



3.0 TRANSPORT CHALLENGES AND OPPORTUNITIES

This section outlines the major corporate challenges facing the Peterborough sub-region for the period of the LTP2 and beyond, and examines the implications for transport policy.

3.1 Community Strategy

Peterborough is about to enter a period of substantial growth. The Greater Peterborough Partnership is the Local Strategic Partnership. It launched a vision for Peterborough in the guise of a *Community Strategy* (entitled 'Growing the Right Way: a bigger and better Peterborough'). This *Community Strategy* reflects the growth agenda, the desire that Peterborough grows both substantially and sustainably and that economic and population growth results in genuine improvements in key areas. This *Community Strategy* recognises that good transport infrastructure is fundamental to meeting the challenge of growth.

3.2 Peterborough 2020

For clarity, the emerging transport issues facing the Council are set out in this section under the six priorities detailed in the *Corporate Strategy, the Vision for Peterborough 2020*. These priorities were identified through consultation with the communities of Peterborough. As detailed in Section 2 *The Wider Context*, the *Corporate Strategy* is the Council's response to the *Community Strategy*.

In developing the vision and priorities for the *Corporate Strategy*, the Council recognised the following transport related challenges:

- a City Centre that needs to be improved to ensure it remains attractive to visitors and enables Peterborough to grow;
- demand for transport is forecast to increase, creating pressure to reduce the need to travel and improve transport efficiency;
- reduce fear of crime particularly amongst disabled people, older people, minority groups and rural communities.

Transport is integral in delivering the Council's wider objectives. The *Corporate Strategy* includes the LTP2 at the heart of the process, under the environment objective, for actions to deliver the 2020 vision. Each of these six priorities (which are equally ranked) will now be addressed.

3.3 Priority One: To strengthen and diversify the economy

In order to strengthen and diversify the economy of Peterborough, the Council aims to:

- ensure the economy is well balanced and encourages sustainable growth;
- provide the environment to maintain and support existing local businesses and encourage new businesses to set up in the area;
- bring money into the local economy by ensuring people get the benefits they are entitled to.

In the past, Peterborough has benefited from sustained economic growth, reflecting its former New Town status and its high quality strategic transport links, both internal and to London and the rest of the UK. The city has, in recent years, 'matured', with a slowdown in growth. The city is currently faced with the challenge of inward investment falling steeply over the past decade, coupled with a relatively low skill, low wage economy.

Nevertheless, the role of the city on the boundary of the East of England and East Midlands, its inclusion in the London–Stansted–Cambridge–Peterborough growth corridor and the short journey times to London all present opportunities for significant expansion. Expansion will occur both in terms of the number of people living and working in the city and in terms of attracting a broader range of businesses, including cultural, environmental and high-tech sectors.

Expansion will pose challenges for transport in the city. It will be necessary to cater for a significant increase in travel, which will require a greatly increased role for walking, cycling and public transport. This will be underpinned by reducing the need to travel in the first place, through effective local planning policies and the application of information and communications technologies enabling remote working.

East of England Plan and London-Stansted-Cambridge-Peterborough Growth Corridor

The Government's *Sustainable Communities Plan* demonstrates the need to cater for very significant growth in the East of England, due to the interaction of the region with London and to growth within the region. Within this *Sustainable Communities Plan* in full, the London-Stansted-Cambridge-Peterborough Growth Corridor was identified for a share of that development. The *East of England Plan* recognises the London-Stansted-Cambridge-Peterborough Growth Corridor and includes policies to quantify the growth across the Eastern Region and to support that growth. Within the *East of England Plan*, it is shown that there should be a strong emphasis on growth in the main urban centres in the region, including Peterborough.

These urban centres have also been designated as Regional Interchange Centres, in which much transport investment will be focused with the objective of ensuring more seamless travel within the region. Peterborough is a gateway to the East of England; it has a major railway station on the East Coast Main Line and has strategic multi-modal links to destinations within the region. The proposals within the *City Centre Framework*, described below, will be critical in enabling Peterborough to fulfil this role.

The *Greater Peterborough Sub-Regional Strategy*, contained within the *East of England Plan*, proposes levels of growth in the city that are substantially in excess of those that were set out in the *Cambridgeshire and Peterborough Structure Plan*, adopted in 2003. That strategy proposes substantial increases in the rate of development of new housing and employment, which will prove to be a significant challenge in the provision of new social and physical infrastructure. The Council will, therefore, be playing a key role in ensuring the effective delivery of transport policies to sustainably accommodate this growth.

