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in Peterborough

December 2008

The Second
Local Transport Plan
Progress Report
2006 - 2008

Beacon Authority 2008-2009 *Improving Accessibility*

PETERBOROUGH CITY COUNCIL

The 2nd Peterborough Local Transport Plan Progress Report 2006 - 2008

December 2008

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Growing the right way for
a bigger, better Peterborough

Beacon Authority 2008-2009 Improving Accessibility

PETERBOROUGH CITY COUNCIL

TRAVELCHOICE

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Executive Summary

The second Local Transport Plan (LTP2) was published in March 2006 and covers the period 2006 to 2011. The LTP2 details future strategy development proposals, local transport priorities and a programme of improvements for the Peterborough area.

This 2008 progress report will not be formally classified by the Department for Transport (DfT) and no funding will be allocated with regards to the report because this has already been fully allocated for the life of the LTP2, enabling authorities to plan ahead with delivering transport priorities.

The progress report describes the progress over the first two years of the LTP2 and also considers the future delivery of the LTP2 strategy to 2010/11 across each of the five shared priorities for transport:

- Tackling Congestion;
- Delivering Accessibility;
- Safer Roads;
- Better Air Quality;
- Maintaining the Highway Network.

Each shared priority has been subject to a Red Amber Green (RAG) analysis to highlight any potential opportunity or risk to delivery over the next three years.

The progress report also describes the arrangements that have been implemented by Peterborough City Council to perform its network management duty requirements, as set out in the Traffic Management Act 2004.

In 2006/07 and 2007/08, £9.1 million was spent on delivering an agreed programme of transport schemes in Peterborough. In addition to the LTP funding, a further £35.8 million of capital funding was invested in transport schemes over the last two years. The funding came from a wide range of sources including city council's capital fund, Growth Area Funding, Community Infrastructure Fund, Urban 2 European funding and developer contributions.

Key Achievements 2006/07 – 2007/08

- achieving Beacon Status for Improving Accessibility;
- delivery of three major schemes throughout the city to facilitate growth, reduce congestion and improve safety and access;
- implementation of the Travelchoice project to showcase initiatives to encourage sustainable travel and reduce the need to travel by car leading to a 3.4 per cent growth in cycle trips and 11 per cent growth in walking trips;
- implementation of the traffic management duties as set out in the Traffic Management Act;
- achievement of target for bus patronage with a 15 per cent increase between 2005/06 and 2007/08;
- development of the Highways Asset Management Plan (HAMP) for the area.

Future Delivery 2008/09 Onwards

Looking ahead, the following risks and opportunities to transport delivery over the next three years of the LTP2 have been identified:

- the development of Intelligent Transport Systems (ITS) as outlined in the LTP2 has faced some challenges, but the main platform for delivering travel improvement, the traffic control centre and the common database will be procured during 2008.
- the DfT funding for the Travelchoice project, through the Sustainable Travel Demonstration Town initiative ends in 2009. This presents the city council with a potential risk to be able to continue to fund the core part of this work in future years. Preparation is being made to ensure that all or

part of the Travelchoice service can continue to be delivered through mainstreaming;
- due to the lack of expert client resource in cycling and walking there has been a slow rate of delivery of the Primary Cycle Network (PCN) and progress with the walking review. The PCN has been outsourced and a Sustainable Transport Officer (STO) has been recruited to re-focus the walking review.

Major Schemes

The city council have successfully implemented three major transport schemes since 2006/07 and is currently working in partnership with a neighbouring local authority on another scheme:

- A15 London Road Southern Gateway completed in April 2008;
- A1139 Fletton Parkway widening of Junction 2 to 3 completed in May 2008 which was followed by the signalisation of Junction 3;
- A15 Paston Parkway widening of Junction 21 to 22 completed in February 2008;
- A1073 Spalding to Eye improvement scheme is a major scheme which is a joint project with Lincolnshire County Council and will result in a new road being due to open in autumn 2010.

Indicators and Targets

Good progress has been made towards meeting LTP2 targets with only five indicators not currently on track in 2007/08. Action plans are in pace to ensure that performance against these targets are improved.

Table 1: Summary of Progress Towards Targets

Indicator	Reference	Definition	On Track 06/07	On Track 07/08
Principal Road Condition	BV223	Percentage of the local authority principal road network where structural maintenance should be considered	✔	✔
Non-principal classified road condition	BV224a	Percentage of non-principal road network where structural maintenance should be considered	✔	✔
Unclassified Road Condition	BV224b	Percentage of unclassified road network where structural maintenance should be considered	✔	✔
Footway condition	BV187	The percentage of the footway network requiring structural maintenance works for categories 1, 1a and 2 footways	✔	✖
Total killed and seriously injured	BV99x	No more than 95 people killed or seriously injured per annum by 2011.	✔	✔
Child killed and seriously injured	BV99y	No more than 14 children killed or seriously injured per annum by 2011	✔	✖
Total slight casualties	BV99z	No more than 1,511 slight casualties per annum by 2011. A comparative more realistic target in light of traffic growth is under development.	✔	✔
Public transport Patronage	BV102	At least 12,010,000 boarding per annum in 2010/11 (38% increase on baseline)	✔	✔
Satisfaction with local bus services	BV104	At least 55% of bus users satisfied with bus service by 2009/10 (MORI POLL)	✔	Data collected annually from 2008/09

Table 1: Summary of Progress Towards Targets (continued…)

Indicator	Reference	Definition	On Track 06/07	On Track 07/08
Accessibility Indicator - travel information	LTP1	No less than 65% of users satisfied with the local provisions of public transport information by 2009/10 (MORI POLL)	✔	Data collected annually from 2008/09
Change in Area Wide Road Traffic	LTP2	No more than 1,439 vehicle/km in 2010 (7.8% increase from baseline)	✖	✖
Cycling	LTP3	Increase of 3.2% in cycling trips by 2010/11. (2,224 AADT)	✖	✔
Mode Share for journeys to School	LTP4	No reduction in the ratio between the total number of pupils and the total number of car journeys to school between baseline and 2010/11	✔	✔
Bus Punctuality	LTP5	% of buses departing timing points within the window of 1 minute early to 5 minutes late. Stretch target of 90% punctuality by 2012/13 for timetabled services equates to 85.5% by 2010/11	✖	Next available data December 2008
Change in Peak Period Traffic Flows to Urban Centres	LTP6	No increase in AM Peak traffic entering the city centre by 2010/11	✔	✖
Congestion	LTP7	No more than 6.4% increase in average delay during the AM peak for 2010	No data	No data (ITIS data to be used from 2008 onwards)
Air Quality	LTP8	Not applicable	No Air Quality Management Areas in Peterborough	

1.0 Introduction

The second Peterborough Local Transport Plan (LTP2) was published in March 2006 and covers the period from 2006 to 2011. The document defines future strategy development proposals, local transport priorities and a programme of improvements for the Peterborough area.

This report describes the progress made over the first two years of the LTP2 and also considers the future delivery of the LTP2 strategy to 2010/11.

1.1 About Peterborough

Peterborough is a major regional centre situated in the East of England, bordering the East Midlands. The Peterborough city council unitary area covers 344 square kilometres and has a population of 163,000 the majority of which live in the urban areas. Peterborough has excellent road and rail connections, both North–South and East–West. The city is 78 miles from London and less than 20 miles from the A14 that links the east coast ports of Felixstowe and Harwich to the midlands. The strategic location of Peterborough on the road and rail network, which makes it just 45 minutes from London and the international rail link at St Pancras, has been a key reason for its designation for additional growth by central government as part of the London-Stansted-Cambridge-Peterborough growth corridor.

Peterborough is one of only four Environment Cities in the UK and also just one of three Sustainable Travel Demonstration Towns in England. The demonstration town project is branded locally as Travelchoice.

1.2 LTP2 Achievements 2006/07 and 2007/08

The implementation of transport improvements is an essential part of achieving the aspirations of the LTP2. Successful partnership working between the city council and local organisations has led to the following key achievements over the last two years:

- achieving Beacon Status for Improving Accessibility;
- delivery of three major schemes throughout the city to facilitate growth, reduce congestion and improve safety and access;
- implementation of the Travelchoice project to showcase initiatives to encourage sustainable travel and reduce the need to travel by car leading to a 3.4 per cent growth in cycle trips and 11 per cent growth in walking trips;
- implementation of the traffic management duties as set out in the Traffic Management Act;
- achievement of target for bus patronage with a 15 per cent increase between 2005/06 and 2007/08;
- development of the Highways Asset Management Plan (HAMP) for the area.

1.3 Partnerships

Successful implementation of transport projects can only be achieved through effective partnership working with local organisations. Table 2 below highlights a selection of transport partnerships where the city council works with a wide range of stakeholders. There are numerous benefits of partnership working including the expertise that stakeholders can bring to projects, for example through road safety and highway maintenance. Partnership working through strategic groups such as the Transport Partnership and with NHS Peterborough enable several stakeholders to work together to achieve the same objectives.

Table 2: Transport Partners

Area of Work	Partners
Highway Authorities Utilities Committee	All East of England local authorities and utilities companies
Peterborough Bus Reference Group	Bus operators, neighbouring local authorities, Cambridgeshire Constabulary
Cambridgeshire and Peterborough Road Safety Partnership	Cambridgeshire Constabulary, Cambridgeshire County Council, Highways Agency, Cambridgeshire Fire and Rescue Service, East Anglian Ambulance Service, Cambridgeshire and Peterborough Public Health Network
Transport and engineering professional service contract	Atkins
Highway term maintenance contracts	Ringway, Mews
Transport to healthcare services, such as GP surgeries and hospitals	NHS Peterborough
Opportunity Peterborough	Local regeneration company responsible for facilitating growth and regeneration and growth policies such as the integrated growth strategy
East of England Directors of Environment and Transport (EEDET) Regional Transport Forum and various theme specific officer groups	All East of England local authorities, East of England Regional Assembly, East of England Development Agency, Government Office for the East of England, Highways Agency, Department for Transport
Transport Partnership	Part of the local strategic partnership structure - Greater Peterborough Partnership, Opportunity Peterborough, Peterborough City Council Children's Services, transport operators, Peterborough Local Access Forum, Peterborough Environment City Trust, Sustrans, NHS Peterborough

1.4 Substantial and Truly Sustainable Growth

The Government's Sustainable Communities Plan[1] set out a long-term programme of action for delivering sustainable communities, with a particular focus on tackling housing supply issues. Subsequently as part of this initiative, Peterborough was identified by Government as a suitable location for growth within a London-Stansted-Cambridge-Peterborough growth corridor.

Peterborough is now growing faster than at any time in the last 15 years and has confirmed its intention to continue growing. As a consequence of the extension of the London-Stansted-Cambridge growth corridor to include Peterborough in 2004, the focus has very much been on growth and this is reflected in the new Peterborough Sustainable Community Strategy, and the city council's Corporate Plan.

The Integrated Growth Study (IGS), undertaken jointly by Opportunity Peterborough and the city council, published in 2007, identified a land-use strategy for Peterborough that would increase housing supply within Peterborough by at least 25,000 houses and employment by 20,000 jobs between 2001 and 2021, in line with the proposals in the East of England Plan. The IGS also undertook a preliminary transport assessment to demonstrate that the land-use strategy could be achieved.

As part of the new system of plan-making, the city council is currently developing its range of separate documents, which form the Local Development Framework (LDF). The evidence base gathered through the development of the IGS is being used to inform the options in the authority's Core Strategy. This is a key document which will set out the overall approach to planning throughout the area up to 2021 and beyond.

[1]Sustainable Communities: Building for the future, ODPM, 2003

The development of the LTP2 reflected a growing Peterborough, but not to the levels of development envisaged in the IGS. It provides policies to tackle congestion by balancing the need to maintain good accessibility by the private motorised vehicle against the requirement to meet the growing demand for travel by the promotion of attractive and safe sustainable alternatives through travel mode choice. In December 2006, Peterborough's LTP2 was rated 'good' by the Department for Transport (equivalent to 3 stars under the Comprehensive Performance Assessment).

2.0 Wider Context

Peterborough's LTP2 covers the period 2006/07 to 2010/11 and was prepared in the context of a range of national, regional and local objectives and policies. Since the LTP2 was produced however there have been a number of changes, as discussed below, to the transport policy context. These changes resulted firstly from the development of the Sustainable Community Strategy and the raised profile of Local Area Agreements, and secondly through new transport specific strategies.

2.1 Strong and Prosperous Communities

The Local Government White Paper, Strong and Prosperous Communities[2], outlined a vision for revitalised local authorities, working with partners to reshape public services around citizens and communities that use them. The White Paper promised a new era of freedom for local government; greater flexibility to set priorities, and greater discretion over how to meet them. The key policies explored through the document related to:

- responsive services and empowered communities;
- strong cities, strategic regions;
- local government as a strategic leader and place-shaper;
- a new performance framework and
- community cohesion.

2.2 Sustainable Community Strategy

The first Community Strategy for Peterborough was produced in 2005 by the Greater Peterborough Partnership, which is the Local Strategic Partnership for the area. This has now been replaced by a new refreshed strategy for 2008 to 2021. It sets outs a vision and overall strategy for the future of the city and the surrounding villages and rural areas. It reflects both the agenda for growth and the clear desire to ensure that Peterborough grows the right way, so that economic and population growth leads to genuine improvements in key areas, particularly where Peterborough currently has specific issues or problems.

The Sustainable Community Strategy vision for Peterborough is:

A bigger and better Peterborough that grows the right way – and through truly sustainable development and growth:

- improves the quality of life of all its people and communities and ensures that communities benefit from growth and the opportunities it brings;
- creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.

The partners involved in the development of the Sustainable Community Strategy have identified four priority areas of work, which need to be addressed to achieve the vision. The priority areas are:

- creating opportunities – tackling inequalities;
- creating strong and supportive communities;
- creating the UK's environment capital;
- delivering substantial and truly sustainable growth.

[2]Strong and Prosperous Communities - The Local Government White Paper, 2006

2.3 Local Area Agreement (LAA)

The LAA is the three year action plan for the delivery of outcomes and targets that will support the long term aspirations of the Sustainable Community Strategy. It is an agreement between the partners in Peterborough and the partners in regional and national government.

Transport is intrinsically linked with the delivery of all aspects of local policy including health, climate change and social inclusion. It is therefore is an essential part of delivering Peterborough's priorities through its Sustainable Community Strategy and LAA and consequently the city council's corporate plan priorities, which reflect those of the area in terms of the actions that the local authority will take to deliver these.

Table 3 summarises how the LTP2 shared priorities contribute towards achieving the Sustainable Communities Strategy priorities and the list below highlights a selection of specific examples of how transport interventions impact on each priority.

Creating opportunities – tackling inequalities

- production and distribution of the Access to Healthcare booklets and provision of a Health Link shuttle bus service to improve access to local health services;
- involvement in the Greater Peterborough Health Investment Plan to contribute towards improving access to health services;
- improvements to the city council's Local Link and Community Link bus services and promotion of these services to enhance accessibility to education, health and community services.

Creating strong and supportive communities

- extensive road safety education, training and publicity programme combined with an annual programme of safety engineering schemes to contribute towards improving road safety;
- upgrading and replacement of street lighting to support casualty and crime reduction;
- implementation of a safer journeys to school programme.

Creating the UK's environment capital

- implementation of the Travelchoice project to showcase initiatives to encourage sustainable travel;
- enhancements to bus service provision through improved infrastructure, partnership working with transport operators and development of Real Time Passenger Information (RTPI) to encourage the use of this mode and reduce the need to travel by car;
- development of business, residential and school travel plans to tackle congestion and therefore contribute towards improving air quality.

Delivering substantial and truly sustainable growth

- implementation of the traffic management duties to ensure effective use for the highway network and therefore enable Peterborough to grow and increase its economic prosperity;
- monitoring and identification of congestion hot spots and subsequent interventions to improve the highway so that growth can be accommodated.

2.4 Transport Policy

The LTP2 discussed the links that transport policy has with spatial planning and examined the national, regional and local polices that influenced the development of the LTP2. Since 2006, when the LTP2 was published, there have been considerable changes to the policy influences that local transport planning needs to align with. The city council has begun work on the Peterborough Long Term Transport Strategy, which will provide an overarching framework for the development of the third Local Transport Plan and will ensure alignment with local, regional and national policy. Documents and strategies that have altered over the last two years are considered below.

Towards a Sustainable Transport System (TaSTS)

TaSTS was published in October 2007 and sets out the Government's transport investment and policy plans to 2013/14. The document explains how the Government is responding to the recommendations made in the Eddington study[3] and the Stern Review[4] by examining transport's contribution to economic growth and productivity and ensuring transport contributes towards a reduction in carbon emissions. It also discusses a new approach to transport strategy in the long term, based on the model recommended in the Eddington study.

Regional Spatial Strategy

The East of England Plan or Regional Spatial Strategy (RSS) was published in May 2008 and replaces the Regional Planning Guidance for East Anglia and the Cambridgeshire and Peterborough Structure Plan. The regional strategy for planning and development covers the period to 2021 and has an important role in encouraging sustainable development throughout the region.

The plan states that Peterborough should accommodate at least 25,000 new homes and 20,000 new jobs between 2001 and 2021. Peterborough city centre is recognised as one of the regional centres where major new retail development and complementary town centre uses should primarily be located.

Regional Transport Strategy

The Regional Transport Strategy forms part of the RSS and sets out the transport policy framework for the East of England and provides the context for identifying transport priorities at a strategic, regional and local level.

Regional Economic Strategy

The Regional Economic Strategy was published in September 2008. The strategy identifies Greater Peterborough as an engine of growth with major benefits to the economic and social well being of its rural hinterland and market towns.

Integrated Growth Study Outline Transport Assessment

The Integrated Growth Study (IGS), as discussed in Section 1 Introduction, included an Outline Transport Assessment of the proposals contained within the IGS to demonstrate that the land-use strategy could be achieved. The Outline Transport Assessment, along with all transport aspects of the IGS, involved the city council throughout.

