5.0 TRANSPORT SOLUTIONS

This section outlines the transport measures the Council will be implementing in response to the shared priority and maintenance strategies. A five-year programme of projects is detailed including:

- integrated transport schemes;
- capital highway maintenance (including roads and bridges);
- capital funding drawn from other sources, including developers and other agencies;
- revenue funding, including the *Travelchoice* programme of 'soft measures';
- major scheme proposals.

Integrated transport and capital maintenance schemes will be delivered through the 'Planning Guideline' allocation, described in Section 5.1 below. This will be complemented by capital funding from other sources, drawing upon the opportunities that will occur with new development, and from revenue funding, drawn from a number of sources as discussed later in this section.

5.1 Planning Guideline

In accordance with Government guidance, the LTP2 must *show the value to be delivered for a known amount of money*. This represents a significant shift from the LTP1 which encouraged a bid approach for capital funding.

The LTP2 transport measures will be informed by a formulaic five-year funding allocation known as the *Planning Guideline*. The *Planning Guideline* identifies funding allocations for integrated transport and capital maintenance programmes annually, for the life of the LTP2.

The adoption of a formulaic approach to integrated transport funding is a new approach for the second round of LTPs (although capital maintenance has traditionally been allocated through a formulaic method). The formula results have shown some significant changes in integrated transport funding levels (both up and down) for transport authorities nationwide. In recognition of this, the DfT has decided to phase in the formula results over the five year period of the LTP2. Annual integrated transport allocations will be calculated partly on the previous LTP1 allocations with the formulaic element introduced in 20% increments per annum.

Funding for Peterborough City Council

The final *Planning Guideline* for Peterborough was published by DfT in December 2005. Table 25 details the Government's *Planning Guideline* for Peterborough.

Table 25 Planning Guideline (£million)

	06/07	07/08	08/09	09/10	10/11
Integrated Transport	1.867	1.989	2.167	2.359	2.564
Capital Maintenance	0.349	0.356	0.374	0.393	0.412

Table 26 details the LTP2 programme of schemes for integrated transport and capital maintenance for the available Planning Guideline funding .

Integrated Transport

The *Planning Guideline* settlement for integrated transport equates to an increase in funding allocation relative to the LTP1. However, the five-year phasing of the formulaic approach means that increased annual funding will not start to manifest until 2008/09. The five-year allocation identified will enable the Council to produce a programme of schemes with a degree of certainty and therefore will enable key areas to be targeted (both in policy and geographical terms) to deliver transport objectives.

Combined with the revenue funding that is available (discussed later in the section), there is the opportunity to deliver a series of ambitious integrated transport improvements in the city. Careful consideration has been given to making best use of this funding, to deliver the best possible outcomes. The approach to maximising value from the available resources is set out in Section 5.4 *Delivering Value for Money* and described in detail in the *Evidence Base* in *Annex 11.*

Capital Maintenance

Regrettably, the Council has received a disappointing *Planning Guideline* for capital maintenance. The actual amount allocated equates to the lowest awarded in England and has been identified as an anomaly resulting from the Council receiving additional funding for structural maintenance in the final years of the LTP1. This follows an equally poor settlement in 2005/06. The

Table 26: LTP2 Programme of Schemes

Integrated Transport Programme		2006/07	2007/08	2008/09	2009/10	2010/11	Total
Your Travel Choice							
Public Transport	Primary Public Transport Corridors (Core Routes)	250	250	250	350	450	1550
	Real Time Passenger Information	50	60	50	105	150	415
	Interchange Infrastructure Improvements	50	50	59	50	65	274
Walking and Cycling	Primary Cycle Network – Developing Network	100	100	150	240	310	1010
	Cycle Parking	20	20	20	20	20	100
	Walking Infrastructure Improvements	35	35	85	100	120	265
Improving Information	Interactive Website	20	10	15	25	25	95
	Interactive Travel Kiosks	0	0	0	55	55	110
	Travel Information Centre – Queensgate	50	0	0	0	0	50
	Interchange Information	15	15	15	15	15	75
	Smartcard	50	0	0	0	0	50
	Route Branding Bus Stop Infrastructure	20	50	0	20	20	110
	Traveline	10	10	10	10	10	50
	Travelchoice	0	0	0	50	50	100
	Personalised Travel Planning	0	0	0	30	30	60
	Travel Awareness Campaign	0	0	0	30	30	60
Managing the Transport Network							
	UTMC	230	420	660	440	440	2190
	Congestion Relief Infrastructure	150	150	150	150	150	750
Safer Roads							
	Local Safety Schemes	150	150	150	150	150	750
	Area – Wide Traffic and Safety Schemes	200	200	80	50	0	530
	Speed Management	100	100	100	100	100	500
	Safer Journeys to School	150	150	150	150	150	750
Improving Accessibility							
	Travel Security	52	54	58	54	59	277
	Accessibility in Action	105	105	105	105	105	525
	Rights of Way Infrastructure	10	10	10	10	10	50
Residual Matters / Retention Payments							
	Residual Matters / Retention Payments	50	50	50	50	50	250
	Total	**1867**	**1989**	**2167**	**2359**	**2564**	**10946**
Capital Maintenance Programme							
Maintaining the Highway Network							
	Principal Roads	13	13	14	15	15	70
	Non-Principal Roads	185	189	198	208	219	999
	Structures	151	154	162	170	178	815
	Total	349	356	374	393	412	1884
Maintaining the Highway Network (LTP 'norm' adjustment)							
	Principal Roads	556					
	Non-Principal Roads	561					
	Structures	491					
	Total	**1608**					

Council has been in discussions with the DfT and has received some assurances that adjustments will be made to the *Planning Guideline*. In the shorter term, planning and delivering an effective maintenance regime will be problematic. The projections for capital maintenance funding in Table 26 show two scenarios to assist programme planning:

- Scenario 1 – Planning Guideline (currently challenged by the Council);
- Scenario 2 – LTP1 'norm' settlement adjustment based on 2004 figures.

The highway condition targets adopted in Section 6: *Indicators and Targets* reflect a scenario 1 programme.

The Council will use this funding challenge as a catalyst to examine the merits of other sources of funding such as prudential borrowing and sources of corporate borrowing. The Council is aware of the DfT's recent anouncement of a desire to select pathfinders for a highway maintenance private finance initiative. Although interested in the benefits that this opportunity brings, the Council would first need to complete its *Transport Asset Management Plan* and take a view on the adverse impact on its recently renewed highway maintenance term contract. The Council will therefore more likely consider the persuit of a highway maintenance private finance initiative towards the end of the LTP2 period. It should be noted that the Council has made steady progress in raising the annual corporate revenue allocation for maintenance (Formula Funding Share) from 60% to 70% during the LTP1 lifespan.

Exceptional Maintenance Bids

During the life of the LTP1 the Council was successful with a number of exceptional maintenance bids. These included:

- drought damaged roads;
- Town Rail Bridge;
- Parkway parapets.

The bids secured £8.5 million investment in the maintenance programme in addition to annual settlements. The Council will build on the expertise gained from submitting these bids to explore all opportunities for exceptional maintenance bids during the life of the LTP2.

5.2 Revenue Programme

The award of Sustainable Travel Demonstration Town status to Peterborough has resulted in a step-change in revenue funding to support the promotion of sustainable travel in Peterborough. This complements the capital funding made available through the LTP2 programme.

As demonstrated throughout this Plan, the promotion of sustainable travel through the *Travelchoice* initiative is at the very heart of the planning for the future of Peterborough. The revenue funding made available by DfT through *Travelchoice* will enable the delivery of initiatives that would be otherwise difficult to fund. This includes extensive personalised journey planning, marketing and promotion, as well as detailed research and evaluation.

The travel research is of particular importance: the baseline research has formed an essential part of the evidence base for the LTP2 and will be a critical element in the monitoring process, as discussed in Section 6: *Indicators and Targets*.

The baseline research has confirmed that better information about travel alternatives, and tackling negative perceptions about walking, cycling and public transport, will be pivotal in securing changes in travel behaviour. The *Travelchoice* concept therefore underpins the LTP2, and the Council has designed a spending programme combining the LTP2 capital budget with the revenue funding through *Travelchoice* to secure the step-change in travel behaviour that is needed to provide the platform for growth in the city. Table 27 details this spending programme.

During the LTP1, the Council maximised the potential for capital investment to meet transport objectives by complementing projects and programmes with substantial revenue investment. This included over 100% increase in subsidy for local bus services and a proportional increase in highway maintenance expenditure. Table 28 details the recent revenue expenditure, and a projection for the first two years of the LTP2. The figures serve to demonstrate the Council's continuing commitment to funding transport through revenue expenditure.

5.3 Other Funding Sources

The Council is taking a proactive approach to securing funding for transport improvements from a wide range of sources. The growth agenda in the city will place increasing demands on the city's infrastructure, as well as necessitating integrated strategies to support sustainable communities within the urban extensions. Whilst the LTP2 *Planning Guideline* and *Travelchoice* revenue funding will deliver significant benefits over the next five years, these funding sources will not be sufficient to respond to the growth anticipated in the city.

The Council has identified the following potential funding sources to supplement *Planning Guideline* allocations:

- developer contributions, through S106 / S278 agreements or developer contribution scheme;
- ODPM Community Infrastructure Fund (CIF) and Growth Area Fund (GAF);
- capital funding from City Council funds;
- improvements from bodies such as Network Rail and the Highways Agency;

Table 27: Travelchoice Spending Programme

Sustainable Travel Demonstration Town Bid	£ 3,240,000

SCHEME	2004 / 05		2005 / 06		2006 / 07		2007 / 08		2008 / 09			
	LA	DFT	LA	DFT	LA	DFT	LA	DFT	LA	DFT	OTHER	TOTALS
1. Personalised Travel Planning				195500		311500		363000				870000
2. Research and Evaluation		100000		40500		37000		1000		98500		277000
2. Travel Database		10000		10000		10000		10000		10000		50000
3. Sustainable Travel Co-ordinator		35000		35000		35000		35000		35000		175000
3. Marketing and Promotion		75000		95000		30000		30000		10000		240000
4. Cycling Officer		25000		25000		25000		25000		25000		125000
4. More Cycling	50000	45000	50000	38000	50000	38000	50000	60000	50000	14000		445000
5. Sustainable Travel Officer	30000	25000	35000	31000	35000	28000	35000	28000	35000	28000		310000
6. Business Travel Planning	10000	50000		50000		75000		75000		75000		335000
6. Car Sharing Scheme			50000			12500		12500		12500		87500
7. Urban Traffic Control	25000		250000				50000		50000			375000
8. Real Time Passenger Information			250000	20000		20000		20000		20000	20000	350000
9. Passenger Information Screens			100000	10000		5000		5000		5000		125000
10. Transportation Interactive Website		5000	20000	5000	10000	5000	10000	5000	10000	5000		75000
11. Interactive Kiosks		5000		5000		5000		5000		5000	60000	85000
12. Travel Information Centre		20000	50000	80000		50000		50000		50000		300000
13. Interactive Mapping System	50000			15000		15000		15000		5000		100000
14. Integrated Sustainable Transport Guide				55000		15000		15000		15000		100000
15. Sustainable Transport Interchange Information			20000		15000		15000					50000
16. Smartcard		5000	50000	35000	50000	20000		20000		20000		200000
17. Route Branding	5000		20000	40000	20000	40000	5000	14500		5500		150000
18. Home Zone (MTURA)	176000		183000	25000	274000	5000		5000		15500		683500
TOTALS	346000	400000	1078000	810000	454000	782000	165000	794000	145000	454000	80000	5508000

Total Peterborough City Council Contibution	£ 2,188,000
Public Service Agreement Funding	£ 60,000
Bus Operator Funding	£ 20,000

Table 28: Transport Revenue Expenditure

Revenue Expenditure				
	Outturn 04/05 Expenditure	Budget 05/06 Expenditure	Budget 06/07 Expenditure	Budget 07/08 Expenditure
BUDGET AREA				
Public Transport				
Concessionary Travel	445,969	552,500	665,500	677,500
Revenue Support For Buses	550,585	520,000	699,000	730,000
Rural Bus Grant	164,278	164,400	164,400	164,400
Community Transport	57,155	59,020	60,791	62,614
Queensgate Bus Station	94,410	114,600	118,038	121,579
Home to School and Grant Funding	3,368,684	3,614,123	3,773,123	3,943,123
Other Transportation				
Traffic Signal Maintenance	140,649	146,700	151,101	155,634
Road Safety Education	103,378	106,980	110,189	113,495
School Crossing Patrols	53,849	75,100	77,353	79,674
Minor Traffic Management Works	34,471	30,700	31,621	32,570
Transport Studies & Cencus	110,295	91,500	116,500	141,500
Miscellaneous Transportation	35,346	0	0	0
Highways				
Resurfacing & Reconstruction Schemes	591,451	1,265,367	795,367	795,367
Cyclic Maintenance	1,720,264	1,437,870	1,472,870	1,507,870
Winter Maintenance	339,895	315,218	320,218	325,218
Other Highways	308,510	239,900	242,900	245,900
Street Lighting	1,107,909	1,081,237	1,160,237	1,234,237
Bridge Maintenance	203,227	200,900	220,900	240,900
TOTAL	**9,430,325**	**10,016,115**	**10,180,108**	**10,571,581**

- funding from other partners, potentially including the business community, East of England Development Agency etc.

