Transport Policy and Strategy

Transport policy

Peterborough City Council's transport policy has been identified and prioritised in relation to the spatial areas identified earlier in the document. The transport policy is outlined as a set of improvements in Table 10.

Table 10: Transport policy

Area	Improvements
City Core	The city council want to make the heart of the city centre cleaner and greener with the ultimate aim of improving local air quality and creating a zero emissions zone. To achieve this the city council plan to: • Reduce the number of vehicles driving through the core of the city centre except buses • Expand pedestrian and shared cycle and walking areas • Improve cycle routes and increase the number of bike racks and other facilities to encourage people to cycle more • Improve signs in the city centre to make it easier for you to find the quickest route to where you need to go • Improve Real Time Passenger Information (RTPI) to make it easier to access bus and train times • Provide interactive travel information to give people the choice of travel options • Create fixed loading times for lorries and freight vehicles outside of peak times • Make the heart of the city much more user-friendly for those with disabilities • Improve access to and around the city centre for those with mobility difficulties • Cater for electric vehicles • Implement public realm improvements
City Centre	The city council also want to reduce the amount of traffic in the wider city centre by: • Encouraging more people to use public transport by aiming to provide a major new transport interchange and improving the railway station • Improving public transport penetration, priority measures (including on Bourges Boulevard and Crescent Bridge) • Creating much better cycle routes and walkways around the city centre to give cyclists and pedestrians priority access • Relocating car parks to free up land to create more city centre for public realm improvements and development opportunities • Developing the use of the River Nene as a transport link • Improving city taxi ranks • Improving RTPI to make it easier to access bus and train times • Providing interactive travel kiosks to give people information about the choice of travel options • Creating fixed loading times for lorries and freight vehicles outside of peak times • Making the city centre much more user-friendly for those with disabilities • Improving access to and around the city centre for those with mobility difficulties • Cater for electric vehicles • Implementing public realm improvements
City Periphery (inside of the parkway system)	The city council want to make it easier for people travelling in and around the city to leave their car at home to help ease congestion on city roads and make the whole city cleaner and greener. To achieve this the city council will: • Improve footpaths and cycleways around the city centre • Give priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around (including on Bourges Boulevard and Crescent Bridge) • Create mini Park and Ride bus hubs to discourage people from travelling into the city centre by car • Improve the strategic highway network for all transport users • Develop the use of the River Nene as a transport link • Encourage more schools to get families to 'Park and Stride' to school as part of school travel plans • Direct freight onto the strategic network to limit impact on residential neighbourhoods
Outer City (outside of the parkway system)	The city council also want to reduce congestion outside of the city centre by: • Improving footpaths and cycle links around the city by making them cleaner, greener and safer • Making improvements to the strategic highway network for all transport users • Introducing a permanent 'Park and Ride' to reduce traffic into the city centre • Creating mini 'Park and Ride' bus hubs at district centres and other key locations to encourage people to leave their cars and travel into the city by bus • Introducing Heavy Goods Vehicle (HGV) only lanes to support economic competitiveness • Working with Network Rail to investigate the possibility of opening new railway stations to improve rail links from neighbouring areas of the city • Developing the use of the River Nene as a transport link

Area	Improvements
Rural	The city council is rightly proud of it's rural areas and want to make it easier for residents and visitors to travel to, from and around them by: • Improving pedestrian and cycle routes through the Rights of Way Improvement Plan (ROWIP) and on the Green Wheel • Improving public transport connections to the city centre • Creating mini 'Park and Ride' bus hubs at district centres and other key locations to encourage people to leave their cars and travel into the city by bus • Developing the use of the River Nene as a transport link • Working with Network Rail to investigate level crossing improvements • Providing demand responsive buses • Directing HGVs onto the major roads that make up the strategic network to limit impact on rural communities • Improving travel information in rural areas
Authority Wide	The city council's priorities across Peterborough are to: • Maximise the use of Intelligent Transport Systems (ITS) • Reduce street clutter • Reduce road casualties (killed and seriously injured and slight injuries amongst all road users, particularly at black hot spot sites) • Reduce the impact of freight vehicles on residential areas

Transport strategy

The following tables set out the transport interventions which will be considered to bring forward the improvements as identified in the policy table overleaf. The transport interventions have been considered in relation to which parts of the spatial plan areas they will have the most impact. Each strategy table is therefore set out with interventions identified in the same spatial manner as the policy table.

A strategy table has been created for the following transport themes:

- Smarter Choices
- Walking
- Cycling
- Accessibility
- Bus
- Taxi and Private Hire Vehicles (PHV)
- River Nene transport (Water Bus)
- Rail
- Park and Ride
- Electric and low emission vehicles
- Travel plans
- School travel
- Rural transport
- Intelligent Transport Systems (ITS)
- Road safety
- Traffic management
- Motorcycles and powered two wheelers
- Freight
- Car parking
- Air quality and noise pollution

	Smarter Choices strategy
Vision	*Peterborough will provide a package of Smarter Choices measures that encourage and promote sustainable travel to all people travelling in and around Peterborough therefore influencing their travel choice*
Goals	To continue to build upon the success achieved during the sustainable travel demonstration town period by promoting Travelchoice and increasing use of sustainable modes, including electric vehicles as an alternative to car travel To maintain an efficient and effective transport network through use of modern technology To investigate the potential of emerging communications technology to provide travel information and promote sustainable forms of transport
City Core	To seek to improve wayfinding for all residents and visitors To endeavour to improve connections between the railway station, bus station and the city core To seek to provide real time travel information points at key locations throughout the city centre To continue to provide a Travelchoice Centre at the bus station
City Centre	To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate To endeavour to improve connections between the railway station, bus station and the city centre
City Periphery (inside of the parkway system)	To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate
Outer City (outside of the parkway system)	To endeavour to provide Variable Message Signs (VMS) on key routes to key destinations To seek to set up Park and Stride sites and Walking Buses at city primary schools where appropriate
Rural	To provide customised advertisement and promotion materials for residents in rural areas with information of all sustainable transport options and facilities To promote the use of car share and investigate a 'live alerts' smart phone application
Authority Wide	To undertake a high quality, targeted marketing and publicity campaign promoting sustainable travel, including but not limited to: • Car sharing • Travel buddies • Cycling and walking events • Travelchoice website • Journey planning • Community events To continue working with partners to promote the wider benefits of sustainable travel such as health, economic and environmental To seek continued expansion of Real Time Passenger Information (RTPI) network To work with developers, schools and businesses to develop effective travel plans To continue to promote and take part in national campaigns such as "Bikeability" To continue to promote local campaigns such as "Good Going" To continue to work with local public transport providers to expand and promote smartcard technology and ticketing To seek to offer travel training to both children and adults through both curriculum activities and specific campaigns To seek to provide and expand the walking and cycling network to create attractive routes that link to Park and Ride sites, transport hubs at district centres and key transport interchanges such as the bus and railway stations To endeavour to improve the condition of and removal of barriers on walking and cycling routes to make them more attractive to those with access and mobility difficulties To seek to improve public transport facilities to make them more accessible and attractive for all especially those with access and disability difficulties