[3]The Eddington Transport Study, 2006
[4]Stern Review on the Economics of Climate Change, 2006

Table 3: Themes and Outcomes

LAA Indicators	Congestion	Accessibility	Safer Roads	Air Quality	Maintaining The Highway Network
CREATING STRONG AND SUPPORTIVE COMMUNITIES					
Making Peterborough Safer	✔	✔	✔		✔
Building Community Cohesion		✔	✔		
Empowering Local Communities		✔	✔		
Building Pride in Peterborough	✔	✔	✔	✔	✔
CREATING THE UK'S ENVIRONMENT CAPITAL					
Reduce Overall Consumption of Natural Resources	✔		✔	✔	✔
Increase Use of Sustainable Transport	✔	✔		✔	✔
Growing Environmental Business Sector	✔			✔	
Making Peterborough Cleaner and Greener	✔	✔		✔	
CREATING OPPORTUNITIES, TACKLING INEQUALITIES					
Regenerating Neighbourhoods	✔	✔	✔	✔	✔
Improving Health	✔	✔		✔	
Supporting Vulnerable People		✔	✔		
Improving Skills and Education		✔	✔		
SUBSTANTIAL AND TRULY SUSTAINABLE GROWTH					
Increase Economic Prosperity	✔	✔			✔
Building the Infrastructure of the Future	✔				✔
Creating Better Places to Live				✔	✔
Creating a Safe, Vibrant City Centre and Neighbourhood Centres		✔	✔		

3.0 Shared Priorities for Transport

In July 2002, the Government and the Local Government Association agreed on a set of seven shared priorities to raise standards across all service sectors for local government. The shared priority for transport, meeting local transport needs more effectively, was sub-divided into four priority themes:

- Tackling Congestion;
- Delivering Accessibility;
- Safer Roads;
- Better Air Quality.

These four themes and the local priority theme for Peterborough, Maintaining the Highway Network, provided the focus for the second Peterborough Local Transport Plan (LTP2).

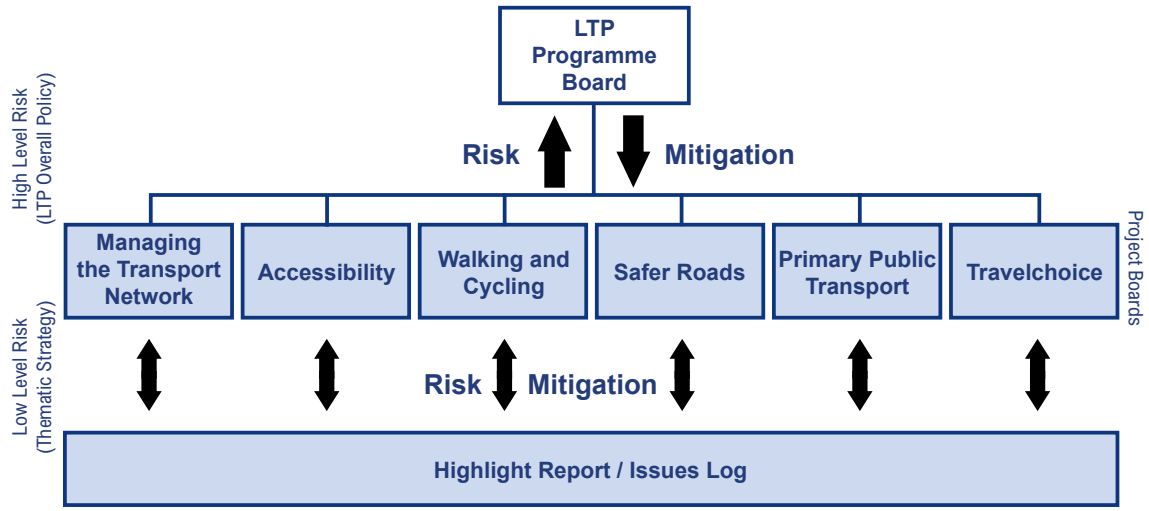
This section assesses how the city council have implemented transport improvements to ensure that these priorities are being met effectively at a local level. It demonstrates for each of the priority themes, what action has been taken by the city council and delivery partners and explains the impact of these actions. It also highlights any barriers to delivery over the past two years and explains what mitigating action has been taken or is planned. In addition to reviewing progress over the last two years, an assessment of potential risk to the future delivery of transport implementation has been undertaken to demonstrate that the city council is able to continue to deliver transport improvements over the remaining life of the LTP2.

3.1 Assessing Delivery and Risk

The risk assessment has been carried out for each priority theme based on the implementation of key actions that were identified in the LTP2. A Red Amber Green (RAG) analysis at the end of each priority highlights any potential risks to future delivery against each theme.

The city council project management process, based on Prince2 methodology, is applied to ensure effective delivery of the LTP2 annual programme of works. Figure 1 demonstrates the role of the LTP project boards and how these interact with the programme board. It also shows how each programme area reports to the appropriate project board. Project managers complete regular highlight reports and add any potential impacts to the delivery of their project onto the issues log so that these can be resolved at the project board level. In addition to monitoring progress, this also ensures that potential risks to project delivery are identified and can be managed effectively.

Figure 1: LTP2 Prince2 Project Boards



3.2 Tackling Congestion

3.2.1 Summary of Strategy

The LTP2 strategies for tackling congestion were set against a challenging local, regional and national agenda. Peterborough had been included in the Sustainable Communities Plan for the London – Stansted - Cambridge growth corridor and the city council was embarking on ambitious growth agenda that would ultimately lead to target figures of at least 25,000 new dwellings and 20,000 jobs created by 2021[5]. At the same time the implications of the Traffic Management Act 2004 were emerging.

The Tackling Congestion shared priority strategy for Peterborough responded to these challenges by utilising the city's status as a Sustainable Travel Demonstration Town to introduce a package of smarter choices measures essential to achieve the mode shift required to accommodate the growth agenda. Aligned to this was large scale investment in Intelligent Transport Systems (ITS) to make better use of the transport network and to provide high quality real time travel information.

The Tackling Congestion shared priority was divided in to themes that collectively formed a cohesive strategy and would jointly enable the delivery the following:

- support local economic performance by provision of an integrated transport network;
- make best use of existing infrastructure;
- improve community health by increasing walking and cycling;
- increase travel choice and improve quality;
- support the proposals to develop and enhance the city centre;
- support and influence growth through travel solutions.

3.2.2 Traffic Management

The Network Management Duty

Part 2 of the Traffic Management Act 2004 places a network management duty on Local Traffic Authorities. Section 16 (1) states:

"It is the duty of the local traffic authority to manage their road network with a view to achieving, so far as reasonably practicable having regard to their other obligations, policies and objectives:

a) securing the expeditious movement of traffic on the authority's road network; and
b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

Section 17 (1) states:
"A local traffic authority shall make such arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the network management duty."

The following sub-sections explain what arrangements have been implemented by the city council to perform this duty and gives practical examples that demonstrate these arrangements. There is also consideration for areas which need further attention in order to ensure that the city council is performing the duties.

A Traffic Manager was appointed prior to the LTP2 submission and contributed to the Tackling Congestion strategy. A traffic management plan is scheduled for adoption in 2009 to build on the strategies laid out in the LTP2 and to formalise the process by which the city council will keep under review the effectiveness of the arrangements in place for network management.

[5]Final published East of England Plan, May 2008

Considering the needs of all road users

The network management duties need to consider the role of all road users including pedestrians, cyclists and freight as well as all other forms of motorised travel. The LTP2 identified the challenges facing the city council in terms of its road network and includes strategies and specific actions to address these challenges. For example, the city council aims to tackle congestion by balancing the need to maintain good access for vehicles against the requirements to meet growing demand for travel by the promotion of safe sustainable alternatives through travel mode choice.

A review of the transport network has been undertaken to establish a new route hierarchy as part of the Highway Asset Management Plan (HAMP). The project is being carried out in accordance with the Code of Practice for Highway Maintenance Management and is looking at the use of the authority's road network and the subsequent re-classification based on this usage information. The hierarchy is being used to develop route specific strategies to meet both network management and asset management objectives. For example, all core bus routes have been classed as at least secondary distributors to ensure that highway monitoring and inspection regimes compliment the need for bus journey reliability. The route hierarchy and a review of the footway hierarchy are due for completion by the end of 2008.

The recent restructuring within Transport and Engineering Services has resulted in the formation of an Accessibility and Travel Group dealing with all forms of sustainable travel such as passenger transport, walking, cycling and car sharing. This demonstrates the city council's commitment to recognising and addressing the needs of all road users equally.

Dealing with traffic growth

Peterborough is fortunate in having an excellent Parkway system, which creates an orbital route around the city centre and facilitates strategic traffic movements around and to and from the area. High levels of accessibility to the city centre are therefore experienced; however congestion does occur during peak hours, particularly at major junctions.

Peterborough, as part of the London-Stansted-Cambridge-Peterborough growth corridor is expecting to see high levels of growth up to 2021. The East of England Plan includes proposals for at least 25,000 homes and 20,000 jobs in the authority area between 2001 and 2021. The projected growth requires the city council to actively address the possibility of further congestion.

The LTP2 outlined a range of projects that would be implemented to manage congestion:

- an annual programme of network infrastructure improvements targeting locations where there are network delays;
- major infrastructure improvements when identified through the growth agenda;
- a targeted programme of business travel plans;
- targeted programme of promoting Travelchoice;
- the use of technology to promote public transport and manage traffic flows;
- freight quality partnerships.

Progress with each of these is discussed throughout the section.

The LTP2 outlined the development of the Peterborough Transportation Model (PTM) to inform future transport policy. The PTM is capable of assessing land-use scenarios, predicting mode share and forecast future traffic flows throughout the authority area. The PTM is regularly validated by a network of automatic traffic counters and annual screenline counts.

The PTM was used to identify current and future areas of congestion on the network and has informed the business case for major intervention projects as well as a programme of smaller schemes. Table 4 highlights infrastructure improvement projects that have been implemented or are programmed for construction over the next three years.

Table 4: Congestion Relief Schemes

Location	Scheme Description	Cost	Funding Source	Programme
A15 Paston Parkway (Junction 21 to 22)	Widening to dual carriageway	£5.85 million	Growth Area Funding 2	Completed February 2008
A15 London Road corridor	Carriageway widening and junction re-design and signalisation	£6.24 million	Growth Area Funding 2	Completed April 2008
A1139 Fletton Parkway widening (Junction 2 to 3)	Signalisation and re-alignment	£7.10 million	Community Infrastructure Funding 1	Completed April 2008
Junction 8 - A1139 Frank Perkins Parkway with A15 Paston Parkway	Signalisation and re-alignment	£4.75 million	Growth Area Funding 3	Starting Spring 2009
Junction 5 - A1139 Frank Perkins Parkway with Boongate	Re-alignment and additional diverge lane	£0.1 million (phase 1)	LTP2	Phase 1 2008/09 Phase 2 2009/10

As part of the project management of the LTP2 programme, congestion management and other projects relating to the transport network including Urban Traffic Management Control (UTMC) report to the Managing the Transport Network project board (as shown in Figure 1). This allows traffic management projects to be discussed in detail with all of the relevant officers present to provide good co-ordination between projects being carried out across the authority area.

The city council gathers a wide variety of accurate and reliable traffic data to assist in managing the local road network and to identify and justify future transport projects. The regular collection of traffic data will facilitate detection of growth trends and data can be incorporated into future ITS to contribute to automatic network and incident management systems.

Traffic flows in Peterborough are monitored through the use of manual traffic counts on two screenlines and a network of automatic traffic count sites. Journeys made by public transport, cycling and by walking are also monitored. The city council produces a Traffic Data Report at the beginning of each year that collates all of the information gathered through various methods. An annual Traffic Flow Diagram is also produced to enable a quick reference to the Annual Average Daily Traffic (AADT) flows on each road in the Peterborough area.

The city council chose to monitor congestion as a local indicator in the LTP2 using the data gathered through a series of timed run journey surveys on inbound routes in the am peak. Congestion monitoring will be undertaken in future using the ITIS data released by the DfT in 2008. National Indicator 167 measures congestion as the average journey time per mile during the morning peak and is included as a local indicator in Peterborough Local Area Agreement (LAA) under the theme, substantial and truly sustainable growth.

In addition to the traffic data collected annually, Travel Behavioural Research was carried out in 2004 to provide baseline data to inform the Travelchoice project and will be repeated again in 2009. The data was gathered to determine how people in Peterborough travel and the reasons for their mode choice. The analysis determines the potential for reducing car use and increasing the use of sustainable travel modes.

Gathering information and considering information needs

A weekly road works bulletin is available to the general public on the city council's website and this is complemented by the inclusion of Peterborough's road works on the map based ELGIN national system. ELGIN contains information about current and planned road works for a large area of the UK. The weekly bulletin advises of the programmed start and finish dates, the reasons for the works and additional information specific to the location, including where necessary alternative or diversionary routes. Advance notice of works enables users to make a decision as to whether to use an alternative route or transport mode.

The city council uses the data gathered through the co-ordination of planned works to inform stakeholders including emergency services, transport operators and neighbouring local authorities of possible disruption to routes that may have an impact on their operations. A central consultation database is regularly updated and used to identify relevant stakeholders that need to be informed in advance of planned works.

The city council also uses temporary road signs to advise users of future planned works and alternative routes and makes local radio stations aware of the information available on the weekly bulletin so that it can be transmitted along with the regular travel information. Press releases are used to give wide publicity to upcoming major road works.

Co-ordination and planning works and known events

The city council manage and co-ordinate planned utilities and road works to ensure minimal disruption to users of the network. Procedures have been established in line with national best practice to ensure that works are co-ordinated and members of the public are advised of activities on the network that are likely to cause disruption.

The Traffic Management Group is responsible for the co-ordination of road works and regularly liaises with a wide group of stakeholders including the Highways Agency and neighbouring authorities to ensure that this process is carried out effectively. The city council has actively engaged on this issue recently regarding a major scheme, the A1073 Spalding to Eye Improvement. Regular highway works co-ordination meetings are carried out between the city council and the lead authority, Lincolnshire County Council, contractors and other relevant organisations to ensure that road works are planned and managed effectively throughout the development of the scheme to limit the possible disruption to road users.

The city council participates in the Highway Authorities Utilities Committee (HUAC) liaison group for the Eastern region, which meets quarterly to discuss the co-ordination of large or cross boundary schemes.

The city council is committed to supporting the development of an Anglian Permit Scheme (APS), which is a common permit scheme (in contrast to a joint scheme). The APS has a single set of rules, which each authority operating the scheme, applies independently to their own roads. There are numerous benefits to be gained through the scheme including:

- providing opportunities for mutual support, commonality and cross boundary co-ordination across the industry;
- providing a consistent framework so that works promoters can standardise their procedures across the Anglian region;

- enabling authorities to be more proactive rather than reactive with managing works on roads;
- businesses can operate more efficiently through quicker and more reliable delivery of goods, services and access to customers;
- public transport can operate more reliably and provide better service, potentially further relieving congestion on the roads by attracting motorists onto public transport.

The APS is programmed for adoption in 2009.

Peterborough hosts a wide range of events throughout the year within the city centre and at the East of England Showground, located to the west of the city close to the A1. Many of these events are held annually and therefore information about them is known and lessons learnt from previous years can be used to ensure minimal disruption in future. The location of the East of England Showground, close to the A1 and with excellent links to the city's Parkway system enables large events to be held without considerable impact on the road network. The involvement of key stakeholders including the Police and the Highways Agency, ensure that measures to mitigate higher volumes of road users are minimised.

Each October, Peterborough hosts the Great Eastern Run, a half marathon using the city centre road network. The co-ordination of this event not only causes an increase in people accessing the city as participants and spectators, but also requires the closure of a number of key routes throughout the city centre in order for the race to take place. The city council officer, who is responsible for liaising with the event organisers and for highway signage at the authority, is part of the Traffic Management Group and therefore can co-ordinate with colleagues regarding diversionary routes and signage and publicity to make road users aware of the possible disruption.

The city council will continue to work with event organisers and key stakeholders to ensure that planned events can be co-ordinated effectively throughout the authority area and that the arrangements consider the possibility of planned road works.

Incident management and contingency planning

The city council has emergency procedures in place to deal with incidents on the road network. These procedures cover a wide range of events such as flooding, dangerous structures on the highway and incidents involving spillages and materials on the highway. The procedures provide the necessary framework for officers involved in providing an emergency service to react in an effective, coherent and consistent manner, so reducing any potential risk to highway users. The emergency procedures documentation is controlled by the city council's Asset Management Group and made available to all relevant parties.

Route pairing is used as part of the co-ordination and planning of works and known events and with regards to dealing with incidents and contingency planning. Alternative routes have been identified and will be used as and when necessary. The location of Peterborough with three neighbouring local authorities and close to two trunk roads mean that often alternative routes are on routes out of the city council's network and where needed routes have been agreed with the council's neighbouring county councils and the Highways Agency.

The LTP2 identified that the development of ITS as a fundamental part of incident management. Identification of incidents will enable measures to be put in place to minimise disruption such as providing information to the public via electronic media. The roll out of ITS to improve the efficiency of the transport network such as the identification and management of incidents will be utilised during the remaining LTP2 period.

The city council will shortly implement a common database, which will be capable of using national feed data from organisations including the Highways Agency, which can be transmitted to information displays located at major trip attractors or on the strategic road network. This will enable road users to plan their routes and make alternative arrangements for their journeys if an incident occurs on a route that they were planning to use.

Working with all stakeholders

The city council works with a wide range of stakeholders in all areas of carrying out the traffic management duties. This includes using the regularly updated consultation list to inform stakeholders such as neighbouring authorities, local businesses and emergency services, of planned events that may potentially have an effect on them.

