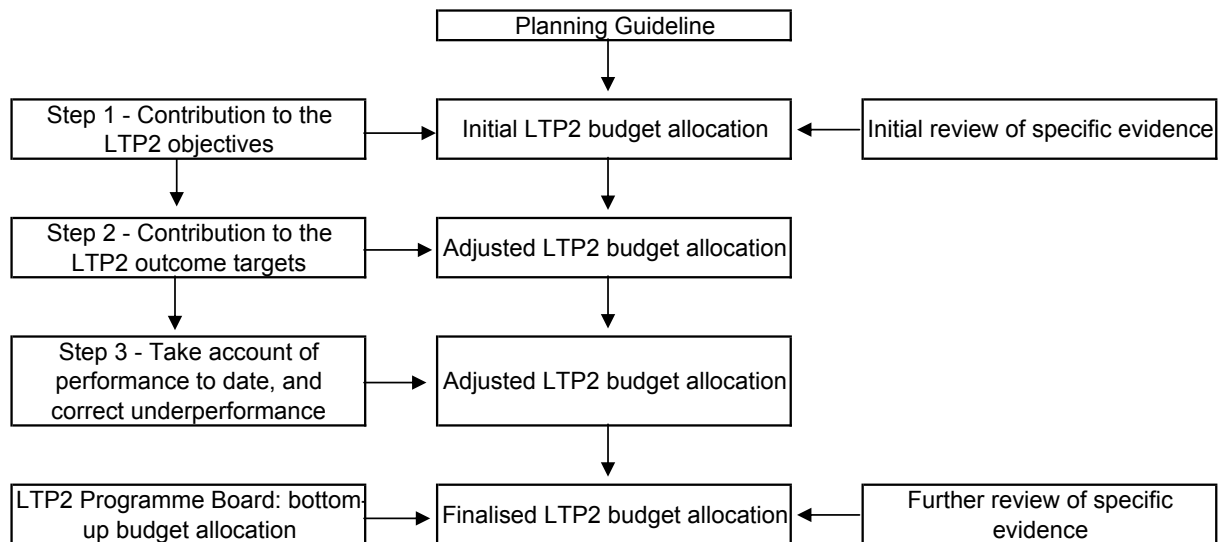
- 2.1 This annex presents the approach that has been adopted by the Council to maximise the value for money delivered from the *Planning Guideline*. This process comprises two elements.
- 2.2 The first element comprised the development of a process of allocating resources to different headline budgets within the integrated transport block, as follows:
- ◆ Public transport;
 - ◆ Walking and cycling;
 - ◆ Improved information;
 - ◆ Tackling congestion – urban traffic management and control;
 - ◆ Tackling congestion – congestion relief infrastructure;
 - ◆ Safer roads;
 - ◆ Accessibility projects; and
 - ◆ Residual matters from the LTP1 / retention payments¹.
- 2.3 The second element focused on ensuring effective prioritisation of schemes by the LTP2 programme board within each of the above budget areas, to maximise overall benefits to the City.

OVERVIEW OF PROCESS

- 2.4 A structured process was used for the allocation of resources to the different headline budgets in the integrated transport block of the *Planning Guideline*. The process is presented in Figure 2.1.

¹ It was necessary to include residual matters from LTP1 / retention payments for schemes from LTP1, even though these would not have any impact upon LTP2 outcomes. However, it was expected that this element would form a small part of the overall budget, and would not be a significant issue.

Figure 2.1: Overview of Process for Allocation of Transport Resources to Headline Budgets



2.5 The first element of the process, to allocate resources to the different headline budgets, comprised three steps, as shown above. The second element, budgeting and prioritisation by the LTP2 programme board, was undertaken in parallel, and evidence gained from the two elements was used in finalising the budget allocations.

2.6 The section that follows describes this process in more detail.

STEP 1: DELIVERING LTP OBJECTIVES

2.7 Step 1 considered the extent to which the different types of scheme intervention (under the different headline budgets) would contribute to the LTP2 objectives, which are as follows:

- ◆ Better accessibility for all, with particular reference to those living in rural areas and with mobility difficulties;
- ◆ Support local economic performance by the provision of an integrated transport network;
- ◆ Make the best use of existing transport infrastructure;
- ◆ Reduce the environmental impacts of transport;
- ◆ Improve community health by increasing walking and cycling, and reducing transport related pollution;
- ◆ Greater integration between different means of travel;
- ◆ Reduce the number of personal injury accidents amongst all travellers and reduce travel related crime;
- ◆ Increase travel choice and improve quality;
- ◆ Support the proposals to develop and enhance the City Centre; and
- ◆ Support and influence growth through transport solutions.

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2.8 Each headline budget area was scored, on a seven-point scale, to reflect its contribution against each of the LTP2 objectives. The seven-point scale was as follows:

+3	Highly beneficial impact
+2	Moderately beneficial impact
+1	Slightly beneficial impact
0	Neutral (i.e. impact would be neither positive or negative)
-1	Slight adverse impact
-2	Moderately adverse impact
-3	Highly adverse impact

2.9 The maximum theoretical score for each headline budget area would therefore be 30, based upon a score of up to +3 for each of the ten LTP2 objectives.