Walking strategy		
Vision	*Peterborough will increase the number of walking trips through well developed and safe pedestrian connections throughout the city*	
	Peterborough will have a strong pedestrian core in the city centre and pedestrians will be given priority whenever possible in line with the transport user hierarchy	
Goals	To reduce physical and psychological barriers to walking	
	To improve walking connections to public transport facilities and recognise that walking forms a part of almost all trips	
	To encourage and promote walking by providing and enhancing safe routes	
	To highlight the health benefits of walking	
City Core	To seek to develop walking routes that improve pedestrian connections through the city centre	
	To endeavour to increase the level of pedestrianisation in the core	
	To seek opportunities to create an attractive desirable pedestrian link between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)	
City Centre	To seek opportunities to create an attractive desirable pedestrian link between the railway station, bus station and city core that is compliant with the DDA	
	To promote and increase pedestrians flows across Bourges Boulevard to the Embankment, Carbon Challenge and Community Stadium sites	
	To support and encourage free-flowing pedestrian movement along the north-south axis of the city centre	
City Periphery (inside of the parkway system)	To seek to improve walking connections to district centres, travel hubs and key services	
Outer City (outside of the parkway system)	To seek to improve walking connections to district centres, travel hubs and key services	
	To endeavour to develop recreational walking routes	
Rural	To identify investment in footpaths connecting rural villages	
	To continue with bridleway and byway improvements identified in the Rights of Way Improvement Plan (ROWIP)	
	To seek to maintain and improve footpath links between rural villages (public rights of way and roadside) and to connect to other sustainable transport links and hubs	
	To seek to improve walking routes to bus stops	
	To work with Parish Councils to investigate opportunities for Quiet Lanes	
Authority Wide	To seek to improve walking routes across the authority to develop:	
	• Safer routes in general • Safer routes to schools • Aid sustainable transport options • Access to key services and facilities • Access to recreational areas • Support the retail economy • Promote tourism • Integrate new residential areas • Development of walking corridors	
	To prioritise the walking improvements on the Strategic Walking Network where practicable	
	To promote improvements to travel security through improvements to lighting, CCTV and underpasses	
	To ensure that key walking routes are accessible for all	
	To investigate the use of solar powered lighting where appropriate	
	To seek to improve wayfinding including considering the use of solar wayfinding studs	
	To seek to improve access to key tourist destinations and services	
	To continue to promote tourism walking routes through projects such as the Nene Way walking maps	
	To continue promotion of walking in Peterborough	

Cycling strategy	
Vision	*Peterborough will increase the number of cycling trips throughout the authority area* *Peterborough will be home to a well developed and safe network of cycle routes, cycle hubs, cycle parking, and other supported facilities*
Goals	To increase the number of cyclists in Peterborough To reduce physical and psychological barriers to cycling To increase safety and security for Peterborough's cyclists To highlight the health benefits of cycling
City Core	To seek to provide a north-south cycle route through the city To seek to improve cycle parking and cycle parking provision To investigate the provision of a cycle hub (secure cycle parking, cycle repairs, changing and showering facilities)
City Centre	To investigate the development of city cycle routes on: • Crescent Bridge • Cowgate • Church Street • Long Causeway • London Road To seek to improve cycle interchange between modes particularly at the railway station and other key facilities and services
City Periphery (inside of the parkway system)	To seek to improve cycle links to the railway station To investigate the possibility of giving cycles priority where practicable To seek to improve cycling connections to district centres and travel hubs
Outer City (outside of the parkway system)	To seek to improve the Green Wheel To endeavour to develop cycle Park and Ride sites To seek to increase local trips to local centres To seek to improve cycling connections to district centres and travel hubs
Rural	To endeavour to develop cycle parking at key bus stops to improve transport options for rural locations To seek to improve the Green Wheel To seek to improve connections between rural villages identified in the Rights of Way Improvement Plan (ROWIP)
Authority Wide	To identify the missing links in the cycle network and develop a programme of works to complete the Primary Cycle Network (PCN) To endeavour to maintain the cycle network to a high standard To seek to improve interchange between cycle and other modes of transport To ensure that cycling needs are considered at the design stage of any highways and transport improvement schemes To ensure that new developments show how cycling will be integrated into schemes via travel planning and development control To promote safety improvements and initiatives such as improved lighting, driver and rider education To continue cycle training for children and adults through the "Bikeability" programme To encourage the development of high quality cycle facilities at work places including cycle parking, showering and changing facilities To provide advice to businesses who want to encourage employees to cycle to work and promote the cycle to work scheme To investigate a cycle hire scheme To continue to develop and update the Peterborough cycle map To support cycle events across the city

