

Annexes

Annex 1 National, Regional and Local Documents

Level	Title	Key Features
National	Developing a Sustainable Transport System http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/dastsreport.pdf	The Government's plan for the national transport infrastructure is outlined in Delivering a Sustainable Transport System: Main Report, November 2008 (DaSTS) DaSTS identifies five transport goals, as follows: Tackle climate change; by reducing transport's emissions of CO ₂ and other greenhouse gases Improve quality of life for all transport users and non-transport users and promote a healthy natural environment Support economic growth, by delivering reliable and efficient transport networks Promote greater equality of opportunity, with the desired outcome of achieving a fairer society Contribute to better safety, security and health and long life-expectancy
National	Towards a Sustainable Transport System http://www.dft.gov.uk/about/strategy/transportstrategy/pdfsustaintransssystem.pdf http://www.pltts.org.uk/Documents/Policy%20Review_V1.doc	DaSTS follows on from Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, October 2007 (TaSTS) TaSTS sets out the Government's response to the recommendations of: the Stern Review on the Economics of Climate Change, October 2006. The Eddington Transport Study, December 2006; and the Barker Review of Land Use Planning, December 2006; on transport's contribution to economic growth and productivity
National	Active Travel Strategy http://www.dft.gov.uk/pgr/sustainable/cycling/activetravelstrategy/	Department for Transport (DfT) and Department of Health (DH) February 2010. The Government's strategy for getting more people walking and cycling more often and more safely
National	Strategic Rail Freight Network: The Longer Term Vision (September 2009) http://www.dft.gov.uk/pgr/rail/strategyfinance/strategy/freightnetwork/strategicfreightnetwork.pdf	This sets out the vision, plus the expenditure plans for Control Period 4 (2009/10 to 20013/14)

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Regional	Regional Plan (East of England Plan Regional Spatial Strategy) http://www.gos.gov.uk/goee/docs/Planning/Regional_Planning/Regional_Spatial_Strategy/EE_Plan1.pdf	<p>It should be noted that the East of England Plan, the Regional Spatial Strategy (RSS) for the East of England is in the process of being extended to 2031; it currently runs to 2021</p> <p>The document identifies Peterborough as a Key Centre for Development and Change (KCDC) and as a priority area for regeneration. It states that sustainable transport improvements and the provision of social, community and green infrastructure should address the following:</p> <ul style="list-style-type: none"> Development of the city centre to provide an improved range of services and facilities Regeneration of the inner urban area so as to realise the potential of the centre's historic heritage and promote quality in the built environment Delivery of a significant and sustained increase in housing Seek investment in sectors of the economy with scope for expansion including environmental industries, building on its credentials as an environment city whilst maintaining support for existing sectors Improve access to and provision of locally based further and higher education facilities Provide improved transport choices within the urban area and between the city and its hinterland
Regional	Regional Economic Strategy for the East of England http://www.eastofengland.uk.com/res/files/RES_Complete.pdf	<p>The Regional Economic Strategy (RES) sets out the long term vision for the sustainable economic development of the East of England up to 2031, the document is to be considered alongside the RSS. The vision for the RES is that by 2031, the East of England will be:</p> <ul style="list-style-type: none"> Internationally competitive with a global reputation for innovation and business growth A region that harnesses and develops the talents and activity of all At the forefront of the low-carbon and resource-efficient economy and known for: <ul style="list-style-type: none"> Exceptional landscapes, vibrant places and quality of life Being a confident, outward-looking region with strong leadership and where communities actively shape the future The RES identifies eight goals and associated priorities to achieve the aims of the region. One of the eight goals is a transport system that fully supports economic growth
Regional	Delivering a Sustainable Transport System Response from the East of England Region http://takeiton.org.uk/files/East_of_England_DaSTS_Response_-_Full_Final_Report.pdf	<p>The East of England response to DaSTS. The report categorised a number of high level regional challenges, under the five DaSTS goals:</p> <ul style="list-style-type: none"> Tackle climate change Achievement of climate change targets High vulnerability to climate change Support economic growth The knowledge economy International and regional competitiveness Growth areas Gateways Promote equality of opportunity Pockets of deprivation Relative spatial inequality Rural inequality and hidden deprivation <p>There are no challenges highlighted under the following DaSTS goals – improve quality of life and contribute to better health, safety and security</p>

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Regional	Regional Freight Strategy http://www.eera.gov.uk/publications-and-resources/studies/transport-studies/consultation-of-regional-freight-strategy-and-optioneering-report	The Regional Freight Strategy was published by the East of England Regional Assembly in November 2008. The key principle behind the strategy is to promote sustainable distribution that seeks to balance the needs of the economy, the environment and society. The strategy identifies Peterborough as a location where there is a concentration of freight-related employment and also identifies the cross-country route between Ipswich, Ely, Peterborough and Nuneaton as a regionally important route for freight
Regional	Regional Planning Assessment http://www.dft.gov.uk/pgr/rail/strategyfinance/strategy/rpa/coll_easternregionalplanningasse/ernregionalplanningasses3512.pdf	The DfT's Eastern Regional Planning Assessment (RPA), published in February 2006, highlighted the rail network as a vital element of the transport system for London and the East of England. The RPA expected a 36 per cent increase in rail trips from Peterborough between 2002/03 to 2016
Regional	Network Rail's Route Utilisation Strategies http://www.networkrail.co.uk/asp/4449.aspx	The East Coast Main Line Route Utilisation Strategy (RUS) was published by Network Rail in February 2008. The East Midlands RUS Draft for Consultation was published in February 2010. Both strategies identify challenges based mainly on the volume of traffic and reliability of services. There are a number of solutions identified in these strategies to help close various 'gaps' on the network
Regional	East of England Implementation Plan http://www.eeda.org.uk/implementationplan.asp	This is the Joint Implementation Plan for the RSS and RES
Regional	Integrated Sustainability Framework http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/	The Integrated Sustainability Framework (ISF) is a statement of the sustainable development priorities and challenges facing the East of England The vision of the ISF is: "To promote and enhance the environmental, economic and social well-being of the East of England, and ensure a better quality of life for everyone – now and in the future"
Regional	Regional Health Strategy http://www.eera.gov.uk/What-we-do/developing-regional-strategies/regional-health-strategy/	This is the first Regional Health Strategy. It is intended to improve the overall health of people in the East of England and to reduce inequalities in health within the Region. Its focus is strongly on the underlying issues which determine people's health
Regional	Regional Social Strategy http://www.eera.gov.uk/What-we-do/developing-regional-strategies/regional-social-strategy/	This strategy sets out the vision, objectives and means for achieving a fair and inclusive society in the East of England