2.10 In some cases, it is possible that there would be negative impacts, for example a scheme might cause a localised increase in air pollution, or might have negative impacts on a site of importance for nature conservation. However, these cases would be rare, and would tend to relate to specific schemes, as opposed to broad headline budgets. In the case of headline budgets, it was found that the scoring would either be neutral or positive, with the strongest scores in the case where there was a strong and direct relationship between interventions and policy objectives. For example, walking and cycling schemes scored strongly against the fifth objective, to improve community health by increasing walking and cycling.

2.11 The total score gained by each headline budget area was then compared to the overall total score for the whole integrated transport programme. The resulting ratios were then used to allocate the overall budget to each headline budget area.

2.12 Table 2.1 presents the calculation of allocation of *Planning Guideline* to the different headline budgets in step 1.

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Table 2.1: Step 1 – Allocation of Planning Guideline According to Contribution to LTP Objectives²

Scoring and allocation, based upon contribution to LTP objectives	Total score	Contribution to total score		% Allocation of Planning Guideline	Funding allocation from Planning Guideline (£m)
Public Transport	26	16%	→	16%	1.714
Walking and Cycling	26	16%	→	16%	1.714
Improving information	27	16%	→	16%	1.780
Managing the Transport Network, comprising:					
UTMC	23	14%	→	14%	1.517
Congestion Relief Infrastructure	18	11%	→	11%	1.187
Safer Roads	21	13%	→	13%	1.385
Improving Accessibility	25	15%	→	15%	1.648
Residual Matters / Retention Payments	0	0%	→	0%	0.000
Total (for all LTP themes)	166	100%		100%	10.946

- 2.13 This demonstrates that, for example, measures packaged under the public transport headline budget would have the potential to score up to 26 points out of a possible total of 30 (up to +3 points for each of the ten LTP2 objectives). This is because public transport measures would score highly against most of the LTP2 objectives, by encouraging mode shift away from the private car, with efficiency, social and environmental benefits.
- 2.14 On the other hand, congestion relief infrastructure would gain a lower score, as the benefits are more tightly defined towards making best use of the transport network and economic efficiency.
- 2.15 The differences in scores meant that the different headline budget areas would have different contributions to the overall total score for the LTP2 programme. For example, the public transport headline budget would be expected to contribute to 16% of the overall LTP2 outcome, whilst congestion relief infrastructure would contribute only 11% of the overall LTP2 outcome.

Translating Contributions to Outcomes into Initial Funding Allocations

- 2.16 It was assumed that these relative contributions to LTP2 outcomes should be translated directly into relative allocations from the overall *Planning Guideline*, which would total £10.946 million over the five-year LTP2 period. In the light of the strong overall contribution to the LTP2 objectives made by public transport, it was therefore (initially) allocated a significant proportion of the *Planning Guideline*.

² For detail of scoring of headline budgets against contribution to LTP2 objectives, refer to extract of spreadsheet titled **Step 1: Delivering LTP2 Objectives** in Chapter 3, Supporting Material.

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*Evidence Base: Maximising Value from Resources***Reality Checking: Initial Review of Specific Evidence**

- 2.17 At this stage in the process, it was important to bear in mind that transport spending delivers different levels of outcome under different objectives – the above analysis assumed no difference. It was therefore considered necessary to undertake a reality check using specific evidence.
- 2.18 This process of reality checking took into account the following key issues:
- ◆ The *Travelchoice* initiative is expected to deliver significant mode shift, through travel marketing, travel planning etc, which is being delivered through complementary revenue funding;
 - ◆ This mode shift is expected to deliver significant benefits in terms of increased public transport patronage, increased walking and cycling, reduced traffic, reduced congestion, reduced CO₂ emissions and improved air quality;
 - ◆ *Travelchoice* is expected to be generally more efficient at delivering mode shift (and the resultant benefits) than investment in new infrastructure, within the timescale of LTP2 (*note that new infrastructure will be vital beyond the LTP2 horizon*);
 - ◆ There will be a role for focused infrastructure investment, to tackle residual problems on the transport network during the LTP2 period;
 - ◆ The *Accessibility Action Plan* will deliver improved accessibility outcomes through a programme of improved information (linking closely with *Travelchoice*), targeted capital spending on accessibility improvements, together with revenue support to introduce new transport services in areas that are otherwise not served; and
 - ◆ The delivery of safer roads in the city is also dependent upon a mix of capital and revenue funding, although this aspect will have received proportionately less revenue funding than those described immediately above.
- 2.19 In particular, it was considered that the initial allocation of spending for road safety in step 1 would be too low. The evidence in this case drew upon the progress during the LTP1 period in tackling casualties, both fatal/serious and slight.
- 2.20 Chapter 5 of **Annex 5** contains a detailed discussion of the challenge in delivering improved road safety in Peterborough. Whilst good progress has already been made in reducing fatal / serious casualties in the area, maintaining this progress will become more difficult in the LTP2. Furthermore, there is a need for concerted effort in tackling the sustained increase in slight casualties in the City.
- 2.21 During the five-year LTP1 period, a total of £2.62 million was spent on road safety schemes. This resulted in a reduction in fatal / serious casualties, from an average of 162 per year during 1994-98, to 122 in 2004, or a 25% reduction. In the case of children, the reduction in fatal / serious casualties was even more significant, from 27 (1994-98) to 15 (2004), or a 45% reduction. However, in the case of slight casualties, there was a rise, from 942 in 1994-98 to 1151 in 2004, or a rise of 22%.