Accessibility strategy	
Vision	*All residents in Peterborough will be able to access employment, health care, education, leisure facilities and healthy food by improving access to key services and facilities through the integration of different modes of travel and supporting growth with sustainable travel solutions*
Goals	To improve access for those with mobility difficulties To improve walking, cycling and bus access to key services and facilities To provide quality information to improve knowledge of available travel options
City Core	To seek to improve walking and cycling connections throughout the city centre To work to create an attractive and desirable pedestrian and cycle link between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA) To continue to maintain and improve disabled accessible parking To seek to provide more and improved cycle parking To seek to install electronic information points to provide live details of bus and train timetables and departures To endeavour to improve signage and wayfinding
City Centre	To seek to improve walking and cycling connections throughout the city centre To work to create an attractive and desirable pedestrian and cycle link between the railway station, bus station and city core that is compliant with the DDA To continue to maintain and improve disabled accessible parking To seek to provide more and improved cycle parking To seek to install electronic information points to provide live details of bus and train timetables and departures To endeavour to improve signage and wayfinding
City Periphery (inside of the parkway system)	To engage with Safer Journeys to Schools (SJTS) to identify potential network improvements to encourage sustainable travel to education sites To seek to improve walking and cycling connections to key services and facilities To seek to improve and provide more cycle parking at district centres To seek to install electronic information points to provide live details of bus and train timetables and departures To endeavour to improve signage and wayfinding
Outer City (outside of the parkway system)	To engage with SJTS to identify potential network improvements to encourage sustainable travel to education sites To identify improvements to demand responsive services To seek to improve walking and cycling connections to key services and facilities To seek to improve cycle parking at district centres To seek to create integrated transport hubs along the strategic bus corridor To seek to install electronic information points to provide live details of bus and train timetables and departures
Rural	To identify improvements to demand responsive services To engage with SJTS to identify potential network improvements to encourage sustainable travel to education sites To seek to improve connections between rural villages identified in the Rights of Way Improvement Plan (ROWIP)

Accessibility strategy

Authority Wide

To identify routes where accessibility to key services and facilities can be improved

To ensure that all accessibility improvement measures take into account the needs of those with disability and mobility difficulties and are compliant with the DDA

To ensure that new commercial and residential developments implement measures identified in travel plans to ensure access to key services and facilities is available via sustainable modes

To continue to support and promote demand responsive community transport

To endeavour to implement bus priority measures

To seek to maintain, improve and expand walking, cycling and public transport infrastructure to improve connectivity to key services and facilities

To continue to install tactile paving at new dropped crossing points where appropriate

To continue promotion of the Travelchoice website and information

To reduce where possible furniture and signage on cycleways and footpaths to improve the local environment

To seek to use modern wayfinding technologies to ensure information is available for the visually impaired

To continue to develop smart phone applications to allow information to be obtained and send notifications about sustainable transport

Bus strategy		
Vision		*Peterborough will have a high quality, reliable, easy to access and simple to understand public transport system, operating a fleet of lower emission vehicles that serve the whole authority*
Goals		To increase bus usage and expand services throughout the authority area To improve punctuality and reliability of services To encourage the development of a zero or low emission fleet of vehicles To encourage provision of comfortable, clean and safe vehicles to attract passengers To prioritise buses across the network in line with the road user hierarchy To reduce crime and/or fear of crime on buses (including hate crime)
City Core		To ensure provision for bus access to key routes and locations in the city centre is maintained and that accessibility to the key facilities in the city core is maintained for bus users To investigate opportunities to improve the relationship and connection between the railway station and bus station improving access for all pedestrians and cycles To endeavour to provide an electric city centre circulator shuttle bus connecting car parks and key points of interest To seek to provide information points at key origins and destinations
City Centre		To investigate opportunities to improve the relationship and connection between the railway station and bus station improving access for pedestrians, the mobility impaired, people with disabilities and cycles To seek to introduce bus priority measures in the city centre to improve punctuality and reliability specifically investigate Crescent Bridge and Bourges Boulevard To endeavour to provide an electric city centre circulator shuttle bus connecting car parks and key points of interest To continue provision of coach drop off points at appropriate locations in the city centre; identify and seek to provide coach parking in the city and ensure that these sites are accessible to all
City Periphery (inside of the parkway system)		To seek to introduce bus priority measures on key routes to improve bus reliability and punctuality, and endeavour to integrate with city Intelligent Transport Systems (ITS), Real Time Passenger Information (RTPI) and other technology solutions as appropriate To seek to develop transport interchanges and hubs that provide facilities for transfer between modes and bus services To endeavour to promote bus links between district centres; reviewing provision in line with growth and development To identify and seek to develop mini Park and Ride locations on key routes to intercept internal trips to the city centre
Outer City (outside of the parkway system)		To seek to develop transport interchanges and hubs that provide facilities for transfer between other forms of transport and bus services To endeavour to promote bus links between district centres; reviewing provision in line with growth and development To identify and seek to develop mini Park and Ride locations on key routes to intercept internal trips to the city centre To aspire to develop Park and Ride locations to intercept cars entering the city and reduce cars in the city centre
Rural		To seek to expand the Call Connect service into the east of the authority with partner organisations, and work with partners to identify funding streams To continue to work with neighbouring authorities and other partners to co-ordinate and improve cross-boundary services where possible

Bus strategy

Authority Wide

To improve accessibility through public and community transport

To promote the smooth operation of bus services by:

• Endeavouring to improve partnership arrangements to reduce the impact of roadworks on bus services

• Seeking to continue bus service operation through roadworks where appropriate

• Taking account of the potential impacts of physical traffic calming measures on core bus routes

• Seeking to provide additional enforcement to tackle illegal parking in bus stops throughout the authority

To seek to improve bus punctuality and service reliability

To work with bus operators to promote and provide low emission and more comfortable bus fleets

To continue to install and promote RTPI boards across the public transport network where possible

To continue installation and upgrade of shelters, lighting, RTPI and provision of other facilities to meet standards where possible

To continue to promote the benefits of improved driver awareness of disabilities through the driver training programme to operators

The city council will work with Operators to agree a Code of Conduct for service stability to minimise changes and reduce disruption of the bus network. Bus timetable changes should adhere to those set down by the East Midlands Transport Information Service board as follows:

• First Sunday after New Year

• Sunday following the beginning of the Easter school holidays

• Sunday prior to May day

• Sunday following the end of the summer term

• Sunday prior to the start of the autumn term

• Sunday immediately after the half term closure in October

To investigate and seek to develop the introduction of integrated ticketing, smartcard and pre-boarding tickets and other new technological developments as they arise

To review concessionary fares in line with Government guidance/policy

To review the potential for voluntary partnerships to improve bus services and provision

To continue to engage with passengers, providers and partners on service quality and needs

To investigate the future of public transport in Peterborough including future bus and rapid transit

To seek to enhance existing bus station operation and facilities where and when possible including considering the location of the bus station in any developments in and around the city centre

To work in partnership with bus operators, community safety and the Police to increase travel security and reduce the perception and fear of crime particularly for vulnerable groups

To continue to promote the positive elements of bus travel through the Travelchoice programme