The Traffic Manager or other representatives of the city council's Traffic Management Group attend regional meetings on a regular basis including the Regional Traffic Managers Forum and the East of England Directors' of Environment and Transport (EEDET) Traffic Management and Road Safety sub-group. Both of these groups allow for liaison with all local authorities in the East of England and other key stakeholders. The Network Management project board (referred to in Figure 1) allows for regular discussion by city council representatives involved in delivery projects that impact directly on the traffic management duties.

The city council are developing a Bus Punctuality Improvement Agreement and intend to work in partnership with bus operators to identify issues on the road network that are causing delays. The city council will ensure that regular meetings between the bus operators involved and all relevant groups within Transport and Engineering including Accessibility and Travel and Traffic Management; will identify causes for delays and solutions to resolve them.

Tackling congestion is a component of the LAA under the theme substantial and truly sustainable growth. Tackling congestion will help to achieve the outcome building the infrastructure of the future by ensuring that the conditions for business, service and community prosperity and growth are created.

All future consultation on the development of strategy documents relating to the traffic management duties and congestion will involve a wide range of stakeholders, and in the same way that the consultation during the development of the LTP2 was carried out, will ensure that all views are considered whilst these documents are being prepared.

Ensuring parity with others

The city council provides a consistent approach to dealing with booking of road space and co-ordination of planned road works. The same arrangements apply for internal highway maintenance teams, utilities and other contractors. Requests to carry out works in the highway will be considered in the light of existing commitments and be programmed to avoid conflicts or disruption.

The development of the APS, as discussed previously, will ensure that there is a consistent approach to how local authorities deal with planned works by utilities companies. Providing evidence and demonstrating outcomes. The congestion strategy developed for inclusion in the LTP2, identified the city council's approach to implementing the requirements of the network management duty. The city council set out key actions that demonstrate the commitment to perform the duties and reference specific issues that effect the implementation of these actions in relation to the local priorities in Peterborough.

The city council will continue to evaluate and where necessary update and enhance its procedures for dealing with planned works and events and managing incidents. An evaluation of the success of these processes will be carried out routinely to identify any areas for improvement.

As discussed under the section dealing with traffic growth, the city council will continue to monitor congestion using ITIS data and will continue to identify causes of congestion in order to examine possible solutions. The city council collects a wide range of data and will continue to use this information to monitor traffic growth and its implications.

3.2.3 Intelligent Transport Systems (ITS)

ITS is the collective term for the technological transport solutions proposed in the LTP2. Table 5 gives an overview of the technology:

Table 5: ITS components

Term	Description
Urban Traffic Management and Control (UTMC)	Synchronised traffic signal control linked to a traffic control centre
Real -Time Passenger Information (RTPI)	Bus arrival time information via on street displays and mobile phone, enabled by satellite tracking of buses
Bus Priority	A bus is given priority at signal junctions to maintain adherence to published timetable information
Car Park Guidance	Reactive on-street displays informing drivers of available car parking space and redirecting to spare capacity as necessary
Incident Management	Responding to incidents likely to cause congestion by initiating a pre-planned package of traffic management measures from a control centre

A number of challenges have been faced in the delivery of the ITS strategy including:

- revised city centre redevelopment plans have emerged;
- city council re-organisation necessitating relocation of the proposed control centre;
- city council re-organisation of ICT services.

This has enabled funding to be diverted to Real Time Passenger Information (RTPI) resulting in 13 core bus routes having vehicles equipped with tracking technology. On street displays are located at key interchange points along these routes including city centre locations such as Queensgate bus station and outer city sites such as Orton and Werrington Centres.

The main platform for delivering travel improvement, the traffic control centre and common database will be procured during 2008. This will provide the technology link to provide incident management, car park guidance and bus priority (maximising the potential of RTPI). The ITS project is now supported by Growth Area Funding 3. Through the procurement of a new professional services contract, expert consultant support has been identified to support client resource. This will enable all the components of ITS to be delivered during the life of the LTP2.

The A15 Southern Gateway / Town Bridge major scheme, discussed fully in Section 4.1, included the installation of traffic signals with the technology to enable them to be controlled centrally once a control centre and common database are implemented. This will manage vehicle queuing and therefore optimise the available capacity on the road network.

3.2.4 Travelchoice

In 2004, the DfT awarded the city Sustainable Travel Demonstration Town status, which was branded locally as Travelchoice. The objective of this project was to showcase and develop initiatives to encourage sustainable travel, underpinned by research into peoples' travel behaviour and the reasons for car dependence.

The Travelchoice project formed the backdrop for the development of the LTP2 by forecasting that significant investment in travel marketing and personalised travel planning could serve to manage Peterborough's growth aspirations and secure a significant shift in travel by sustainable modes.

The project is now heading towards the end of the five year duration (2004 to 2009) and can point towards a number of successful achievements:

- established the Travelchoice brand through widespread media coverage and intensive marketing material including bus timetables, cycle maps, on-street advertisement and bus livery;
- electronic media including a car share website (700 members), 'Price Xtra' car emissions comparison and an interactive travel map;
- over 5,000 'Good Going' pledge card members;
- programme of events including: European Mobility Week, Travelchoice Week, Bike Week, Lift Share Day and Commuter Challenge;
- personalised travel planning (also known as individualised travel marketing) offered to half of the homes in the Peterborough urban area and showing encouraging results.

Travelchoice has also had a positive influence on mainstream transport policy by focussing resource and thinking in key thematic areas such buses, cycling and walking. Progress on delivering these strategies is discussed in more detail below. The key challenge facing the project is to establish a revenue business case to ensure that Travelchoice continues to influence travel behaviour and make a major contribution to mainstream transport policies for the foreseeable future.

3.2.5 Buses

In keeping with the requirements of the Transport Act 2000, the Peterborough bus strategy was submitted as an annex to the LTP2. The strategy contains a number of key actions relating to urban and rural bus provision, park and ride, community transport, taxis and children's transport.

The city council has been awarded Beacon Authority status for improving accessibility and has achieved national recognition for successful delivery of the bus strategy by being short listed for both UK Bus Awards (runner up in the integration category 2007) and National Transport Awards (most improved transport authority). More recently the city council has been highly commended at the National Transport Awards 2008 in the 'improvements to bus services' category. Specific successes include:

- establishment of a bus reference group (consisting of city council members and officers, bus operators, neighbouring local authorities and Cambridgeshire Constabulary) to discuss, define, direct or oversee issues concerning bus services in the Peterborough unitary area;
- bus forum events for passenger feedback on services and to allow users to influence changes according to their needs, resulting in an expansion of evening and Sunday services on two core network routes;
- expansion of the Community Link community transport urban dial a ride service following consultation with the users group and facilitated by utilising the LTP2 funding to purchase two new vehicles;
- introduction of the Local Link rural service to serve cross boundary origins/destinations in Lincolnshire and Northamptonshire;

- opening of a Travelchoice information centre in 2006, now averaging over 340 visitors a day. A recent survey revealed that 91 per cent of respondents found the information they were provided with, either 'very useful' or 'fairly useful'. In August 2008, the Travelchoice centre began opening a six day week Monday to Saturday on a trial basis;
- satisfaction with local bus services and passenger transport information standing at 68 per cent and 77 per cent respectively;
- a 15 per cent increase in bus patronage between 2005/06 and 2007/08;
- continuing success of Christmas park and ride with 2007 recording a record number of passengers (16,152), 6 per cent up on the previous campaign with an estimated total of 6,057 cars being kept out of the city centre;
- increase in children travelling to school by public transport.

However, there are a number of challenges that face the city council if improvement in bus provision is to continue. The roll out of ITS solutions is essential to improving the punctuality of services as the benefit point in having an extensive network of real time information can be eroded if late running occurs. Further, there is considerable work to be done on winning the 'hearts and minds' of the travelling public in respect of relocating road space for buses. The legacy of temporary bus lanes used during maintenance work on the Town Rail Bridge is a negative public perception of a 'piece meal' approach that led to congestion. Further expansion of the Primary Public Transport Corridor will require a careful balancing of all transport objectives and pay due consideration to the city council's network management duties. UTMC techniques available through the introduction of ITS do however provide the option for introducing more sophisticated bus priority measures through the introduction of virtual bus lanes linked to RTPI technology.

The city council are continuing to pursue the option of a permanent park and ride facility and this will be considered through the development of the Long Term Transport Strategy that will be completed in 2009.

3.2.6 Cycling and Walking

Cycling and walking have arguably the greatest potential to encourage mode shift with a survey[6] undertaken prior to the LTP2 identifying that 83 per cent of trips by Peterborough residents are contained within the city and of those 22 per cent were on foot and 5 per cent were by cycle. These figures were set against a Peterborough background of over 200km of cycle routes, flat terrain, but poor linkage in the older parts of the city (most notably the city centre). The LTP2 strategy sought to identify the constraints to walking and cycling through formal review, identification of primary routes in accordance with usage and access to services and direct funding and resource to these areas.

There have been some challenges in delivering this policy area due to a lack of expert client resource in these specialist areas and consequently the rate of delivering the Primary Cycle Network (PCN) and the progress with the walking review has been slower than anticipated. The city council has now resolved these issues by outsourcing the entire PCN project through the procurement of a new professional services contract and by the recruitment of a Sustainable Transport Officer (STO) to re-focus the walking review. Further, the STO will have a crucial role in ensuring that the major constraints to cycling are addressed through Peterborough's growth agenda and inward investment in infrastructure improvement. The city council has delivered some notable success in this policy area including:

[6]Baseline travel research Socialdata 2004.

Cyclist travelling through the Cathedral Grounds

- working in partnership with developers to deliver a new cycle/footbridge across the A1139 Fletton Parkway linking the Hampton Township with city's walking and cycle network;
- delivery of 13km of Primary Cycleway;
- reversing the downward trend of walking and cycling (up 11 per cent and 5 per cent from the 2005/06 baseline respectively);
- two trial branded walking and cycling routes;
- increased cycle parking provision.

Further detail of these projects is contained in Section 3.3 Delivering Accessibility.

3.2.7 Travel Plans

Workplace, residential and school travels plans are important areas of the Tackling Congestion strategy particularly as Peterborough's growth agenda gains momentum and large scale developments with major impacts on the transport network are considered through the planning process. Adopting a planned approach to introducing measures such as car sharing, improved cycle facilities and better access to public transport has been instrumental in the delivery of major corporate projects such as the secondary school review, the new Peterborough 'super' hospital and the North Westgate retail development. Additionally, travel plans are enabling existing businesses and schools to operate more efficiently by contributing to a less congested network and providing healthy travel alternatives for employees and students.

Utilising Travelchoice branding, the city council has widened the brief for promoting workplace travel plans to target businesses with 50 or more employees (originally only businesses with 500 or more employees). This has led to a Travel Plan Network with 53 members and an annual awards ceremony of the best travel plans. Further, six residential travel plans have been secured through the planning process and another two are imminent. In addition, any development over ten dwellings requires the developer to purchase travel packs for each dwellings and full travel plans are required for developments with over 80 dwellings. This allows the travel patterns of new residents to be informed of travel choices on occupation rather than later when travel habits have become established.

Case Study – Thorpe Wood Business Park

Thorpe Wood Business Park was chosen as one of the areas to receive help from the Highways Agency Influencing Travel Behaviour programme. Faber Maunsell were tasked with identifying measures to alleviate traffic congestion at the A47 roundabout on behalf of the Highways Agency. This has principally focused on the development of the Area Travel Plan for the site which seeks to encourage a reduction in single occupancy car journeys amongst employees of nine member businesses. The city council has worked with the Highways Agency and Faber Maunsell to develop a package of measures including:

- a website which provides a means of keeping staff up to date with the travel plan and contains results from the surveys, contacts, links to the car share scheme and details of upcoming events and competitions (www.traveltothorpewood.org.uk);
- a regular Thorpe Wood specific newsletter and a fold out Thorpe Wood Travel Guide for staff. The Travel Guide outlines all the facilities, measures and incentives available to staff and includes a detailed map on the reverse showing walking, cycling and public transport routes serving the site;
- a package of infrastructure improvements to encourage more walking and cycling;
- regular high profile promotions and awareness raising activities.

An employee survey undertaken in 2008 has shown the following key findings:

- decrease of 5.5 per cent in single occupancy car use, equating to a reduction of 138 commuter trips in each peak period (based on a total workforce of 2,500);
- an increase in public use from 4.8 to 9.7 per cent;
- an increase in cycling from 5.1 to 5.4 per cent;
- an increase in car sharing from 15 to 17 per cent.

The city council's school travel plan programme continues to be rolled out with 57 schools either developing or implementing a plan by March 2008. The success of the programme has led to the city council agreeing more stretching targets in its LAA indicator for mode of travel to school (NI 178).

3.2.8 Parking

Where travel plans can encourage a change in travel behaviour, a joined up parking strategy can further contribute to modal shift to walking, cycling and public transport as well as providing the mechanism to monitor those shifts. The LTP2 set out a strategy for managing demand by initiating a shift from long stay to short stay parking and maintaining the public parking stock at 2006 levels in the face of forecast growth in the city centre economy. In October 2008, following a full review of parking in Peterborough (both on-street and off-street) a package of measures were approved by the city council to implement the LTP2 strategy and to bring parking services in line with the enforcement changes detailed in the Traffic Management Act. This included:

- the introduction of charging for city council staff by March 2010 to support the workplace travel plan;
- phased upgrading of ticket machines to allow flexible payment and reduce energy consumption;
- increased tariff for long-stay parking in the city centre in line with the LTP2 policy;
- removal of the four hour option in short-stay car parks;
- reintroduction of a 30 minute tariff;
- investigate the technology to introduce camera enforcement of parking offences.

3.2.9 Rail

Peterborough's access to rail is a major asset with links to both north and south (East Coast Main Line) and east and west (East Midlands and Greater Anglia) routes.

The White Paper 'Delivering a Sustainable Railway'[7] highlighted that the less the than one hour journey time between Peterborough and London made long distance commuting to the capital attractive for local residents. The paper went on to set the policy framework for delivering capacity improvements. The Network Rail subsequently published the East Coast Main Line Route Utilisation Strategy which identified the problem of passenger congestion at Peterborough Railway Station and outlined measures to address the gaps in service.

Through the City Centre Area Action Plan, the station area will become a major mixed use quarter with a new and expanded station as the focus.

There has been intensive franchise activity in recent years on the routes serving Peterborough and the city council, as a key stakeholder, was instrumental in securing passenger improvements through negotiations with Train Operating Companies. Table 6 contains some examples of these improvements and also some of the challenges that remain.

Table 6: Franchise improvements/challenges

Franchise	Improvement/challenge
Intercity East Coast	2hr Timetable frequencies to improve connections from Peterborough and additional destination routes to the East Midlands
	Withdrawal of funding to support a taxi-bus serving the railway station and the Hampton Township. The city council is trying to secure funding through developer contribution
Cross Country	Additional evening services to Stansted and an overnight shuttle
Thameslink Great Northern	New timetable to ease congestion on the Peterborough Cambridge 'merge' route and a commitment to increase to 12 car trains
East Midlands	Overcrowding following the reduction from three car to two car trains. The city council is support a Train Operator bid to DfT for addition car units

3.2.10 Rail Freight

The city council made a clear commitment to promoting a rail to road freight terminal in the LTP2 and subsequently provision of a regional freight facility (known as Magna Park) has been included as a preferred option in the Peterborough Core Strategy local development document. Magna Park will be situated on the Felixstowe to Nuneaton rail freight route and has the potential to remove lorry trips from congested roads serving the regions ports. The developer is working with the city council to analyse the local traffic impact, and a planning application is anticipated towards the end of the LTP2 period.

[7]Delivering a Sustainable Railway - White Paper, 2007

3.2.11 Tackling Congestion Risk Assessment

Table 7: Tackling Congestion Risk Assessment

Theme	RAG Status	Summary of risks and opportunities of future delivery
Traffic Management		The procurement and implementation of the traffic control centre and the common database provides an opportunity for the delivery of further incident management processes identified including using feeds from other data sources and providing the information to users.
Intelligent Transport Systems (ITS)		The successful procurement and implementation of the traffic control centre and the common database present a potential risk to the delivery of further ITS solutions. The project is supported by Growth Area Funding and client expertise has been identified to minimise this risk.
Travelchoice		The DfT funding for the Travelchoice project, through the Sustainable Travel Demonstration Town initiative ends in 2009. This presents the city council with a potential risk to be able to continue to fund the core part of this work in future years. Preparation is being made to ensure that all or part of the Travelchoice service can continue to be delivered through mainstreaming and realignment of council budgets.
Buses		The city council has the opportunity through the development of a Long Term Transport Strategy to review the options for a permanent Park and Ride service.
Walking & Cycling		The city council has not delivered infrastructure improvements in accordance with the original programme included in the LTP2. Engineering resource has been identified and will use the funding allocated to ensure projects are delivered over the next three years.
Travel Plans		The number of businesses establishing travel plans has continued to grow but it is important that regular monitoring is carried out by the businesses to ensure that measures are being implemented and changes made to ensure travel options are available for employees.
Parking		The implementation of the findings of the parking services review will enable key actions identified in the LTP2 to be delivered. For example, changes to the parking tariff to encourage the use of long stay parking towards the periphery of the city.
Freight		The city council must use the findings of the route hierarchy review to inform the delivery of projects to improve the transport network for freight operators to ensure the opportunity to secure economic growth for the area.
Passenger Rail		The re-development of the station quarter is a risk to the delivery of projects to improve the station environment as these will be interlinked.

3.3 Delivering Accessibility

3.3.1 Summary of Strategy

The second Peterborough Local Transport Plan (LTP2) outlines the city council's Delivering Accessibility Strategy. The main focus of the strategy is improving access for four key service areas: health care; education and skills; employment; and healthy affordable food. The 2003 Social Exclusion Unit Report[8] identified five barriers to access:

- the availability and physical accessibility of transport;
- safety and security;
- the cost of transport;
- poor information and limited travel horizons;
- the location of services.