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- 2.22 The *Safer Roads* programme in the LTP2 needs to respond to two challenges. The first is in relation to fatal and serious casualties: the Council is required to work towards a target of no more than 95 total fatal / serious casualties in 2010, which will require a further 22% below current levels. In addition, there should be no more than 14 serious casualties amongst children by 2010; these levels are already low, and it will require a wide range of measures to deliver further reduction. The second challenge is in curbing the growth in slight casualties. The Council is required to set a target for no increase in casualties after 2004: this will be particularly difficult, given past steep increases and the predicted increases in traffic flow in the area.
- 2.23 At the most fundamental level, a total funding of £2.62m during LTP1 delivered a 25% reduction in fatal / serious casualties. A similar reduction is required during LTP2 and, furthermore, it is necessary to stop the increase in slight casualties in the City. It was evident that the £1.38m allocated for *Safer Roads* in Table 2.1 would be far below the funding that will be necessary.
- 2.24 It was therefore necessary to take account of the limitations of the first step. In particular, it was shown that there were particular shortcomings in the theoretical allocation of funding to road safety. Following this, it was necessary to move to the next step in the process.

STEP 2: DELIVERING LTP OUTCOME TARGETS

- 2.25 Step 2 considered how each of the headline budgets would contribute to the delivery of each of the LTP2 outcome targets, which are as follows:
- ◆ RS1 – Total killed and seriously injured;
 - ◆ RS2 – Child killed and seriously injured;
 - ◆ RS3 – Total slight casualties;
 - ◆ Cong1 – Public transport patronage;
 - ◆ Cong2 – Satisfaction with local bus services;
 - ◆ Acc1 – Accessibility;
 - ◆ Cong3 / AQ1 – Change in area wide road traffic;
 - ◆ Cong4 – Cycling;
 - ◆ Cong5 – Mode share of journeys to school;
 - ◆ Cong6 – Bus punctuality;
 - ◆ Cong7 – Changes to peak period traffic flows to urban centre;
 - ◆ AQ2 – Air quality (*NB - not applicable, as there are no AQMAs in Peterborough*);
 - ◆ Cong8 – Congestion;
 - ◆ Cong9 – Walking trips; and
 - ◆ Cong10 – Car trips.
- 2.26 Again, a similar approach was taken to step 1, with scores given on the basis of the potential contribution to each target, and allocation of the budget on a pro-rata basis.
- 2.27 Table 2.2 presents the calculation of allocation of *Planning Guideline* to the different headline budgets in step 2.

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Table 2.2: Step 2 – Allocation of Planning Guideline according to Contribution to LTP Outcome Targets³

Scoring and allocation, based upon contribution to LTP targets	Total score	Contribution to total score		% Allocation of Planning Guideline	Funding allocation from Planning Guideline (£m)
Public Transport	30	22%	→	22%	2.451
Walking and Cycling	19	14%	→	14%	1.552
Improving information	31	23%	→	23%	2.532
Managing the Transport Network, comprising: UTMC	10	7%	→	7%	0.817
Congestion Relief Infrastructure	8	6%	→	6%	0.653
Safer Roads	20	15%	→	15%	1.634
Improving Accessibility	16	12%	→	12%	1.307
Residual Matters / Retention Payments	0	0%	→	0%	0.000
Total (for all LTP themes)	134	100%		100%	10.946

2.28 In this step, a total of fifteen LTP2 headline targets were used, with a score of up to 3 points for each under the respective headline budget areas. For each headline budget, there was, therefore, a maximum possible score of 45. The maximum score was, however, only 31, for improving information. Public transport and improving information scored highly, as was the case in step 1, but walking and cycling scored lower – reflecting the nature of the LTP2 headline targets. Again, it can be seen that congestion relief infrastructure would attract a relatively modest score.

Translating Contributions to Outcomes into Adjusted Funding Allocations

2.29 As in step 1, the different scores for each headline budget resulted in different levels of contribution to the overall total score for the LTP2 programme. Again it was assumed that these relative contributions would translate directly into relative allocations from the overall *Planning Guideline*. In this case, the higher relative contributions of public transport and improved information translated into higher overall allocations from the *Planning Guideline*.

Reality Checking: Further Review of Specific Evidence

2.30 Within step 1, it was highlighted that the initial allocation of funding for *Safer Roads* would be well below the level that would be adequate to deliver the required outcomes. Within step 2, the revised funding allocation resulted in an increase in funding, to £1.634 million. However, it was considered that this would still be far below the level necessary to deliver acceptable road safety outcomes in Peterborough.

³ For detail of scoring of headline budgets against contribution to LTP2 targets, refer to extract of spreadsheet titled **Step 2: Delivering LTP2 Outcome Targets** in Chapter 3, Supporting Material.

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- 2.31 It was notable that, during step 2, the allocation of *Planning Guideline* for urban traffic management and control dropped significantly, to £0.817 million. It would not be possible to deliver a urban traffic management and control system with this level of funding – additional funding would need to be found elsewhere, otherwise the system would not be viable.
- 2.32 The very high budget for improving information was also notable. It is important to note, however, that this headline budget would have significant revenue funding through the *Travelchoice* project. The LTP2 capital funding will complement and support the initiative, and this level of capital funding would be unlikely to prove necessary.
- 2.33 Again, it was necessary to take account of the limitations of the second step. In particular, it was shown that there were particular shortcomings in the theoretical allocation of funding to road safety, UTMC and improving information. Following this, it was necessary to move to the next step in the process.