To continue the city council standard for bus stop provision

To make best use of allocated funds for subsidised bus services

Hackney Carriage and Private Hire Vehicle strategy

Vision	*Robust Hackney Carriage (Taxi) and Private Hire Vehicle (PHV) licensing to protect the public and to provide reasonable access to Taxi and PHV* *Taxi and PHV are encouraged to move towards more sustainable fuel sources and low emission fuels*
Goals	To have taxis and PHV readily available for passengers in Peterborough and offering a safe and comfortable journey To limit the negative impacts of taxis and PHV on the environment and street scene To ensure licensing standards result in a high level of service from taxis and PHV To improve taxis and PHV driver awareness of disability issues through driver training To work with Cambridgeshire County Council to harmonise taxi and PHV standards across the county
City Core	To maintain access for taxis and PHV in the city core acknowledging the role they play in aiding people who do not have access to a car or cannot use bus services
City Centre	To investigate improvements to taxi ranks including: • CCTV • Solar powered lighting • Pedestrian barriers • Weather shelters • Improved signage • Seats • Modification to kerb or road treatment and the use of taxi marshals • Creating wayfinding hubs with mapping and other travel information To encourage where appropriate developers to provide taxi ranks To investigate improvements to PHV waiting facilities
City Periphery (inside of the parkway system)	To consider allowing taxis to use bus lanes where available but not PHV due to their similarity to private vehicles and the consequent difficulties of enforcement
Outer City (outside of the parkway system)	To consider allowing taxis to use bus lanes where available but not PHV due to their similarity to private vehicles and the consequent difficulties of enforcement
Authority Wide	To continue to ensure that all taxis should be accessible to all users To continue to work with Peterborough Hackney Carriage and Private Hire Federations to raise issues and determine best practice To encourage taxi and PHV drivers to become ambassadors for the city providing information to residents and visitors To consider promoting the benefits of electric and hybrid vehicles as taxis and PHV To encourage innovative usages of taxi and PHV including: • Shared advance booking • Shared taxi immediate hiring • Taxi buses • Demand responsive vehicles

	Water Bus strategy
Vision	*A Water Bus encouraging and providing access along the Nene linked to well developed and safe pedestrian connections throughout the city and to the sustainable transport network*
Goals	To seek to provide an electronically powered craft to operate as a Water Bus To redefine the River Nene as a 'waterways destination' and a focus for activity in Peterborough that will maximise economic opportunity in the city centre To provide improvements to the walking and cycling infrastructure that has links to the River Nene and improvements to the River Nene infrastructure To improve and maintain the street lighting and vegetation along walking routes in and around the river area To ensure each Water Bus stopping point will be closely linked to the sustainable transport network including providing potential Park and Sail sites To seek to provide a commuter passenger boat service as a public transport alternative To identify opportunities to promote access to new or enhanced water based activities To help boost tourism and enhance the city's Environment Capital agenda To encourage schools and colleges to use the service as a valuable educational resource
City Centre	To seek to provide Water Bus stops at the following potential locations: • Railworld • Charters • South Bank • Key Theatre/Embankment
City Periphery (inside of the parkway system)	To seek to provide Water Bus stops at the following potential locations: • Rugby Club • Sugar Way • The Boat House Public House • Orton Mere
Outer City (outside of the parkway system)	To seek to provide Water Bus stops at the following potential locations: • Flag Fen • Inland Port • Ferry Meadows • Orton Wistow
Rural	To seek to provide a Water Bus stop at the following potential location: • Wansford Station
Authority Wide	To improve the River Nene infrastructure To improve the walking and cycling infrastructure to help access to jobs and retail To promote the use of the river as a means to boost tourism The city council will continue to work with neighbouring councils to seek to improve and expand the Water Bus service To provide promotion and marketing information about the Water Bus service where appropriate

Rail strategy		
Vision		*Peterborough will have a modern railway station suitable for the 21st century that enhances the city's Environment Capital agenda and is fully integrated into the city* *A network and connectivity that meet the needs of both passengers and freight users will be sought*
Goals		To improve the railway station To enhance level crossing safety and operation To maximise trains stopping at and connecting through Peterborough To improve pedestrian and cycle links to the railway station To improve provision of cycle facilities To improve public transport information at the station including information on interchanging between different transport modes
City Core		To seek opportunities to create an attractive, desirable pedestrian link between the railway station, bus station and city core that is compliant with the Disability Discrimination Act (DDA)
City Centre		To seek opportunities to create an attractive, desirable pedestrian link between the railway station, bus station and city core that is compliant with the DDA To seek to improve the railway station in partnership with Network Rail and East Coast and pursue improvements to the Station Quarter development area To improve interchange between different transport modes at the station through cycle parking, taxi ranks, Real Time Passenger Information (RTPI) and bus interchange To seek to improve surface access to the station To investigate an east-west bridge over the East Coast Main Line (ECML), connecting to the station and linking the Station Quarter development
City Periphery (inside of the parkway system)		To endeavour to provide an electric city centre circulator shuttle bus connecting key points of interest including the bus and railway station
Outer City (outside of the parkway system)		To work with stakeholders to: • Seek improvements at Foxcovert level crossing with a long-term aim to provide a bridge at this location • Develop the GN/GE Joint Line to limit its environmental impacts To endeavour to improve bus links to the railway station
Rural		To work with stakeholders to: • Seek improvements at Foxcovert level crossing with a long-term aim to provide a bridge at this location • Develop the GN/GE Joint Line to limit its environmental impacts To endeavour to improve bus links to the railway station
Authority Wide		To investigate the possibility of additional stations in partnership with Network Rail and train operating companies To continue to work with train operating companies and Network Rail on future improvement works To continue to recognise and support the railway station in its aim to remove car trips from the national road network To investigate using the Nene Valley Railway as a recreational Park and Ride service and creating better links to existing infrastructure To seek to improve rail information to encourage more people to use public transport To support measures that integrate bus and rail travel through integrated ticketing and 'PlusBus'