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Local	Peterborough Sustainable Community Strategy and Local Area Agreement http://www.gpp-peterborough.org.uk/documents/SustainableCommunityStrategy_003.pdf http://www.peterborough.gov.uk/pdf/LAA.pdf	<p>Sustainable Community Strategy</p> <p>The development of Peterborough is guided by the over-arching strategy laid out in Sustainable Community Strategy 2008 to 2021, June 2008, published by the Greater Peterborough Partnership (GPP)</p> <p>The Sustainable Community Strategy vision will be delivered through a series of short and medium term action plans developed through the Local Area Agreement (LAA). The stated vision for Peterborough is:</p> <p>“A bigger and better Peterborough that grows the right way, and through truly sustainable development and growth”:</p> <p>Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings</p> <p>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</p> <p>The Sustainable Community Strategy lists four priorities that are needed to achieve the vision for Peterborough. These priorities each contain four outcomes that are the focus of the LAA. The Sustainable Community Strategy priorities and their transport related outcomes are as follows:</p> <ul style="list-style-type: none"> Creating strong and supportive communities (SSC) Creating the UK’s Environmental Capital (EC) Creating opportunities, tackling inequalities (OI) Delivering substantial and truly sustainable growth (GO) <p>Local Area Agreement (LAA)</p> <p>Specific roles and goals for transport in delivering the Sustainable Community Strategy are stated in the LAA as designated national indicators. These are stated below with their relationship to the Sustainable Community Strategy priorities and outcomes</p> <p>SSC01, NI 147 People killed or seriously injured in road traffic accidents</p> <p>EC02, NI 175: Access to services and facilities by public transport, walking and cycling</p> <p>EC02, NI 177: Local bus passenger journeys originating in the authority area</p> <p>EC02, NI 198: Children travelling to school – mode of transport usually used</p> <p>GO03, NI 167: Congestion – average journey time during the morning peak</p> <p>Other indicators that transportation will have a measurable impact are:</p> <p>GO03, NI 188 Adapting to climate change</p>
Local	Peterborough City Council’s Strategic Priorities	<p>Peterborough City Council’s strategic priorities are listed below and these are the overarching priorities for the Long Term Transport Strategy (LTTS):</p> <ul style="list-style-type: none"> Creating the UK’s Environment Capital Creating strong and supportive communities Delivering substantial and truly sustainable growth Creating opportunities – tackling inequalities
Local	Core Strategy http://www.peterborough.gov.uk/pdf/plan-policy-ldf-cs-adoptedCS.pdf	<p>The Core Strategy sets out the general spatial vision and objectives for delivery of the Local Development Framework (LDF). It conforms to the RSS and delivers the Sustainable Community Strategy</p>

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Local	Site Allocations DPD http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_framework/site_allocations_dpd.aspx	This will identify sites and allocates land for different types of development to deliver the scale of growth and development set out in the Core Strategy
Local	Planning Policies DPD http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_framework/planning_policies_dpd.aspx	This will identify planning policies to deliver the scale of growth and development set out in the Core Strategy
Local	Peterborough Sub-Regional Economic Strategy http://www.peterborough.gov.uk/pdf/env-plan-cs-ebase-pterboroughsubregionaleconomicstrategy200820312008.pdf	The strategy presents the vision for the economic well-being of the sub-region for the period 2008 to 2031. The four main objectives are: Raise the competitiveness of business through innovation and enterprise support; Ensure the flexibility and adaptability of the sub-region to respond effectively and efficiently to changing technological, economic and social trends; To upgrade and modernise the industrial base of the sub-region building upon its traditional specialisations and competitive advantages, whilst exploiting the opportunities arising from newly emerging industries such as environmental technologies; To promote greater openness of the sub-regional economy by encouraging further integration into the global economy through support for exports, attraction of internationally mobile investment and access to international innovation systems and knowledge networks
Local	Statement of Community Involvement http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/statement_of_community_involve.aspx	This shows how and when the planning authority intends to consult local communities and other stakeholders when preparing planning documents, or when considering planning applications
Local	Peterborough Local Plan 2005 (First Replacement) http://www.peterborough.gov.uk/planning_and_building/planning_policy/adopted_development_plan/peterborough_local_plan.aspx	This contains the local planning policies and land allocations for Peterborough, which remain until replaced by the new planning documents above
Local	Rural Strategy http://www.gpp-peterborough.org.uk/documents/Theruralvision.strategyApril07.pdf	Developed in conjunction with rural communities to identify key priorities for the rural communities. The four priorities are Housing, Environment and Heritage, Transport and Accessibility and Rural Economy
Local	Rural Working Group Action Plan http://www.gpp-peterborough.org.uk/partners-rural.php	The Action Plan aims to identify the key issues to ensure an improved quality of life in the rural and urban areas. A series of engagement meetings resulted in the production of a Rural Vision and Strategy (RVS). The RVS, which feeds into the Sustainable Community Strategy identifies the following priorities: Accessible green spaces and enjoying our heritage; Sustainable transport and access to services; Thriving rural areas, supported by inward investment; Quality new developments and refurbishments