The strategy details how the city council will target accessibility improvements through ward-based accessibility action plans, the role different transport modes have to play in delivering improved accessibility, as well as looking to remove the transport barriers to accessibility. The evidence base in support of the Delivering Accessibility strategy identifies the lack of awareness of travel information as the main accessibility problem in the authority area. Over the past two years, the city council have been targeting action towards improving accessibility through the provision of travel information to healthcare, work and other vital services in a number of areas.

Following the introduction of a range of improvements, the city council was awarded Beacon Status for Improving Accessibility in March 2008. This will provide an opportunity for the council to share its knowledge and best practice with other local authorities whilst learning new approaches to improve accessibility which can be considered for implementation in Peterborough.

The following text provides a general overview by theme of delivery of the strategy over the last two years and identifies any risks or opportunities for delivery over the next three years.

3.3.2 Accessibility Action Plans

Delivery of the accessibility action plans is on a prioritised ward by ward basis. Wards were prioritised with reference to factors relating to accessibility and social exclusion, such as car ownership, community age profiles and the index of multiple deprivation (2004 Indices). In addition, when the prioritised wards were identified, the programme for delivery took into account the individualised travel marketing delivery programme to maximise and co-ordinate the travel information provided to local residents.

The wards identified undergo a local accessibility audit comprising of local area mapping, and a problem identification workshop held with residents and local service providers. The workshop identifies the access problems the residents experience and how these problems affect their quality of life. An accessibility action plan is then developed, and agreed with residents to resolve these issues.

The LTP2 strategy outlines the programme of development and delivery of five action plans during the LTP2 period, with the development of the accessibility action plan taking one year and then delivery taking place the following year. However due to available resources, the delivery of action plans has been slower than anticipated. Therefore in spring 2008, the Improving Accessibility project board agreed a revised programme for the development and delivery of the action plans for the next three years taking in to account the experience so far and the available resource. The original and revised programme is detailed in Table 8.

[8]Making the Connections: Final Report on Transport and Social Exclusion, 2003

Table 8: Accessibility Action Plan Delivery Programme

Ward	Action Plan Development		Action Plan Delivery	
	LTP2 Programme	Revised Programme	LTP2 Programme	Revised Programme
Ravensthorpe	2005/06		2006/07	
Orton Longueville	2006/07		2007/08	
Eye and Thorney	2006/07		2007/08-2008/09	2008/09
Paston	2007/08	2008/09	2008/09	2009/10
Central, East, North and Dogsthorpe	2008/09	2009/10	2009/10-2010/11	2010/11

During the last two years, three action plans have been developed, and two action plans have been delivered, Ravensthorpe and Orton Longueville. The third action plan for Eye and Thorney is being delivered in 2008/09.

Ravensthorpe

Ravensthorpe ward accessibility action plan identified the lack of travel information as the main accessibility barrier. The action plan was delivered in 2006/07 and accessibility improvements included promotion of public transport, walking and cycling routes through the provision of a travel information board and associated leaflets at the neighbourhood centre as well as travel information being included within the neighbourhood newsletter which is delivered to all households within the ward. In addition the number of street lights not working in the area increased the fear of crime, so information on how to report a broken street light was included within the neighbourhood newsletter. To encourage further use of public transport in the Ravensthorpe ward and raise awareness of the routes through the area, the city council implemented three new bus shelters on a key part of the bus network for the local area.

Orton Longueville

The Orton Longueville ward accessibility action plan identified access to the Hampton Township Shopping Centre, access to a local primary school and the lack of awareness of public transport information as the key accessibility barriers present in the ward. The action plan started delivery in 2007/08 with completion due in 2008/09 and included the following actions:

- provision of travel information at bus stops, community centres and in the local neighbourhood newsletter;
- provision of a footbridge between the Orton and Hampton Townships as part of a major highway scheme;
- implementation of parking restrictions and improvements to access for pedestrians across the bus route to the local primary school.

Risks to delivery

Over the past two years, there have been difficulties in developing and delivering the ward-based action plans. Despite communication with local residents and stakeholders about the problem identification workshop, often only a few residents attended the meeting which often resulted in limited problems being identified. In addition, some of the solutions were non-transport related and therefore it was sometimes difficult to engage other service providers to contribute to the delivery of the action plan, resulting in the accessibility action plan being transport focussed. It has also been difficult to monitor the success of these ward-based action plans as suitable indicators are challenging to set, and it is difficult to justify if any improvements/reductions in accessibility are purely down to the actions implemented.

However, the city council is currently implementing its neighbourhood investment strategy. The aim of the strategy is to reduce the gap between the better and worse off communities in Peterborough

and ensure that all communities in Peterborough benefit from the growth planned for the city. To meet this aim, the city has been divided in to five neighbourhood areas, each area has a neighbourhood leader responsible for understanding the neighbourhood needs and priorities and drawing up a neighbourhood plan detailing this information along with actions for delivery. The neighbourhood investment team have undertaken the majority of the consultation with communities on their visions and priorities for their areas, and are in the process of drawing up neighbourhood action plans which are due for completion in 2009/10. The neighbourhood investment strategy provides an opportunity to take forward accessibility planning within Peterborough. As the neighbourhood investment team works with a range of other service providers this would enable any non-transport actions to be delivered through these plans and any transport actions can be investigated and delivered.

In the short-term, the Transportation and Development Group will use the evidence base from the consultation and work with the neighbourhood investment team to produce the neighbourhood plans to ensure accessibility is considered throughout and identify any potential accessibility actions, both transport and non-transport. As the neighbourhood plans are not due for completion until later in the LTP2 period, it is likely that these plans will provide the backdrop to future transport policy.

3.3.3 Passenger Transport

The LTP2 strategy sets out the key role of passenger transport in improving accessibility across the authority area through enhancement and improvements to the subsidised bus network and the city council's Community Link bus services.

Local Link

The city council operates the Local Link bus services which provide accessible services to key areas of employment, education, health and affordable food shops from rural areas and suburban areas of Peterborough on low-floor accessible vehicles (100 per cent of Local Link services use low-floor vehicles compared to 77.8 per cent in 2006). All routes operate on a timetable, however where it is safe to do so, some sections operate a hail and ride service, which enables an increased number of people to catch a bus along the route, particularly those people who find it difficult to access their nearest bus stop. In 2007, the city council introduced the Local Link 404 Sunday Service which provides a link between Peterborough and Stamford via the surrounding countryside to enable city residents' access to the rural areas. The local ramblers association often organise walks using local bus services, especially on Sundays.

Local Link bus service

Community Link

The city council also continues to operate the demand responsive community transport service, Community Link, from all urban areas of the city. In spring 2008, the city council purchased two new buses to operate on the Community Link routes using LTP2 capital funding. The buses were modified to be wheelchair accessible, and are capable of carrying up to four wheel chairs and seating for eight people, and other mix and match combinations are available. In addition, the city council was aware that not all members were receiving the same level of service. Some members were able to access the city centre five days a week whilst other members could go to the city centre four days a week with the option of accessing an alternative local supermarket once a week. To improve the service, consultation was undertaken with members and the feedback received resulted in changes being made to the service. The Community Link service was subsequently expanded to include a programme of day trips and all members can now travel in to the city four days a week and an alternative local food shopping outlet once a week, which supports improving accessibility to healthy affordable foods.

Other city council-funded community transport includes the rural demand responsive services and the Women's Royal Voluntary Service (WRVS) social car scheme. Grant funding is provided to community transport providers to increase social inclusion for those groups that cannot access or use conventional public transport, Services are regularly reviewed, in liaison with both the users and the providers, to ensure that they continue to meet the needs of the service users.

To further improve accessibility for older people and people with disabilities, the council worked in partnership with local bus operators to enable concessionary pass holders in Peterborough to travel for free on local bus services throughout the whole of Cambridgeshire and nearby market towns in other local authority areas, including Kings Lynn, Stamford, The Deepings and Spalding. In addition the provision of low-floor accessible vehicles on both commercial and council-operated bus services has improved accessibility for all groups and has greatly increased connectivity and integration across the bus network. From 1 April 2008 the local entitlement for free bus travel was extended to allow bus travel throughout England. It means that whether using the bus locally, or when visiting other parts of the country, older and disabled people will be able to travel for free. Concessionary pass holders can travel for free at off peak times, between 9.30am and 11pm Monday to Friday and all day at weekends and Bank Holidays and those pass holders who are blind or partially sighted, can use the pass any time, as long as the journey starts or finishes in Peterborough or Cambridgeshire.

Community Link bus service

Transport to health and social care

A significant element of the strategy is the partnership working with NHS Peterborough to reduce health inequalities by improving accessibility to health and social care through the wider integration of local authority and health transport services. Key actions in the delivery of this strategy have included:

- improving travel to healthcare information by distributing 12,000 specially produced transport to healthcare booklets annually to GP's, dentists, pharmacies, adult social care and mental health centres. The information is also available on the health and council websites, and contains information on public transport to hospital sites, community transport and the reimbursement of travel costs. The booklet has helped to reduce the reliance of the public on costly non-emergency patient transport services;
- offering the freedom for patients to choose the time and place of healthcare appointments to co-ordinate with transport services;
- promoting accessibility in decisions on healthcare infrastructure;
- provision of a health link shuttle bus. In January 2008 a new door to door service was launched in the urban area using a new low-floor accessible vehicle to take residents from their homes to either of the city's two hospitals for medical appointments before returning them to their homes. The service currently operates on a Tuesday and Thursday (the two main clinic days in Peterborough) and if successful the service will be extended to include other days or areas depending on local needs;
- a joint NHS Peterborough and city council Health Impact Review of the LTP2.

Accession software has been used to assist in highlighting where students could more easily travel to school by public transport. As a result the Children's Transport Policy was updated to include public transport as the first option for eligible students. Term or annual bus passes are issued which allow young people free travel on public transport at all times, therefore improving young people's access around the city. 529 eligible students now travelled to school by public transport in 2007/08, an increase of 44 per cent on April 2006. Therefore, the LTP2 indicator relating to travel to school by public transport has been achieved.

Whilst there have been many successes in improving accessibility across the authority area through improving the passenger transport service available, the LTP2 strategy sets out the ambition to introduce a multi-operator bus ticket. Currently the city council-operated bus services accept other operator tickets to promote integrated travel. The operators are keen to progress a multi-operator ticket and the city council will work in partnership with bus operators to take this forward in 2008, initially looking at a paper-based ticket with a smartcard type ticket a consideration for the longer term.

There has been a 15 per cent increase in the number of people travelling by bus in the Peterborough area over the last two years and 68 per cent of these bus users are satisfied with the services being provided. The increase in the number of people using the services and the high level of satisfaction is due to the level of investment in bus infrastructure, publicity, partnership working and the continued improvements of the services to meet the needs of customers.

3.3.4 Walking, Cycling and the Rights of Way Improvement Plan

Walking

The LTP2 outlines the city council's plan to develop a route prioritisation methodology. In 2006, the Peterborough Walking Network report was produced, of which part of the methodology considered accessibility planning. The development of the walking network identified seven key attractor types: health; retail and commercial; education; transport; office and employment; leisure; cultural.

In creating the pedestrian networks the 'accessibility' was modelled to illustrate how easy it is for pedestrians to get from/to each of the attractors across the city. The importance of each street segment for walking was assessed both on the number of attractors within a given distance and within five changes of direction.

The Walking Network Report has enabled the city council to prioritise walking routes across the city in preparation for a route audit. The route audits will be completed in the remainder of the LTP2 period to identify schemes for improvements to the walking network, inform future maintenance and provide the framework for future transport strategy.

A route branding initiative designed to make walking and cycling more popular travel options and to help people choose the most direct route to their destination was successfully implemented in 2006/07. A mix of thermoplastic markings, bronze plaques and solar-powered LED lights were installed as route-markers on two (one urban, one suburban) of Peterborough's footways to encourage more people to walk and cycle without anxiety of becoming lost. The routes were officially unveiled in a ribbon cutting ceremony on Thursday 21 June 2007 by Gillian Merron, (the then) Parliamentary Under-Secretary of Transport. Monitoring undertaken with users on one of the routes revealed that 70 per cent of users like the branding, 17 per cent have an increased feeling of safety, and there is a 13 per cent increase in usage of the route.

Cycling

The LTP2 states the Primary Cycle Network (PCN) will continue to be implemented. Despite the difficulties in delivery discussed in the 'Tackling Congestion' section, enhancements to the cycling network include improved signage on the Flax Factory Route which links the city centre with the Orton Township and the business parks in Orton Southgate. In addition, safety improvements were implemented at an existing on-road cycle lane at a junction, and the introduction of a pedestrian refuge (wide enough to accommodate cycles) at a key crossing point on Seaplane Cycleway linking the city centre with residential areas to the north of Peterborough and the Green Wheel, it also provides a part of the cycle route for students travelling to Arthur Mellows Village College in Glinton.

Cycle Parking Guidance has been developed, which considers key services and facilities as a high priority location for cycle parking. The guidance is to ensure the correct cycle parking is implemented at developments in the authority and used to develop the city council's annual programme of cycle parking. The annual programme has led to the installation of infrastructure at locations across the city including Central Park and the Museum, and will continue to implement cycle parking at key locations across the city.

Rights of Way Improvement Plan

The LTP2 includes the Rights of Way Improvement Plan in which a set of core actions for rights of way are identified. The delivery of these actions since 2006 has focused upon improvements to the network including signage and the opening of new routes. Two bridges were replaced at Northborough and Etton, and Growth Area Funding has funded the surfacing of six stretches of the Green Wheel in the south and east of the city. The LTP2 capital funding contributed to the delivery of two of these schemes, the resurfacing of the route along the North Bank and a section of the Green Wheel near Flag Fen. In addition a developer has constructed a new 1 km bridleway link as part of a commercial development in the south of Peterborough. To further integrate the delivery of the Rights of Way Improvement Pan with the LTP2, the Rights of Way Officer is to attend the 'Improving Accessibility project board'.

3.3.5 Removing the Transport Barriers to Accessibility

The LTP2 recognises that improving accessibility is not only about improving transport availability and provision, but also about reducing the transport barriers such as improving information, widening travel horizons and reducing fear of crime.

Information

Over the last two years, the city council has produced a significant amount of travel information, to provide a more integrated approach to travel information; all literature is branded with Travelchoice and is available in large print, and where requested, Braille. Examples of travel information produced include:

- Local Area Guides – guides targeting certain areas of the city detailing walking, cycling, public transport routes and places of interest;
- fourteen display boards implemented at key sites with travel information for the local area and city as a whole;
- free mini Walking and Cycling Maps for targeted areas;
- Good Going Newsletter distributed to 5,000 members across the city, which includes information on transport within Peterborough;
- Easy to Read Transport Guide – a guide designed for people with learning disabilities to using transport services in Peterborough;
- Passport to Travel – a travel pack delivered to all new residents in the city. Five versions of the booklet are available each one focussing on a different area of the city, with local maps and information of travel options available;
- Bus Timetable Folder – this includes information on how to read a timetable, index of services, map of the main bus station, ticket types and a city transport map. The folder has scheduled updates two to three times a year which are sent out to registered members.

In addition, the city council has a publicity agreement with Stagecoach (the principal bus operator) within Peterborough to provide bus timetable information in all bus shelters.

The city council is working in partnership with ACIS, Cambridgeshire County Council, Bedfordshire County Council, Luton Borough Council and Stagecoach to implement Real Time Passenger Information (RTPI) across the city. Over the last two years, 13 core bus routes have been implemented (Citi 1, 2/3, 6 and 7) and the council-supported Local Link buses have been fitted with the tracking technology. RTPI will continue to be rolled out across other routes in the city and will be supported through the provision of two TFT bus information boards installed at the Queensgate Shopping Centre Information Desk. These information boards will increase the awareness of the availability of travel in Peterborough by bus.

The city council is also working in partnership with the Royal National Institute for the Blind to install announcement systems at bus stops to enable visually impaired people increased accessibility to the bus network.

The LTP2 states that the city council are looking to investigate locations for interactive kiosks. One interactive kiosk was installed within the main bus station, but it is difficult to monitor the usage and effectiveness of the service so no more locations are planned at present and the city council's resource will be focussed on investigating other innovative ways of delivery of travel information.

The significant emphasis on improving and integration of transport information across the city along with the utilisation of new technology to present information about services and journey planning has resulted in a 10 per cent increase over the last three years in the level of public transport users satisfied with the information available. In addition, a Travelchoice brand recognition survey undertaken in autumn 2007 revealed that 77 per cent of people have read at least one Travelchoice

information resources in the last two years and 46 per cent have had their travel behaviour influenced by this service.

Safety and Security

The LTP2 identifies that crime and the fear of crime on the transport network can have a major effect on people's willingness to travel and their ability to access jobs and key services.

Fear of crime and accessibility for all groups is improved through partnership working with the olice, community officers and bus operators. Actions include:

- Police officers travelling on public transport through crime hotspot areas;
- installation of CCTV on buses;
- improved street lighting;
- provision of bus monitors in some trouble spots;
- reducing shrubbery at crime hotspot areas.

In 2007/08, part of the LTP2 capital funding for improving accessibility was used to implement solar powered lighting at ten bus stops. The provision of lighting provides waiting passengers with an increased feeling of safety and security. In addition, CCTV was installed at a bus stop in a residential area where buses were refusing to stop due to anti-social behaviour. The provision of CCTV has resulted in buses now serving this bus stop and improves the safety of the travelling public. The LTP2 commits to all council-owned car parks to have the ACPO Parkmark Safer Parking designation by 2010. Since the submission of the LTP2, three car parks have achieved the Safer Parking designation, whilst two car parks are currently applying.

Ticketing

All city council-supported bus services accept commercial operator tickets ensuring integration between the supported and commercial networks. The benefit is that this offers wider connectivity to the passenger.

In January 2008, the 'Plus Bus' train and bus ticketing scheme was launched in Peterborough, making it easier and cheaper to travel by bus to and from the rail station. Passengers are able to buy tickets for the train journey and unlimited bus travel around town in one simple transaction.