	Park and Ride strategy
Vision	*Peterborough will have high quality innovative Park and Ride transport hubs that will intercept vehicles before they access the city centre and provide opportunities for transfer between transport modes*
Goals	To intercept vehicles destined for the city core and city centre and, hence, be an integral part of the car parking supply for the city To integrate modes of transport to form comprehensive transport hubs that provide pedestrian and cycle linkages, secure cycle storage, interchange between bus services, electric vehicle recharging facilities, and Heavy Goods Vehicle (HGV) overnight parking To provide a cost effective alternative to city centre parking To provide a zero or low emission fleet of Park and Ride vehicles To have a high quality station building that includes, as practicable, concessionaires, toilets and travel information and other functions as appropriate To incorporate sustainable energy generation: with solar power, wind turbines and ground heat pumps to be considered To provide appropriate seasonal Park and Ride to facilitate access to the city centre in the Christmas period
City Core	To provide a dedicated stop in the city core and ensure interchange opportunities with other services To seek to provide priority measures to ensure a high quality, reliable and timely service To promote and provide information for the Park and Ride as an alternative to driving into and parking in the city core
City Centre	To consider providing a dedicated stop or limited number of stops in the city centre and consider interchange opportunities with other services To seek to provide priority measures to ensure a high quality, reliable and timely service To promote and provide information for the Park and Ride as an alternative to driving into and parking in the city centre
City Periphery (inside of the parkway system)	To seek to provide priority measures to ensure a high quality, reliable and timely service To seek to provide a connection to the City Hospital as an alternative for staff and visitors in partnership with the NHS
Outer City (outside of the parkway system)	To identify and develop Park and Ride sites around the city, at locations that provide the greatest potential for encouraging interchange onto more sustainable modes To ensure integration with the wider transport system, providing renewable energy generation, partnering and providing concessionaire opportunity, and cost effective and efficient operation
Rural	To minimise the visual, environmental, transport and other impacts that might arise from the construction and development of a Park and Ride site
Authority Wide	To seek to introduce bus priority measures to facilitate Park and Ride operation and ensure a reliable and punctual service To ensure that sites and facilities are accessible to all To consider the Nene Valley Railway as a partner for recreational Park and Ride To investigate shopping pick up at Park and Ride interchanges

	Electric and low emission vehicles strategy
Vision	*To develop the infrastructure and tools to promote the adoption of electric and low emission vehicles by residents, businesses and visitors*
Goals	To develop an extensive network of recharging points throughout the authority area To promote and facilitate the development of public and commercial fleets of low emission vehicles To promote the installation of electric vehicle ready infrastructure and recharging points in commercial and residential developments To promote and encourage the market for electric vehicles
City Core	To install on-street, highly visible recharging posts in the core area to raise awareness of electric vehicles To install recharging posts in key car parks and at key destinations To consider preferential access for electric vehicles in the short-term to promote their use To provide an electric powered city circulator shuttle bus connecting car parks and key destinations
City Centre	To install recharging posts in key car parks and at key destinations To consider preferential access for electric vehicles in the short-term to promote their use To provide an electric powered city circulator shuttle bus connecting car parks and key destinations
City Periphery (inside of the parkway system)	To install recharging posts at key destinations Install recharging posts at new developments as specified in planning policy To install recharging posts at mini Park and Ride sites
Outer City (outside of the parkway system)	To install recharging posts at key destinations To identify a location for a rapid charger to be delivered through the Plugged in Places project To install recharging posts at new developments as specified in planning policy To consider electric vehicles being given access to bus lanes or similar to promote their use To install recharging posts at Park and Ride sites To investigate options to have electric vehicle hiring at Park and Ride sites To install recharging posts at mini Park and Ride sites
Rural	To install recharging posts at key destinations To install recharging posts at new developments as specified in planning policy
Authority Wide	To provide support for the EValu8 Plugged in Places bid and maintain a significant involvement To develop a fleet of city council electric vehicles or other low emission fuels as appropriate and investigate options to share vehicle pools with other agencies To continue to encourage commitment to install electric vehicle infrastructure by partners and local businesses and work with major retailers and businesses to encourage the installation of electric vehicle recharging infrastructure at their facilities To provide promotion, marketing and information about electric vehicles and recharging infrastructure To promote and encourage an electric or other fuelled bus fleet and taxi fleet To provide an electrically powered craft for the proposed river bus

Travel plans strategy

Vision	*Residents, schools and employees in Peterborough should be able to make informed decisions and choose to travel by sustainable modes*
Goals	To engage with new and existing local businesses and all schools to encourage development and implementation of a travel plan To continue the mandatory requirement for developers and new businesses employing more than 50 staff to create a travel plan To ensure developers will continue to write a travel plan for developments of multiple dwellings and provide home travel packs containing information on sustainable modes and travel incentives via Section 106 requirements To seek Section 106 contributions from developers to implement measures contained in travel plans for new businesses, new residential developments, district centres and schools
Authority Wide	To implement measures identified in travel plans to ensure all new developments are built with a high level of accessibility To continue to undertake an annual travel to school survey in order to monitor modes of travel to school To ensure that all schools have a travel plan, either new or evaluated to ensure actions and measures are still appropriate To support promotional and marketing events to raise awareness of travel planning and Travelchoice website and Travelchoice information To engage with Safer Journeys to School (SJTS) programme to maximise the benefits of implementing a successful transport plan To actively encourage existing businesses to create travel plans and encourage small businesses and business parks to create joint travel plans where appropriate To monitor and track success of modal shift as a direct result of issuing travel plans To create travel plans for residential dwellings in areas outside of new developments To continue the production of travel plans for new developments with multiple dwellings To invest in software that allows members of the public to create their own travel plans using the Travelchoice website To encourage new businesses to invest in an electric vehicle fleet

School travel strategy

Vision	*To promote and facilitate the use of travel by sustainable modes by young people, families and school staff and provide information so they are able to make informed transport decisions*
Goals	To engage with all Peterborough schools supporting individual travel needs to increase sustainable travel on the school journey
Authority Wide	To ensure that all schools have an up to date travel plan to ensure actions and measures continue to be appropriate
	To work with Safer Journeys to Schools (SJTS) project to identify and implement infrastructure measures in at least one school per year to make the journey to school safer and more accessible using sustainable modes
	To work with the Road Safety Team on providing education and training to reinforce road safety messages when walking and cycling
	To continue to undertake the annual travel to school survey in order to monitor modes of travel to school
	To identify and set up Park and Stride locations and Walking Buses where appropriate
	To continue to deliver the "Bikeability" cycle training to pupils in years 6, 7 and 8
	To continue to deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travel
	To work with high profile campaigns to raise awareness of sustainable transport for schools, students, families and the local community
	To use promotional and marketing events to raise awareness of travel planning, travel choices and the Travelchoice website
	To seek to increase the proportion of eligible secondary school pupils travelling to school by public transport, where walking or cycling to school is not possible
	To investigate and implement improvements to the quality of school transport
	To maintain high quality drivers and escorts through an induction and training programme
	To investigate ways for schools to continue independent travel training
	To encourage schools to use a variety of means to promote appropriate standards of behaviour on the school journey, particularly when preparing pupils moving from primary to secondary school
	To monitor all incidents of misbehaviour on school transport services, identifying any trends and acting on these as appropriate
	To work with transport operators, parents and schools to increase compliance of the Student Behaviour Policy
	To proactively work with transport operators, pupils, parents and schools to encourage positive relationships