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Local	Second Peterborough Local Transport Plan (2006 to 2011) http://www.peterborough.gov.uk/traffic_travel_and_parking/strategies_policies_and_plans/transport_policy_and_new_works/transport_planning/ltp2.aspx	This is the second Peterborough Local Transport Plan (LTP2). LTP2 details future development proposals, local transport priorities and a programme of improvements for the Peterborough area
Local	Peterborough City Council Climate Change Strategy http://www.peterborough.gov.uk/pdf/env-cc-climatestrategy.pdf	This includes a set of measures that the city council should take to address climate change within its own areas of operation. It also provides suggestions for measures that businesses and residents can take
Local	Environment Capital Manifesto http://www.ukenvironmentcapital.com/manifesto.pdf	Peterborough's manifesto goal is to become the UK's Environment Capital. To help support this goal a number of targets and action plans have been set. These are: Conserving Natural Resources; Environmental Goods and Services; Cleaner, Greener and Sustainable Transport
Local	Housing Strategy (2008 to 2011) http://www.peterborough.gov.uk/pdf/hou-shc-peterboroughhousingstrategy.pdf	This contributes to the priorities in the Sustainable Community Strategy and actions from its Action Plan will be reflected in the LAA 2008 to 2011
Local	Public Realm Strategy consult.peterborough.gov.uk/file/1151420	This sets out a framework for the transformation of an improved network of the city's streets and spaces
Local	Peterborough's Green Grid http://www.naturalnet.org.uk/Strategy.pdf	The strategy brings together data on environmental assets, analyses these to identify gaps and opportunities in the ecological and recreational networks and makes recommendations for priority projects
Local	Peterborough Waterways Strategy	Environment Agency's strategy for managing the river Nene, this is currently under consultation
Local	Integrated Growth Strategy http://www.opportunitypeterborough.co.uk/KeyDocuments.aspx	<p>The vision stated in the Sustainable Community Strategy was further developed through the Integrated Growth Strategy (IGS). It provides an overarching framework and specific spatial options for Peterborough through which to deliver growth</p> <p>The findings of the IGS are key inputs into the Core Strategy document. The Core Strategy is one of a series of documents that form part of the LDF</p> <p>The IGS has developed a preliminary transport strategy to support sustainable development, as follows:</p> <ul style="list-style-type: none"> Ensure that new development makes appropriate provision for the transportation demands it creates Reduce the need to travel, especially by private motor vehicles Enable all travellers to make informed sustainable transport decisions and have a range of mode choice options available To give priority to people over traffic in the city centre, district and local centres

Level	Title	Key Features
Local	Integrated Development Programme consult.peterborough.gov.uk/file/1143424	The Peterborough Integrated Development Programme (IDP) provides a single delivery programme for strategic capital-led infrastructure. The purpose of the IDP is to: Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement one another Set out what infrastructure and support Peterborough needs for the next 15 years or so, why the city needs it, who will deliver it, and what it might cost. It gives confidence to a variety of audiences demonstrating that the city council have a coordinated plan of action on infrastructure provision Forms the basis for fund bidding, whether that be from: Government, Government Agencies, lottery and other grants, charities, private sector investment and developer contributions (S106 and potentially CIL)
Local	Local Plans and emerging Local Development Framework (Peterborough Core Strategy) http://consult.peterborough.gov.uk/portal/planning/peterborough/cs/csps/csps In Consultation	The Peterborough Local Plan (First Replacement) 2005 is part of the statutory development plan for Peterborough. This was adopted on 20 July 2005 and will eventually be replaced by separate documents in the LDF Decisions on planning applications must be consistent with the Local Plan unless there are overriding factors. All of the policies in this Plan remained in force until 20 July 2008 though most policies have been saved beyond that date by means of a Direction from the Secretary of State http://www.cartogold.co.uk/peterborough/
Local	The City Centre Area Action Plan http://www.opportunitypeterborough.co.uk/KeyDocuments.aspx	The City Centre Area Action Plan (CCAAP) provides a guide for the revitalisation and expansion of the city centre to 2021 and is currently under development. The City Centre Transport Strategy is to be developed along side the CCAAP and included in the LTP3
Local	Strategic Environmental Assessment (LTP3)	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Habitats Regulation Assessment (LTP3)	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Equality Impact Assessment (LTP3)	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Rights of Way Improvement Plan 2006 to 2016	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Children and Young People's Plan	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp
Local	Local Economic Assessment	Summary provided in this document and full version available on line at: www.peterborough.gov.uk/ltp

Annex 2 Transport Asset Management Plan – Summary

(Includes Highways Asset Management Plan)

The Transport Asset Management Plan (TAMP) builds upon the work of the Highway Asset Management Plan (HAMP), and marks the beginning of a new approach to asset management in Peterborough.

It assesses Peterborough City Council's existing transport infrastructure maintenance practices and seeks to identify areas where improvements can be made by applying asset management principles. These improvements are flagged throughout the plan as Improvement Actions.

The TAMP explores the main elements of an asset management approach across nine distinct chapters, summarised below.

Asset inventory

This chapter reviews the existing data collection practices and asset inventory details for each of the transport assets in Peterborough and identifies where additional data is required. A reliable inventory of each asset is essential to the successful application of asset management principles.