As discussed above, the introduction of a multi-operator bus ticket is being taken forward.

Personalised Travel Plans

The LTP2 recognises that personalised journey planning can broaden people's travel horizons by providing tailored travel information relevant to the journeys a person needs or would like to make.

The city council's Travelchoice project continued its success with the Individualised Travel Marketing project completed in autumn 2007. A total of 30,000 households targeted with personalised travel information including local area guides, cycle maps, and personalised public transport information. Over 150,000 items of information were requested and delivered and a total of 200 home visits were conducted.

Households that did not speak English were also encouraged to take part. Information sheets, translated in to seven of the most common languages spoken in Peterborough informed residents of the project and directed them to their local community centre. Here they could see the literature available to them and choose the information that would be of most use.

Electronic Media

The development of the travelchoice.org website has not progressed as originally planned however all travel information and Travelchoice literature is available on the main city council website.
The city council website includes a Travelchoice interactive journey map which enables users to view four different levels of mapping and search for points of interest, road names, area names and bus stops. The map then shows either bus service or walking and cycling information on how to reach the destination.

3.3.6 Accessibility Indicators

The National Indicator Set for Local Authorities and Local Authority Partnerships provides an opportunity to work together with other partners to deliver improved accessibility. Two of the indicators in the national set relate directly to accessibility: access to services and facilities by public transport, walking and cycling (NI175) and; working age people with access to employment by public transport (and other specified modes) (NI176).

NI 175

Access to services and facilities by public transport, walking and cycling will be measured using the existing LTP2 indicator: Satisfaction with passenger transport information. As outlined above, notable improvements to the travel information in Peterborough has been made, and resulted in a significant increase in the proportion of people satisfied with local transport information. As a Beacon Authority, sharing best practice with other authorities will provide the opportunity to further enhance travel information across the authority area and the communication tools used to distribute it.

NI 176

Working age people with access to employment by public transport (and other specified modes) will measure the percentage of people of working age (16-74 years) living with the catchment area of a location with more than 500 jobs. This indicator will provide the city council the potential to work with other service providers to direct intervention to encourage economic growth and reduce social exclusion. Peterborough is designated as a growth area which will accommodate approximately 20,000 new jobs by 2021; this will provide the opportunity to consider accessibility at the planning stages of a development. A challenge to the delivery of improvements to this target is many large employment areas are located on the periphery of the city, and therefore access by public transport, walking and cycling routes are often limited compared to the city centre.

3.3.7 Delivering Accessibility Risk Assessment

Table 9: Delivering Accessibility Risk Assessment

Theme	RAG Status	Summary of risks and opportunities of future delivery
Accessibility Action Plans		Difficulty in delivering ward based action plans because it is difficult to engage fully with residents and many problems identified are often non-transport related. It is also difficult to measure the success of the action plans because suitable indicators are challenging to set. Integration into the council's neighbourhood investment processes offers a way of improving effectiveness.
Passenger Transport		The planned growth of the city will require routes to be reviewed in order to ensure all areas are served adequately. Any reductions in the amount of revenue to support bus services will have a direct impact on service provision.
Walking		Sustainable travel modes including walking have benefited considerably from revenue made available through the Travelchoice project. The completion of this project in 2009 will present a potential risk to the continuation of the work that has been undertaken to date. Mainstreaming of the Travelchoice project will seek to address these issues.
Cycling		
Rights of Way		Securing further funding, beyond the LTP2 annual allocation presents a potential risk to achieving the objectives of the Rights of Way Improvement Plan. The council will continue to utilies all available funding sources.
Information		Securing revenue funding to continue to provide high levels of information will be addressed through the mainstreaming of the Travelchoice project.
Safety and Security		The identification of safety and security issues is challenging and requires good partnership workings with stakeholders. The actions for improvements often rest with other services providers and cannot be accomplished though transport interventions alone.
Ticketing		Potential risk if transport operators cannot agree on terms of multi-operator ticket.
Personalised Travel Plans		Limited funding to extend the project to other areas, e.g. rural areas because this initiative was funded through the Travelchoice project.
Electronic Media		Dedicated Travelchoice website not developed.

3.4 Safer Roads

3.4.1 Summary of Strategy

The LTP2 safer roads shared priority was developed within the context of an anticipated increase in road casualties as a result of forecast traffic growth between 2003 and 2021 of 35 per cent. The influence of Travelchoice to encourage the use of sustainable travel modes to meet the demand for travel has a positive impact on road safety by contributing towards reducing the rate of traffic growth and congestion. Conversely it also presents a potential risk to this strategy because pedal cyclists and pedestrians following motorcyclists, are the most at risk road users.

To support the growth agenda and to contribute towards making Peterborough safer, the LTP2 aims to reduce the number of personal injury accidents and reduce travel related crime. The aims will be achieved through a range of projects based around engineering, education, training and publicity. Engineering projects will be developed based on a sound evidence base using accident and speed data and implemented to control speed and improve safety in urban and rural locations. Education, training and publicity will be targeted towards specific high risk groups including children, disadvantaged communities, local businesses, cyclists and motorcyclists. In addition national marketing campaigns will be promoted in partnership with stakeholders.

Education, training and publicity will form the focus of the city council's road safety activities. The importance of this area of work in contributing towards improving road safety was highlighted through the Changing Lanes report[9], produced by the Audit Commission. This report highlighted that road accident casualties have reduced through a combination of interventions including police enforcement, improved emergency medical treatment and effective road engineering. However human behaviour contributes to almost all accidents therefore there is a renewed emphasis on influencing road user behaviour through education, training and publicity.

3.4.2 Safer Children

Primary and Secondary Schools

The city council has a target to ensure that no more than 14 children are killed or seriously injured per annum by 2011 and this is set against a growing population. Road safety education, training and publicity play a significant role in achieving this target. Children are engaged during their time at school, whilst they are effectively a captive audience in terms of safer walking, cycling and driving. The objective is to introduce appropriate safe attitudes and behaviours as the children develop and naturally become more independent as to their choice of transport.

The city council distributes an annual newsletter to all schools, which details resources and literature available for the different year groups. Resources available include leaflets and posters, display boards, CD-Roms, videos and lesson plans.

'Theatre in Education' is an important part of the delivery of road safety education with children. Over 30 primary schools and seven secondary schools receive a 'Theatre in Education' performance. Productions are usually offered to year three and four pupils and takes the form of a piece of educational drama supported by an interactive workshops focussing on appropriate safety messages such as "stop, look listen", and seatbelt wearing. By using audience participation and role play, Theatre in Education enables children to discuss important road safety issues in a safe environment.

[9]Changing Lanes; Evolving roles in road safety, Audit Commission, 2007

Pedestrian training is offered to all reception children and their parent or carer and nearly 2,000 children have taken part in the project over the last two years. Groups of up to six per trainer are taken on a short walk around the local area to discuss key road safety messages which include stop look and listen, holding hands, crossing near parked cars and finding safe places to play. The involvement of a parent or carer encourages them to act as positive role models for their children.

The city council organise the Peterborough Safer Cycling Project, which is an on road cycle training course delivered by volunteer instructors to pupils aged ten years of age and over. The course starts with a bike check and video instruction followed by five practical on-road lessons and a workbook is also included to support the practical training. Almost 1,000 pupils have taken part in the training since 2006.

In addition the city council has delivered workshops tailored to suit specific groups of secondary school pupils covering a variety of road safety messages and organised in partnership with Cambridgeshire Safety Camera Partnership, Driving Standards Agency and Cambridgeshire Constabulary, Young Driver Education Days. These events aim to influence the attitudes of prospective or novice drivers through a series of interactive workshops. Various publicity campaigns aimed at school children have been promoted including Be Safe Be Seen, Safer Cycling and For My Girlfriend and the role of the school crossing patrol service has been developed to include attendance at school assemblies to highlight road safety messages.

The annual programme of targeted education, training and publicity projects will continue to be implemented and supported by the city council over the next three years. The city council will also continue to reinforce national road safety campaigns based around various themes including drink driving, wearing seat belts and speed.

Peterborough Secondary School Review

The Peterborough Secondary School Review aimed to modernise all of Peterborough's secondary schools to provide a foundation for the continuing growth of the city and to allow for a broader curriculum to be taught. The first phase of the review commenced with the opening of the new Hampton College in September 2005. In September 2007, Deacon's, John Mansfield and Hereward Community College closed and were replaced by the Thomas Deacon Academy and Voyager School replaced Bretton Woods and Walton Community School. In addition to the development of these new schools, Jack Hunt and Ken Stimpson Community College have been extended and refurbished and refurbishments are also being carried out at Arthur Mellows Village College, St John Fisher and the Kings School. The second phase of the review will follow with options for Bushfield Community College, Orton Longueville and Stanground College being taken forwards. The Thomas Deacon Academy and the Voyager School have developed school travel plans to deal with their new locations and higher number of students, as have those other schools included in phase one of the review.

The Secondary School Review has caused a change in the school travel patterns, including potentially longer journeys for some students where schools have been amalgamated. As a consequence of this change however the number of students eligible for school transport has increased and therefore the city council has now increased the number of students travelling by public transport. By 2007/08, 529 students eligible under the city council's school and college transport policy travelled by public transport.

The Secondary School Review has provided the city council with a unique opportunity to work with secondary schools to promote more sustainable and safer travel to school, as well as securing improvements to surrounding infrastructure.

School Travel Plans and Safer Journeys to School

A school travel plan is a package of measures to improve road safety and reduce car use for school journeys. It contributes towards road safety around schools by limiting potential for conflict between vulnerable road users and cars and increasing child and parent awareness. The city council aims for 90 per cent of schools to have a school travel plan in place by 2010, which it is currently on track to achieve. Further information can be found in Section 5 Indicators and Targets.

Safer Journeys to School is an important part of the school travel plan process and is a complementary infrastructure project to improve walking and cycling routes in and around schools to contribute towards the achievement of the school travel plan. Thirty-eight Peterborough schools have benefited from this project so far. The European Regional Development Fund (Urban 2) was available until December 2007 to support the accelerated delivery of Safer Journeys to School projects in Peterborough and the loss of this funding source for the remaining years does present a risk to the delivery of this project. Sources of alternative funding have been investigated, however these are not forthcoming and now partnership working with other city council departments has been investigated. The city council will continue to work with three schools per year on this project and will continue to be pro-active with identifying funding sources and opportunities for collaborative working where possible.

The Education and Inspections Act, 2006, places a duty on Local Authorities to promote the use of sustainable travel and transport for school journeys. To accomplish this, the city council has developed a strategy for developing the sustainable transport infrastructure, which sits alongside the existing School Travel Plan Strategy (2005 to 2010). The Interim Sustainable School Travel Strategy, completed in March 2008, sets out a strategy to develop sustainable travel and transport infrastructure and promote sustainable school travel.

Case Study Parnwell Primary School 2007/08

Parnwell Primary School completed its school travel plan in 2005/06. The school identified that there were high levels of private vehicles being used on the journey to school and many of these were travelling short distances. The high levels of traffic were causing congestion outside the school at peak times and posing a potential road safety risk to children and all other road users. Parnwell Primary School benefited through the Safer Journeys to School project and successfully implemented measures to reduce congestion close to the school and also to encourage the use of walking and cycling by pupils and parents and carers for their journey to school.

The school had high car use and is located at the end of a short, narrow road. Parents in vehicles would often park on the verges, close to the school entrance and would turn around in the road, making use of the dropped kerbs. The installation of bollards to prevent pavement parking, a Traffic Regulation Order (TRO) to prevent parking in the access road and the removal of redundant dropped kerbs to prevent turning have therefore been implemented. Pedestrian access to the school was enhanced by cutting back vegetation, which was obscuring the path and the lighting, and enlarging the entrance gate to allow for push-chairs. These access enhancements, along with the installation of cycle storage, have also contributed towards encouraging cycle trips.


Main entrance before scheme:


After scheme implementation:

3.4.3 Speed Management and Safer Urban and Rural Areas

Speed Management

The Peterborough Speed Management Strategy was developed prior to the LTP2 and includes a methodology for prioritising requests for engineering and technological intervention to control speed. An annual programme of engineering projects is identified and completed each year in accordance with the strategy. There are a number of mechanisms by which traffic speeds can be reduced; either by physical measures such as speed humps, speed tables or chicanes or by psychological measures such as road safety signs or vehicle-activated signs.

The Speed Management Strategy prioritises urban and rural sites that are perceived to have speeding problems and all requests for intervention are assessed and ranked according to speed data, accident statistics and community severance issues. Each site is ranked to enable the city council to target its resources to the areas where there is the most need. The city council, through liaison with the Police and local groups decide on the most appropriate action to take depending on the local issues and specific circumstances.

An annual programme of speed management and local safety improvements on routes have been implemented over the last two years including:

- vehicle-activated signs located in almost half of the Peterborough villages;
- over half of all pedestrian crossings in Peterborough have facilities for disabled people;
- Deeping Gate introduction of 40mph speed limit and associated signing;
- Thorney village enhancements including signal refurbishment and new pedestrian crossing;
- Alexandra Road traffic calming project;
- Peterborough's first quiet lane implemented at Bainton.

Case Study Newborough

The B1443 runs through the village of Newborough to the north of Peterborough and has significant frontage development. Following accident analysis and a series of speed surveys, a proposal was developed to reduce the speed limit from 60mph to 40mph and the implementation of associated traffic calming measures to manage speed and reduce the potential for road accidents.

The development of the project was carried out in conjunction with the Parish Council and the Police. Subsequent speed limit and traffic calming measures were implemented that were significantly influenced by the views of these organisations. For example, the traffic calming measures were designed to ensure that large agricultural machinery would be able to continue to use the road when needed.

In addition to implementing a 40mph speed limit and traffic calming, the project included improved street lighting, junction improvements at Guntons Road and the installation of two vehicle activated signs. The before and after speed surveys demonstrate that the project has been successful in reducing speeds on the B1443.

Accident Cluster Sites

Casualty data and accident cluster sites are collected and analysed through a service level agreement with Cambridgeshire County Council. The top three cluster sites with a total of 56 Personal Injury Accidents (PIAs) over the last two years were assigned for major infrastructure improvements over the course of the LTP2, Table 10 refers.

Table 10: Accident Cluster Sites

Location	Scheme Description	Programme
Junction 3 - A1139 Fletton Parkway with A1260 Nene Parkway	Signalisation and re-alignment	Completed April 2008
Junction 8 - A1139 Frank Perkins Parkway with A15 Paston Parkway	Signalisation and re-alignment	Starting Spring 2009
Junction 5 - A1139 Frank Perkins Parkway with Boongate	Re-alignment and additional diverge lane	Phase 1 2008/09 Phase 2 2009/10

Safety Engineering

The city council has continued to be implement area wide traffic and safety schemes known as MTURAs (Management of Transport in Urban Residential Areas) and target those areas where accidents amongst vulnerable road users were most apparent. Walton and Park ward projects are substantially complete and in future the Speed Management Strategy will be used to identify areas for intervention. In total seven areas have been targeted for intervention throughout the LTP1 and LTP2 periods. These area wide projects will be phased out in future and the focus of the city council's work, identified in the LTP2 will be on the delivery of the Speed Management Strategy and the targeted approach to dealing with specific locations where there is a recognised need for intervention. This will be undertaken in conjunction with local safety schemes and the authority wide education, training and publicity programme.

Partnership Working

The city council has continued to work in partnership with stakeholders through the Cambridgeshire Safety Camera Partnership and subsequently through the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP). This partnership facilitates the sharing of data, which is used in conjunction with the Speed Management Strategy to identify sites for intervention by engineering or technological methods. The Joint Road Safety Casualty Data Report is produced annually with local stakeholders to bring together all road safety data for Cambridgeshire and Peterborough. The CPRSP was formed in April 2007 and comprises of the following partners that have agreed to work together to reduce road casualties:

- Cambridgeshire County Council;
- Cambridgeshire Constabulary;
- Peterborough City Council;
- Highways Agency;
- Cambridgeshire Fire and Rescue Service;
- East of England Ambulance Service;
- Cambridgeshire and Peterborough Public Health Network.

Since the Partnership was formed a number of road casualty reduction projects have been developed and delivered, based around four areas of work; enforcement, education, training and publicity, engineering and epidemiology (the scientific study of causes, distribution and control of road casualties). Projects include a marketing campaign to advise of the dangers of drug driving and RIDE courses, which is the motorcycle element of the National Driver Improvement Scheme.

3.4.4 Road Safety at Work

The city council is developing an Occupational Road Risk Strategy during 2008, this is being led by internal Health and Safety team, in partnership with Road Safety.

Cambridgeshire County Council successfully bid for funding to enable a dedicated project manager to be appointed to lead the 'We Mean Business' road safety at work project, which involves undertaking a series of seminars with local businesses to advise them of their responsibilities and offer help to put strategies in place. The city council is actively engaged in this work as many businesses operating in Cambridgeshire also operate in Peterborough. Thirty-three businesses based in the Peterborough area have attended events so far and regular contact is maintained through regular dissemination of information about road safety at work issues to these organisations. The business target audience is also engaged in this process through the development of travel plans, undertaken by the Travelchoice team, which works with businesses through the planning process and those that wish to develop a travel plan voluntarily.

3.4.5 Motorcyclists

The city council has and will continue to actively target motorcyclists through publicity and training in order to take action to reduce the number of accidents involving these vehicles. In 2007, 10 per cent of accidents in Peterborough involved motorcycles and 23 per cent of these drivers and passengers comprise the total killed and seriously injured on the city's roads.

Bikesafe proved a successful programme and continues to be delivered in partnership with Cambridgeshire Constabulary for the last six years and over 300 motorcyclists have attended the courses. A further three courses are planned for 2008. The city council's Road Safety team has attended British Motorcycle Federation events in order to engage with the target audience and through the CPRSP, offer the RIDE courses as an educational alternative to prosecution for motorcyclists.