It is projected that some 1,100 houses per year will need to be completed in the city, in tandem with the creation of some 890 additional jobs per annum by 2021. With some 21% increase in people living in the city by 2021, there will therefore be major implications for travel demand in the city. Whilst the transport network currently operates with generally less congestion than elsewhere, it is predicted that there will be severe implications if this growth is not managed.

Figure 6 details the increase in traffic flows in comparison to population growth during the LTP1. In general, they have remained steady but remaining below the National Road Traffic Forecast. The additional demand for travel will require a sea-change in how the Council manages the transport network.

Without LTP policy intervention, it is forecast that the level of growth of the city set out in the *Greater*

Peterborough Sub-regional Strategy will lead to a 15% increase by 2011 and a 35% increase in the number of vehicle trips made by 2021. The challenge for the LTP2 is to arrest the growth in traffic flows whilst population growth increases. Figure 7 illustrates the 'do-nothing' scenario. If nothing is done to encourage greater levels of walking, cycling or greater use of public transport, this will lead to an increase in the extent and severity of congestion. In turn, this will impact on journeys to work, business and commercial travel and will directly impact on businesses in the city.

Increased congestion will have a detrimental impact on air quality. Peterborough was not required to identify any Air Quality Management Areas during the LTP1. The Council will be using the strong analytical grounding from the *Peterborough Transportation Model* for the LTP2 to ensure air quality remains high on the transport agenda by identifying air quality hotspots early.

An increase in congestion will result in more rat-running on minor roads, with implications for road safety and the quality of life in residential areas. Bus services will also be adversely affected as congestion increases, potentially leading to reduced reliability and increased operating costs, which would impact on fares and patronage levels.

All of these challenges could, potentially, jeopardise the vision for sustainable growth and regeneration in the city, and could make the city less economically attractive. Doing nothing to tackle future transport challenges is simply not an option. Action will be needed to offer smarter travel choices, to make best use of the existing transport network and to provide new infrastructure to support development.

3.4 Priority Two: To plan and deliver an attractive and environmentally friendly city

To ensure that an attractive and environmentally friendly Peterborough is both planned and delivered, the Council aims to:

- improve the public realm, open spaces and management of its streets through attracting investment, continuing to improve services and legal enforcement;
- improve the provision of, and accessibility to, sustainable transport, in order to reduce congestion, air pollution and noise pollution;
- plan for both physical and economic future of the city in a co-ordinated way;
- carry out plans for the city today, whilst building the foundations of the future.

Peterborough was one of four cities awarded Environment City status in 1992. Peterborough Environment City Trust, set up in 1992 to respond to