Business processes

Identifies the key business processes that affect the outcome of asset management practices and outlines proposed improvements to them. This section introduces the processes which will seek to establish funding options and optimise levels of service.

Levels of service

This section explores the principle of setting 'levels of service' at which an asset should be maintained. Here, the TAMP identifies how the options available for dealing with the ongoing and future demands placed on the network are identified and evaluated.

Lifecycle planning

This section discusses the principle of Lifecycle Planning in transport infrastructure maintenance, the adoption of which is a step change that brings about greater focus on long term planning and programming.

Financial management and reporting

Explores the different funding sources for transport infrastructure maintenance, summarises historical expenditure and considers how required funding levels are predicted for the different asset groups. This section also discusses the Gross Replacement Cost (GRC) and Depreciated Replacement Cost (DRC) of transport assets and summarises information from the asset valuation.

Risk management

Considers risk management within the asset management context. It considers the city council's Risk Management Process as a tool for undertaking an assessment of comparative risks to assist with service option appraisal and selection.

Forward works programmes (FWPs)

Considers the existing practices for identifying and prioritising maintenance and improvement works and raises the need for a fully integrated forward works programme that links all asset groups.

Performance monitoring

This section considers how the city council monitors its performance relative to each asset group by using commonly recognised performance measures and customer access, including the existing complaint procedures and monitoring processes.

Re-cycling and sustainability

In light of the increasing expectation for local government to develop and apply sustainable construction and maintenance practices this section reviews the use of re-cycled materials and the re-use of existing materials during maintenance activities.

Improvement Actions

The Improvement Actions are summarised in the following table:

TAMP Chapter	Improvement Action Description
2	2.1 – A – An Asset Inventory detailing the extent and location of information already held should be established (detailed asset review)
	2.2 – A – A programme for the collection of data on the inventory and condition of independent footways should be established
	2.3 – A – Identify specific data needs and collect missing data
	2.4 – A – Procure a fully integrated highway maintenance data management system which covers asset data, condition, records, works ordering and monitoring
	2.5 – A – Investigate suitable data management systems to transfer structures data into
	2.6 – A – Establish a database to begin collecting information on highway drains
	2.7 – A – Determine and document the maintenance responsibility of the teams involved with the city council's car park asset
	2.8 – A – Consolidate and document information on where maintenance responsibility sits for all sections of the cycle
	2.9 – A – Establish a database to record the condition data for car parks collected through the monthly walked surveys
3	3.1 – A – The HAMP should be revised to align with Asset Management principles
	3.2 – A – Review the Performance Measures for all assets to ensure that they are suited to an asset management approach
4	4.1 – A – Initiate a programme of adequate customer surveys on highway performance (survey design should include input from various stakeholders) to determine customer expectation
	4.2 – A – Develop a formal framework of service levels and a standardised approach to setting levels of service
5	5.1 – A – Develop lifecycle planning and fully integrated forward works programme for different asset types, including interaction between programmes to ensure efficiency in delivery of services
6	6.1 – A – Undertake a review of highway costs/rates to establish the true value of the asset
	6.2 – A – Acquire software to be used in conjunction with Pavement Management System (PMS) to calculate Depreciated Replacement Cost (DPC) on carriageways in line with annual road condition surveys
	6.3 – A – Conduct sample surveys of the footway and cycleway network to establish its approximate condition
7	7.1 – A – Develop a strategy to consider the impact of the growth of Peterborough on the highway network
	7.2 – A – Adopt a policy of 'Risk Management' for all aspects of highway policy and schemes
	7.3 – A – Include Optimism Bias in the Risk Policy for Programme Level Risk and review annual outputs and future assessments to include Optimism Bias
8	8.1 – A – Establish prioritised works programmes for all asset groups
	8.2 – A – Utilise a robust scoring assessment for the evaluation of schemes to develop a prioritisation for works
	8.3 – A – Review Flood and Water Management Act and its implications on the city council
9	9.1 – A – Review of performance indicators to determine whether other local indicators would be appropriate to the city council
10	10.1 – A – Formalise a policy where re-cycled/secondary/local aggregates can be used in maintenance/small improvements schemes
	10.2 – A – Assess the criteria for use of plastic materials to replace other materials (e.g. pre-cast kerbs)
	10.3 – A – Create a Standards Group to set a common policy of standards for new assets that will be adopted by the city council
	10.4 – A – Develop a strategy to ensure opportunities to use more sustainable practices in car park maintenance are approached consistently

Annex 3 Rights of Way Improvement Plan 2006 to 2016

The Countryside and Rights of Way Act 2000 requires all highways authorities in England and Wales to publish a Rights of Way Improvement Plan (ROWIP) for their area. The ROWIP dictates how a local authority will manage the local Rights of Way network in line with its existing duties to:

- **Maintain and keep a definitive map and statement of Public Rights of Way**
- **Ensure that the Rights of Way are adequately signposted, maintained and free from obstruction**

The plan also identifies how it intends to improve the network for current and future needs of all people. Rights of Way are highways forming a central part of the transport network and include:

- **Public footpaths**
- **Public bridleways**
- **Byways open to all traffic**
- **Roads used as public paths (all roads used as public paths in Peterborough have been reclassified as either byways open to all traffic or as bridleways)**

Peterborough's ROWIP identifies core actions, summarised below:

- **Route improvements including signage, maintenance, removal of barriers and wayfinding measures that cater for the needs of all users including horse riders**
- **Improve links to other sustainable transport networks and local services and facilities**
- **Promotion and marketing of the Peterborough countryside**
- **Ensure that opportunities to protect, extend, and enhance the off road network are included in proposals for new developments**
- **Address problems outside the remit of Peterborough City Council with appropriate regional agencies**
- **Develop a range of guidelines that set out how the city council will manage the Rights of Way network and ensure that the definitive map and statement is maintained and work towards producing a new consolidated map and statement for the authority area**

Each action contributes to improving access and condition, increasing use, improving safety and improving communication and understanding between land owners and users as to how the Rights of Way network is managed.