3.4.6 Safer Roads Risk Assessment

Table 11: Safer Roads Risk Assessment

Theme	RAG Status	Summary of risks and opportunities of future delivery
Casualty Data		The continued investment in engineering, education, training and publicity will support the city council's targets for reducing road casualties. The number of children killed and seriously injured increased in 2007.
Disadvantaged Communities		The level of international migration has increased in recent years and the city council aims to engage with all groups and tailor their information to the target audience.
Safer Children		There will be reduced funding available for the Safer Journeys to School project because Urban 2 funding ceased in December 2007. Potentially there will be a reduction in the number of schools that will recognise benefits of the scheme over the remainder of the LTP2 period. The city council has the opportunity to build on the programme of education, training and publicity and use feedback from previous years to influence future delivery.
Speed Management		Need to understand the effectiveness of measures to reduce speed and also require engagement and support from the local community to ensure the most appropriate measures are put in place. Traffic levels will increase due to significant planned growth and the city council needs to mange this growth and to monitor accident data and identify cluster sites that require intervention.
Safer Urban Areas		
Safer Rural Areas		
Road Safety at Work		Implementation of the city council Occupational Road Risk Strategy provides an opportunity for the authority to influence driver behaviour for both work and private journeys. External funding to promote occupational road risk also presents an opportunity to influence driver behaviour.
Motorcyclists		The slower than anticipated development and implementation of the Eastern Region Motorcycle strategy.

3.5 Better Air Quality

3.5.1 Summary of Strategy

The city council recognises the considerable impact of road transport as a source of air pollution, particularly in urban areas. The LTP2 shared priority for better air quality identified how the balance for the increasing demand for travel, through behavioural changes and growth and reducing the impact on the environment can be addressed.

The city council committed to:

- reduce the environmental impacts of transport;
- improve community health by reducing transport related pollution;
- support the proposals to develop and enhance the city centre;
- support and influence growth through travel solutions.

The LTP2 identifies through a series of key actions how these commitments would be achieved, this includes continuing to monitor air quality and traffic levels at sensitive locations, promoting sustainable travel modes to manage the increasing demand for travel and encouraging the use of new technology to reduce the impact on air quality.

3.5.2 Air Quality in Peterborough

The Peterborough Air Quality Strategy was published in 2004 and states that the local air quality is within the target limits set by Government and therefore there are not any Air Quality Management Areas designated. The aim of the strategy therefore is to keep air quality below these levels and try to reduce these levels even further, whenever this is reasonably practical. Transport is an important aspect of the strategy and states that the city council is committed to monitor Nitrogen Dioxide (NO_2) levels at locations throughout the authority area, consideration of air quality will be made in the development of traffic management projects and sustainable travel modes will be encouraged.

The city council's Pollution team produce an annual Air Quality Progress Report, which forms part of the air quality management (LAQM) process introduced in the Environment Act 1995. The aims of the progress report are to state progress on implementing local air quality management and in achieving or maintaining concentrations below the air quality objectives. The last round of Review and Assessment was in May 2006 and this concluded that there were not any air quality exceedences in Peterborough for six of the seven pollutants.

The city council monitors NO_2 at 16 sites, which are a mixture of urban background, roadside and kerbside locations. Monitoring at these different types of sites enables data to be gathered to be representative of city-wide background concentrations, levels within five metres of the kerbside of a busy road and the nearest relevant exposures to residential properties, usually between one and five metres. Following the completion of the Thorney bypass, all but one of the diffusion tubes which were located within the village have subsequently been moved to new locations. After a period of post scheme monitoring in the village the need for intense monitoring in this area was reduced because the bypass has successfully removed the majority of the slow moving and stationary traffic away from the village centre onto the bypass. In 2006, none of the 16 monitoring sites exceeded the objectives.

The seven diffusion tubes removed from Thorney and have been relocated close to major roads and receptors including key arterial routes into the city centre and within major development areas to assess the impact of housing growth.

3.5.3 Measures to Improve Air Quality

Many of the transport themes discussed in detail within the shared priorities contribute towards improving air quality. Table 12 below demonstrates how other LTP2 actions are assisting to provide better air quality.

Table 12: Transport Themes and their impact on Air Quality

Transport Theme	Description	Impact on Air Quality	Reference to Section
Travelchoice			
Information	Clear concise marketed travel information	Increasing the use of sustainable transport modes as an alternative to travel by car	3.2.4
Personalised Travel Planning	30,000 households contacted, helping people to consider using sustainable modes		3.3.5
Buses	Bus service improvements particularly on Local Link services		3.2.5
Walking and Cycling	Improved network, including 13km of resurfacing on the Green Wheel		3.2.6
Travel Plans	53 workplace travel plans and 57 school travel plans now implemented		3.2.7
Traffic Management			
Traffic Management Act	Implementation of the traffic management duties to ensure free flowing traffic conditions	Free flowing traffic will improve air quality	3.2.2
Annual Monitoring	Use of various monitoring methods to identify areas of traffic growth and areas of congestion		3.2.2
Annual programme	Annual programme of schemes to relieve traffic pressure on congested routes		3.2.2
Speed Management	Annual programme of scheme targeted at specific areas	Lowering speeds will improve air quality	3.4.3

3.5.4 Climate Change

The city council recognises that climate change is a global issue, although the consequences are often dealt with locally through events such as flooding. In 2007 a Climate Change Strategy was devised which outlines an action plan for how the city council will tackle climate change and ensures the authority is leading the way on tackling this issue. In 2007 a Climate Change Officer was appointed to take a leading role in working toward reducing the CO_2 emissions caused by the council. As well as reducing the local area carbon footprint as measured per capita and making sure the city council is looking at how it will need to adapt to the impacts climate change may cause to the city.

The city council have signed up to the Nottingham Declaration on climate change that will ensure that current and future council activities are considered in terms of their effect on climate change. The Climate Change Strategy was developed to ensure that these city council activities are addressed through a framework for action against climate change.

3.5.5 Environment Capital

Peterborough is one of only four environment cities and one of only three sustainable travel demonstration towns and has aspirations to become the acknowledged Environment Capital of the UK. In support of this aspiration, the Environmental Capital Manifesto was recently launched setting targets to support this ambition including for Peterborough to have the highest proportion of citizens in the UK using sustainable transport.

As discussed in Section 2, The Wider Context, one of the four LAA themes for Peterborough is Creating the UK's Environment Capital and transport is a key part of this theme. Increasing the use of sustainable transport will contribute towards this theme by supporting action plans to increase use of sustainable modes including public transport, walking and cycling and encouraging mode shift away from single occupancy vehicles.

3.5.6 Air Quality Risk Assessment

Table 13: Air Quality Risk Assessment

Theme	RAG Status	Summary of risks and opportunities of future delivery
Air Quality in Peterborough		Gradually bus operators are updating their fleet and using vehicles which have improved Euro Engine ratings and therefore have improved emissions standards.
Air Quality Target		Traffic flows in Peterborough have increased and pose a potential risk to improving air quality. Based on the annual screenline surveys, Peterborough has seen an increase of 16% over the last ten years compared to 12% nationally.
Climate Change		There is an opportunity that the Travelchoice project will be mainstreamed and therefore promotion to encourage the use of sustainable modes will continue.

3.6 Maintaining the Highway Network

The challenge the city council faced as it embarked on the delivery of the LTP2 was to arrest the deterioration of the highway network that had occurred during the previous five years and to address the 'New Town maintenance legacy' of a significant proportion of transport infrastructure reaching the end of design life.

Overall, the highway indicators show that the trend in network condition is improving, mainly due to effective targeting of the areas most in need of improvements. However, forecasts show that severe deterioratation of the Parkway network is starting to show and major maintenance is essential to arrest this deterioration, prevent it from failing structurally and extend its residual life. A Regional Funding Allocation bid for maintenance works on the A1139 reflects the severity of the problem.

3.6.1 Summary of Strategy

The LTP2 identified the emerging Peterborough Transport Asset Management Plan (TAMP) as an opportunity to identified the 'quantum' of the maintenance backlog and to formulate strategies to address the problem.

There was a recognition of the time and resource required to produce a TAMP. A number of interim strategies were proposed under thematic headings to eventually be expanded in to a TAMP. These headings were:

- Highways;
- Traffic Signals;
- Bridges;
- Street Lights.

Some considerable work had been completed on developing a Highways Asset Management Plan (HAMP) and the intention was to include the remaining thematic areas into a comprehensive TAMP by the end of the LTP2 period. The development of a full TAMP is proving challenging in terms of establishing the required revenue funding streams.

The Chartered Institute of Public Finance and Accounts (CIPFA) released its final report[10] on the principles governing the valuation of highway assets. The report recommends further guidance on asset financial management and the city council awaits these outcomes with interest.

3.6.2 Highways

The LTP2 referenced a preliminary HAMP that was informed by a sample inventory of the highway network. This plan proved useful in setting realistic highway condition targets. However, it was recognised that this preliminary plan was of limited value in terms of establishing forward work programmes and the city council has embarked on establishing a highway inventory for the entire network. The data was gathered during the autumn 2006 and the HAMP inventory is now substantially completed and will inform the development of a comprehensive HAMP.

The city council has committed to a full review of the highway network and its function. This route hierarchy exercise was commenced in April 2008 and will be completed by the end of 2008 and will cover all adopted roads and footway. When established the adopted route hierarchy will inform key policy decisions such as maintenance regimes, network management and public transport provision. The development of a highway inventory and route hierarchy has enabled the full HAMP to progress. The current projection is for the HAMP to be completed by 2009 (including the embedment of the

[10]Local Authority Transport Infrastructure Assets: Review of Accounting, Management and Finance Mechanisms, CIPFA, 2008.

principles and policies), and the completion of a TAMP by 2010. The city council's overall approach to the development of a TAMP has been recognised as an example of best practice in a recent review undertaken by the Government[11]. However, the exercise has proved expensive and has necessitated that revenue funds are diverted from front line services. The challenge the city council faces is to identify further funding to ensure that the TAMP programme maintains momentum. Areas of concern are:

- ensuring that resource is available for new maintenance regimes identified by the new route hierarchy;
- establishing a database for the highway inventory and funding periodical updates;
- funding the maintenance backlog.

Managing the Highway Network

The city council shares the same Pavement Management System (PMS) as Cambridgeshire County Council and the Eastern Region Consortium to spread the cost of the licensing agreement. The PMS is intrinsic to HAMP process and is used to inform forward work programmes and predict network deterioration and subsequent funding pressures.

In addition to PMS the city council operates a Routine Maintenance Management System in which the result of all periodical highway inspections is entered onto a database which builds a history of road defects and interventions. This system is invaluable when investigating third part claims for damage relating to incidents on the highway network.

The city council is performing well against the targets identified in the LTP2 for highway maintenance. Three of the four indicators are on track to be achieved and further, stretched targets will be set for principal road condition and non-principal classified road condition. The percentage of the footway network requiring structural maintenance was above the target for 2007/08; the city council will continue to monitor the condition of footways over the next three years and will target interventions at areas with the most need.

3.6.3 Traffic Signals

Increased investment in intelligent transport solutions and developer investment in infrastructure has seen the network of traffic signals grow substantially in the past ten years. The city council currently maintains a comprehensive network of 41 signal junctions and 44 pedestrian crossings. To ensure that maintenance and repairs are carried out within the specific timescales and safety requirements, the city council operates a remote fault monitoring system. A priority action for the LTP2 period was to have all pedestrian signal crossings remotely monitored and a substantial number of junctions. As of March 2008 15 pedestrian crossings and 33 signalised junctions have this capability.

3.6.4 Bridges

The bridge network is a particular concern in relation to the New Town maintenance legacy with the majority of structures on the Primary Route Network being constructed by the Peterborough Development Corporation in the mid 1970s. These structures are ageing together and now give rise to a substantial maintenance programme to address the emerging structural defects.

In 2007 the Government requested from Local Authorities a comprehensive estimate and works programme to bring the country's entire Primary Route Network to the EU threshold of 40 tonne loading. This would inform future maintenance allocations for the life of the LTP2. The city council welcomed this opportunity to bid for much need resource and was subsequently awarded £6 million per annum for the financial years 2008/07 to 2010/11. Table 14 details the LTP2 structures programme of works:

[11]Review of Transport Asset Management Plans for the Department of Transport, 2008

Table 14: LTP2 Primary Route Network Programme

Location	Structure	Details	Programme
A1260	Woodston Interchange	Replacement of parapet rails and anchorages	Completed 2006/07
A1260	Nene Thorpe Bridge	Phase 1: Investigate the viability of cathodic protection	Completed 2007/08
A1260	Nene Thorpe Bridge	Phase 2: Implement cathodic protection	2008/2009
A1139	Fire Station Bridge	Bridge Assessments/Option studies for 09/10 & 10/11 construction works	2008/09
A1260	Orton South Interchange East and West	Bridge Assessments/Option studies for 09/10 & 10/11 construction works	2008/09
A1139	Oxney Road	Bridge Assessments/Option studies for 09/10 & 10/11 construction works	2008/09
A1260	Thorpe Interchange North and South	Bridge Assessments/Option studies for 09/10 & 10/11 construction works	2008/09
A15	Lincoln Rd Footbridge	Design for construction works 09/10	2008/09
A1260	Nene Bridge	Design and Phase 1 Refurbishment/Strengthening works	2008/09
A1260	Orton South Interchange East and West	Design and construction works	2008/09
A1260	Thorpe Interchange North and South	Design and construction works	2008/09

Although the city council's priority has been the Primary Route Network, a number of projects have been and will continue to be undertaken on the local network to ensure good access is maintained for communities. These include Lolhams Bridges and Queensgate Footbridge.

3.6.5 Street Lighting

Good progress has been made on completing a street light inventory to assess the condition of the stock with an estimated 65 per cent of the network now surveyed.

The city council welcomed the introduction of funding allocations for street lighting in the LTP2 settlement and this has been used to support the column replacement programme throughout the authority area. A Private Finance Initiative was considered and subsequently rejected by the city council as a mechanism for funding the estimated maintenance backlog. The adoption of the TAMP will give an opportunity for this issue to be reviewed.

3.6.6 Maintaining the Highway Network Risk Assessment

Table 15: Maintaining the Highway Network Risk Assessment

Theme	RAG Status	Summary of risks and opportunities of future delivery
Highways		The HAMP is substantially complete and the TAMP is due to be completed in 2010. Further funding is required to assist additional inventory collection for the TAMP. There is an opportunity to obtain additional funding through a bid to DfT. The city council decided not to progress with Private Finance Initiative as a means of funding highway maintenance but does need to investigate additional funding sources in order to maintain the highway for future years.
Traffic Signals		Under half of the city council's pedestrian crossings are remotely monitored therefore further investment needs to be made in this area to ensure that this figure increases over the next three years.
Bridges		The city council was successful in securing funding for improvements to structures on the Primary Route Network up to 2010/11. There are two challenges that will need to be overcome in order to deliver the intense programme of improvements; finding adequate resource to project management large scale schemes and managing the possible disruption to the highway network.
Street lighting		A new street lighting maintenance contract was awarded in 2008 and will facilitate good progress with the column upgrading and replacement programme.

4.0 Major Infrastructure

The LTP2 introduced a 'Gateway' strategy comprising of four compass elements with the intention of identifying key transport corridors to provide high quality access for all transport modes between the city centre and potential development areas. The common principles underpinning the gateway concept were:

- encourage switch to non-car modes, particularly public transport;
- maximise the scope for walking, cycling and public transport in the new communities;
- reduce the level of traffic using unsuitable local roads, by directing onto more suitable routes;
- maximise the efficiency of the Parkway system, particularly for strategic traffic that cannot otherwise be accommodated by public transport.

An ambitious programme of major transport infrastructure schemes was set out to deliver the gateway concept utilising the Peterborough's status as a growth corridor to attract both developer investment and housing grant allocation (Growth Area Funding and Community Infrastructure Fund).

4.1 A15 London Road Southern Gateway

The need for improvement

- A15 London Road is the main route into the city centre from the south of Peterborough;
- the number of vehicles using the route on a daily average were 34,000;
- during peak periods the level of congestion increases, resulting in delays and longer journey times;
- with the future developments planned for the city centre and the current difficulties, improvements were urgently required.

Outcomes

- improvement works were planned over three phases: structural repairs, South Bank regeneration area access and corridor improvements;
- most recently the second phase has been completed. Constructional works started in June 2007 and finished in April 2008;
- work included widening of the road along the Town Bridge, with an additional fifth lane to ease congestion for vehicles. Each junction is now controlled by traffic signals replacing the mini roundabouts;
- infrastructure to allow signalised access to the South Bank regeneration is now constructed;
- measures to improve cycle access across the Town Bridge are about to be implemented.

Funding

- for the second phase the council successfully bid for Growth Area Funding 2 and was awarded £6.24 million in 2006;
- total expenditure of the scheme was within budget, with the final spend equalling £6.14 million;
- Growth Area Funding 3 funding has been provided to provide an additional access to the South Bank site;
- the third and final phase will be subject to a Regional Funding Allocation 3 bid.

4.2 A1139 Fletton Parkway Widening, Junction 2 to 3

The need for improvement

- the A1139 Fletton Parkway provides a key link to the A1 as well as further links to the A47 and A14 (via the A605);
- with the growth of the city and the development of the Hampton township, the volume of traffic around Junction 3 has made it a heavily congested route;
- during peak periods the average number of vehicles travelling between Junction 2 and 3 can rise to 64,500.

Outcomes

- proposal was to widen the Parkway between Junction 2 and 3 with an additional third lane;
- constructional works started in August 2007 and finished in May 2008;
- the new lane has created extra capacity and eased congestion by allowing local traffic to integrate with through traffic;
- the improvement met a requirement for this infrastructure to be provided to support the development of the Hampton Township;
- also Junction 3 was signalised and a further lane added along the circulatory area reducing delays caused by queuing vehicles;
- during the main works it was identified that the bridge piers at Junction 2 needed strengthening along with resurfacing of the existing carriageway;
- these works were carried out using the traffic management already in place, therefore not causing any further disruption or delays to road users.