STEP 3: ACCOUNTING FOR PAST DELIVERY PERFORMANCE

- 2.34 It was recognised that there was mixed performance in the delivery of some transport outcomes during the LTP1, with strong performance in reducing serious injuries and increasing bus patronage, but weaker performance in increasing accessibility, bus satisfaction and cycling.
- 2.35 The problems in increasing accessibility, bus satisfaction and cycling could have been due to the failure to deliver appropriate measures or to the implementation of measures that failed to achieve their desired outcomes. These problems will be avoided in future through the corporate performance management system, which will ensure that schemes are delivered within a clear framework of outcome objectives.
- 2.36 In the light of the weaker performance in increasing accessibility, bus satisfaction and cycling in the area, it was considered that (in addition to the above) this could also be addressed through the allocation of additional budget. Step 3 of the process introduced a weighting that favoured headline budgets that, historically, had underperformed.
- 2.37 Again, a similar approach was taken to steps 1 and 2, with scores given on the basis of the potential contribution to each target and allocation of the budget on a pro-rata basis. However, during this step, a weighting was applied to those targets against which it was considered that greater investment would be required, given historic under-performance during the LTP1. A higher weighting was applied to those targets that would be more difficult to achieve, with a lower weighting to those targets that were considered to be easier to achieve.

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2.38 Table 2.3 below summarises the analysis of performance to date against the LTP2 outcome targets. A score of 1.0 indicates that LTP1 performance was on track, and a score of -1.0 indicates that LTP1 performance was not on track. Scores between these values indicated mixed evidence from the LTP1, based upon a range of LTP1 indicators, with positive scores indicating more positive evidence, and negative scores indicating more negative evidence. These scores were then translated into weightings to be applied: a positive score translated into a lower weighting, and a negative score translating into a higher weighting.

Table 2.3: Step 3 – Past Performance and Conversion into Weighting System⁴

LTP2 Outcome Target	Strength of influence of performance to date	Weighting to adjust contribution to target
RS1 – Total killed and seriously injured	+1.0	0.5
RS2 – Child killed and seriously injured	+0.7	0.6
RS3 – Total slight casualties	-1.0	1.5
Cong1 – Public transport patronage	+1.0	0.5
Cong2 – Satisfaction with local bus services	-0.3	1.2
Acc1 – Accessibility	0.0	1.0
Cong3 / AQ1 – Area wide road traffic	-0.3	1.2
Cong4 – Cycling	0.0	1.0
Cong5 – Mode share of journeys to school	+0.3	0.8
Cong6 – Bus punctuality	0.0	1.0
Cong7 – Peak period traffic to urban centre	0.0	1.0
AQ2 – Air quality	+1.0	0.5
Cong8 – Congestion	+1.0	0.5
Cong9 – Walking trips	+0.6	0.7
Cong10 – Car trips	0.0	1.0

2.39 Within this system, a weighting of 0.5 was applied to the headline budgets delivering the targets that have performed best, and a weighting of 1.5 was applied to the headline budgets delivering targets that have performed least well. A weighting of 1.0 was applied where there was mixed evidence about performance in the LTP1, with a higher weighting where there was weaker performance, and a lower weighting where there was stronger performance.

2.40 Table 2.4 presents the resultant calculation of scores and allocation of *Planning Guideline* to the different headline budgets in step 3.

⁴ For detail of calculation method, refer to extract of spreadsheet titled **Step 3: Accounting for Past Delivery Performance** in Chapter 3, Supporting Material.

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Table 2.4: Step 3 – Allocation of Planning Guideline according to Past Performance⁵

Scoring and allocation, based upon performance to date in delivering LTP targets	Total score	Contribution to total score		% Allocation of Planning Guideline	Funding allocation from Planning Guideline (£m)
Public Transport	27.2	21%	→	21%	2.331
Walking and Cycling	16.4	13%	→	13%	1.406
Improving information	27.1	21%	→	21%	2.323
Managing the Transport Network, comprising:					
UTMC	7.8	6%	→	6%	0.669
Congestion Relief Infrastructure	6.3	5%	→	5%	0.540
Safer Roads	28.7	22%	→	22%	2.460
Improving Accessibility	14.2	11%	→	11%	1.217
Residual Matters / Retention Payments	0	0%	→	0%	0.000
Total (for all LTP themes)	127.7	100%		100%	10.946

2.41 This process resulted in minor downward adjustments to the scores for public transport, walking and cycling, and improving information. There were also downward adjustments to the scores for urban traffic management and control, congestion relief infrastructure and improving accessibility. There was, however, a very significant increase in the score for safer roads, with the result that the contribution of safer roads to the overall LTP2 outcome would increase to 22% (from 13% in step 1 and 15% in step 2).

Translating Contributions to Outcomes into Adjusted Funding Allocations

2.42 Again it was assumed that these relative contributions would translate directly into relative allocation from the overall *Planning Guideline*. The adjustments made to the contributions to the LTP2 outcomes in this case translated into downward adjustments to most headline budgets in relation to step 2, except for the large increase in allocation for safer roads, from £1.634m in step 2 to £2.460m in step 3.

Reality Checking: Further Review of Specific Evidence

2.43 As discussed under steps 1 and 2 above, it was considered that the road safety budget would be most sensitive to reduced capital funding. The delivery of other transport outcomes in the City would be supported by revenue investment through *Travelchoice* and *Delivering Accessibility*.