Rural transport strategy		
Vision	*All journeys made to and from the rural areas to have a sustainable alternative to the private vehicle and to ensure rural environments will be protected from the unnecessary impacts of traffic*	
Goals	To reduce road traffic casualties in rural areas	
	To improve road safety amongst all road users through education, training and publicity	
	To engage with schools in rural areas and support individual travel needs to increase sustainable travel on the school journey	
	To deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travel	
	To implement 20mph speed limits outside rural schools in Peterborough	
	To investigate the potential to expand the Call Connect service in rural areas	
Outer City (outside of the parkway system)	To seek to improve sustainable transport links to transport hubs from rural areas	
Rural	To seek to adopt road safety schemes at known accident sites	
	To investigate conducting a speed review and where necessary speed reduction measures on rural roads where speeding is deemed to create safety issues	
	To seek to expand Real Time Passenger Information (RTPI) to rural villages and to provide additional transport and community information	
	To endeavour to improve the local walking network including maintenance	
	To endeavour to improve the local and national cycle network including maintenance and signage	
	To endeavour to improve cycle links between villages	
	To continue with bridleway and byway improvements identified in the Rights of Way Improvement Plan (ROWIP)	
	To continue and seek expansion of the Call Connect service	
	To seek to improve sustainable transport links from rural areas and to connect to transport hubs	
	To increase enforcement and introduce restrictions on Heavy Goods Vehicles (HGVs) in rural areas	
	To seek to provide sustainable links to Park and Ride sites	
	To seek to improve provision of cycle parking at rural bus stops	
	To seek reduction of unnecessary traffic signs	
	To continue to work with Neighbourhood Managers for rural areas and Neighbourhood Police Teams where road safety has been identified as an area of concern by residents	
	To promote through the Travelchoice website and other published information sustainable transport options in rural areas	
	To continue to develop smart phone applications that can be used to obtain information and send notifications about sustainable transport such as public transport and demand responsive services, car sharing opportunities and walking and cycling routes	
	To continue to investigate the expansion of Quiet Lanes in rural areas working closely with Parish Councils	

	Intelligent Transport Systems strategy
Vision	*Peterborough will use Intelligent Transport Systems (ITS) and an expanded Urban Traffic Management Control (UTMC) system to collect data, manage the network and provide high quality accurate travel data to network users to inform their travel decisions before and during journeys* *Peterborough will ensure an efficient use of the existing and future roadway and transport network; having a positive impact on both the operation and the environment*
Goals	To provide travel information to the public via the internet, Variable Message Signs (VMS), text messaging and at key bus stops and interchanges To use ITS to collect and monitor traffic flow data on the network and collect journey time, origin and destination data To use real time information to adjust network operation to reduce congestion and maximise efficiency To encourage and facilitate the use of sustainable modes of travel by enhancing the data available to the travelling public
City Core	To seek to provide information points for travel advice including information on bus and rail, roadworks and traffic congestion To investigate use of CCTV to monitor pedestrian and cycle movements within the city centre to determine desire lines and key destinations To use ITS to manage and improve operational efficiency at the bus station
City Centre	To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks To continue the installation of Real Time Passenger Information (RTPI) at bus stops and at information points
City Periphery (inside of the parkway system)	To seek to implement VMS on the parkway network around Peterborough to inform motorists of: • Congestion • Closures due to accidents, events or natural disasters • Roadworks To investigate the use of car park signage to direct drivers to available spaces and hence reduce congestion on the approach to car parks
Outer City (outside of the parkway system)	To seek to implement VMS on the parkway network around Peterborough to inform motorists of: • Congestion • Closures due to accidents, events or natural disasters • Roadworks To use ITS to manage traffic to Park and Ride sites
Rural	To seek to implement RTPI in rural locations To seek to have RTPI displays and ITS equipment powered by solar technology and other renewable energy sources

Intelligent Transport Systems strategy

Authority Wide

To use the ITS control room to manage, monitor and collect data for the Peterborough transport network

To collate information from all ITS systems on the common database

To investigate the provision of bus priority at ITS signalised junctions to improve journey times for public transport passengers

To develop the Travelchoice website to allow public access to information regarding the highway network including:

- A network of key junction cameras to show real time traffic conditions
- Roadwork locations
- A display of congestion on the network and the use of data to predict future congestion
- Estimated journey times on some parts of the network using anonymised data from Automatic Number Plate Recognition (ANPR) cameras
- Accidents and incidents on the network
- Arrival and departure information for public transport services
- Car park occupancy information
- Journey planning facility via a link to Traveline

To collect data via Automatic Traffic Counters (ATCs) and RTPI to monitor traffic performance and inform decision making

To consider ANPR in partnership with the Police and Cambridgeshire County Council to:

- Monitor and predict journey times with anonymised data
- Enforce traffic restrictions such as speed limits and the use of bus/Heavy Goods Vehicle (HGV) lanes
- Aid crime detection and tracking of vehicles for improved reliance against terrorist attacks

To continue to develop RTPI to:

- Provide public transport information at key stops, interchanges, business premises, residential premises and new developments
- Provide on route audio service announcements on buses
- Use RTPI data to aid bus punctuality improvements and identify 'pinch points' on the network
- Link to the common database

To explore the use of solar power and other forms of renewable energy and energy efficient technology to support ITS based systems