The Council has worked closely with ODPM in the development of bids for support from the Community Infrastructure Fund and Growth Area Funds. Phase 2 GAF was allocated for the Southern Gateway Scheme in February 2006 and an announcement on the Council's bid for funding of works to Fletton Parkway through CIF is anticipated in Spring 2006.

Developer Funding

Peterborough City Council commissioned consultants to develop a development-related 'Transport Contribution Strategy' for the whole of its administration area.

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

The strategy has identified the range of transport interventions and infrastructure that will be necessary to develop new sustainable communities, and converted this into an equivalent contribution per completed dwelling. Importantly, this has taken account of other requirements for sustainable communities, including social infrastructure and affordable housing.

Work is well advanced and it is anticipated that a draft for consultation will be published by mid-2006.

5.4 Delivering Value for Money

Careful consideration has been given to delivering optimum value for money, from both the capital funding through the *Planning Guideline*, and making best use of the revenue funding secured through the *Travelchoice* initiative.

Value for Money from Headline Budgets

It is critical to ensure that the capital funding delivered through the *Planning Guideline* is allocated appropriately to different headline budget areas to best deliver the LTP2 objectives and shared priorities.

This section briefly describes the three-step process of maximising the value that can be delivered from funding within each of these headline budgets, with a more detailed analysis provided in *Annex 11 – Evidence Base*.

The headline budget areas, considered through this process, are as follows:

- public transport;
- walking and cycling;
- improving information;
- managing the transport network (UTMC and congestion relief infrastructure);
- safer roads;
- improving accessibility;
- miscellaneous.

Step 1: Delivering Objectives

Step 1 considered the extent to which different types of scheme intervention (under the different headline budgets) would contribute to the LTP2 objectives. Each headline budget area was scored, on a seven-point scale, against each of the LTP2 objectives. The total score gained by each budget area was then taken, and compared to the overall total score for the whole integrated transport programme. The resulting ratios were then used to allocate the overall budget to each headline budget area.

Step 2: Delivering Targets

Step 2 considered how each of the headline budgets would contribute to the delivery of each of the targets. Again, a similar approach was taken to step 1, with scores given on the basis of the potential contribution to each target, and allocation of the budget on a pro-rata basis.

Step 3: Performance Management

It was also recognised that there was mixed performance in the delivery of some transport outcomes during the LTP1, with strong performance in reducing serious injuries and increasing bus patronage, but weaker performance in increasing accessibility, bus satisfaction and cycling.

It was considered that (in part) weaker performance areas could be improved by allocating additional budget. Step 3 of the process introduced a weighting that favoured headline budgets that, historically, had underperformed. The integration of Steps 1 to 3 were termed an 'optimum' LTP2 budget.

LTP2 Programme Board Budgeting

In parallel, a 'bottom up' budgeting process was undertaken (through the LTP2 Programme Board, as explained later in this section) to fine tune allocations within headline budgets. This process examined:

- a wide range of scheme proposals, and their potential contribution to LTP2 objectives;
- the relative cost of scheme interventions for each highlight budget heading and inflation;
- the resources available (both internal and external) to deliver the LTP2 programme;
- existing programme commitments from LTP1.

The resultant allocations were termed a 'best fit' budget. From this 'best-fit' budgeting process, particular headline budgets were identified as being critical:

- managing the transport network (UTMC and congestion relief infrastructure);

- safer roads;
- residual matters / retention payments.

In these cases, despite the 'best-fit' budget being in excess of the 'optimum' budget calculated through steps 1-3, it would be critical to the delivery of the LTP2 objectives and targets and therefore 'best-fit' allocations were adopted. In the case of residual matters/retention payments, the Council has allocated a budget necessary to cater for previous programmes.

The public transport and the walking and cycling 'best-fit' budget elements are almost equal to the 'optimum' budget, indicating an appropriate level of investment to achieve the desired outcomes.

However, in the cases of improving information and improving accessibility, the 'best-fit' budget is substantially below the 'optimum' budget. This is because, under these headline budgets, the capital expenditure will be complemented by revenue spending, as discussed in Section 5.2.

Table 29 summarises how the final headline budget allocations were derived.

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

Performance Funding

The *Planning Guideline* allocations are subject to review in late 2006 and late 2009 and will be adjusted following the DfT's assessment of the LTP2 and the Councils' delivery reports. This could result in an increase or reduction in levels of funding according to the Council's performance, relative to the 81 other transport authorities in England.

The LTP2 guidance encourages transport authorities to indicate how additional funding will be utilised should an authority achieve a high performance rating relative to the other 82 transport authorities nationally.

Up to an additional 12.5% of provisional Planning Guideline figures (published in December 2004) is available to the Council. The DfT will assess each authority's performance on two criteria:

- the quality of the full LTP2 (especially the ability of the targets to deliver significant transport outcomes);
- the delivery of transport outcomes over the life of LTP1 as detailed in a July 2006 delivery report.

The Council will use additional *Planning Guideline* funding to supplement headline budget areas where analysis is predicting that there is a significant risk that outcome targets will not meet the minimum requirements set down in the LTP2 guidance. These are detailed in Table 30. Performance funding will be distributed across these headline budgets in accordance with the value for money weighting criteria discussed earlier in this section.

Table 29: Summary of Optimum LTP2 Budget Process

Headline budgets and funding allocations		Step 1 Funding allocation (£m)	Step 2 Funding allocation (£m)	Step 3 Funding allocation (£m)	Budget to be allocated (£m)	Comment
Public Transport		1.714	2.451	2.331	2.239	optimum budget
Walking and Cycling		1.714	1.552	1.406	1.375	optimum budget
Improving Information		1.780	2.532	2.323	0.760	best fit
Managing the Transport Network, comprising:	UTMC	1.517	0.817	0.669	2.190	best fit
	Congestion Relief Infrastructure	1.187	0.654	0.540	0.750	optimum budget
Safer Roads		1.385	1.634	2.460	2.530	optimum budget
Improving Accessibility		1.649	1.307	1.217	0.852	best fit
Residual Matters / Retention Payments		0.000	0.000	0.000	0.250	best fit
Total spend (£m) (Planning Guideline)		**10.946**	**10.946**	**10.946**	**10.946**	

Table 30: Headline Budget Outcome Targets

Headline Budget Area	Outcome Target
Managing the Transport Network	LTP6: No increase in traffic entering the city
Safer Roads	RS1: No more than 95 people killed or seriously injured per annum
	RS3: No more than 1151 slight casualties per annum by 2011
Maintaining the Highway Network	BV223: No deterioration on Pincipal Roads
	BV224a: No deterioration on Non-principal Roads
	BV224b: No deterioration on Un-classified Roads
	Bv187: No deterioration on footway condition

5.5 Achieving Excellence in Project Management

Peterborough City Council's *Corporate Performance Plan 2005/06* gave a commitment to '*encourage co-ordination of projects and partnerships to ensure they align with the Council's vision and priorities*'. To that end, a new Programme and Project Management Team has been established within the Chief Executive's Department.

The purpose of the Programme and Project Management Team is to facilitate the timely and cost-effective implementation of the Council's strategies and objectives through professional project and programme management. Initial objectives for the new Programme and Project Management Team include: establishing a Centre of Excellence for project management; co-ordinating the Council's project methodology; to become the information hub for projects and programmes and to provide procedures, training, mentoring and guidance on project management.

Project Management of Transport Schemes

Officers responsible for planning and developing transport projects have all received corporate training in 'achieving excellence in project management'. The training has centred on Prince2 methodology for controlling projects.

Four corporate project boards have been established to oversee the delivery of the corporate priorities (as discussed in Section 3: *Challenges and Opportunities*) and to steer the development of major projects relating to those priorities:

- growth;
- customer access;
- efficiency and effectiveness;
- secondary school renewal.

These boards each have a different Council director as chair and cross-service attendance from senior officers. Key external stakeholders (e.g. Urban Regeneration Company officers) are also on each board.

Major transport-led projects currently report to the Customer Access Board (*Travelchoice*) and to the Growth Board (major scheme development). During the life of the LTP2, transport will have an influence on all corporate priorities therefore it is conceivable that transport projects could be reporting to all of the boards.

LTP2 and Project Management

During the LTP1, the Council had an excellent record for delivering a large programme of integrated schemes and spending allocated Government funding efficiently. Corporately, the Transport and Engineering Services division has been identified as an exemplar in the discipline of project management. The division has also played a key role in establishing the corporate project management form, templates and procedures.

This success can be attributed to the division's adoption of formal processes for managing a large portfolio of schemes generated by a customer request database. Annually, all scheme requests were assessed according to their contribution to LTP objectives and the prioritised schemes slotted into an appropriate programme area in the annual LTP programme. The programme was complemented by the addition of schemes developed by topic area studies, for example the Primary Cycle Network.

For the LTP2, the assessment methodology has been updated to include the new set of LTP objectives (Section 2:*The Wider Context* refers). Equally important is that the revised LTP2 methodology gives a weighting to 'deliverability'. A deliverability weighting will ensure consideration is given to scheme risk at inception whether it relates to feasibility, cost or possibly an issue relating to political sensitivity.

The Transport and Engineering Services approach to decision making has been slightly refined to more closely align with corporate and Prince2 project management principles. The project management structure detailed in Figure 20 will apply to all aspects of LTP2 delivery including:

- stakeholder input through user/supplier groups;
- scheme prioritisation;
- scheme brief development;
- end project review;
- programme review;
- target performance.

A project board will be set up for each of the six headline budget areas in the LTP2 Programme.

- your *Travelchoice*;
- managing the transport network;
- safer roads;
- improving accessibility;
- major schemes;
- maintaining the highway network.

The programme board will consist of the business executive (divisional group managers) from the six project boards and the programme owner (divisional head of service). The programme manager role will be undertaken by a senior LTP officer. The programme board will report direct to the Cabinet Member for the Environment.

As referred to previously, the programme and project management of the LTP2 will be integrated with the Council's programme and project management initiative. The major transport projects will be directly reported to the corporate programme boards.

Figure 21 illustrates how the Council's 'Delivering value for money' approach to developing headline budgets and the Council's approach to scheme prioritisation are complementary to developing a cohesive annual LTP2 programme.

5.6 Strategic Environmental Assessment

The programme of measures has been designed to respond to the findings of the *Strategic Environmental Assessment*, described in Section 3: *Challenges and Opportunities*.

The *Environmental Report* describes the *Strategic Environmental Assessment* that was undertaken in relation to the provisional LTP2. This final LTP2 has taken into account the issues that were highlighted in the *Environmental Report*, to maximise the potential benefits (and minimise negative impacts) resulting from the proposed schemes.

The *Environmental Report* considered the impacts of the overall LTP2 with and without the major schemes. The assessment of the LTP2 without the major schemes demonstrated that there would be a number of beneficial impacts, including improved air quality, reduced greenhouse gas emissions and reduced noise. Furthermore, the LTP2 would improve road safety, help reduce crime, promote community safety, help improve overall levels of health (through increased activity), and improve accessibility to services.

The only potential negative impacts would relate to biodiversity, landscape and water quality arising from a proposed rail freight terminal. While this terminal is not specifically included in the LTP2, it is strongly supported.