2.44 It can be seen that the main outcome of step 3 was an increase in the headline budget for road safety, to £2.460m over the LTP2 period. This was considered to be near to the figure that is needed to deliver the required the LTP2 road safety-related outcomes.

⁵ For detail of application of weightings to scoring system, refer to extract of spreadsheet entitled Step 3: Accounting for Past Delivery Performance in Chapter 3, Supporting Material.

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- 2.45 It was, however, considered that the budget calculated in this step would be insufficient to enable the delivery of urban traffic management and control for the City. The calculated budget allocation of £0.669m compared with a typical system cost of £2m-£2.5m. On the other hand, the calculated budget allocation of £2.323m for improving information was excessive; particularly given the complementary *Travelchoice* revenue spending that is available.
- 2.46 In the knowledge of these issues, it was then necessary to compare the allocations for headline budgets calculated from steps 1-3 with the funding identified as being required from the budgeting and prioritisation process undertaken by the LTP2 Programme Board.

LTP2 PROGRAMME BOARD BUDGETING

- 2.47 At the same time as the process to allocate funds to headline budgets through steps 1 to 3, described above, a 'bottom up' budgeting and prioritisation process was undertaken, through the LTP2 programme board, to fine-tune allocations within headline budgets. This process examined:
- ◆ a wide range of scheme proposals, and their potential contribution to the LTP2 objectives;
 - ◆ the relative cost of scheme interventions under each headline budget heading, also taking into account future inflation;
 - ◆ the resources available (both internal and external) to deliver the LTP2 programme; and
 - ◆ existing programme commitments from the LTP1.
- 2.48 The resultant allocations were termed a '**best fit**' budget. From this 'best-fit' budgeting process, particular headline budgets were identified as being critical:
- ◆ managing the transport network (urban traffic management and control and congestion relief infrastructure);
 - ◆ safer roads; and
 - ◆ residual matters / retention payments.
- 2.49 As demonstrated above, the budget requirement for **safer roads** was necessitated by the challenging targets for controlling the rise in slight casualties and reducing more serious injuries in the City. The LTP2 programme board determined a budget requirement of £2.53 million over the five year LTP2 period, which closely approximated to the £2.46 million calculated in step 3.
- 2.50 In the case of **managing the transport network**, the LTP2 programme board determined a total funding requirement of £2.190 million for urban traffic management and control. This was significantly in excess of the £0.669 million calculated in step 3. In view of the central role of urban traffic management and control in delivering the platform for a future sustainable transport network in the city, including bus priority and real time passenger information, as well as congestion reduction benefits, the decision was made to proceed with the funding allocation.

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- 2.51 As already noted, it was also necessary to ensure adequate allowance for **residual matters and retention payments** for the LTP1 schemes. Whilst this element was not scored during steps 1-3, it was necessary to ensure that this was included in the budget.

CONFIRMING ALLOCATION OF FUNDING TO HEADLINE BUDGETS

- 2.52 The decisions relating to the allocation of funding to headline budgets took account of the evidence gained from steps 1-3 and the budgeting and prioritisation process undertaken by the LTP2 programme board.
- 2.53 In those cases where the budget identified by the LTP2 programme board was close to that calculated from Steps 1-3, it was termed an **optimum** budget. In those cases where it was proven that the budget developed by the LTP2 programme board should differ from that calculated from steps 1-3, it was termed a **best fit** budget.
- 2.54 Table 2.5 presents a comparison of the funding allocations to each headline budget, calculated from steps 1-3 and the budgeting undertaken by the LTP2 programme board.

Table 2.5: Comparison of Budget Allocations from Steps 1-3 and Programme Board

Headline budgets and funding allocations	Step 1 Funding allocation (£m)	Step 2 Funding allocation (£m)	Step 3 Funding allocation (£m)	Budget to be allocated (£m)	Comment	
Public Transport	1.714	2.451	2.331	2.239	optimum budget	
Walking and Cycling	1.714	1.552	1.406	1.375	optimum budget	
Improving information	1.780	2.532	2.323	0.760	best fit	
Managing the Transport Network, comprising:	UTMC	1.517	0.817	0.669	2.190	best fit
	Congestion Relief Infrastructure	1.187	0.653	0.540	0.750	best fit
Safer Roads	1.385	1.634	2.460	2.530	optimum budget	
Improving Accessibility	1.648	1.307	1.217	0.852	best fit	
Residual Matters / Retention Payments	0.000	0.000	0.000	0.250	best fit	
Total spend (£m) (planning guideline)	10.946	10.946	10.946	10.946		

- 2.55 In the case of **public transport** and **walking and cycling**, the budgets calculated by the LTP2 programme board were very close to those calculated in step 3. For this reason, the budgets for public transport and walking and cycling were considered to be optimal.