Peterborough's ROWIP is a live document that will run to 2016 and has been an integral part of Peterborough's second Local Transport Plan (LTP2). This successful partnership is now firmly established and will continue to deliver improvements when the ROWIP is integrated into the third Peterborough Local Transport Plan (LTP3).

Rights of Way contribute to the overarching goals of the LTP3:

- **Improving safety, security and health**
- **Promoting equality of opportunity**
- **Improving quality of life and promotion of a healthy natural environment**
- **Tackling climate change**
- **Supporting economic growth**

The strongest links are with those that link to sustainable travel, inclusive access, safety and improving public health. The key LTP3 strategies that integrate with the ROWIP are Rural Transport, Accessibility, Walking, Cycling and Smarter Choices.

Annex 4 Children and Young People's Plan

The Government have asked all local areas to produce a plan to make sure that children can:

- **Be healthy**
- **Stay safe**
- **Enjoy and achieve**
- **Make a positive contribution**
- **Achieve economic wellbeing**

The plan is owned by Peterborough's Children's Trust Partnership. Many different organisations work with children and young people in Peterborough. To bring about long lasting change Peterborough City Council knows it must work together with these organisations. This is why the Children's Trust was created, to help the city council work together with other partner organisations and help improve its services. In preparing this plan the city council have talked to lots of people: professionals, parents, carers and most importantly all of the children and young people. The aim of this plan is to set out where the city council is trying to get to (it's vision), what they are going to tackle first to get there (it's priorities) and which areas they need to focus upon to meet those priorities (it's key areas of focus).

There are several different sections to the Children and Young People's Plan. This is to allow people to find the information they need without having to search through a very large document. The elements of the plan are:

- **The Overview Plan introduces the plan and sets out the city council's key priorities for children and young people in Peterborough**
- **The Annual Report examines how well the city council are doing in meeting the needs of children and young people, what difference their work has made and what they need to do over the coming year**

- The Needs Assessment contains lots of information about Peterborough's children and young people, including data, the results of consultations and professional research. This is used to inform the city council's key areas of focus, which tells them what is needed to be done to improve the lives of children and young people

All of these documents are available to view on the following link:

www.peterborough.gov.uk/cypp

Peterborough's Children and Young People's Plan is closely linked to Peterborough's Sustainable Community Strategy. This document sets out the city council's joint priorities for the city as a whole. The city council have signed a Local Area Agreement (LAA) with the Government, which sets out how as a city the authority will improve the lives of its citizens. The key targets from the LAA are highlighted throughout this plan.

Annex 5 Local Economic Assessment – Summary

The Peterborough Local Economic Assessment (LEA) will be used to develop a detailed understanding of the local economy. The LEA will provide a robust evidence base to respond and adapt to, as well as shape, future economic circumstances, providing clear entry points for partnership action.

The LEA will highlight the key economic issues facing the city and facilitate joint working between the area's local authorities and other stakeholders across the public and private sector in support of local economic prosperity.

An economic assessment is an ongoing dialogue on local economic issues and intends to be a dynamic assessment of the economic conditions of the city. As new information becomes available and priorities evolve the shared evidence bases will be updated, enhanced and reviewed. The LEA process emphasises the need for more economic understanding in economic development activity.

The report which summarises the economic position of the city highlights the unique dichotomy in which the city operates in. On one hand, Peterborough's Gross Value Added (GVA) per head is higher than anywhere else in the region, however on the other hand, the city experiences lower than average skills levels which subsequently has a negative impact on resident wages in the city.

Other key findings within the document include:

- Peterborough's key growth sectors are as follows:
 - o Environmental goods and services
 - o Food and drink
 - o Media, publishing and printing
 - o Precision engineering
 - o Financial services

Peterborough has been hard hit by the recession with unemployment levels rocketing, economic activity decreasing and wage freezes having a negative impact on average wages.

Peterborough has high unemployment relative to the rest of the region and England and a higher percentage of the city's population is economically active than in comparative economic areas.

The recession is having a significant impact on the local labour market with a steeper rise in unemployment between 2008 to 2010 compared to the national and regional comparators.

Peterborough has a higher proportion of people "not in Education, Employment or Training" (NEET) than anywhere else in the region.

A higher than average proportion of Peterborough's residents have no qualifications although these figures are showing an improving trend. The proportion of people in the city with degree level qualification and above is almost 10 per cent below the national average, however this is steadily improving.

A high proportion of jobs in Peterborough are in the lower level occupation levels such as process, plant and machine operatives and elementary occupations. There is a direct correlation between occupation levels, skills and wage levels.

Entry-level house prices are lower in Peterborough than across the sub-region as a whole.

Peterborough has a high proportion of owner occupied homes in comparison to the sub-regional average. Social renting makes up 19.7 per cent of all tenures in Peterborough which is considerably higher than the sub-region as a whole.

Annex 6 Non Technical Equalities Impact Assessment – Summary

The Equality Impact Assessment (EIA) systematically assesses the effects the third Peterborough Local Transport Plan (LTP3) is likely to have on groups or individuals in respect to the equality categories set out below:

- Race
- Disability
- Religion and beliefs
- Gender including gender reassignment
- Sexual orientation
- Age

The assessment was completed to pre-empt the possibility that the LTP3 could affect some groups unfavourably and allows the opportunity to consider alternative means of achieving the same outcome that will cause no or less adverse impacts. There are two levels of EIA, an initial assessment and a full assessment. All policies are subject to an initial assessment and should the outcome suggest that any groups are likely to be affected differentially a full assessment must be carried out.