However, for the assessment including major schemes, potential significant negative impacts were predicted for: biodiversity; landscape and townscape character; surface and groundwater quality; the function of watercourses, water bodies, rivers and groundwater systems (including floodplains and catchments); soil quality and quantity; and the heritage resource.

Most negative impacts identified in the *Strategic Environmental Assessment* can be minimised to a satisfactory degree through a range of mitigation measures, the specifics of which would be determined through *Environmental Impact Assessment*. However, the assessment highlighted that major infrastructure projects have the potential for significant negative impacts, and that these infrastructure projects should only be considered when alternatives are shown not to deliver equal benefits.

General mitigation measures identified by the SEA included:

- measures to integrate biodiversity into final scheme designs;
- protection of biodiversity within designated and important habitats and the wider environment;
- where possible, major schemes identified as having the potential to have a significant adverse effect on biodiversity should be avoided;
- compensation and creation of additional habitats where negative effects are unavoidable;
- planting of trees in road schemes (to offset greenhouse gas emissions) and improving landscaping;
- the use of Sustainable Urban Drainage Systems (SUDS) and storm water treatment to minimise adverse effects on surface and groundwater quality;
- consideration of groundwater protection zones during the planning and construction phase;
- measures to ensure sympathetic design and compatibility of soft infrastructure with local townscape character, notably during construction;
- measures to minimise the negative effect on landscape character could include the use of visual screening, planting, and the integration of schemes within the surrounding landscape;
- measures to ensure new schemes with additional land take are located on previously developed land, where this is practicable;
- measures to ensure crime prevention and safety are incorporated into the design of schemes. measures include CCTV, appropriate lighting and the consideration of 'Designing out Crime' principles;
- during construction, mitigation measures to minimise the adverse effect on biodiversity, soil and water resources will be required;

Figure 20: LTP2 Prince2 Programme Management Structure

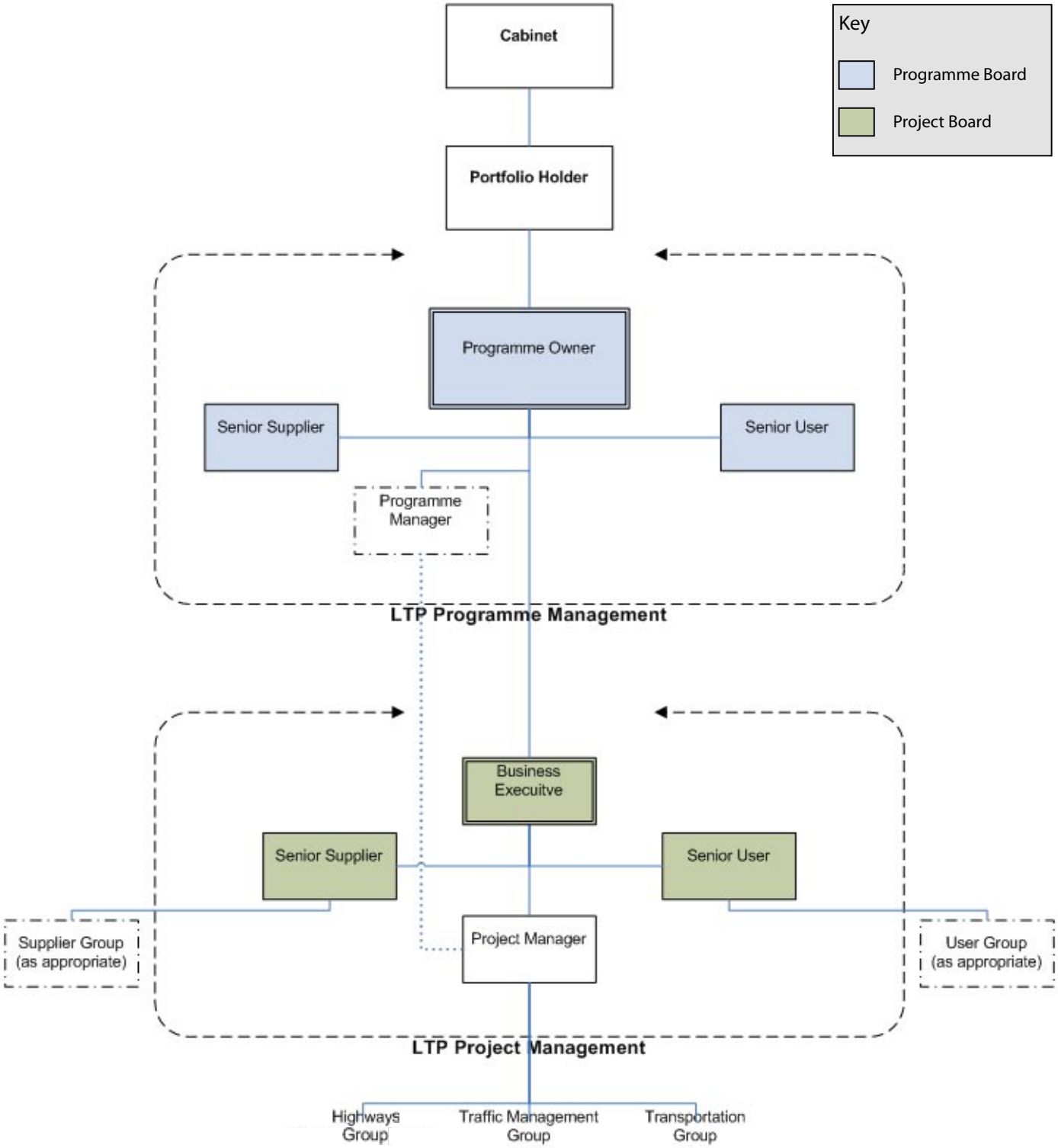
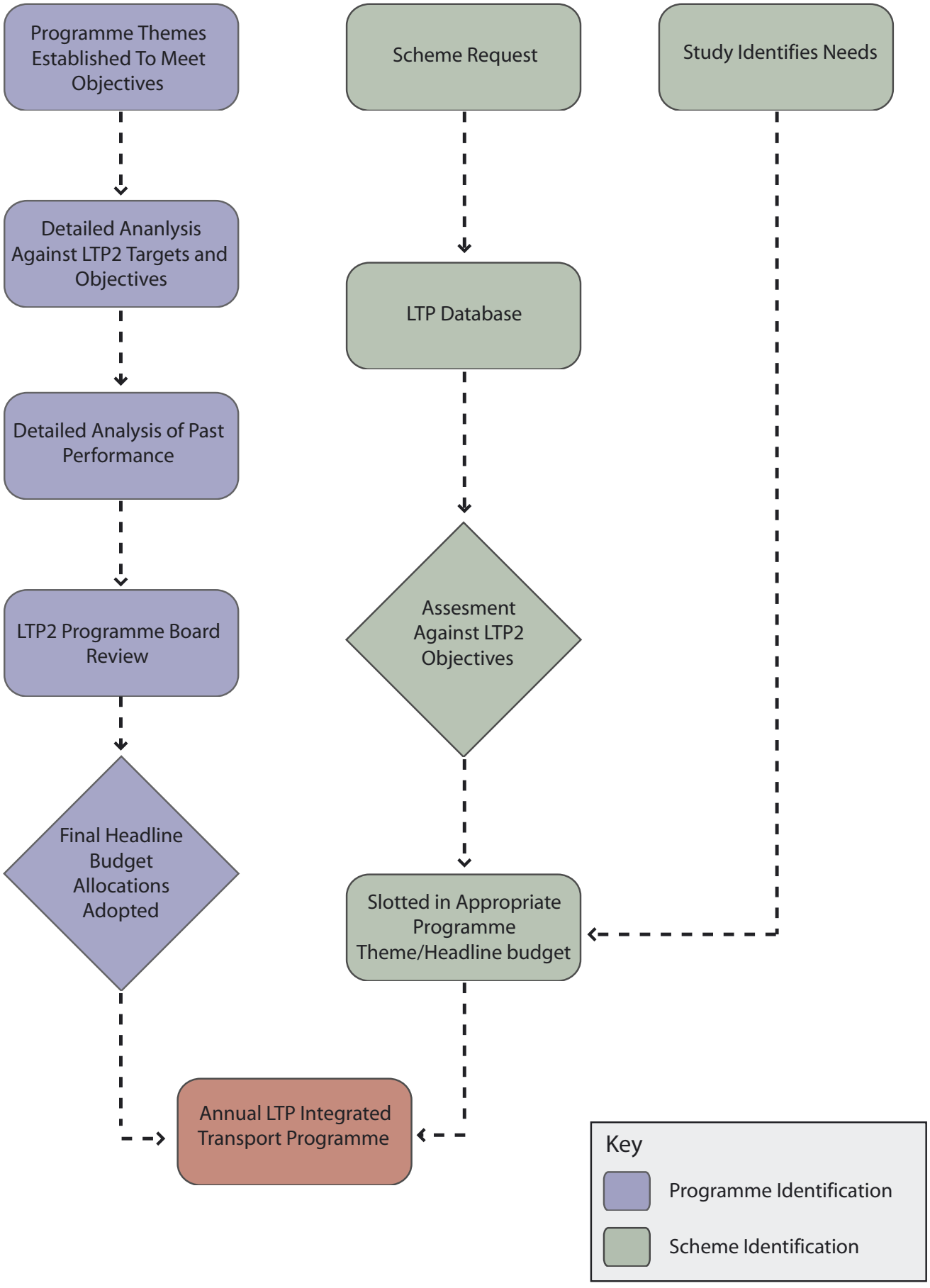


Figure 21: LTP2 Programme and Scheme Identification



- measures to reduce noise pollution in sensitive areas, including low noise surfacing (subject to further road safety investigations), reducing vehicle speeds, and noise attenuation barriers.

5.7 Major Schemes

As demonstrated earlier in this section, the Council is seeking to secure significant benefits through an effective combination of both capital and revenue spending, drawing upon a wide range of sources. This programme will secure significant benefits in relation to the Council's objectives and the national/local shared priorities.

Supporting Growth

Peterborough is preparing to accommodate substantial growth (as discussed in detail in Section 2: *The Wider Context* and Section 3: *Challenges and Opportunities*). As already noted, effective transport provision will be pivotal to the delivery of this growth, both in housing and in jobs. Being at the northern end of the London–Stansted–Cambridge–Peterborough growth corridor, the city will play a critical part in absorbing growth in the greater South East, and in spreading the benefits into the East Midlands and the more deprived northern parts of the East of England.

The growth that is anticipated will fundamentally change the character of the city, bringing both challenges and opportunities. If this growth is not planned for sustainably, the city could suffer acute congestion, environmental problems and widening social exclusion. Conversely, by putting in place sustainable transport solutions to accommodate this growth, the Council anticipates that Peterborough can become an exemplar of sustainable growth and a location of choice for new businesses and residents.

Whilst the *Planning Guideline* (and other current funding sources) will play an important part in tackling the challenges faced by the city at present, it will not be adequate to provide the new infrastructure and services that will be necessary to deliver sustainable communities.

With this in mind, the Council has developed a number of proposals for major transport schemes in the city. The objective of these schemes is to capitalise on the opportunities that will be generated by the development of the new communities, to secure wider transport benefits for the whole city.

Table 31 presents the major schemes that are proposed for development/implementation in the city in the period to 2011. Further work will be undertaken to develop proposals to support growth beyond 2011.

LTP major scheme funding is being sought for one scheme – the A1073 Spalding to Eye Improvement. Funding is otherwise being sought from other sources, to support the aspirations for growth in the city namely:

- Growth Area Fund (GAF);
- Community Infrastructure Fund (CIF);
- developer funding.

Gateway Concept

The Council has developed the concept of gateways for the city. The gateways will provide high quality access for all transport modes to the City Centre and other potential development areas. The four gateways are illustrated in Figure 22.

In response to the challenges posed in catering for the expected growth, a comprehensive integrated strategy is required for each gateway. An overview of the approach to be taken for each gateway is described later in this section.

The Strategic Network: Making Best Use of the Parkway System

The Council has also identified the critical role of the Parkway system, both in ensuring efficient travel within the city, but also in terms of its wider regional role. The northern section of the system carries the A47 trunk road, catering for movement between the Fens and the A1. The south and east sections will play an increasingly important role in providing strategic access from the south to the Fens and into Lincolnshire.