Road safety strategy		
Vision		*Create a safer transport network*
Goals		To reduce road traffic casualties amongst all road users on Peterborough roads To engage with all Peterborough schools supporting individual travel needs to increase sustainable travel on the school journey To deliver education, training and publicity to raise awareness of sustainable transport and the benefits of active travel To improve perception of road safety amongst all road users through education, training and publicity To implement 20mph speed limits outside rural schools in Peterborough To continue to work with the Highways Agency to improve accident statistics on trunk roads within the authority boundary
Rural		To implement the use of 20mph speed limits outside rural schools in Peterborough
Authority Wide		To continue to engage with local communities and implement in partnership with Cambridgeshire Constabulary "Speed Watch" initiative To continue to analyse casualty data and identify any emerging trends To make best use of new software applications when evaluating and developing road safety initiatives these include Eval-u-it and MAST To continue to work in partnership on high profile initiatives that raise awareness of road safety issues including: • Young drivers • Seatbelts • Motorcyclists • Drink/drug driving • Individuals that drive for work • Speeding • Distraction • Safer pedestrians • Safer cycling To continue to deliver on road cycle training through "Bikeability" and the Safer Cycle scheme To seek to deliver a comprehensive education, training and publicity programme To seek to treat routes with high numbers of casualties To use Road Safety Audits of engineering projects to ensure compliance to current regulations and guidance To continue to work with schools and Safer Journeys to Schools (SJTS) programme implementing infrastructure measures to compliment walking and cycling routes to schools To investigate where speed management interventions and technology can be used on rural and urban roads To continue to contribute to the Safety Camera Partnership including maintenance and monitoring of both permanent and mobile sites To continue to work in partnership with various agencies including Cambridgeshire Constabulary, Cambridgeshire Fire and Rescue Service and Cambridgeshire and Peterborough Road Safety Partnership to ensure maximum impact to improve road safety and ensure best practice To work with Neighbourhood Managers and Neighbourhood Police Teams to investigate and implement measures where road safety has been identified as an area of concern by residents To continue to work with the Highways Agency to improve accident statistics on trunk roads within the authority boundary

Traffic management strategy

Vision	*To ensure the safe and efficient movement of all modes of transport in and through the authority*
Goals	To have a transport network that is well managed and maintained to allow the safe and efficient movement of all modes of transport To minimise and mitigate the impacts of congestion To minimise the impact of roadworks To assist the good functioning of sustainable modes including buses
City Core	To review and rationalise the current loading restrictions to reflect modern shopping patterns To support and encourage events within the core for the benefit of Peterborough as a whole To reduce the amount of unnecessary street clutter and street furniture including traffic signs To endeavour to provide route branding on key routes to aid with wayfinding and in particular routes between public transport interchange, such as the bus and railway station
City Centre	To review and rationalise parking charges within public car parks to encourage a redistribution of traffic and parking within the city centre To reduce the amount of unnecessary street clutter including traffic signs To support and encourage events within the city for the benefits of Peterborough as a whole To endeavour to provide route branding on key routes to aid with wayfinding and in particular routes between public transport interchange, such as the bus and railway station
City Periphery (inside of the parkway system)	To seek to provide car parking availability and directional signage to ease congestion at car park entrances To seek to expand the use of Variable Message Signs (VMS) signs to provide information about the Peterborough transport network (journey times, roadworks and events) to drivers approaching and within Peterborough To reduce the amount of unnecessary street clutter including traffic signs To work in conjunction with Neighbourhood Managers to identify and endeavour to resolve local traffic management issues
Outer City (outside of the parkway system)	To seek to expand the use of VMS signs to provide information about the Peterborough transport network (journey times, roadworks and events) to drivers approaching and within Peterborough To reduce the amount of unnecessary street clutter including traffic signs To work in conjunction with Neighbourhood Managers to identify and resolve local traffic management issues To ensure that desired development and growth contributes appropriately to mitigate the impacts on the existing network
Rural	To reduce the amount of unnecessary street clutter including traffic signs To work in conjunction with Neighbourhood Managers to identify and resolve local traffic management issues To ensure that desired development and growth contributes appropriately to mitigate the impacts on the existing network

Traffic management strategy

Authority Wide

To seek to manage congestion via:

- Network infrastructure improvements focusing on areas of delay in the network
- Major infrastructure improvements when identified as being needed to aid delivery of the growth agenda
- Travel plans
- Promotion of public transport
- Public transport priority at key junctions and bus gates where appropriate

To seek enforcement of parking in car parks, on street parking including residents parking

To continue to co-ordinate streetworks and joint working where possible and ensuring a reasonable alternative is available when works are being carried out

To seek to maintain access for public transport through roadworks, where possible and appropriate to do so

To seek greater co-operation with outside agencies regarding incidents on the network

To support events on the highway for the greater benefit of Peterborough and manage the traffic impact of events as best as possible

To progress recommendations of the Speed Limit Review

To review reclassification of routes following major developments of the city

To progress recommendations of the tourism strategy with regard to signing of tourist destinations

Motorcycles and powered two wheelers strategy	
Vision	*Promote the safe use of motorcycles and powered two wheelers and improve the provision of secure motorcycle parking*
Goals	To recognise that motorcycles are used by a diverse group of people with different needs, riding styles and attitudes To recognise that motorcycles are used for a wide variety of different trips and that in terms of road safety motorcyclists are a more at risk group
City Core	To retain access to the core for motorcycles and powered two wheelers in recognition that they are efficient in their parking space usage
City Centre	To ensure that motorcycle parking will be considered within the parking strategy To seek to provide high quality secure motorcycle parking
Authority Wide	To consider allowing motorcycles and powered two wheelers to use bus lanes where appropriate To seek to ensure that the number of manhole covers on roundabouts will not increase To investigate accident data to determine the cause of motorcycle accidents and determine mitigation where possible To continue to support the Scooters to Work scheme to help people access employment when public transport cannot meet their needs