Funding

- the council successfully bid for Community Infrastructure Funding and was awarded £7.01 million in 2006;
- total expenditure of the scheme was over budget with the final spend of £7.23 million;
- the additional spend of £219,293 was supported using LTP funds.

Junction 3 A1139 Fletton Parkway

Fletton Footbridge

To coincide with the parkway widening, a footbridge was also constructed over the road and has been funded by the local developer, O&H Hampton. Prior to this there was no access for pedestrians and cyclist between the Orton and Hampton townships. The bridge has improved accessibility for residents of Hampton, allowing access by sustainable modes to locations such as the city centre and the railway station.

Fletton Footbridge, located between Junctions 2 and 3

4.3 A15 Paston Parkway Widening, Junction 21 to 22

The need for improvement

- A15 Paston Parkway is a key route into the city from the north, providing a close link with the South of Lincolnshire as well as the A47;
- Parkway Junctions 21 to 22 (single carriageway) were experiencing high level of traffic during peak periods, causing heavy congestion;
- the number of vehicles using the route on a daily average were over 21,000;
- increase in traffic was having a detrimental affect on local residential routes in Gunthorpe and Werrington, as these were being used by motorist for ‘rat-running’;
- future traffic is estimated to increase when the proposed major housing development planned nearby at Paston Reserve is complete and fully occupied.

Outcomes

- proposal was to convert the existing single carriageway to a two lane dual carriageway between Junction 21 (Gunthorpe) and Junction 22 (Werrington). This included new lighting columns and the erection of an acoustic fence near the current residential areas to minimise noise levels;
- a further design and study was carried out to assist with the next phase of the dualling between Junction 22 and the Glinton Roundabout;
- constructional works started in August 2007 and finished in February 2008;
- early signs showed a significant improvement with fewer delays and reduced journey times;

Funding

- the council successfully bid for Growth Area Funding and was awarded £5.88 million in 2006;
- total expenditure of the scheme was within budget, with the final spend equalling £5.87 million.

4.4 A1073 Spalding to Eye Improvement Scheme

The A1073 Spalding to Eye Improvement scheme is a joint Peterborough City Council/ Lincolnshire County Council LTP2 major highway scheme being led by Lincolnshire County Council that also includes trunk road works. This is a cross authority cross region scheme providing a good example of co-operative working. The stretch of road is currently 19 km long and provides a key link between the A16 and A47. The current single lane road is very narrow and requires regular maintenance and has a history of road traffic accidents. It is also a very heavily congested road with many freight vehicles running through rural villages such as Cowbit in Lincolnshire and Eye Green in Peterborough. Construction work commenced in April 2008 and the scheme is programmed to open in autumn 2010.

5.0 Indicators and Targets

5.1 Introduction

The city council is required to monitor performance of its transport strategy and implementation programme through a series of national mandatory indicators and a selection of local indicators that reflect the city council's priorities. The city council monitors performance against 26 indicators; 15 mandatory and 11 local indicators.

This section looks at performance during 2006/07 and 2007/08 against the trajectories set for each indicator as defined in LTP2 and considers the explanation of performance against each indicator. It also looks at the need to set new, more stretching trajectories for those indicators that have achieved their targets earlier than anticipated.

The 2006 White Paper, Strong and Prosperous Communities, outlined several fundamental changes regarding the role of Local Area Agreements (LAAs) including significant changes to performance reporting and target setting. The development of the National Indicator Set identifies a single set of 198 indicators that the Government believes should be the priorities for a local area and will form the basis of all future reporting to Government. The city council has reviewed the remaining LTP indicators that are not included in the National Indicator Set and have made a judgement about which indicators to continue to monitor.

5.2 Progress Towards Targets

Explanation of Performance - LTP2 Mandatory Indicators

Principal Road Condition (BV223)

The city council monitor the percentage of the principal road network where structural maintenance should be considered using the Scanner (Surface Condition Assessment for National Network of Roads) survey method. The city council is currently exceeding its targets for this indicator with only 5 per cent and 1 per cent of the principal road network requiring consideration for maintenance in 2006/07 and 2007/08 respectively. Although the rule sets are updated each year for this indicator the continual improvements made represent the best use of funding available by directing the appropriate treatment methods to areas most in need of maintenance.

Non-Principal Classified Road Condition (BV224a)

The city council also monitor this indicator using the Scanner survey method and this is now the third year that this data has been gathered using this method. The percentage of the non-principal classified road where maintenance should be considered has reduced year on year for the last three years with the 2007/08 figure of 4 per cent of the network requiring maintenance.

Unclassified Road Condition (BV224b)

The city council monitors this indicator using the data gathered through Course Visual Inspection (CVI) surveys, which is then processed using an accredited software system. In 2005/06, the city council increased the coverage of the network from 25 per cent to 50 per cent in order to provide a more representative sample of the network and to provide more meaningful data through the indicator. In 2007/08, 19 per cent of the unclassified road network was identified for structural maintenance, which is 2 per cent below the target set for that year.

Footway Condition (BV187)

A Detailed Visual Inspection (DVI) survey is carried out each year for 100 per cent of the network comprising of category 1, 1a and 2 footways. The city council has not achieved the 2007/08 target of 19 per cent and currently has 24 per cent of the footway network where maintenance should be

considered. The deterioration of the bituminous footways where minor cracking has extended to major cracking has led to this higher than anticipated figure.

Total Killed and Seriously Injured (BV99x)
The city council has exceeded its target against this indicator and has reduced the total number of people killed and seriously injured by 15 per cent between 2004 and 2007.

Child Killed and Seriously Injured (BV99y)
Unfortunately, the city council did not achieve the target for this indicator in 2007, despite making good progress in 2006. A programme of education, training and publicity targeted towards children forms a core part of the city council's road safety strategy and will continue to be implemented along with safety engineering projects to improve performance against the trajectory for this indicator in future years. Other actions required to achieve the targets for this indicator include the implementation of school travel plans to maximise road safety education and the safer journeys to school programme of infrastructure improvements to support school travel plans.

Total Slight Casualties (BV99z)
The city council has reduced the number of slight casualties and has exceeded the 2010/11 target by 20 per cent.

Public Transport Patronage (BV102)
Bus passenger journeys have increased by 15 per cent since 2005/06 to 12,498 million in 2007/08. This increase represents early achievement of the 2010/11 target and more stretching targets have therefore been developed for this indicator for the remainder of the LTP2 period.

Satisfaction with Local Bus Services (BV104)
This indicator is the former BVPI 104 and subsequently was gathered in 2006/07 as part if the Mori Poll survey but was not gathered in 2007/08. 68 per cent of users were satisfied with local bus services in 2006/07 and this exceeds the target so more challenging targets have been developed for the remainder of the LTP2 period.

Accessibility Indicator – Travel Information (LTP1)
This indicator is monitored using the former BVPI 103, users satisfied with the provision of public transport information. In 2006/07, 77 per cent of users were satisfied, this achieved the 2008/09 target early and more stretched targets for the next three years have been developed.

Change in Area Wide Road Traffic (LTP2)
The targets for this indicator have not been achieved over the last two years despite the positive impact of the Travelchoice project encouraging the use of sustainable transport modes and the continued implementation of actions to support mode shift away from single occupancy private car. The actual figures are however only slightly above the trajectory and the city council will continue to ensure that the action plan is implemented to improve performance against this indicator over the remainder of the LTP2 period.

Cycling (LTP3)
The baseline for cycle trips was amended in 2007 because the 2005 baseline figure was developed using data from eight automatic traffic count sites. Vandalism at two of these automatic traffic counters meant that they have had to be relocated and therefore the network that the baseline was developed from and that now in place is not identical.

In order to identify the growth in cycling trips from 2005 onwards, progress is based on the six automatic traffic counters which have not been affected by vandalism. Cycle trips have increased by 4 per cent since 2005, exceeding the 2010 target. More stretched targets have therefore been developed for the remainder of the LTP2 period.

Mode Share for Journeys to School (LTP4)
In 2006/07 it became mandatory for all schools with an approved travel plan to collect usual mode of travel to school data and to include it each January in their Spring Census return. As a result of this change in the way that the data is gathered, the city council has now developed a new target for this indicator using the baseline year of 2006/07. A new target of no more than 28 per cent of those aged five to 16 years travelling by car as their usual mode of travel to school was adopted in 2007, however subsequent target negotiations for this local indicator as part of the LAA has resulted in further stretch targets being adopted for this indicator.

The latest information gathered for this indicator in 2007 is 25.7 per cent and shows that the city council has achieved its LTP2 target of 30 per cent of children travelling to school by car.

Bus Punctuality (LTP5)
Data for this indicator was gathered through a series of manual surveys monitoring a selection of bus services throughout the authority area. However as the process has developed it has become apparent that the sampling method and monitoring process could be improved. Data gathered throughout 2007/08 will not be reported formally because of concerns over the accuracy.

A six monthly monitoring programme will be adopted from October 2008 and the data gathered at this time will inform a revised baseline and targets for bus punctuality to 2010/11. The data gathered will enable comparisons to be made with those routes that are configured on the BusNet Global Positioning System and help to build confidence in the use of this data for further monitoring purposes.

Changes in Peak Period Flows to Urban Centres (LTP6)
Traffic entering the city centre in the morning peak has increased marginally since 2005 and the data gathered in 2007 was above target but only by less than half a percent.

Explanation of Performance - LTP2 Local Indicators

Congestion (LTP7)
The baseline data was developed in 2005 using a series of timed run surveys, which the city council have not been in a position to repeat since. ITIS journey time data was released in 2008 and will enable the city council to set a revised baseline and subsequent targets up to 2010/11.

Air Quality (LTP8)
There are no Air Quality Management Areas in Peterborough. The city council is however committed to continuing to monitor air quality and traffic flows and identifying and implementing measures to reduce emissions from vehicles.

Walking Trips
Walking trips have increased by 11 per cent since 2005, which is comfortably above the city council's 2010 target. More stretched targets for this indicator have been developed for the next three years.

Car Trips

The evidence base for this indicator used the Behavioural Travel Research data gathered in 2004 to inform the Travelchoice project. The survey will be repeated in 2009, towards the end of the Travelchoice project. The city council has made good progress towards implementing the actions required to encourage the use of more sustainable transport modes and therefore towards reducing the number of car trips.

Modal Shift to Sustainable Transport Modes

The evidence base for this indicator used the Behavioural Travel Research data gathered in 2004 to inform the Travelchoice project. The survey will be repeated in 2009, towards the end of the Travelchoice project. The city council has made good progress towards implementing the actions required to encourage the use of more sustainable transport modes and therefore towards encouraging mode shift to sustainable modes.

Travel Information

This local indicator has been superseded by the brand recognition survey that the Travelchoice team have completed periodically to measure brand awareness throughout the project period. This survey showed that by November 2007, 67 per cent of local residents were familiar with the Travelchoice brand.

Personalised Travel Information

The 'My Travelchoice' initiative, offering personalised travel information, has been offered to 30,000 households in the Peterborough urban area since it was launched at the end of 2005. The project has been implemented successfully, within the timeframes outlined in LTP2.

Workplace Travel Plans

In 2007/08, 14 organisations with over 50 employees were entered in the Travel Plan Awards. The council is on track to achieve its 2010/11 target of 26 organisations to have travel plans.

School Travel Plans

The city council is on track to achieve the 2010/11 target of 90 per cent of schools to have a school travel plan. 57 schools had travel plans in 2007/08, this means that the city council has achieved its target for the year in advance although it is anticipated that it will be more difficult over the three years because the remaining schools are more reluctant to develop travel plans.

School Transport

The number of eligible students under the city council's school and college transport policy travelling by public transport has exceeded original targets, with 529 students travelling by public transport in 2007/08. More stretched targets have been set for the remainder of the LTP2 period.

Travel Security

The evidence base for this indicator used the Behavioural Travel Research data gathered in 2004 to inform the Travelchoice project. The survey will be repeated in 2009, towards the end of the Travelchoice project. The city council has made good progress towards implementing the actions required to reduce fear of crime whilst using sustainable transport modes.

Table 16: Progress Towards Targets

Indicator	Reference	Definition		Year	Value	Actual and Trajectory Data						
Principal Road Condition	BV223	Percentage of the local authority principal road network where structural maintenance should be considered	Base Data	2004/05	20	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	6	Actual Figures	8	5	1			
			Units		%	Trajectories		9	9	8	7	6
Non-principal classified road condition	BV224a	Percentage of non-principal road network where structural maintenance should be considered	Base Data	2005/06	16	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	16	Actual Figures	16	10	4			
			Units		%	Trajectories		19	19	18	17	16
Unclassified Road Condition	BV224b	Percentage of unclassified road network where structural maintenance should be considered	Base Data	2004/05		Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	18	Actual Figures	18	21	19			
			Units		%	Trajectories		21	21	20	19	18
Footway condition	BV187	The percentage of the footway network requiring structural maintenance works for categories 1, 1a and 2 footways	Base Data	2004/05	28	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	17	Actual Figures	15	19	24			
			Units		%	Trajectories		17	19	19	18	17
Total killed and seriously injured	BV99x	No more than 95 people killed or seriously injured per annum by 2011	Base Data	2004/05	122	Year	2005	2006	2007	2008	2009	2010
			Target Data	2010/11	95	Actual Figures	151	103	104			
					No.	Trajectories	147	112	107	103	99	95
Child killed and seriously injured	BV99y	No more than 14 children killed or seriously injured per annun by 2011	Base Data	2004/05	15	Year	2005	2006	2007	2008	2009	2010
			Target Data	2010/11	14	Actual Figures	21	10	20			
			Units		No.	Trajectories	15	15	17	15	15	14
Total slight casualties	BV99z	No more than 1,511 slight casualties per annum by 2011. A comparative more realistic target in light of traffic growth is under development	Base Data	2004/05	1151	Year	2005	2006	2007	2008	2009	2010
			Target Data	2010/11	1151	Actual Figures	1284	1004	919			
			Units		No.	Trajectories	1151	1151	1151	1151	1151	1151
Public transport Patronage	BV102	At least 12,010,000 boarding per annum in 2010/11 (38% increase on baseline)	Base Data	2003/04	8,722	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	12,010	Actual Figures	10,838	11,631	12,498			
			Units		Thousand passenger journeys	Revised Trajectories				13,123	13,779	14,123
						Original Trajectories	10,443	10,860	11,148	11,435	11,723	12,010
Satisfaction with local bus services	BV104	At least 55% of bus users satisfied with bus service by 2009/10 (MORI POLL)	Base Data	2003/04	43	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2009/10	55	Actual Figures	no data	68	no data			
			Units		%	Revised Trajectories				68	69.5	71
						Original Trajectories	47	49	51	53	55	57
Accessibility Indicator - travel information	LTP1	No less than 65% of users satisfied with the local provisions of public transport information by 2009/10 (MORI POLL)	Base Data	2004/05	43	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2008/09	65	Actual Figures	no data	77	no data			
			Units		%	Trajectories				77	79	80
							50	54	58	61	65	
Change in Area Wide Road Traffic	LTP2	No more than 1,439 veh/km in 2010 (7.8% increase from baseline)	Base Data	2004	1,335	Year	2005	2006	2007	2008	2009	2010
			Target Data	2010/11	1,439	Actual Figures	1,369	1,378	1,406			
			Units		veh/km	Trajectories	1,355	1,374	1,386	1,394	1,407	1,423
Cycling	LTP3	Increase of 3.2% in cycling trips by 2010	Base Data	2005	1,249	Year	2005	2006	2007	2008	2009	2010
			Target Data	2010	1,289	Actual Figures		1,255	1,311			
			Units		Cycle Trips	Trajectories	1,249	1,257	1,265	1,273	1,281	1,289
Mode Share for journeys to School	LTP4	No reduction in the ratio between the total number of pupils and the total number of car journeys to school between baseline and 2010/11	Base Data	2006/07	28	Year	2006	2007	2008	2009	2010	2011
			Target Data	2010/11	28	Actual Figures		28	25.7			
			Units		%	Revised Trajectories				27.75	27.5	26
						Original Trajectories		28	28	28	28	28

Indicator	Reference	Definition		Year	Value	Actual and Trajectory Data						
Bus Punctuality	LTP5	% of buses departing timing points within the window of 1 minute early to 5 mins late. Stretch target of 90% punctuality by 2012/13 for timetabled services - equates to 85.5% by 2010/11	Base Data	2005/06	80	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	85.5	Actual Figures		73	no data			
			Units		%	Trajectories	80	81	82	83	84.25	85.5
Change in Peak Period Traffic Flows to Urban Centres	LTP6	No increase in AM Peak traffic entering the city centre by 2010/11	Base Data	2005	20,753	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	20,750	Actual Figures	20,573	20,422	20,985			
			Units		Vehicle Trips	Trajectories	20,753	21,035	20,900	20,850	20,800	20,750
Congestion	LTP7	No more than 6.4% increase in average delay during the AM peak for 2010	Base Data	2005/06	1.93	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	6.4	Actual Figures	1.93	no data	ITIS data to be used 2007 onwards			
			Units		%	Trajectories	1.93	2.90	3.70	4.60	5.50	6.40
Air Quality	LTP8	Not applicable	Base Data			Year	No Air Quality Management Areas in Peterborough					
			Target Data			Actual Figures						
			Units			Trajectories						
Walking trips	Local	Increase of 1.32% in walking trips by 2010/11	Base Data	2005/06	12,037	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	12,196	Actual Figures		13,771	13,353			
						Trajectories		12,042	12,078	12,116	12,155	12,196
Car trips	Local	442 car trips per person per annum in 2010	Base Data	2004/05	436	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	442	Actual Figures	436	Next available data 2009				
			Units			Trajectories	439	442	442	442		
Modal shift to sustainable transport modes	Local	Cycling, walking and public transport	Base Data	2004/05	33.1	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	34.1	Actual Figures	Next available data 2009					
			Units		%	Trajectories	32.8	32.5	32.9	33.3		
Travel Information	Local	Percentage of people informed about Travelchoice	Base Data	2004/05	49	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2008/09	69	Actual Figures	Next available data 2009					
			Units		%	Trajectories	54	59	64	69		
Personalised Journey Planning	Local	No. of households receiving personalised journey planning service	Base Data	2004/05	0	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2008/09	30,000	Actual Figures		18,200	30,000			
			Units			Trajectories	6,500	18,250	30,000			
Workplace Travel plans	Local	No. of organisations with more than 50 employees receiving a travel; plan award (step 1-5)	Base Data	2004/05	6	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	26	Actual Figures	6	12	14			
			Units			Trajectories	6	10	14	18	22	26
School travel plans	Local	Percentage of schools adopting a travel plan. Baseline of 78 schools, 23 plans complete (29%) and target of 70 plans complete (90%)	Base Data	2004/05	23	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	70	Actual Figures	33	49	57			
			Units		No. of Plans	Trajectories	34	45	56	63	70	
School Transport	Local	At least 357 eligible students (23%) under the councils school and college transport policy, travelling by public transport	Base Data	2004/05	257	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	345	Actual Figures	367	498	529			
			Units		No.					585	614	645
						Trajectories	270	284	298	313	329	345
Travel Security	Local	% of people expressing fear of crime as a major barrier to travel choice	Base Data	2004/05	52	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
			Target Data	2010/11	42	Actual Figures	Next available data 2009					
			Units		%	Trajectories	52	50	48	46	44	42

5.3 National Indicator Set

The development of the National Indicator Set details a single set of 198 indicators, which local authorities will monitor and report progress against to central Government from April 2008. This has led to the need to review performance monitoring as discussed in LTP2 and consider which indicators, not included in the National Indicator Set , to continue to monitor over the next three years.