Importantly, the gateway schemes will be designed to preserve the role of the Parkway system, in catering for strategic movements. Furthermore, a key objective will be to reduce the volume of traffic using the Parkway system for short distance local trips, which can be better catered for by high quality public transport.

Principles Underpinning the Gateway Schemes

The common principles underpinning the gateway schemes are, therefore, to:

- encourage switch to non-car modes, particularly public transport, of existing trips on the road network, including those trips currently using the Parkway system;
- 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, including the Parkway system;
- to maximise the efficiency of the Parkway system, particularly for more strategic traffic that cannot otherwise be accommodated by public transport.

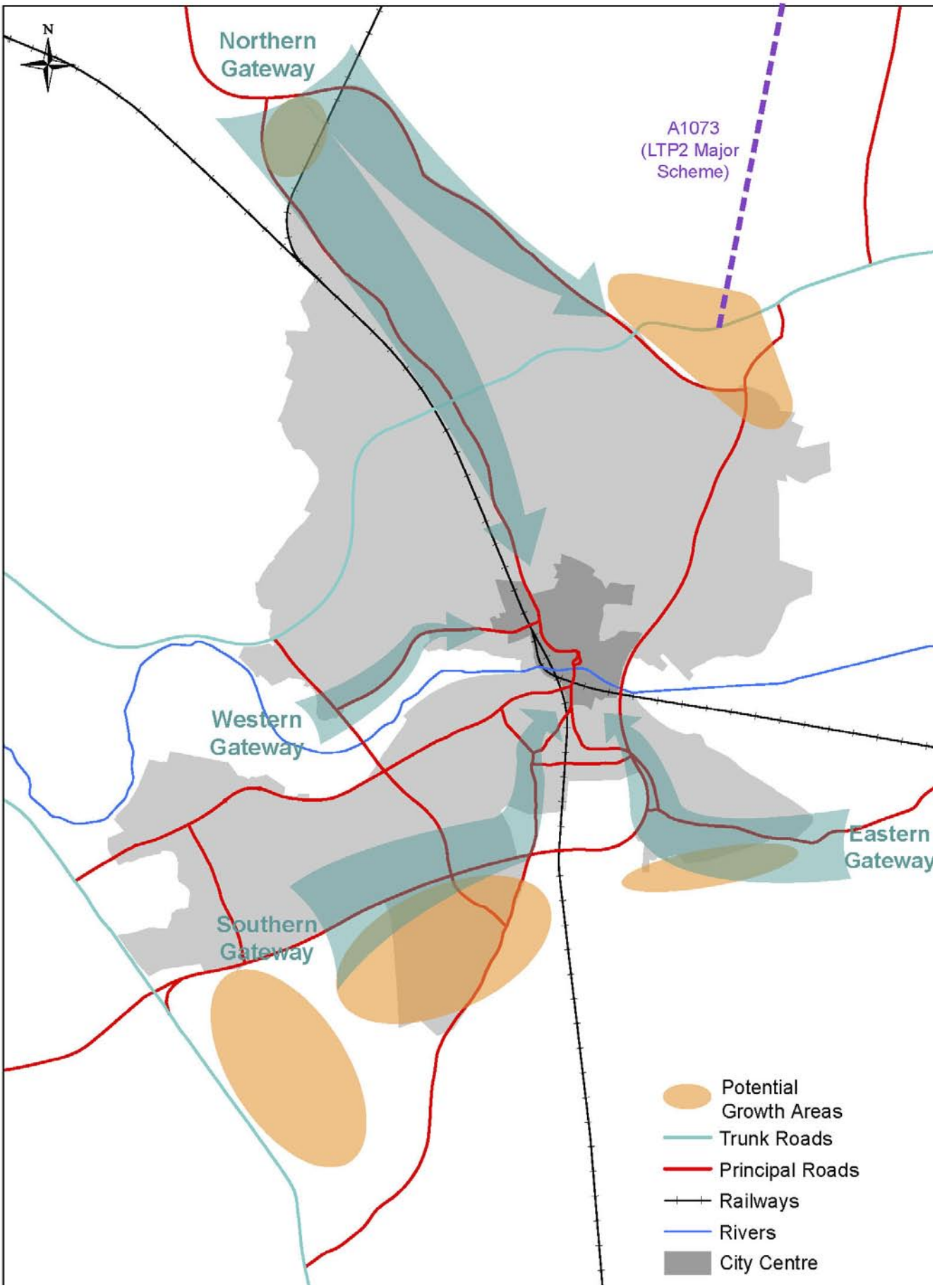
The major schemes proposed in Peterborough are briefly described below.

Table 31: Programme of Major Schemes

Transport Solutions: Major Schemes		Source of Funding	Estimated Cost (June 2005)	Timescale 2006 – 2011 (B) Bid (D) Develop (C) Construct					
				05 / 06	06 / 07	07 / 08	08 / 09	09 / 10	10 / 11
LTP1 Schemes									
A605 Stanground Bypass		Developer		D	C	C			
LTP2 Schemes									
A1073 Spalding to Eye Improvement Scheme		LTP2	71m *	D	D	C	C	C	
Schemes to Support Growth									
Southern Gateway	A15 London Road Corridor Phase 2	Growth Area	6.24m	D	D C	C			
	A15 London Road Corridor Phase 3	Growth Area	11.3m			B			
	A1139 Fletton Parkway Widening (Junction 2 to 3)	Community Infrastructure	7.014m	B	D C	C			
	Hampton Western Peripheral Road	Developer		D	C				
Eastern Gateway	East Embankment Access Scheme	Growth Area	5m			B			
Western Gateway	A1179 Thorpe Road Corridor	Growth Area	2m			B			
Northern Gateway	A15 Paston Parkway (Junction 21 to 22)	Growth Area	5.344m		B C	C			
City Centre Framework	Bus Station Relocation	Developer		D	D	C	C	C	
	Station Quarter Improvements	Developer/ Growth Area	40m	Completion of development brief 2006/07					

* *£23 million from East of England regional allocation, £48 million from East Midlands regional allocation*

Figure 22 - Peterborough Gateways



5.8 LTP2 Major Scheme – A1073 Spalding to Eye Improvement

This cross-region scheme was provisionally accepted for funding in the first Lincolnshire LTP and the first Peterborough LTP and has an important role to play in supporting the local economy, particularly the agricultural and food processing industries, in the south-east of Lincolnshire. In the Peterborough area the scheme has a key role in supporting development in the north-east of Peterborough, reducing accidents, maintenance liabilities and improving the environment in communities along the route.

The scheme's 'Preferred Route' was approved in January 2002 and a planning application was submitted to both Lincolnshire County Council and Peterborough City Council in July 2002. Planning permission, with conditions, was granted for the Peterborough section in March 2004. Planning permission, also with conditions, was granted for the Lincolnshire section in September 2003. Secondary planning applications for additional works which arose as a result of discussion with landowners were approved in early 2005.

Draft Compulsory Purchase Orders and Side Roads Orders were published in March 2004 and the Public Inquiry relating to those Orders was held in November 2004. Supplementary Orders were published in November 2004 as a result of discussions with objectors to the main Orders. The Secretary of State's decision on the Orders was published in August 2005. Whilst the Secretary of State was generally satisfied with the orders, he was unable to come to a view as to whether or not the scheme would be assigned funding. Accordingly, he deferred a decision pending the outcome of the regional funding advice.

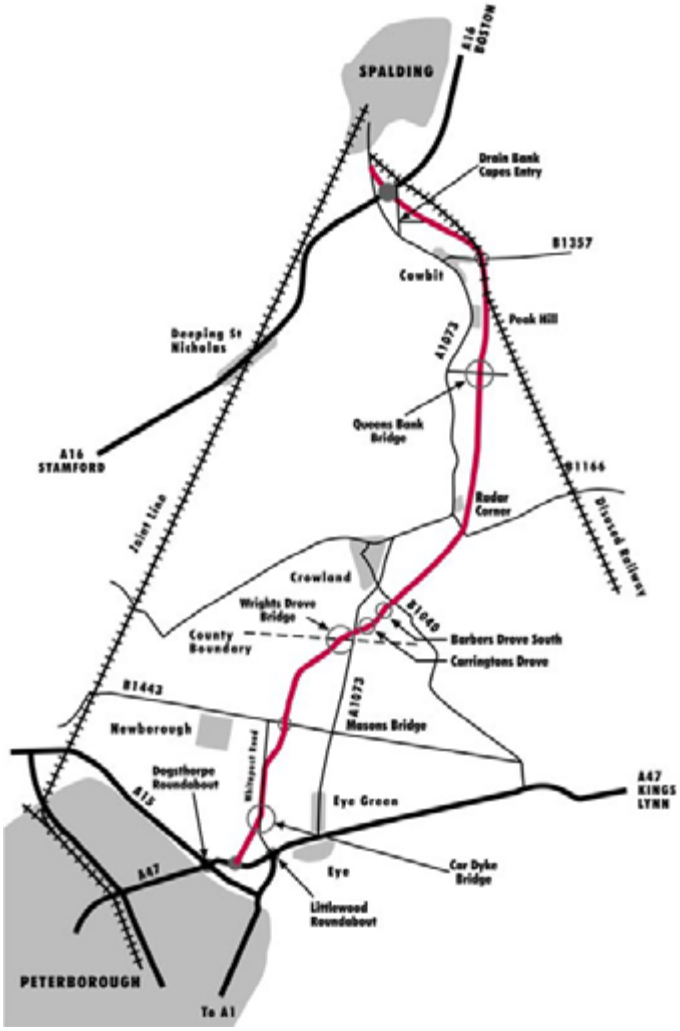
The cost of the proposed A1073 scheme has risen from £44.6m to £71.4m. This is due to a number of reasons, in particular:

- delayed start – a change in the assumed construction start date from June 2005 to April 2006 (at the earliest);
- increased costs in construction materials, labour and plant, and purchasing land;
- Public Inquiry – held in November 2004 this has contributed to cost increases, with a significant number of objections received and additional work required by the Inspector;
- geotechnical issues – more expensive material needs to be imported from other sources;
- third party consent – discussions with third parties such as the Highways Agency and the Internal Drainage Boards have resulted in additions to the scope of the works;
- construction rates – a number of construction material rates used for the cost estimate have proved to be too low. Market forces have driven up the cost of certain materials, which have also proved generally more expensive than nationally due to the geographical location of the site, and haulage costs have risen due to increased fuel costs;
- contract fundamentals – preliminaries, insurance and contractor's fees are linked to the overall works cost and have therefore experienced similar increases;
- errors and omissions – an element of risk value, particularly contractor's risk, some of the paving materials, environmental ponds, fixed price allowances, adjustment items.

Once Orders have been confirmed, final negotiations with Lincolnshire County Council's Major Schemes Framework Contractor can commence regarding the construction contract, and the process of purchasing land can commence. It is expected that the construction duration will be 26 months.

The recent East Midlands Regional Assembly advice to the Government proposed a start date of 2007. However, the East of England Regional Assembly has indicated that, due to substantial competing demand, it

Figure 23: Schematic Plan of the A1073 Improvement Scheme



is difficult for them to fund their element of the scheme within this timescale, but that funding might be available in 2011 at the earliest. The East of England Regional Assembly has acknowledged the cross-regional funding issues relating to the delivery of the scheme. There is an undertaking to work towards resolving these issues. For the purposes of this LTP2, a start date in line with that proposed in the East Midlands regional advice to Government has been assumed. In the meantime, Peterborough City Council will work with Lincolnshire County Council, the two Regional Assemblies and the two Government Offices to examine possible solutions to this problem.

Support for the LTP2 Objectives

The schemes contribution to LTP2 objectives is briefly detailed below

Environment

- removal of traffic from the proximity of a substantial number of houses in Cowbit, Crowland and Eye Green whilst having an adverse effect on a small number of properties;
- CO_2 emissions can be expected to reduce by some 3% over the study area. No AQMA implications;
- traffic reductions would encourage cycling and walking on the existing A1073.

Safety

- significant benefits would be accrued due to the transfer of the vast majority of traffic from an existing narrow single carriageway to the improvement scheme.

Economy

- potential to contribute to local regeneration initiatives, and also to local and regional economies.

Accessibility

- high level of relief for pedestrians from severance particularly in Eye Green.

Integration

- generally the scheme integrates with all levels of land-use policy.