All policy areas of the LTP3 were assessed against each equality heading and whilst a number of strategy items are targeted at specific groups, for example improving driving practice of young drivers and offering cycle training to pupils in years 6, 7 and 8, it was not felt that this was to the detriment of others. As a result of this conclusion LTP3 will not need to progress to a full EIA.

Annex 7 Non-Technical Strategic Environmental Assessment – Summary

Strategic Environmental Assessment

The objectives of the Strategic Environmental Assessment (SEA) Directive are to provide high level protection of the environment, and to contribute to the integration of environmental considerations into the preparation and adoption of plans, with a view to promoting sustainable development.

The SEA is required by European Directive 2001/42/EC 'On assessment of the effects of certain plans and programmes on the environment' (known as the 'SEA Directive'). The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on factors specified in Annex 1(f) of the Directive.

The SEA of the third Peterborough Local Transport Plan (LTP3) has been carried out in accordance with Department for Transport (DfT) guidance. The guidance outlines the main stages of the SEA from scoping to monitoring.

The Scoping Report

The first stage of the SEA process is to establish a baseline condition, identify the potential problems and issues, layout the objectives, propose indicators and monitoring, and plan for the next steps including the structure of the Draft Environmental Report. The Scoping Report addressed this requirement and was used to consult national organisations with responsibility for protecting and enhancing the environment.

The Scoping Report described the process, scope and timetable for the SEA of the LTP3. It set out:

- **Other relevant plans and programmes to be considered**
- **Baseline data**
- **Key environmental issues and challenges**
- **SEA objectives**
- **Consultation**

The Scoping Report was produced and circulated for consultation in August 2010. Consultation feedback was used to guide the development of the Draft Environmental Report.

The Environmental Report

After the Scoping Report consultation period was complete the Draft Environmental Report was developed. The report includes:

- **Revised and expanded baseline data**
- **An analysis of problems and issues related to transport projects and development**
- **An assessment process that develops alternatives and determines what effects will be analysed**
- **An analysis of strategic level alternatives and specific measures**
- **An assessment of the plan against SEA objectives, singularly and cumulatively**
- **A determination of mitigation and monitoring proposals**

The Draft Environmental Report was circulated to the list of consultees identified in the Scoping Report. A 12 week statutory consultation period was held.

The plan will be monitored in order to assess its success and measure its impacts. The methods of assessment, data collection and reporting regime will be identified in this report.

Outline of the plan

The future of transport in Peterborough is described in two documents: The Long Term Transport Strategy 2011 to 2026 (LTTS) and the LTP3. The LTP3 will detail the delivery plan for the five year period 2011 to 2016. The Government has developed policies to promote and support a sustainable transport system. The LTTS and LTP3 have been developed to address and support these goals.

The Government sees the main challenges for transport being to promote economic growth and reduce carbon emissions that contribute to climate change, but other priorities of health and accessibility remain.

Integration with the SEA

Peterborough aspires to be the UK Environment Capital and to this end the LTTS has been written to promote sustainable travel modes (walking, cycling, and public transport) and reduce the need to travel and tackle points of high congestion that cause, not only delay but, deterioration in local air quality and increased emissions associated with idling and stop-start traffic. Congestion will also impact on public transport services increasing delays and compromising reliability.

The SEA is being produced in parallel with the LTP3 and shares many of the same objectives as the LTTS. This is because environmental concerns are central to the vision of Peterborough and much of the LTTS and LTP3 are about improving health, protection and enhancement of the environment and tackling climate change.

Other supporting assessments

Health Impact Assessment

A Health Impact Assessment (HIA) is required by a number of UK White Papers on public health strategy. Further emphasis has been given by the introduction of the Local Government and Public Involvement in Health Act 2007 and a specific requirement for HIA in the DfT LTP3 guidance published in 2009. The HIA for the LTP3 is going to be carried out as part of the SEA.

Habitats Regulation Assessment

A Habitats Regulation Assessment (HRA) is required of the LTP3 to demonstrate that there is no adverse effect by any one part of the plan, or combination of parts on sites of designated International or European importance. The SEA and HRA are independent assessments and will be reported separately, but there are areas of common ground.

Equality Impact Assessment

Producing an Equality Impact Assessment (EIA) is an integral part of devising an LTP. The EIA process should ensure that the LTP3 addresses anti-discrimination and equalities legislation and encompasses race, gender, disability, age, religion & belief and sexual orientation issues.

Baseline data and impacts

Baseline information identifies the environmental condition in Peterborough and the issues that should be considered and addressed in the LTP3. The baseline information and impacts are grouped under the following SEA topic headings:

- Biodiversity, Fauna & Flora
- Water
- Soil
- Air
- Climate Change
- Cultural Heritage
- Landscape
- Material Assets
- Population and Human Health

Objectives

Objectives for the SEA have been developed based on the national transport goals, relevant objectives described in the LTTS, and with reference to the second Peterborough Local Transport Plan (LTP2) SEA objectives. Specific SEA objectives have been developed to ensure that all environmental concerns have been adequately considered and HIA objectives, agreed with the Primary Care Trust have been included.

The plan is assessed against these objectives.

Assessment

Baseline future condition without the plan

An assessment of the future condition without the LTP3 has been undertaken to determine the impacts on Peterborough of expected growth. The baseline condition is for the year 2026, this represents the range for the strategic component of the plan. The baseline condition assumes planned growth occurs on a transport network unimproved by the LTP. This forms a “without the plan” scenario as recommended in guidance.