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- 2.56 Similarly, in the case of **road safety**, the budget developed by the LTP2 programme board was very close to that calculated in step 3 and was therefore considered to be optimal. In this case, detailed evidence relating to future road safety outcomes had been prepared to demonstrate the need for this relatively high level of budget.
- 2.57 In other cases, however, the 'best fit' budgets developed through the LTP2 programme board were significantly **lower** than the 'theoretical' budgets calculated through steps 1-3.
- 2.58 In the case of **improving information**, the budget identified by the LTP2 programme board was significantly lower than that calculated through steps 1-3. As discussed above, steps 1-3 did not take account of the availability of revenue funding. *Travelchoice* will result in a total of £3.24 million being made available for improved information and other related initiatives. For this reason, the £0.760 million 'best fit' budget identified by the LTP2 programme board was considered adequate.
- 2.59 Similarly, in the case of **improving accessibility**, improvements will be funded through a range of funding sources, not just the LTP2 planning guideline. The £0.852 million 'best fit' budget to be allocated through the planning guideline would complement the funding from other sources – including the Council's partners – to deliver improved accessibility outcomes.
- 2.60 For other headline budgets, the funding requirements identified by the LTP2 programme board were significantly **higher** than the 'theoretical' allocations calculated through steps 1-3.
- 2.61 The 'best fit' budget for **congestion relief infrastructure** was higher than that calculated through steps 2 and 3 of the process, but lower than step 1. This meant that the budget was broadly correct: whilst it was greater than would be theoretically necessary to deliver the headline targets, it would help in the broader delivery of the LTP2 objectives. It was therefore agreed that it would be appropriate to adopt the 'best fit' budget identified by the LTP2 programme board.
- 2.62 In the case of **urban traffic management and control**, as discussed above, the budget calculated through steps 1-3 was significantly less than that identified as being required by the LTP2 programme board. After careful consideration of the case for urban traffic management and control, the decision was taken to allocate the 'best fit' budget that had been identified by the LTP2 programme board.
- 2.63 The success of *Travelchoice* is predicated on the development of urban traffic management and control as the future platform for the future management of travel demand in the city. Within the initial DfT application setting out the business case for *Travelchoice*, urban traffic management and control was highlighted as being required, and would be delivered through the LTP2 programme. Urban traffic management and control is therefore entirely consistent with the wider agenda for the area.

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2.64 Furthermore, Table 2.5 demonstrates that the 'best fit' funding requirement for urban traffic management and control and improving information combined was $(0.76+2.19) = £2.95$ million, whereas the total allocation in step 3 would be £2.992 million. It can therefore be seen that, by treating improved information and urban traffic management and control as a complementary package, the overall level of funding can be regarded as optimal.

CONCLUSIONS

2.65 In summary, it can be concluded that the allocation of funding to different headline budgets would deliver the best possible outcomes for the City. The process took account of:

- ◆ Delivery of the full range of LTP2 objectives;
- ◆ Delivery of the LTP2 headline targets, against which the progress and effectiveness of the LTP2 will be measured and judged;
- ◆ The relative challenge in delivering different targets, by targeting future investment in those areas that have to date proved to be particularly difficult;
- ◆ Specific evidence relating to particular themes, to provide a quantified and robust 'reality check' and
- ◆ 'Bottom-up' costing of a scheme programme, prioritisation and challenge by the LTP2 programme board.

2.66 Through this evidence, it has been possible to demonstrate that the budget allocations developed by the LTP2 programme board are appropriate and will deliver the best possible outcomes for the area.

2.67 In conclusion, a rigorous process has been used to maximise the resulting value from the different headline budgets. The process will be kept under review during the life of the LTP2 and adjustments to weighting will be made in context with the Council's overall performance on transport indicators.

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3. SUPPORTING MATERIAL

- 3.1 This section provides the spreadsheets that were used during the different steps of the process to allocate budget to the different budget headings.

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Value for Money Evidence Base: Maximising Value from Resources

STEP 1: DELIVERING LTP2 OBJECTIVES

Integrated Transport Programme - Planning Guideline - commence value for money assessment. Step 1 - contribution of elements of spending programme to LTP2 objectives. NB - revised to reflect simplification to broad strategy themes

		Shared Priorities (A = accessibility, C = congestion, AQ = air quality, RS = road safety, QL = quality of life, M = maintenance / LTP2 objectives)										Relative spend depending on contribution to LTP2 objectives		from bottom up costing							
		A	C	M	QL	AQ	A	RS	A	QL	C	Total score (contribution to LTP objectives)	% Contr'n to overall score	Allocation of spend from planning guideline based upon % contribution to LTP objectives	Overall (£k)	Total by theme	Overall (£k)	Thematic subtotal from previous sheet - on basis of bottom-up costing	Total cost shown in previous sheet - on basis of bottom-up costing		
Your Travel Choice																					
Public Transport	Primary Public Transport Corridors (Core Routes)	3	3	3	2	2	3	1	3	3	3	26	15.7%	1714		1550		415			
	Real Time Passenger Information															274		2239			
	Interchange Infrastructure Improvements													1714							
Walking and Cycling	Primary Cycle Network – Developing Network	3	2	2	3	3	2	2	3	3	3	26	15.7%	1714		1010		100			
	Cycle Parking															265		1375			
	Walking Infrastructure Improvements													1714		95					
Improving information	Interactive Website															110					
	Interactive Travel Kiosks															50					
	Travel Information Centre – Queensgate															75					
	Interchange Information															110					
	Smartcard															50					
	Route Branding Bus Stop Infrastructure	3	3	3	2	2	3	2	3	3	3	27	16.3%	1780		110		100			
	Traveline															60					
	Travelchoice															60					
	Personalised Travel Planning															60					
	Travel Awareness Campaign													1780		710					
														incl		50		50			
Managing the Transport Network, comprising:																					
	UTMC	3	3	3	2	2	2	1	2	2	3	23	13.9%	1517	1517	2190	2190			2940	
	Congestion Relief Infrastructure	1	1	3	3	2	1	2	1	1	3	18	10.8%	1187	1187	750	750				
Safer Roads																					
	Local Safety Schemes	2	1	3	2	2	1	3	2	2	3	21	12.7%	1385		750		530			
	Area – Wide Traffic and Safety Schemes															500		2530			
	Speed Management																				
	Safer Journeys to School													1385		750		2530			
Improving Accessibility																					
	Travel Security	3	2	3	2	2	2	3	3	2	3	25	15.1%	1648		277		525			
	Accessibility in Action															50		852			
	Rights of Way Infrastructure													1648							
Residual Matters / Retention Payments																					
																250					
														0	0	0	250	250			
	Total scores vs LTP objectives	18	15	20	16	15	14	14	17	16	21	166	100.0%	10946	10946	10946	10946				
	% of overall total score	11%	9%	12%	10%	9%	8%	8%	10%	10%	13%										