Value for Money

Of the overall cost of the scheme, approximately £48m will fall to the East Midlands and £23m to the East of England. The increase is broadly in line with that experienced on Highways Agency and other LTP schemes. As a general point, recent studies on the cost of road schemes have found that, of 80 national road schemes, costs have risen in over half of them and, of 71 local road schemes, costs have risen by 77%. There are 16 national trunk road and motorway schemes where costs have doubled from the original estimate.

Strategic Environmental Assessment

The *Strategic Environmental Assessment* considered the environmental impacts of this major scheme. The assessment demonstrated that the scheme will deliver benefits, in terms of improved air quality, through reduced congestion, and reduced noise, by moving traffic away from the villages. Furthermore, the scheme will help improve the viability of walking and cycling, thus improving health and increasing accessibility.

It should, however, be noted that there could be potential significant negative impacts on soil quality, through the permanent loss of agricultural land. Specific mitigation measures have been proposed for the A1073 Spalding to Eye Improvement, as detailed in the *Environmental Statement* produced for the scheme.

Conclusion

In conclusion, this scheme is the top priority for the Council, and has therefore been identified as the only major scheme that the Council wishes to progress through the LTP funding route. Funding for all other major schemes will be sought from other means, as discussed below.

5.9 Supporting Growth: Transport Gateways

A series of integrated packages will be needed to deliver the transport capacity to accommodate growth in the city. This section describes the transport packages that have been developed for the four gateways to the city.

Eastern Gateway Transport Package

The Eastern Gateway transport package is designed to enable growth to occur in the City Centre and the eastern segment of the city in the Stanground area.

The package comprises the following projects:

East Embankment Access Scheme

Background

The East Embankment area offers major regeneration potential for Peterborough and is integral to the delivery of the *City Centre Framework*. The proposed development focuses on a residential-led mixed use community, centred on a riverside development with potential for a marina and wildlife reserve.

Access to the planned development and the adjacent Eastern Industry is currently poor and, at present the development (when added to others planned for the area) would cause unacceptable congestion on local roads and through the City Centre at peak times.

The nearby A1139/A1119 junction currently provides the main access to the east of the City Centre and to

the industrial areas to the east of A1139. The A1119 Boongate distributor was constructed during the new town expansion of the city and is single carriageway with adjacent land provision to the north for potential future widening. The link becomes congested during peak hours leading to excessive queuing through the A1139/ A1119 junction and stationary traffic on the A1139 Frank Perkins Parkway carriageway.

Scheme Description

The *City Centre Framework Transport Report* envisaged a new south facing junction onto the A1139 Frank Perkins Parkway, and Growth Area Funding was secured for developing this proposal. However, this proposal is one of a package of options under consideration by the Council to meet the scheme objectives, including:

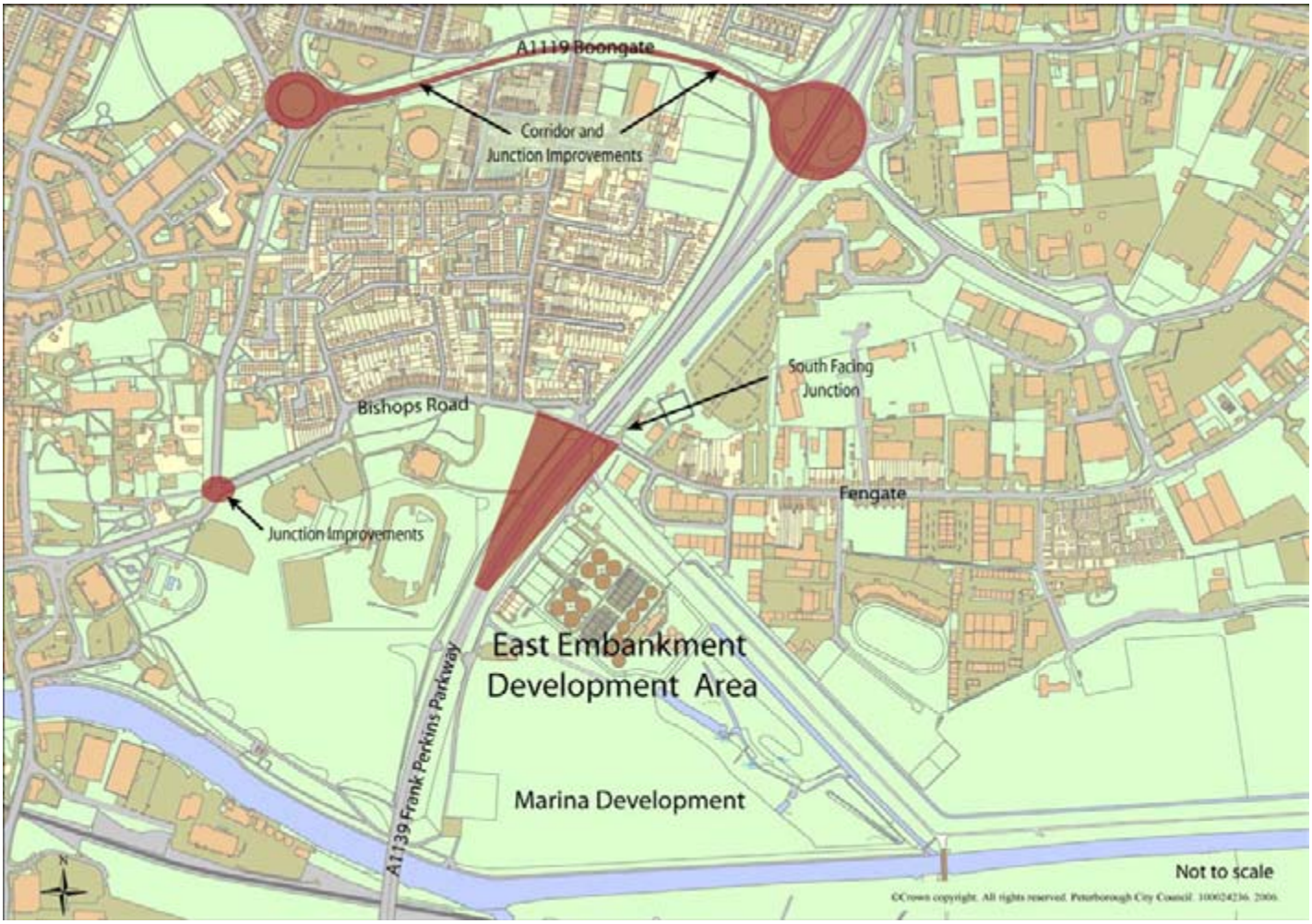
- dualling the A1119 Boongate;
- creating a dedicated lane for traffic exiting the A1139 to the A1119;
- traffic light control on the A1139 / A1119 Boongate roundabout and / or the A1119 / St Johns Street roundabout at peak hours.

The alternative options will all be thoroughly tested and modelled as part of the formal development and assessment of the East Embankment Access Scheme and traffic growth in the eastern area of the City. The environmental, social and economic impact of the scheme options will be considered and a full list of advantages and disadvantages will be prepared, to inform public consultation prior to identifying a preferred option. In addition, local traffic management measures will be assessed to reduce the impact of traffic on local roads.

Supporting the Wider Policy Context

The East Embankment Access Scheme addresses *East of England Plan* Policy GPSR4 (which seeks the regeneration of Peterborough City Centre) and the need to improve travel choice and accessibility through improvements to the local transport infrastructure. Policy T17 identifies measures to deliver the *City Centre Framework*, (including this scheme) as a priority and as such the scheme was submitted for consideration in the Regional Assembly's transport funding allocation exercise. The scheme achieved a ranking of two and therefore does not qualify for transport major scheme funding during the review period (2005 – 2016). Therefore, further development of this scheme will be the subject of a future Growth Area Fund bid or private sector contribution.

Figure 24: Schematic Plan of the East Embankment Access Scheme



A605 Stanground Bypass

Background

The A605, which runs through the local community of Stanground, carries traffic from Fenland and northern Huntingdonshire and is an important corridor for commuting into the city from the east. The Stanground community (particularly residents living adjacent to the road) suffers severely from the environmental impacts of the heavy traffic flows using the A605. The provision of a bypass is a long-standing policy of the Council.

Scheme Description

The bypass scheme would form an integral part of the Eastern Gateway Transport Package, by diverting traffic away from a sensitive residential community, and onto the Parkway network, which is better able to accommodate the traffic. Traffic from the east would then enter the City Centre via Boongate and / or the East Embankment, as discussed above. This would also enable better management of road space in Stanground, with greater priority to be given to pedestrians, cyclists and public transport.

Originally the subject of an LTP1 bid in July 2002, funding for the Stanground Bypass is now being sought through the planning process. A planning application for full developer funding of a modified shortened route was approved by the Council in September 2005.

Supporting the Wider Policy Context

The bypass scheme will be important in both tackling current congestion and environmental problems within Stanground, as well as enabling residential development to take place in Stanground. The residential development will not be able to take place without the bypass and, as such, the bypass therefore strongly supports the growth requirements set out in the *East of England Plan* and the *Peterborough Local Plan*

Southern Gateway transport package

The Southern Gateway transport package has been developed to enable growth to take place in the Hampton Township to the south of the city, and to enable the delivery of a sustainable transport corridor into the City Centre.

The package comprises the following projects:

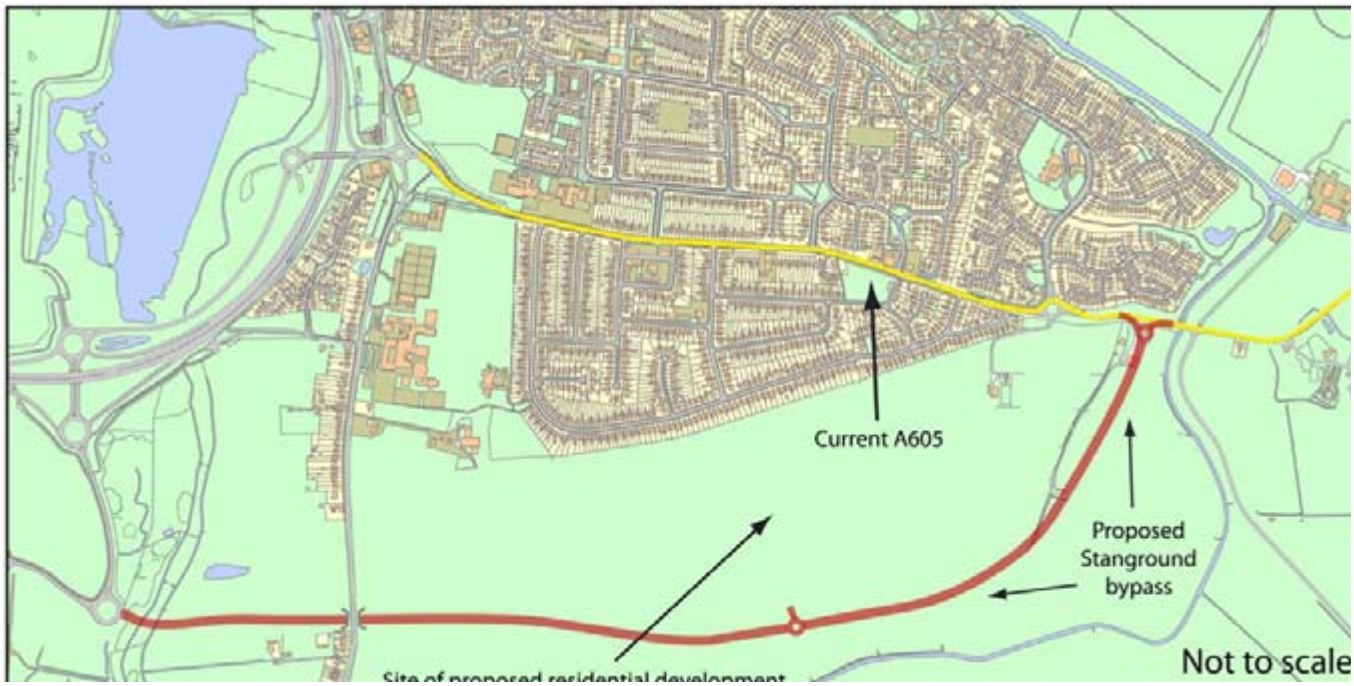
A15 London Road Corridor

Background

The A15 London Road is the only major route into Peterborough City Centre from the south. Traffic levels are high with over 34,000 vehicles travelling along the link (2004 AADT). It is also an important high frequency core bus route for commercial services, community transport and home-to-school transport. The A15 crosses the River Nene and the east-west rail line at Town Bridge, which comprises a rail and river bridge, adjacent to which is located the South Bank Regeneration Area, identified for major brown field development.