Figure 6: LTP1 Traffic Growth and Population Growth

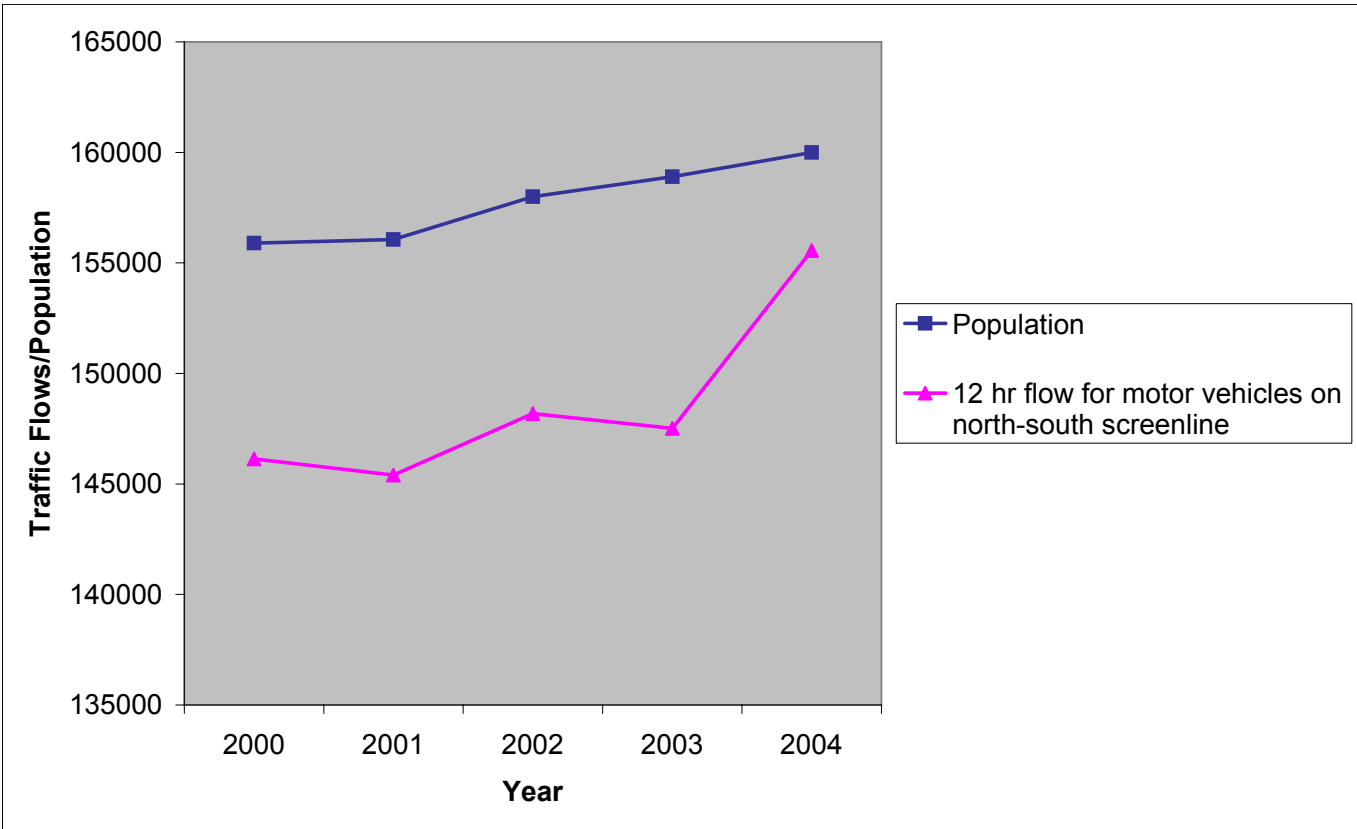
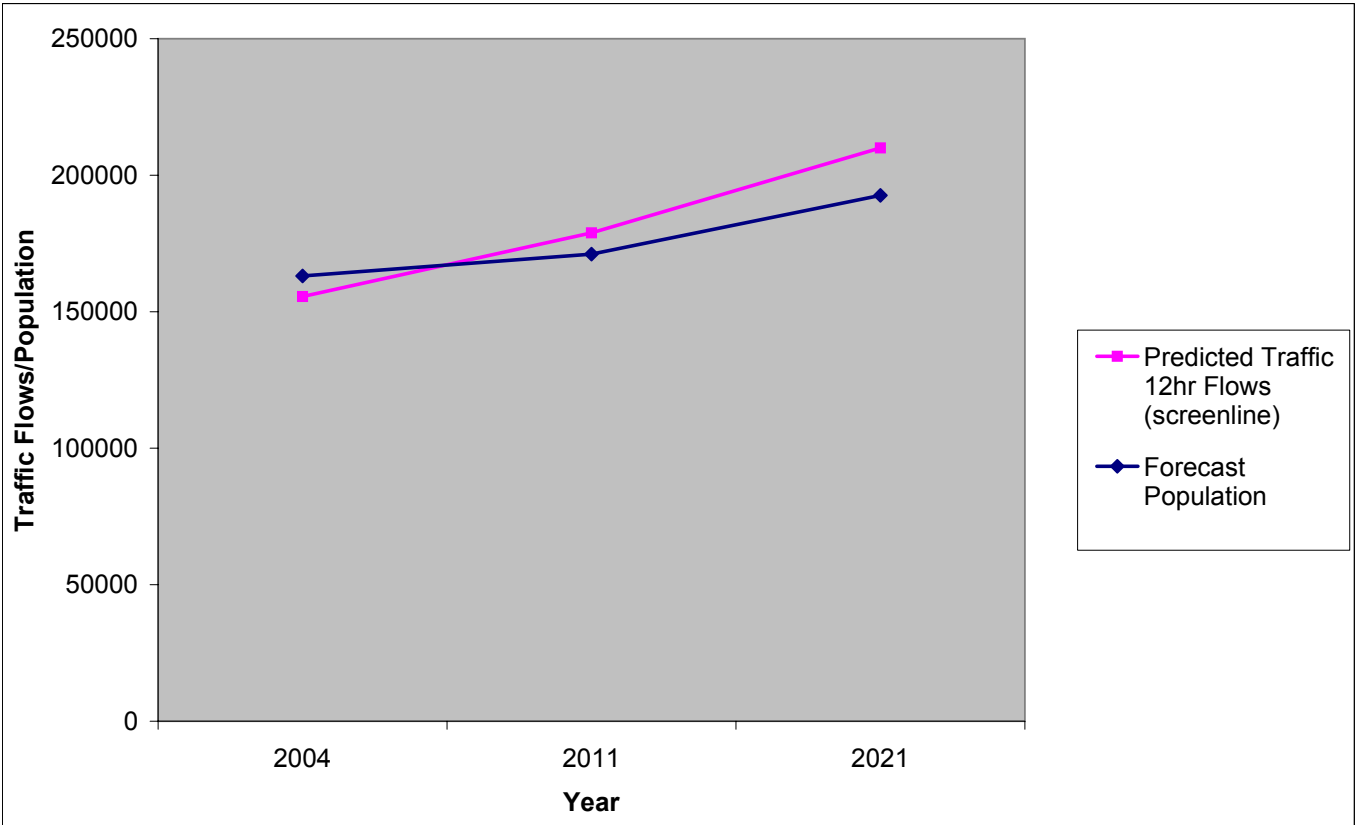