In the “without the plan” scenario the impact of planned growth in the absence of the LTP3 is substantial:

- There is a distinct deterioration in the performance of the transport network
- An increase in emissions
- An increase in congestion
- A reduction in the use of sustainable modes
- An increase in both trips and vehicle flows

The consequences of this are a significant and the findings suggest:

- A highly congested network with very long delays and uncertain journey times
- The growth agenda in the Core Strategy is not deliverable without a supporting LTP
- The environmental impacts of growth without the LTP3 are significant

Impacts of the plan

The SEA process for the LTP3 has been conducted in two parts:

- Part A: Assessment of Strategic Alternatives
- Part B: Assessment of Projects, Plans and Policies

Part A considers strategic alternatives and Part B considers a more detailed assessment of proposed plans and projects.

The high level strategic alternatives consider broad goals based on differing levels of sustainable transport use including walking, cycling and public transport. The relative levels of use (mode share) are determined through levels of success of the Travelchoice programme; the branded approach Peterborough takes to promoting sustainable travel.

Part B of the assessment looks at those schemes that are expected or desired to be developed in the LTP3 timeframe and are a subset of those in the LTTS. The LTTS and SEA share a number of objectives and in recognition of Peterborough’s environmental aspirations, some options have already been discounted as part of the LTTS development.

The purpose of this analysis is to: determine the environmental impacts of each scheme and hence, determine its suitability to be retained in the plan, identify any negative impacts a scheme might cause and assess the cumulative impact of the schemes.

The analysis identified two schemes for removal from the plan on environmental grounds:

- **The Pedicabs/Rickshaws**
- **Dualling of the A15 Ginton bypass between B1524 (Deepings) and Junction 23.**

The following projects were determined to have some negative environmental impacts. These projects were retained due to overall positive contribution to SEA and HIA objectives and the identification of mitigation measures that negate impact:

- **Park and Ride**
- **Junction 1 to 2 widening**
- **Dualling Paston Parkway between Junction 22 and 23**
- **A605 Stanground bypass dualling – eastern end**
- **A1073 dualling Norwood to A47**
- **Parnwell Way dualling**

Cumulative impacts

The cumulative impacts of the schemes have also been assessed for each objective and each goal. No objectives are unsupported by the plan and all goals are supported in some capacity.

The analysis demonstrates that the plan tackles issues relating to vehicle emissions well with three of the top four most strongly supported objectives relating to emissions of one type or another. The highest ranking goals are also strongly related to emission reduction.

Overall the analysis of the objectives, strategic alternatives and schemes demonstrates the positive environmental impact of the LTP3.

Other plans and projects that are being implemented or prepared for Peterborough and the surrounding area have the potential to cause impacts.

The following specific projects have been identified and are summarised below:

- **The Felixstowe to Nuneaton freight upgrade**
- **Gauge clearance on the GN/GE joint line and Werrington junction improvements**
- **Norwich to Peterborough Multi-Modal Study**
- **Peterborough Core Strategy DPD Adopted 2011 Policy CS7 'Regional Freight Interchange'**

In many cases the plans are being developed and the possible effects they may cause remain uncertain until they become fully adopted. The effects of the above plans and schemes have been considered, as far as possible and it is felt that there is no additional negative impact from cumulative effects. When more detailed plans become available the impact on the environment and health will need to be considered.

Health Impact Assessment (HIA)

The HIA-local health priorities score well in the assessment. Scoring third best when compared to all the other groupings of objectives, only Tackling Climate and Improve Quality of Life and the Natural Environment scored better.

Generally schemes score positively or neutrally against HIA objectives. A few schemes scored negatively and have remained in the LTP3 programme because the benefits of the schemes outweigh any possible negative impacts. These schemes are focused on tackling congestion or delivering growth therefore it is possible that air quality could be improved with a subsequent positive impact on health.

Mitigation measures have been identified to reduce the possible negative impacts of these schemes. Mitigation measures will be looked at in more detail in any project level environmental assessment of individual schemes.

Mitigation measures

The report also identifies methods of lessening or eliminating impacts on various parts of the environment. The city council will seek to implement these and other appropriate measures throughout its transport plans and projects.

For the schemes identified with potential for negative impacts but retained in the plan the city council will seek to ensure that negative impacts are avoided on sites important for biodiversity and wildlife, the historic environment, landscape and human health by:

- **making sure schemes are subject to an appropriate environmental assessment at the planning application stage**
- **modifying schemes such that they avoid or minimise negative impacts**
- **ensuring suitable mitigation is identified and implemented where necessary**

Monitoring

The monitoring of the SEA objectives will be carried out as part of the LTP3 monitoring regime and by collating other relevant monitoring conducted by others.

Targets based on national and local indicators have been identified and these have been aligned to the SEA objectives. These will be reported on in the LTP3 monitoring report produced every two years.

Sources of information and monitoring carried out by external agencies has also been identified and will be reviewed regularly as an additional means of assessing the environmental condition in Peterborough.

Annex 8 Habitats Regulation Assessment – Summary

A Habitats Regulation Assessment (HRA) is aimed at protecting those sites of European and International importance for wildlife conservation. HRA is required of the third Peterborough Local Transport Plan (LTP3) to demonstrate that there is no adverse effect on those sites by the plan in isolation or in combination with other plans or projects.