		Relative spend depending on contribution to LTP2 headline indicators		from bottom up costing		Pragmatic spend based upon contribution to LTP headline indicators and bottom up costing = Results of step 2	
		Total score (contribution to LTP headline indicators)	% Contribution to overall score	Overall (£k)	Overall (£k)	Proposed budget for thematic area from first value for money step after revision to full budget	Reasoning
		Allocation of spend from planning guideline based upon % contribution to LTP objectives		Total by theme	Thematic subtotal from previous sheet - on basis of bottom-up costing	Proposed budget for thematic area from first value for money step	
				Overall (£k)	Total cost (spent to produce them - on basis of bottom-up costing)		
Your Travel Choice							
Public Transport, incl	Primary Public Transport Corridors (Core Routes)	27.2	21.3%	2331	1550		
	Real Time Passenger Information				415		
	Interchange Infrastructure Improvements			2331	274	2239	2239 from planning guideline matches well figure calculated according to contribution
Walking and Cycling, incl	Primary Cycle Network – Developing Network	16.4	12.8%	1406	1010		
	Cycle Parking				100		
	Walking Infrastructure Improvements			1406	265	1375	1375 from planning guideline matches well figure calculated according to contribution
Improving Information, incl	Interactive Website				95		
	Interactive Travel Kiosks			6060	110	4374	
	Travel Information Centre – Queensgate				50		
	Interchange Information				75		
	Smartcard				see below		
	Route Branding Bus Stop Infrastructure	27.1	21.2%	2323	110		
	Traveline				50		
	Travelchoice				100		
	Personalised Travel Planning				60		
	Travel Awareness Campaign			2323	60	710	760 710+50 is adequate to secure the stated outcomes. Larger figure is NOT needed.
				Incl	50	50	
Managing the Transport Network							
	UTMC	7.8	6.1%	669	669	1209	2190 smaller figure not adequate. Larger figure needed to secure stated outcomes.
	Congestion Relief Infrastructure	6.3	4.9%	540	540	2940	750 from planning guideline matches well figure calculated according to contribution
Safer Roads							
	Local Safety Schemes	28.7	22.5%	2460	750		
	Area – Wide Traffic and Safety Schemes				530		
	Speed Management			2460	500	2530	
	Safer Journeys to School			2460	750	2530	2530 smaller figure not adequate. 2530 needed to secure stated outcomes.
Improving Accessibility							
	Travel Security	14.2	11.1%	1217	277		
	Accessibility in Action				525	852	
	Rights of Way Infrastructure			1217	50	852	852 will secure the stated outcomes. Larger figure not required
Residual Matters / Retention Payments							
	Total scores vs LTP headline indicators	127.7	100.0%	10946	10946		
	% of overall total score				10946	10946	

ANNEX 11

Value for Money Evidence Base

LTP2 Mandatory Indicators Pro-Forma

LTP		Peterborough													
Core Indicator	Definitions	Year Type	Units	Year	Value	Actual and Trajectory Data									
						1994-98	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
Road Condition (% of network in need of further investigation)	(1) Principal Roads - BVPI223	Financial	Percentage	2004/05 2010/11	20.45% 26.45%	Actual Figures Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Data subject to re-evaluation (new assessment method). Trajectory assumes poor planning guideline continues throughout LTP2 period.
							3.45%	20.45%	21.45%	22.45%	23.45%	24.45%	25.45%	26.45%	
							8%	20.45%	21.45%	22.45%	23.45%	24.45%	25.45%	26.45%	
(2) Classified, non-principal roads - BVPI224a	(2) Classified, non-principal roads - BVPI224a	Financial	Percentage	2005/06 2010/11	14.00%	Actual Figures Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Baseline to be set once data has been processed using new assessment method. Trajectory assumes poor planning guideline continues throughout LTP2 period.
							27.60%	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	
							25.00%	27.00%	27.00%	27.00%	27.00%	27.00%	27.00%	27.00%	
(3) Unclassified roads - BVPI224b	(3) Unclassified roads - BVPI224b	Financial	Percentage	2003/04 2010/11	16.73% 33.50%	Actual Figures Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Trajectory assumes poor planning guideline continues throughout LTP2 period.
							16.73%	15.44%	18.50%	21.50%	24.50%	27.50%	30.50%	33.50%	
							26.00%	20.00%	18.50%	21.50%	24.50%	27.50%	30.50%	33.50%	
Total killed and seriously injured casualties - BVPI99(x)	Total killed and seriously injured casualties - BVPI99(x)	Calendar	Casualties	1994-98 2010	162 95	Actual Figures Trajectory	1994-98	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Notes
							162	128	122	112	107	103	99	95	
Child killed and seriously injured casualties - BVPI99(y)	Child killed and seriously injured casualties - BVPI99(y)	Calendar	Casualties	1994-98 2010	27 14	Actual Figures Trajectory	1994-98	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Notes
							27	16	15	18	17	16	15	14	
Total slight injured casualties - BVPI99(z)	Total slight injured casualties - BVPI99(z)	Calendar	Casualties	1994-98 2010	942 1,151	Actual Figures Trajectory	1994-98	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Notes
							942	1,108	1,151	1,151	1,151	1,151	1,151	1,151	
Total local public transport patronage in target	Thousands of passenger journeys (i.e. boardings) per year in the authority	Financial	Thousand passenger journeys	2003/04 2010/11	8,722 11,747	Actual Figures Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
							8,722	10,041	10,443	10,860	11,148	11,435	11,723	12,010	
of which number of bus passenger journeys - BVPI102	of which number of bus passenger journeys - BVPI102	Financial	Thousand passenger journeys	2003/04 2010/11	8,722 12,010	Actual Figures Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
							8,722	10,041	10,443	10,860	11,148	11,435	11,723	12,010	
Satisfaction with local bus services - BVPI104	Satisfaction with local bus services - BVPI104	Financial	Percentage	2003/04 2009/10	43% 55%	Actual Figures Trajectory	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Measured by MORI poll.
							43.00%								