This corridor is currently subject to peak period congestion that is forecast to increase as growth takes place in the city. The increased levels of congestion will impact particularly upon bus services, resulting in increased journey times and reduced reliability therefore reducing attractiveness of the bus to existing and potential passengers.

Figure 25: Schematic Plan of the A605 Stanground Bypass



During the life of the LTP1, the Council successfully bid for £3.64m supplementary funding to carry out structural repairs to the Town Rail Bridge. This structural maintenance project serves as a catalyst to deliver the necessary enhancement works required to provide access to the South Bank Regeneration Area, and to provide a high quality public transport corridor along the route. To ensure that these works are co-ordinated and that the minimum of disruption to the travelling public and the City Centre economy occurs, a three phase approach has been adopted, with the timing of phases carefully co-ordinated to take account of track possessions and peak shopping periods.

Phase 1: Structural Repairs

Works commenced in January 2005 to replace the badly corroded bridge beams on the Town Rail Bridge deck spanning the east-west rail line. The refurbishment works included a new segregated pedestrian/cycleway deck to the side of the existing structure to enable additional traffic lanes to be added as part of later phases. The provision of a new east-west pedestrian/cycle subway to enhance access to the South Bank was included in this phase of the project. The Council was successful in obtaining ODPM growth area funding for the subway and segregated pedestrian/cycleway. Phase one is scheduled for completion in December 2006

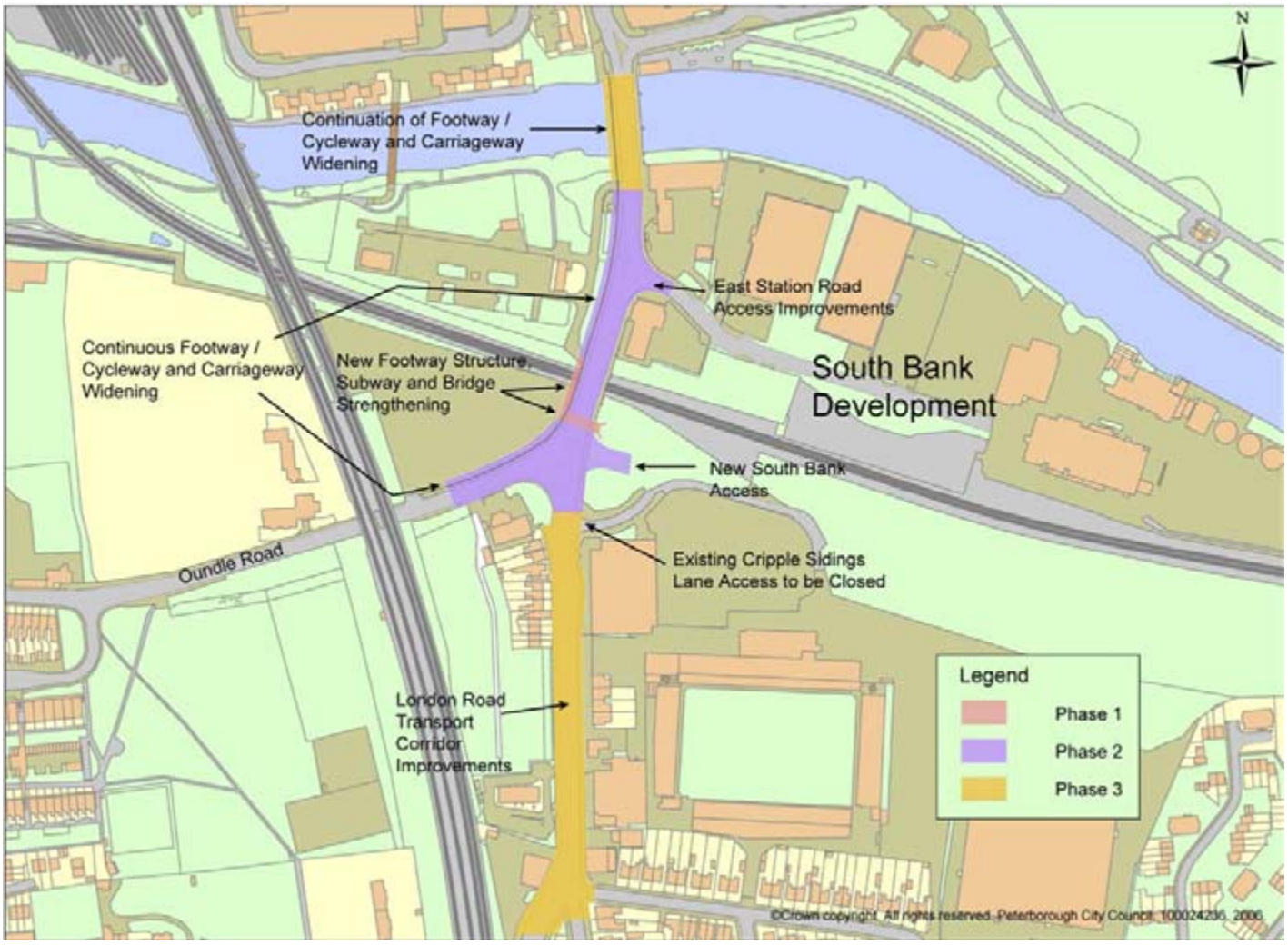
The Council was successful in obtaining ODPM growth area funding for the subway and segregated pedestrian/cycleway.

Phase 2: South Bank Regeneration Area Access

The South Bank Regeneration Area is planned to comprise of over 600 residential properties and 1600 new jobs, as well as 10500 square metres set aside for culture and leisure facilities, including a hotel and sports complex adjacent to Peterborough United football stadium. The site measures 13.3 hectares and straddles the east-west rail line.

Phase two of the A15 London Road Corridor will unlock this development potential by providing high quality access for all modes of transport. This phase will build on the accommodation works in phase one to provide a continuous footway / cycleway on the western side of London Road from south of the rail crossing to Oundle Road. Additionally, the carriageway will be widened to five lanes to enable access into East Station Road via a signalised junction and to provide the infrastructure for bus priority. The final element of this phase will be to create a southern access into the South Bank Regeneration Area by incorporating Cripple Sidings Lane into a signalised four-arm junction.

Figure 26: Schematic Plan of A15 London Road Corridor



The Council used the second phase of ODPM Growth Area Fund bidding opportunity to secure the funding necessary to deliver phase two. As this bid was successful, the Council is seeking to link this phase with phase one of the scheme and for both phases to be completed by mid-2007. In any respect, it must be completed by March 2008 to accord with the expenditure rules applicable to the second round of Growth Area Funding.

Phase 3: Corridor Improvements

The phase three proposal is to further extend the western footway/ cycleway from the Town Rail Bridge northwards to the Rivergate retail area. This will necessitate the construction of a visually sensitive structure to carry the footway/cycleway across the River Nene adjacent to the existing historic river crossing. The carriageway over the existing structure can then be widened to provide a continuation of the bus corridor.

The final element of the proposed scheme will be to introduce bus priority measures for the remainder of the A15 London Road, between its junction with Glebe Road/ Fletton Avenue and Oundle Road.

Phase three of the scheme is currently undergoing feasibility design utilising ODPM first phase Growth Area Funding. The design will optimise Intelligent Transport Solutions to provide a continuous high quality bus corridor serving the south of the City Centre.

Additionally, the Council is proposing a 'bus-gate' facility 3km south of the scheme to further enhance bus reliability, by diverting vehicular access to the City Centre from the new Hampton Township and the south via the Parkway system. However, the impact of such a bus gate is being assessed using the *Peterborough Transportation Model* and relies upon the delivery of other major schemes.

Supporting the Wider Policy Context

It can be seen that delivery of the A15 London Road Corridor scheme will help unlock the potential of the South Bank development area, therefore enabling the expansion of the City Centre, hence strongly supporting policies in the *East of England Plan* and *Greater Peterborough Sub-regional Plan*. Furthermore, the improvements will provide a significant improvement in the reliability and quality of bus journeys, improving the attractiveness of public transport from the south of the city.

A1139 Fletton Parkway Widening (Junction 2 to 3)

Background

The A1139 Fletton Parkway widening will form part of a new corridor providing access around the south of the city, and therefore forms an integral part of the Southern Gateway transport package.

The A1139 Fletton Parkway was constructed as part of the New Town phase of Peterborough's development. It is a Primary Route and forms part of the Parkway network of dual carriageway roads in and around Peterborough, which benefit the city by keeping long-distance through-traffic out of central and residential areas. Fletton Parkway also provides a link from the A14 (via the A605) and the A1 to the A47.

Junction 3 is the current connection point onto the Fletton Parkway for the whole Hampton development site (around 7,200 homes in total of which around 1500 have been built thus far). In accordance with the 1993 Section 106 Agreement with the Council, O&H Hampton (developers of the Hampton site) will be connecting the A15 to the A1139 Fletton Parkway (via a "Western Peripheral Road") at Junction 2.

Congestion is growing at Junction 3. This junction is at the confluence of the dual carriageway A1260 Nene Parkway (which connects to the A47 trunk road at its northern end and feeds the western side of the city centre via the A1179 Longthorpe Parkway) and the dual carriageway connection into Hampton and the Fletton Parkway. The junction is currently only relieved by the Council maintaining the single carriageway A15 London Road as general highway, rather than implementing the bus corridor along this route, as set out under the 1993 Section 106 Agreement .

Scheme Description

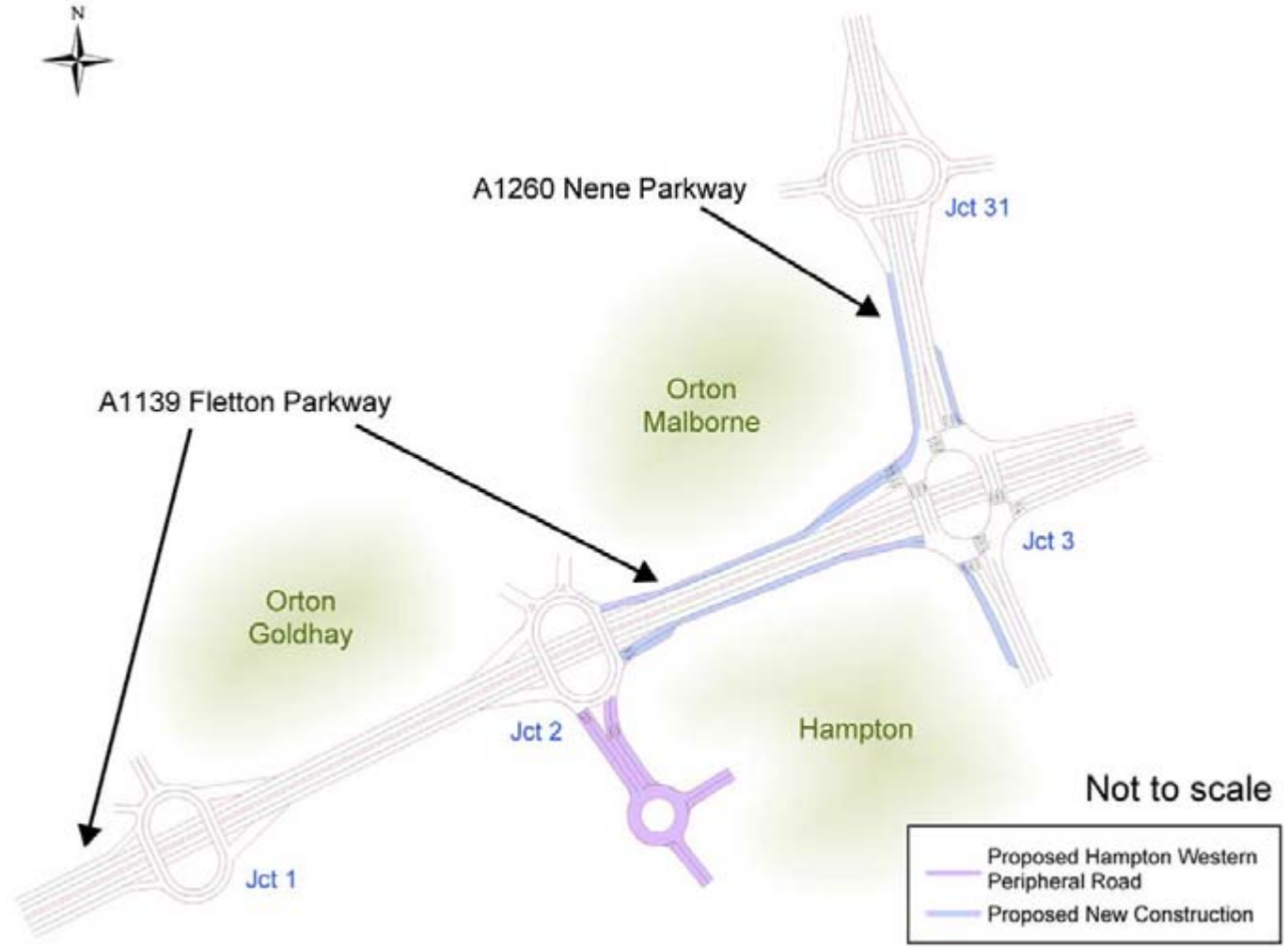
This scheme proposal, which was short-listed for Community Infrastructure Funding, entails widening between Junctions 2 and 3, to provide an additional lane with full provision for merge and diverge manoeuvres. The scheme also includes the signalisation of both Junctions 2 and 3 and dedicated lanes on the interchange with the A1260 Nene Parkway.