Site designations

There are several types of site that fall under the remit of the HRA. These are:

- **Special Areas of Conservation (SAC)** are designated under the Habitats Directive. They are areas where designated habitats and species are found and whose conservation requires the designation of an SAC
- **Special Protection Areas (SPA)** are classified under the 'Birds Directive'. They are intended to protect wild birds and habitats, particularly those rare and vulnerable species detailed in the Birds Directive
- **Ramsar Sites** The Convention on Wetlands of International Importance, especially as Waterfowl Habitat (Ramsar Convention) adopted in Ramsar Iran 1971 is an international treaty dedicated to the conservation of wetlands

Stages of the Habitats Regulations Assessment

The HRA is potentially a four stage process ranging from identifying if there is a potential impact (Stage 1: Screening) to developing mitigation measures to lessen the impact of a scheme (Stage 4: Assessment where no alternative solutions remain and where adverse impacts remain). The aim of the HRA is to identify potential impacts and mitigate them by alternation of the plan where possible; Stage 4 only being reached in exceptional circumstances where there is overriding public interest.

Sites

The HRA will investigate the impacts of the LTP3 on three groups of sites of European/International importance:

- **Sites wholly or partially within Peterborough unitary authority boundary:** Barnack Hill & Holes, Nene Washes and Orton Pit
- **Sites within 15km of the authority boundary – this distance is required to account for the mobility of species maintained in protected habitats:** Baston Fen, Fenland – Woodwalton Fen, Grimesthorpe Park and Rutland Water
- **Wetland sites located downstream of the Peterborough unitary authority area that could potentially be impacted upon:** Ouse Washes and The Wash

Environmental impacts of transport

Transport can have a significant influence on the condition of the environment. Although roads are responsible for many of the negative impacts, all forms of transport can have adverse effects on the environment, even those promoted as 'green'. There can certainly be a conflict between wider positive aims of a project, such as, reducing CO₂ by increasing rail travel, and the local impacts of construction, land take, noise and vibration. The most important impacts of transport on the environment are described below:

Water quantity

Transport projects can introduce large areas of impermeable surfaces. These generate a large volume of run-off that can deluge into rivers and wetlands causing excessive flood conditions. Conversely drainage systems can result in retention of water, both alter the normal cycle of water levels. High flows can increase erosion and silting. All of these can cause alterations in habitats threatening some species.

Water quality

Transport infrastructure and vehicles in combination can lead to pollutants entering water courses, especially in the event of accidents and spillage. Drainage run-off can carry solid and dissolved pollutants into water courses. This run-off can include hydrocarbons, heavy metals and other chemicals. Increases in run-off and erosion can increase sediments in the water course and increase turbidity and silting.

Soil pollution

The construction of infrastructure leads to the removal of vegetation and hence an increased likelihood of erosion. Soils can be polluted by heavy metals and other chemicals from vehicles, salt and grit used to treat roads. These pollutants can be poisonous to wildlife, flora and fauna and damage habitats.

Noise vibration and light

Noise, vibration and light disturb animals and generally increases stress on local species impacting feeding, breeding and migration. Noise can mask warning calls and mating calls of birds and animals.

Air quality

Air pollutants impact wildlife through, inhalation, ingestion (of particles or solubles in water or food) and absorption through the skin. The tolerance of an individual varies widely from species to species, and depends on the pollutant, exposure and intake.

Climate change

Transport is a major source of carbon dioxide (CO₂) and nitrous oxide (N₂O) emissions and is therefore a significant contributor towards climate change. Increased volatility in weather and increased global temperature pose a major threat to habitats and species.

Disturbance

Increases in human activity on or around a site can disturb and damage habitats and species. Transport projects can potentially cause disturbance in two ways: during construction where access to a project and requirements for material storage requires significant land area and also where a project improves or encourages accessibility to a vulnerable site.

Land take, severance and accidents

Construction can result in the destruction of habitats and a coincident reduction in habitat and species. Infrastructure can cause severance and fragmentation limiting access to food, shelter and breeding sites. Roads and other corridors themselves pose a significant risk of accidental death as animals attempt to cross them.

Assessment of plan impacts on sites

The screening process was conducted in two parts. The first part (Part A) assessed the transport options being considered for the next five years to determine whether the measure will have any physical impact at all – where there was a physical impact if it had a negative effect on the environment. The second part (Part B) looked at those options that might have a possible negative impact and assessed if they have the potential to affect one or more of the protected sights.

Conclusions – next steps

The outcome of the screening process (Stage 1 HRA) is that three out of nine sites could potentially be impacted by project elements in the LTP3. These will require taking forward to Appropriate Assessment (Stage 2 HRA). There are four projects that have the potential to cause significant negative impacts to one or more of the sites. The table below summarise the sites and projects.

Sites potentially affected/impacting plan elements

Site	Park and Ride – southern	Water based Park and Ride	A1139 Junction 1 and 2 improvements and widening	HGV Only Lane (Inland Port related)
Nene Washes		✓		
Orton Pit	✓		✓	✓

The LTP3 is a strategic level document. Consequently there is insufficient detail of the schemes to conduct a more meaningful detailed analysis at this time.

There are several areas that will determine the nature and impact of projects, that are not yet known. The triggers for many projects are proposed developments and:

- The timing of these developments is yet to be finalised
- The size and nature of these developments is not yet finalised
- Access arrangements and requirements are not yet determined

Consequently:

- The extent and operational requirements of schemes is not known
- The final locations for scheme sites are not yet determined

Generally until further understanding is possible the likelihood and magnitude of impacts to the sites identified (in the table below) cannot be reasonably determined. It is the intention of the city council to conduct appropriate project level investigations to assess the environmental impacts of schemes. Particular attention will be paid to establishing their impact, if any, on the designated sites.

Where potential impact is identified all possible steps will be taken to modify the project to eliminate impacts and mitigate their effects.

The requirement to further study and consider impacts of the above projects is written into the LTP3.

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