Table 17 shows all transport indicators included in the National Indicator Set. From April 2008, it became a statutory duty for local authorities to monitor these indicators and consequently as part of the 2008 Progress Report, an assessment will be made about whether to continue to monitor all or some of the remaining LTP2 indicators that did not become part of the National Indicator Set.

The ten national indicators will be monitored according to the definitions released by the Department for Communities and Local Government (DCLG) early in 2008. All of these indicators, except for NI 176, Working Age People with Access to Employment, were existing LTP2 or Best Value indicators and these will be monitored in the same way as previously. New baselines and where necessary, associated targets for 2008/09 to 2010/11 have been agreed (details in Table 16).

The city council has completed an assessment of the remaining indicators, not included in the National Indicator Set and through this process has considered several issues including costs of monitoring and the importance of monitoring to ensure the implementation and effectiveness of projects that contribute towards local priorities. The city council is committed to continue to gather the data to monitor a wide range of indicators beyond the National Indicator Set.

The DfT will continue to produce data to support the monitoring of total slight casualties (formerly BV 99z) and the change in area wide traffic (formerly LTP2). The city council will continue to monitor and use the data gathered for these indicators for the remainder of the LTP2 period. The city council will continue to use the data gathered to monitor the total number of slight casualties because this is an important element of casualty data analysis for road safety.

The former BVPIs, satisfaction with bus services (BV104) and satisfaction with the provision of local bus service information (BV103) will continue to be monitored. Data is needed for the latter because this indicator is used as the city council's LTP accessibility indicator (LTP1) and is therefore a National Indicator and the data gathered through both indicators helps to identify where improvements are needed.

The condition of unclassified roads (BV224b) and footways (BV187) will be monitored because this is an important part of the regular monitoring needed for the Highways Asset Management Plan (HAMP) and the city council recognises the importance of maintaining these routes for use by sustainable travel modes and therefore contribute towards delivering accessibility.

Peterborough's status as a Sustainable Travel Demonstration Town and the importance of increasing the use of sustainable transport to contribute towards reducing congestion and increasing accessibility, highlight the need to continue to gather data to identify progress against action plans that support these priorities. Cycling and walking trips, workplace and school travel plans and the number of school children using public transport for their travel to school journey will therefore continue to be monitored by the city council.

Peak period traffic (LTP6) data will not be monitored from 2008 onwards because of the high costs of completing these manual classified counts and the relatively limited value of the data gathered. The use of ITIS data to show congestion on routes throughout the authority area and of the data gathered throughout the year from the network of automatic traffic counters, provide a considerable amount of robust data to enable the city council to monitor peak period traffic flows.

Several LTP2 local indicators were developed using data gathered through the Behavioural Travel Research baseline survey conducted at the start of the Travelchoice project in 2004. This survey will be completed again in 2009, and will provide information about progress against indicators including modal shift to sustainable transport modes, car trips and travel security. The number of households receiving personalised journey planning service will no longer be monitored because the roll out of the scheme has been completed.

Table 17: National Indicator Set

Indicator Set	Indicator Title	LTP Mandatory / BVPI Number	National Indicator Set Number	Continue to Monitor
LAA National Indicator Set	Congestion	LTP7	NI 167	Y
	Bus Patronage	BVPI 102	NI 177	Y
	Bus Punctuality	LTP5	NI 178	Y
	Travel to School	LTP4	NI 198	Y
	KSI Casualty Reduction	BVPI 99x	NI 47	Y
	Child KSIs	BVPI 99y	NI 48	Y
	LTP Accessibility Indicator	LTP1	NI 175	Y
	Working age people with access to employment		NI 176	Y
	Condition of Principal Roads	BVPI 223	NI 168	Y
	Condition of Other Classified Roads	BVPI 224a	NI 169	Y
Other Best Value Performance Indicators in LTP2 set	Unclassified road condition	BVPI 197b	-	Y
	Footway condition	BVPI 187	-	Y
	Total slight casualties	BVPI 199z	-	Y
	Satisfaction with local bus servcies	BVPI 104	-	Y
Other Mandatory LTP2 Indicators	Total Road traffic	LTP2	-	Y
	Cycling	LTP3	-	Y
	Peak Period Traffic	LTP6	-	N
	Air Quality	LTP8	-	No AQMAs
LTP2 Local Indicators	Walking trips	-	-	Y
	Car trips	-	-	Y
	Modal shift to sustainable transport modes	-	-	Y
	Travel Information	-	-	Y
	Personalised Journey Planning	-	-	N
	Workplace Travel plans	-	-	Y
	School travel plans	-	-	Y
	School Transport	-	-	Y
	Travel Security	-	-	Y

6.0 Use of Resources

6.1 LTP2 Capital Spend

2006/07 and 2007/08

In 2006/07 and 2007/08, £9.1 million was spent on delivering an agreed programme of transport schemes in Peterborough. In addition to the LTP2 funding, a further £26.7 million of capital funding was invested in transport schemes over the last two years. The funding came from a wide range of sources including city council's capital, Growth Area Funding, Community Infrastructure Fund and developer contributions.

The transport capital programme delivered by the city council represented a real commitment to creating a more fully integrated transport network for the area.

A total of £1.5 million was spent on schemes delivered that promote the use of sustainable forms of transport (bus, cycle, walk and information), reinforcing the city council's commitment to integrate the Travelchoice project, into the LTP process.

£1.9 million was invested in delivery of safety and traffic management schemes. This programme has contributed to the city council's achievement in meeting targets for reducing the total number of people killed and seriously injured and the number of slight casualties.

Approximately £4.1 million of LTP funding was invested in the city council's bridge maintenance programme and £1.3 million was invested in carriageway maintenance. A further £99,000 was funded to maintain street lighting. In addition to the LTP funding, there was a further investment of £5.8 million to assist with the maintenance programme.

Table 18: LTP2 Allocation and Actual Spend 2006/07 and 2007/08
2008/09 Onwards

	2006/07		2007/08	
	Allocation	Actual Spend	Allocated	Actual Spend
Integrated Transport	1,867,000	1,864,600	2,049,000	1,644,846
Highway Maintenance	198,000	220,825	1,715,000	1,270,987
Bridge Maintenance (Primary Route Network)	2,841,000	2,018,311	3,910,000	2,119,358

In November 2007 the city council were advised of their confirmed local transport capital settlement for 2008/09 to 2010/11. This information confirmed the indicative allocations for the integrated transport block announced in 2006 and the distribution of capital allocations for highways maintenance to the end of the LTP2 period. Technical changes were made to the formula used to distribute highways capital maintenance funding following a consultation with local authorities earlier in 2007.

The LTP funding available for highways maintenance has been top-sliced in recent years to allow local authorities to submit bids for bridge strengthening and major maintenance on the Primary Route Network. The city council has been successful in being allocated this funding to assist with projects, mainly on the city's Parkway network.

Table 19: LTP2 Local Transport Capital Settlement 2008/09 to 2010/11

Block	2008/09	2009/10	2010/11
	£000s	£000s	£000s
Integrated Transport	2,154	2,289	2,423
Highway Maintenance	2,361	2,407	2,605
Bridge Maintenance (Primary Route Network)	1,860	6,310	6,310

For a full overview of the above, please refer to Table 21.

6.2 Revenue

The city council has benefited from external revenue funding made available since 2004/05 through the Travelchoice project. The funding has been used to support the promotion of sustainable travel in Peterborough and complements the capital investment in these modes over the last two years. The Travelchoice project has enabled the delivery of initiatives that would otherwise have been difficult to fund. This has included extensive personalised journey planning, marketing and promotion and detailed research and evaluation. Table 20 details the Travelchoice spend.

Table 20: LTP2 Local Transport Capital Settlement 2008/09 to 2010/11

Scheme	2006/07	2007/08	2008/09
	Actual	Actual	Budget
Individualised Travel Marketing	210,527	286,332	
Research & Evaluation	21,250	12,153	115,200
Marketing & Promotion	48,703	91,027	10,000
More Cycling	32,778	70,806	14,000
Walking & Safety	21,842	3,277	3,000
Business Travel Planning	19,276	16,423	12,500
Urban Traffic Control			
Real Time Passenger Information	32,322	39,932	20,000
Passenger Information Screens			5,000
Interactive Website	32	3,735	5,000
Interactive Kiosks	8,371	11,147	5,000
Travel Information Centre		17,756	16,000
Interactive Map	8,228	7,100	5,000
Integrated Sustainable Transport Guide	9,235	21,195	10,000
Sustainable Transport Interchange Info.			5,000
Smartcard	1,644	9,422	7,000
Route Branding	913	3,198	5,500
Homezone			
Other schemes	98,086	-16,611	
Salaries	194,542	178,090	198,000
Accommodation	68,824	40,000	45,000
Administration	6,962	14,097	
TOTAL	**783,536**	**809,078**	**481,200**
DfT funding	782,000	794,000	454,000
LA funding	1,536	15,078	27,200
TOTAL	**783,536**	**809,078**	**481,200**

The city council has continued to invest revenue funding to support transport objectives. Table 22 details where revenue funding has been used over the last two years.

6.3 Professional Services Contract

In April 2007, the city council began its new five year transport and engineering professional services contract with consultants, Atkins. The contract has an option of extension for a further five years related to performance. The contract has been established as a partnership arrangement. The partnership offers the council access to staffing resource and specialist skills not available within its own resources. The partnership has been important in allowing the council to deliver its programme of work, in particular support on the delivery of major schemes.

6.4 Value Added Funding

The city council has been successful in bidding for external funding from Community Infrastructure Funding and Growth Area Funding. Section 4 Major Infrastructure discusses the three major schemes that have been completed over the last two years in Peterborough using these funding sources.

Growth Area Funding round three has also been awarded to the city council for a range of transport projects including junction improvements, studies and development of the ITS project.

Urban 2 European Regional Development Fund was used until December 2007 to support the safer journeys to school project to improve infrastructure to encourage the use of sustainable transport modes in specific areas of Peterborough.

6.5 Midlands Highway Alliance

The city council is part of the Midlands Highway Alliance (MHA), which seeks to increase cross authority working by promoting joint procurement of highways services and embedding best practice. The city council has the opportunity to significantly reduce procurement costs by using this framework, rather than pursuing individual contracts for each scheme.

The city council is already making use of the MHA, through the procurement of two major highway projects and the Public Realm projects being led by Peterborough's urban regeneration company, Opportunity Peterborough.

6.6 Business Transformation

The city council's business transformation team was formed to look at improving services whilst reducing costs. Reducing costs through procurement processes is an important focus for the team and Transport and Engineering Services have worked with the business transformation team to deliver cost benefits on the following projects and contracts:

- home to school transport contracts – introduction of casual drivers has offered a cost avoidance of £40,000. This has significantly reduced the number journeys made by taxis, which in January 2007 contributed towards half of all journeys;
- street lighting maintenance – new contract with Mews with savings of £28,000;
- highway maintenance term contract with Ringway – efficiency savings identified through the joint efficiency and savings group involving providing savings of £60,000.

Table 21: LTP2 Local Programme of Schemes

INTEGRATED TRANSPORT		Actual 2006/07	Actual 2007/08	Budget 2008/09	Budget 2009/10	Budget 2010/11	Total
Public Transport	Primary Public Transport Corridor	223,306	146,358	245,000	350,000	400,000	1,364,664
	Real Time Passenger Information (RTPI)	140,751	130,201	50,000	105,000	150,000	575,952
	Interchange Infrastructure Improvements	43,948	101,226	64,000	50,000	65,000	324,174
Walking and Cycling	Primary Cycle Network (PCN)	82,048	58,010	110,000	120,000	110,000	480,057
	Cycle Parking	14,322	6,060	20,000	20,000	20,000	80,383
	Walking Infrastructure Improvements	65,990	8,270	165,000	100,000	120,000	459,261
Improving Information	Travelchoice Project*	81,674	12,205	15,000	35,000	50,000	193,878
Managing The Transport Network	Urban Traffic Management Control (UTMC)	103,775	39,129	425,000	430,000	430,000	1,427,904
	Congestion Relief Infrastructure	179,384	146,626	235,000	200,000	200,000	961,010
Safer Roads	Local Safety Schemes	293,773	416,186	387,000	300,000	300,000	1,696,959
	Area Wide Traffic and Safety Schemes	145,727	135,937	120,000	120,000	120,000	641,664
	Speed Management	60,795	19,103	100,000	100,000	100,000	379,899
	Safer Journeys to School	152,834	106,044	150,000	150,000	150,000	708,879
Improving Accessibility	Travel Security	41,453		20,000	50,000	50,000	161,453
	Accessibility in Action	98,749	229,186	38,000	100,000	100,000	565,935
	Rights of Way Infrastructure	10,490	10,000	10,000	10,000	10,000	50,490
Residual Matters / Retention Payments	Residual Matters / Retention Payments	125,581	80,303		49,000	48,000	302,884
	INTEGRATED TRANSPORT TOTAL	1,864,600	1,644,846	2,154,000	2,289,000	2,423,000	10,375,446
CAPITAL MAINTENANCE							
Maintaining the Highway Network	Principal Roads/Non-Principal Roads	220,825	1,171,856	1,535,000	2,407,000	2,605,000	7,939,681
	Lighting		99,130	118,000			217,130
Bridge Maintenance	Structures	32,526	1,691,972	708,000			2,432,498
	Primary Route Network	1,985,784	427,386	1,860,000	6,310,000	6,310,000	16,893,170
	CAPITAL MAINTENANCE TOTAL	2,239,136	3,390,344	4,221,000	8,717,000	8,915,000	27,482,480
	LTP2 TOTAL	4,103,736	5,035,190	6,375,000	11,006,000	11,338,000	37,857,926

*In LTP2, various Travelchoice schemes were planned to be part funded through LTP capital, however a majority have since been funded solely through revenue. Therefore, the table above has been updated to reflect this amendment

Table 22: Transport Revenue Expenditure

BUDGET AREA	LTP2 Budget 06/07	Actual Budget 06/07	Actual Spend		LTP2 Budget 07/08	Actual Budget 07/08	Actual Spend		Budget 08/09
Concessionary Travel	665,500	1,186,169	1,535,187		677,500	1,574,469	1,573,720		1,235,383
Revenue Support for Buses	699,000	447,817	451,855		730,000	455,700	528,279		592,243
Rural Bus Grant Expend		168,000	168,000			175,000	175,000		168,000
Rural Bus Grant Income	164,400	-168,000	-168,000		164,400	-175,000	-175,000		-168,000
Community Transport	60,791	59,020	56,639		62,614	42,791	39,920		42,123
Queensgate Bus Station	118,038	24,561	-4,295		121,579	37,434	26,608		58,393
Home to School and Grant Funding	3,773,123	17,452	13,966		3,943,123	17,102	10,307		16,854
Other Transportation									
Traffic Signal Maintenance	151,101	146,700	144,125		155,634	153,766	154,423		187,756
Road Safety Education	110,189	77,280	73,064		113,495	74,280	128,395		69,849
School Crossing Patrols	77,353	60,165	56,329		79,674	67,817	52,486		67,723
Minor Traffic Mitigation Works	31,621	-30,300	-62,156		32,570	-29,250	-95,479		-29,979
Transport Studies & Cencus	116,500	91,500	71,487		141,500	77,720	46,392		77,793
Highways									
Resurfacing & Reconstruction Schemes	795,367	544,000	497,216		795,367	700,960	669,943		543,281
Cyclic Maintenance	1,472,870	1,705,040	1,735,522		1,507,870	2,111,705	2,084,557		1,827,818
Winter Maintenance	320,218	324,645	332,907		325,218	325,218	359,559		348,800
Other Highways	242,900	266,172	275,152		245,900	176,668	177,083		214,312
Street Lighting	1,160,237	1,352,237	1,313,354		1,234,237	1,418,270	1,175,693		1,354,746
Bridge Maintenance	220,900	200,900	200,985		240,900	196,922	246,697		216,193
TOTAL	**10,180,108**	**6,473,358**	**6,691,337**		**10,571,581**	**7,401,572**	**7,178,583**		**6,823,288**


Train
Walk
Bus