The Council has been working in partnership with the local developer, O&H Hampton, in the provision of a pedestrian/cycleway bridge to span the new construction, serving the Orton Township in the north and the Hampton development to the south. This link is essential to provide 'the Ortons' with access to a substantial district centre in Hampton.

In addition, the scheme is required to complement new road infrastructure required for Hampton being funded and built by O&H Hampton, including the Western Peripheral Road discussed in detail later in this section.

This scheme will form part of a new corridor from the south into the City Centre. This will be complemented by reclassification of this route as the A15, and "downgrading" of the existing A15 London Road (including Town Rail Bridge, described above) as a local access route. A further direct consequence of scheme delivery is that the proposed bus gate on the A15 London Road can proceed, thereby providing the much-awaited sustainable transport corridor between Hampton and the

Figure 27: Schematic Plan of A1139 Fletton Parkway Widening (Junction 2 to 3)



City Centre. The study undertaken by Scott Wilson in support of the *City Centre Framework* identified that this bus gate also provides relief on the City Centre section of the A15 on which the proposed new housing allocation on the South Bank site relies.

The Council will investigate if additional widening of the A1139 Fletton Parkway is required (Junction 1 to Junction 2) if the further expansion of Hampton is allocated to meet the *East of England Plan* housing targets.

Supporting the Wider Policy Context

It can therefore be seen that delivery of the scheme will ensure that the current housing development proposals can be fully delivered; in addition, the scheme unlocks the proposed provision of the southern extension to Hampton. The scheme will directly assist in reducing significant congestion arising from the 1,500 homes already built and provide the additional capacity needed for future traffic growth at these junctions.

Hampton Western Peripheral Road

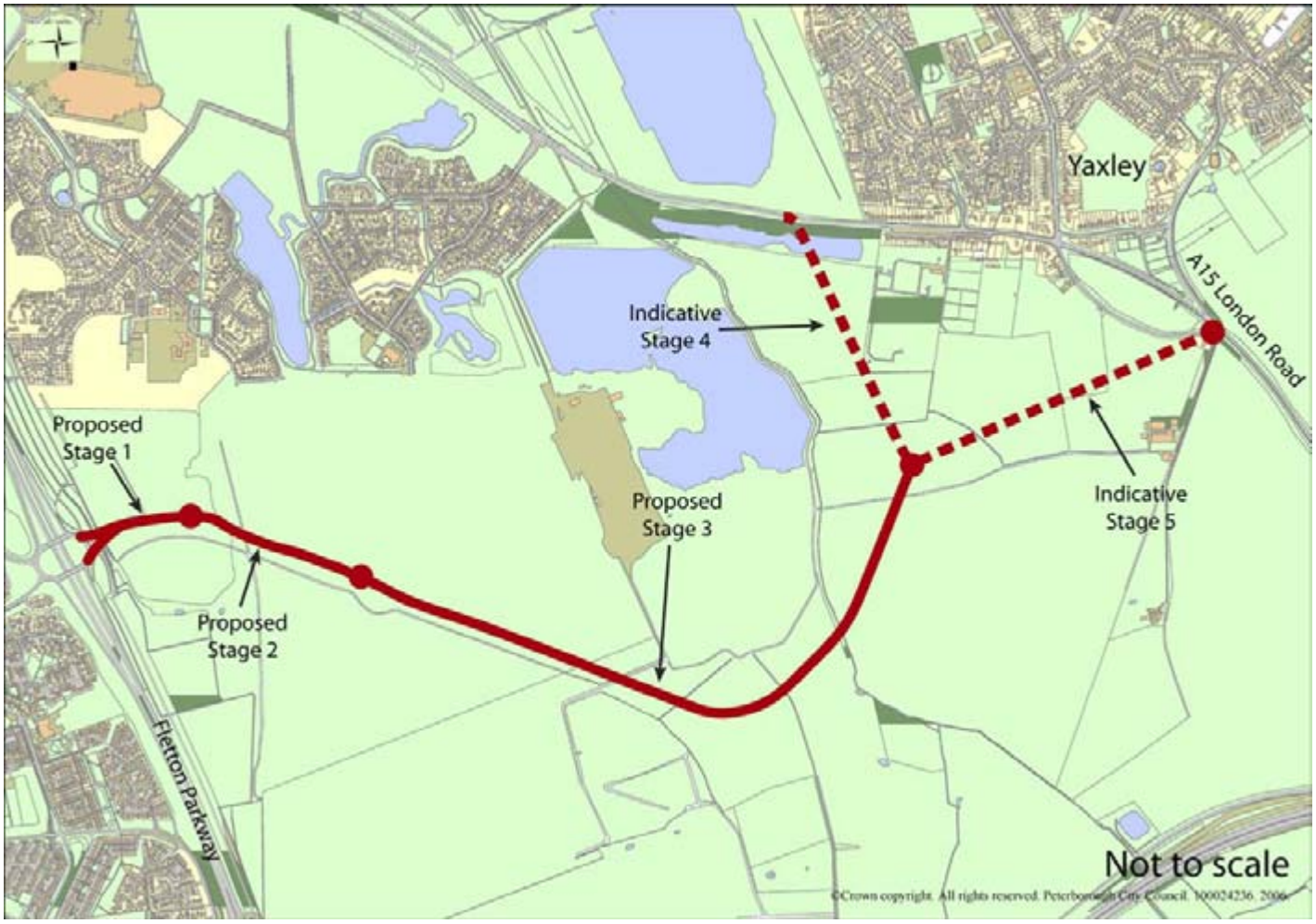
This proposal is complementary to the A1139 Fletton Parkway widening described previously. It provides a new link from the A15 (south of Yaxley) to the A1139 Fletton Parkway, and will complete the new strategic A15 corridor around the south of the city, enabling the reallocation of road space on the existing A15 London Road.

This scheme will be developer-funded and will provide the Hampton Township with a second access to the Parkway system at Junction 2 of Fletton Parkway and relieve congestion at the current primary access at Junction 3. In addition, the scheme will provide direct access to the A1 and provide traffic relief to the residents of the Cambridgeshire village of Yaxley. The Council has granted outline planning permission for the scheme. As of March 2006 stage one was complete to single carriageway standard.

Supporting the Wider Policy Context

It can therefore be seen that this development-led scheme will secure wider benefits to the operation of the transport network in the south of the city. Additionally it will allow the housing proposals for the Hampton Township to be fully realised and provide relief from the environmental impacts of traffic for the residents of Yaxley.

Figure 28: Schematic Plan of Hampton Western Peripheral Road



Western Gateway Transport Package

The Western Gateway transport package has been developed to enable extension, towards the west, of the City Centre, including the Station Quarter, together with redevelopment of the Peterborough District Hospital site as a new mixed-use urban quarter.

The package is presented in *Figure 29*, and comprises the following project:

A1179 Thorpe Road Corridor

Background

The A1179 Thorpe Road is a busy, congested arterial route into the heart of the City Centre serving the District Hospital, the railway station and the Queensgate shopping centre. It carries in excess of 20,000 vehicles per day, high numbers of pedestrians and cyclists and four bus routes, including a high-frequency core route. Without intervention, traffic flows on this route are predicted to increase by 63% (to 35,000 vehicles per day) in 2023, when re-development at the Station Quarter and District Hospital sites will be complete. Crescent Bridge, at the eastern end of the scheme, is a particularly congested section and delays to bus services are considerable during peak periods.

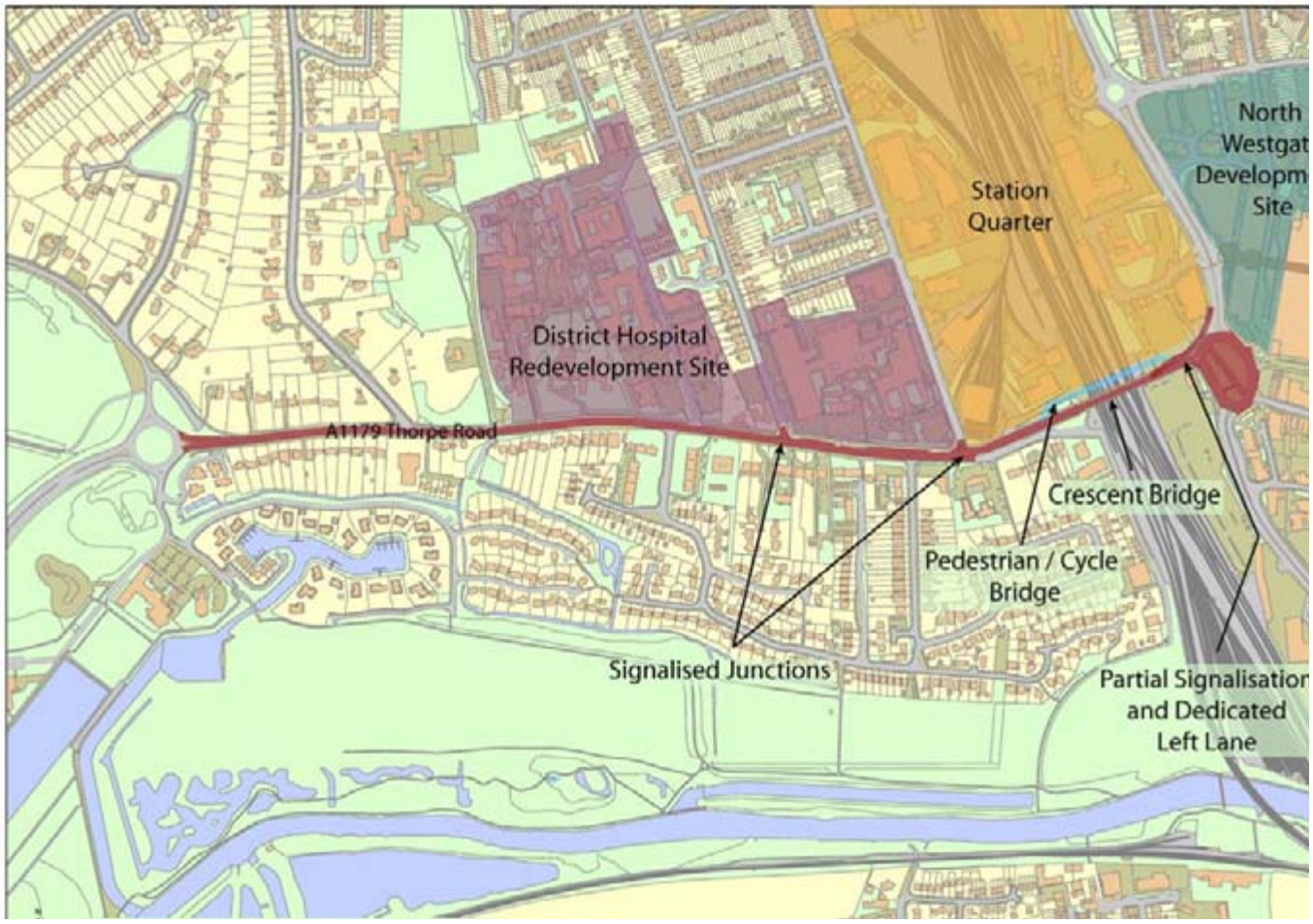
The *City Centre Framework Transport Report* (discussed in more detail in Section 3 *Challenges and Opportunities*) identified capacity and public transport improvements to the A1179 as essential to ensure high levels of access are maintained to the City Centre.