Single Authority Plans

Core Indicator	Definitions	Year Type	Units	Year	Value	Actual and Trajectory Data											Notes
						2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				
	% of buses on time at non-timing points	Financial	Percentage	2005/06	80%	NA	NA	80.00%									
				2010/11	85.50%	NA	NA	80.00%	81.00%	81.00%	81.00%	83.25%	85.50%				
	Average excess waiting time on frequent service routes	Financial	Minutes	2005/06	80%	NA	NA	80.00%									
				2010/11	85.50%	NA	NA	80.00%	81.00%	81.00%	81.00%	83.25%	85.50%				
LTP6 - Changes in peak period traffic flows to urban centres	Area 1	Financial	Vehicle numbers or % of all journeys that are car driver journeys	2005/06	20753	NA	NA	20753									
				2010/11	20750	NA	NA	20753	21035	20900	20850	20800	20750				
LTP7 - Congestion		Financial	Delay in journey times expressed as a Percentage	2005/06	1.95%	NA	NA	1.93%									
				2010/11	6.40%	NA	NA	1.93%	3.70%	4.60%	5.50%	6.40%					
LTP8 - An air quality target related to traffic		Calendar	Enter appropriate units here.	2004	NA	NA	NA	NA									
				2010	NA	NA	NA	NA	NA	NA	NA	NA	NA				

Single Authority Plans

FINAL SECOND LOCAL TRANSPORT PLAN

LTP-F11: Summary of support sought from local transport capital settlement

Plan : Peterborough

Contact Name : Donna Turner

Telephone Number (with extension) : 01733 317472

	All figures in £000			
	2007-08	2008-09	2009-10	2010-11
Maintenance block expenditure (up to provisional planning guidelines)	356	374	393	412
Primary route bridges and emergency works	0	0	0	0
Individual major schemes	29800	110	0	0
Exceptional maintenance schemes each costing less than £5 million	0	0	0	0
Integrated transport block expenditure (up to final planning guidelines)	1989	2167	2359	2564
Further integrated transport block expenditure (up to 12% of final planning guidelines)	228	2427	2642	2872
Total (local transport capital settlement)	34373	5078	5394	5848

Notes:

For LTP-F11 and F12

1. All entries should be in cash terms (assuming 2.5% pa retail price inflation)
2. Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places
3. All expenditure entries should be for the funding sought from the local transport capital settlement only
4. The threshold for major schemes is for the gross cost (not necessarily the local transport capital settlement contribution) and is usually £5m, but is less for some smaller authorities:
5. Maintenance schemes costing more than £5m should be reported as major schemes

For LTP-F11

1. The sum of the maintenance block and integrated transport block expenditure (and not necessarily each block) rows should sum to the final planning guidelines for each year
2. Funding profiles for primary route bridges and emergency works after 2007/08 are not needed (but can be included).

For LTP-F12

1. Only schemes for which support is sought during the 2007/08 to 2010/11 period should be included
2. Schemes should be listed as either a major, exceptional or supplementary scheme, with their F2 code

FINAL SECOND LOCAL TRANSPORT PLAN

LTP-F12: Summary of support from local transport capital settlement for major schemes and exceptional schemes

Plan : Peterborough

Authority No. 174

All figures in £,000

Scheme name	Type	DfT Ref/Prty	Start of main works		End of main works		2005/06 and before	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14 and after
			mm	yyyy	mm	yyyy									
TOTAL LTP-F12 - ALL							2397	29800	110	0	0	0	0	0	0
TOTAL LTP-F12 - MAJOR SCHEMES							494	29800	110	0	0	0	0	0	0
A1073 Spalding to Eye Highway Improvement	RD1	9015	4	2007	3	2009		23000							
A1139 Fletton Parkway J2 - 3 (CIF)	RD7		4	2006	3	2008	494	6800	110	0	0	0	0	0	0
TOTAL LTP-F12 - EXCEPTIONAL MAINTENANCE SCHEMES							1903	0	0	0	0	0	0	0	0
A15 Town Rail Bridge	MM8		4	2005	3	2007	1903								