	Strategic road network
Vision	*Adopting a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers*
Goals	Maintain the network to an acceptable standard in the most cost effective and efficient way possible including carriageways, foot and cycleways, street lighting, bridges and other structures as defined in the Transport Asset Management Plan (TAMP) Continually look to refine and improve upon the use of asset management principles as defined in the TAMP, in all aspects of the highway network Maximise safety of the network for all highway users and road workers Reduce the level of claims associated with footway and highway maintenance issues Endeavour to reduce costs by innovation and implementation of best practice Support and contribute towards Peterborough's role as "Lead Local Flood Authority" in line with the requirements of the Flood and Water Management Act 2010
City Core	Endeavour to maintain key areas of public realm to the highest standard within available resources See authority wide
City Centre	Endeavour to maintain key areas to give a more visual impact of maintenance techniques employed within available resources See authority wide
City Periphery (inside of the parkway system)	See authority wide
Outer City (outside of the parkway system)	Introduce low noise surfacing on the parkway network as the opportunity arises during maintenance work See authority wide
Rural	See authority wide
Authority Wide	Implement the Peterborough Highway Asset Management Plan (HAMP) and TAMP, street lighting improvement and energy saving programmes Engage with Neighbourhoods, Parish and Ward Councils to identify and understand maintenance and accessibility issues affecting local communities Maintain a comprehensive highway inspection regime Implement the authorities winter service gritting programme Introduce innovative and environmentally beneficial material technologies where they represent best value Undertake and implement a Peterborough highway network classification review Endeavour to implement a de-cluttering programme of works for signage and street furniture to both improve accessibility and the visual impact to the environment Ensure that planned maintenance, in particular on the parkway network, is programmed to minimise delays and wherever possible that major works are not undertaken in close proximity at the same time
Standards	Recommendations for levels of service to customers are identified in the TAMP
Studies / Strategies	HAMP TAMP

Freight strategy	
Vision	*Peterborough will embrace opportunities to increase the amount of freight on the railway and reduce lorry impacts on the local network to reduce the environmental impacts of the movement of freight whilst supporting economic activity*
Goals	To recognise the importance of freight To work towards reducing the impact of freight movements on people's lives and the environment To improve signage for freight traffic To support a shift to more sustainable modes of transport for freight To identify and publicise key freight routes and destinations To encourage freight to use the parkway network as much as possible until final destination
City Core	To seek to restrict traffic from travelling thorough the city core and city centre To seek to develop freight routes to aid drivers delivering to key locations To seek to rationalise delivery times in the city core and city centre to benefit both freight operators and other road users by reducing the amount of congestion
City Centre	To seek to restrict traffic from travelling through the city core and city centre To seek to develop freight routes to aid drivers delivering to key locations To seek to rationalise delivery times in the core and city centre to benefit both freight operators and other road users by reducing the amount of congestion
City Periphery (inside of the parkway system)	To encourage freight traffic to use suitable routes on the Primary Route Network (PRN) through clear signage and other information
Outer City (outside of the parkway system)	To encourage freight traffic to use suitable routes on the PRN through clear signage and other information
Rural	To encourage freight traffic to use suitable routes on the PRN through clear signage and other information
Authority Wide	To seek to create a freight map showing the freight suitable routes, key destinations and lorry parking and rest areas To seek to provide mapping and other information online and so to link with satellite navigation systems to communicate information to drivers and to the Intelligent Transport Systems (ITS) To investigate the possibility of using the River Nene as a means of transport for freight

Car parking strategy		
Vision	*To provide a parking system that supports economic vitality while promoting sustainability and Peterborough's environmental aspirations*	
Goals	To reduce illegal parking, improve enforcement and improve commercial competitiveness To increase the availability of land in the city centre for public realm improvements and development To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development To reduce the physical and visual impacts of structure and surface parking To support a vibrant, commercially successful city centre; promote sustainable travel while ensuring accessibility for those with impaired mobility and disabilities To reduce costs of car park operation, and improve enforcement to discourage inappropriate parking	
City Core	To use on street parking to prioritise access for the mobility impaired and electric vehicles To focus existing parking provision on the mobility impaired, electric vehicles and operational needs To reduce publicly available spaces in the core and reallocate to the city centre To reduce allowance for private non-residential parking in the core through planning policy and focus on operational needs only To discourage long-term parking in the core area through a pricing regime that is competitive with the prevailing market To establish a city centre parking forum	
City Centre	To consolidate parking in the city centre and accommodate spaces reallocated from the core To encourage short-term parking and discourage long-term parking in the city centre area through a pricing regime that is competitive with the prevailing market To work with partners and businesses to consolidate and reduce parking 'footprints' and make more land available for development To identify and develop coach parking locations To establish a city centre parking forum	
City Periphery (inside of the parkway system)	To prioritise residential parking review cost of permits to reflect value of parking spaces To identify and develop mini Park and Ride locations on key radial routes to intercept internal trips to the city centre	
Outer City (outside of the parkway system)	To identify and develop Park and Ride locations to intercept cars entering the city and reduce cars in the city centre To identify and develop mini Park and Ride locations on key radial routes to intercept internal trips to the city centre	
Authority Wide	To encourage a migration of long-term spaces from the city centre to the periphery and outer areas To investigate residential parking requirements, parking at district centres, and community facilities to inform provision and enforcement of parking to reflect issues To use Intelligent Transport Systems (ITS) and Variable Message Signs (VMS) to guide vehicles, particularly blue badge users, to available spaces and parking alternatives To introduce pay-on-exit revenue collection to reduce enforcement requirements To investigate and deploy alternative payment methods To monitor car park usage and adjust provision and operational aspects accordingly To consider the extension of verged footway parking and enforce inappropriate parking behaviour To identify and develop sites for Park and Stride associated with schools and, hence reduce parking in the vicinity of schools, to improve safety, promote sustainable modes and promote health To ensure minimum provision of Disability Discrimination Act (DDA)/blue badge and accessible spaces	

Air quality and noise pollution strategy

Vision	*Peterborough will have an integrated free flowing, sustainable network that has limited impact on air quality ensuring consideration of noise pollution is given to new infrastructure*
Goals	To reduce the number trips made by fossil fuelled vehicles To minimise the effects of noise created by vehicles using the Peterborough road network To develop a council fleet of electric or low emission vehicles
Authority Wide	To promote sustainable travel modes as a solution for the increasing demand for travel to reduce the impact on local air quality To continue to seek contributions from new developments to implement measures identified in travel plans to support sustainable travel To encourage new and existing businesses to embrace the use of an electric vehicle fleet To develop a fleet of council electric vehicles or other low emission fuels as appropriate investigate options to share vehicle pools with other agencies To continue to monitor air quality and traffic levels at sensitive locations To endeavour to plan roadworks in residential areas as much as is possible to minimise the effects of noise generated To implement noise mitigation measure in line with current legislation when noise levels are expected to rise as a direct result of any road traffic scheme To use where appropriate low noise surfacing materials on highways schemes To continue to investigate the expansion of Quiet Lanes in rural areas working closely with Parish Councils