Scheme Description

The Council has used round one Growth Area Funding to examine a wide range of potential schemes. The resultant recommended scheme includes partial signalisation of the Crescent Bridge roundabout, a combined foot/cycle bridge over the railway and introduction of traffic signals at key junctions along the route, supported by the introduction of Intelligent Transport Systems, including an urban traffic management and control system and variable message signing to re-direct drivers. A report setting out these proposals has recently been issued to ODPM.

The early introduction of urban traffic managment and control and associated Intelligent Transport Solutions are fundamental to achieving a number of the LTP2 congestion, accessibility and air quality objectives across the city. The platform for the urban traffic managment and control system will be delivered within the *Planning Guideline*, however it is envisaged that certain elements of the on-street intelligent transport infrastructure needed

Figure 29: Schematic Plan of A1179 Thorpe Road Corridor



for this corridor will be delivered through the Growth Area Funding.

Supporting the Wider Policy Context

The proposed scheme will tackle the access needs of the new residential community at the redeveloped Peterborough District Hospital site. The scheme will also integrate fully with other development proposals in the City Centre, such as the North Westgate retail-led development and proposals for redevelopment of the Station Quarter. It is anticipated that the implementation of this project will be the subject of a future bid to the Growth Area Fund to support housing and jobs growth. The scheme proposal will provide a package of measures to improve the capacity of the transport network and promote public transport to accommodate sub-regional growth. The scheme was identified by the *City Centre Framework Transport Report* as essential to sustain the economic growth of the City Centre.

Northern Gateway Transport Package

This gateway package is designed to enable new development to take place in an urban extension to the north of the city, and will also provide for a step-change in public transport provision into the City Centre from the north.

The package is presented in *Figure 30*, and comprises the following project:

A15 Paston Parkway (Junction 21 to 22)

Background

The A15 Paston Parkway was constructed during the 1970s, as part of the New Town phase of development and comprises part of the city's Parkway network. The A15 Paston Parkway is one of the main routes in to Peterborough City Centre and links with the A47. Traffic levels are high with in excess of 25000 (2004 AADT) vehicles travelling along the link. This results in extreme link congestion, particularly southbound during the AM peak period, causing traffic to use less suitable roads. It is also an important link for core bus routes for commuters, school transport and community transport. Traffic growth from the north of Peterborough has been high in recent years as development of the Greater Peterborough Sub-region has accelerated.

The A15 Paston Parkway between Junction 21 (Gunthorpe) and Junction 22 (Werrington) was never dualled, although land was acquired for the purpose and street furniture to accommodate dualling installed. The dualling of the A15 Paston Parkway between Junction 21 and Junction 22 will form part of an improved corridor

providing access around the north of the city and therefore forms an integral part of the transport package for the city and its sub-region.

Scheme Description

The scheme, which was short listed for Growth Area Development Funding Round 2, entails the on-line dualling of Paston Parkway between Junction 21 and Junction 22 over a length of approximately 1.5km, utilising existing verge already set aside for such a scheme. The existing lighting within the newly created central reserve will be replaced with new lighting columns and luminaires. Junction 22 will require modification at the interface with the proposed dual carriageway arrangement but will otherwise be unchanged. The Junction 21 roundabout will also be modified only at the interface with the proposed dual carriageway.

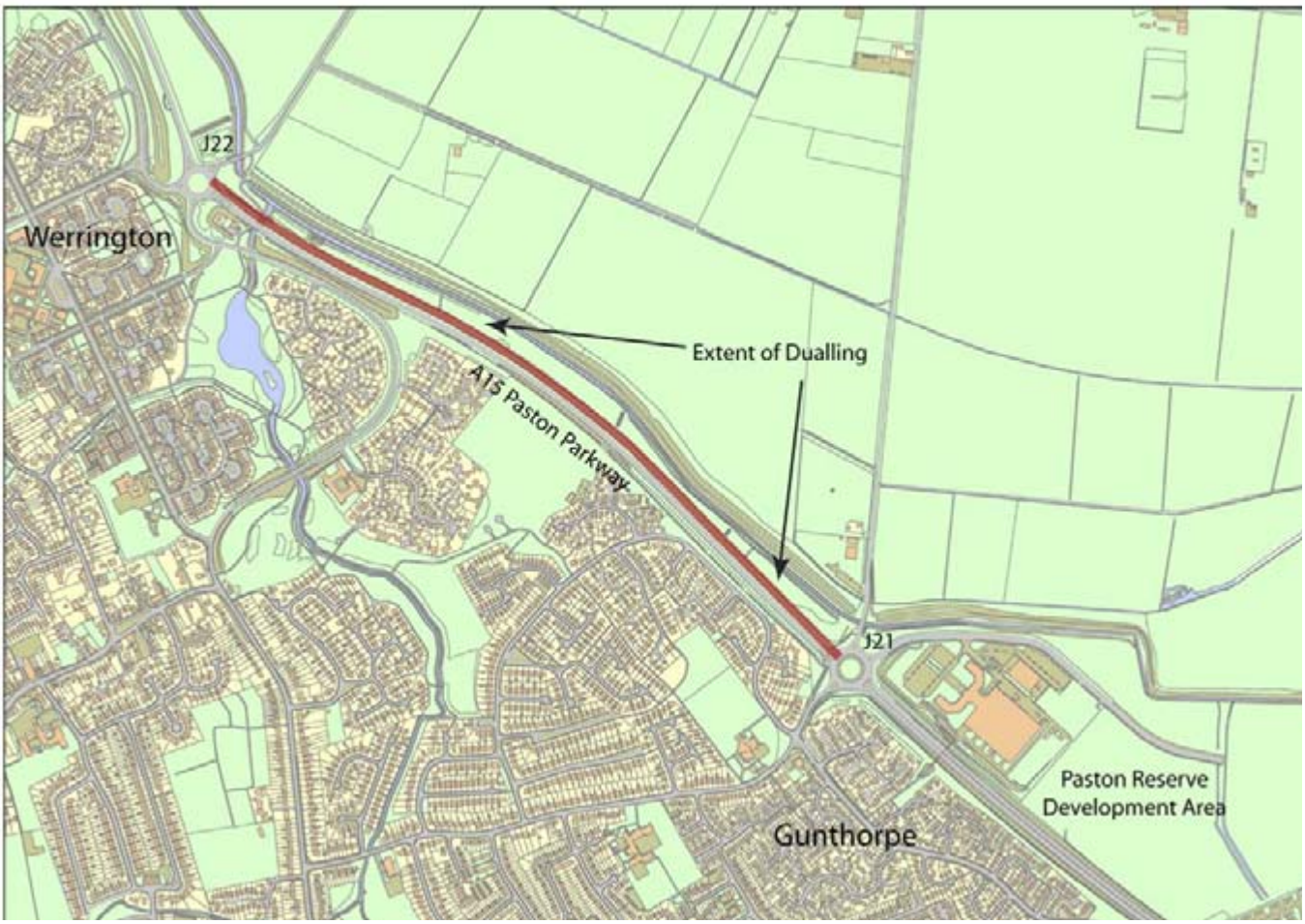
The purpose of Paston Parkway dualling is to: facilitate housing development to the north of Peterborough; reduce congestion (hence improving journey time and reliability) and reduce rat-running traffic on less suitable roads. To do nothing to the highway network whilst adding the extra traffic associated with additional development would cause additional delays to current users. In addition, such traffic would exacerbate environmental problems such as noise and air pollution as well as traffic diversion on to less suitable roads within Paston. Such consequences are not considered acceptable, and thus additional development to the north of Peterborough would not be permitted to proceed without the provision of the scheme.

A significant effect of this improvement will be to provide an increasingly viable alternative route for traffic accessing the A15 to the north of the city. This will relieve the former main north-south route of Lincoln Road.

Supporting the Wider Policy Context

The dualling of the A15 Paston Parkway from Junction 21 (Gunthorpe) to Junction 22 (Werrington) is the first phase in the proposed dualling of the A15 to the Lincolnshire border. The route will assist in providing improved access to the Paston Reserve development. Major housing development (comprising approximately 1,300 dwellings) is planned at Paston Reserve, which is in the vicinity of the scheme. The major access for this site will be at Junction 21 Paston Parkway. A further expansion of this site for a mixed use development, including approximately 3,000 homes, is being considered and is unlikely to be delivered without the dualling of this section. Further housing growth areas are being considered to the north of Werrington and to the north of the sub-region in Lincolnshire, and future phases of dualling of this route will be considered in this context.

Figure 30: Schematic Plan of A15 Paston Parkway (Junction 21 to 22)



The scheme proposed will serve to unlock capacity on the parallel A15 route (Lincoln Road) which will assist the future delivery of bus priority measures and providing the potential for a future Lincolnshire/Peterborough border park and ride site.

City Centre Framework Transport Package

The *City Centre Framework* transport package represents the proposals the Council and its partners have developed for revitalising and expanding the City Centre. The aims and objectives of the *City Centre Framework* are discussed in more detail in Section 3: *Challenges and Opportunities*.

Bus Station Relocation

The *City Centre Framework* North Westgate proposals include redevelopment of the shopping centre and the relocation of the bus station site to a new site adjacent to the rail station. Improved pedestrian linkage will be provided across Bourges Boulevard and between the bus and rail stations as part of a new integrated transport interchange. The scheme is being designed by Morley Fund Management and Hammerson as the Council's preferred development partners and a planning application is anticipated in 2006. Figure 31 details the likely proposals.

Station Quarter Improvements

Identified through the *City Centre Framework*, the Station Quarter Improvements will provide accessibility between the Station Quarter development area, the City Centre and a new multi-modal transport interchange. A new footbridge will provide access for pedestrians and cyclists across the East Coast Main Line for the proposed residential developments at the Peterborough District Hospital site and the mixed-use development at the Station Quarter. A new multi-storey car park will provide additional long stay spaces for commuters and replace inefficient (land-use) at-grade parking. Round one Growth Area Funding has been used to produce a development brief to take this project forward.

5.10 Conclusions

The Council welcomes the funding allocated in February 2006 by the ODPM under the second round of Growth Area Funding for the Phase 2 of the A15 London Road Corridor. The Council is also very positive about the potential allocation of Community Infrastructure Funding for the A1139 Fletton Parkway Widening scheme and, likewise, second round Growth Area Funding for the A15 Northern Gateway Scheme.

Figure 31: Schematic Plan of North Westgate Development

Collectively, the allocation of such funding will far better enable the Council to proactively manage the transport implications of overall growth. Although the lead-in time and delivery periods for such funding is somewhat challenging, effecting the aforementioned schemes by March 2008 is entirely achievable. Furthermore, by completing such schemes 'on the ground', the Council hopes to further demonstrate its ongoing ability to deliver and clearly demonstrate its desire to embrace the Government's growth agenda. As all of the schemes have either direct or indorect sustainable travel benefits, they provide Peterborough the opportunity to 'grow the right way'. In that respect, the Council will continue to liase with representatives of ODPM, DfT and Go-East to both report on the progress of these schemes and explore the potential for other transport-related schemes under future funding rounds.

Transport Innovation Funding

The Transport Innovation Fund represents a new approach by the DfT to the allocation of major scheme funding. Through Transport Innovation Funding the DfT will seek to direct funding towards those schemes that significantly contribute to two high priority national objectives - namely tackling congestion and improving productivity. Funding will be made available from 2008/09 to 2014/15 and is expected to rise from £290 million to over £2 billion in that period.

The Council was unsuccessful in biding for first round congestion 'pump priming' funding under this initiative. The authority will continue to maintain an interest in the Transport Innovation Funding initiative and will work closely with regional partners and stakeholders in the development of future congestion and productivity scheme bids.