Figure 7: LTP2 Traffic Growth (Do-Nothing) and Forecast Population Growth



the challenge set by the Environment City status, has built a unique system of partnerships between business, voluntary organisations, the local authority and other public bodies working towards a greener future.

The LTP2 will be key to delivering sustainable growth, providing a transport network that caters for both the current needs of the city and capacity for future growth. This is recognised in Peterborough's *Corporate Strategy* where the LTP2 is seen as a key element in the delivery of Peterborough's 2020 vision for the environment.

City Centre Framework

The Council and its partners have ambitious proposals for revitalising and expanding the City Centre. There is scope for significant improvement, to make better use of the historic and cultural legacy of the city, better permeability and improved public spaces, and a greater sense of place.

Creating sustainable communities requires the establishment of major employment areas and infrastructure to be put in place, such as quality housing, new transport links, schools, jobs, healthcare opportunities, and environmental and physical renewal. The establishment of Opportunity Peterborough in April 2005 gives a clear delivery vehicle for Peterborough's growth aspirations.

The *City Centre Framework* identifies specific opportunities for retail outlets and places to work with high quality places to live and new cultural, leisure and sporting attractions. This *City Centre Framework* aims to ensure proposals are of the highest quality and the high levels of accessibility already enjoyed are maintained. An illustrative plan of the *City Centre Framework* is detailed in Figure 8.

The first priorities in the *City Centre Framework* over the next five to ten years will be the delivery of the 'North Westgate', 'Heart of the City', 'Station' and 'South Bank' Quarters. Securing strategic infrastructure improvements is a key priority to allow the full potential of these and other quarters to be realised.

Traffic routes currently form major barriers in the City Centre, severing the retail and historic core from the riverside and railway station. There is extensive car parking, much of it outside of the control of the Council, and areas of surface parking that could be better occupied for high quality City Centre use.

The bus station, located in the Queensgate Shopping Centre, is not an attractive gateway for people arriving in the City Centre by public transport. The railway station, in addition to being severed from the City Centre by a dual carriageway, is cramped, with little capacity to cater for increased demand, and does not fulfil its role as a gateway to the city.

The *City Centre Framework* set out how these specific problems could be tackled. The transport-related solutions include managing the highway environment, reviewing car parking location and provision to maximise development potential and accessibility and creating a high quality public transport gateway in the Station Quarter.

Currently, the City Centre is easily accessed from the city's Parkway system with four major arterial routes. The network to the south and west and to a lesser (shorter) extent east, passes along residential streets.

Peterborough enjoys relatively low levels of congestion. In 1999-2000, Peterborough was listed as having the highest average peak and off-peak speeds in the country with an average of 35mph (Transport Statistics Bulletin, *Road Speeds in English Urban Areas*). However, traffic build-up does occur for short periods during peak hours particularly at major junctions.

A heavy increase in travel demand is expected to accompany the expansion of the City Centre so, as growth progresses, there will be a need to ensure that the current high levels of accessibility are maintained. The *City Centre Framework Transport Report*, prepared by consultants Scott Wilson, assessed the traffic impacts of the Framework's land-use proposals. This transport report made recommendations on the resulting forecast vehicle trip patterns and included a methodology that tested a number of transport network scenarios using a computerised highway model.

This led to a preferred optimum package of measures, including a series of infrastructure schemes to improve public transport and access. It also identified the need for a step change in the provision for sustainable modes. Measures identified include:

- a 50% increase in bus patronage, which can be achieved through a number of infrastructure improvements (transport interchange, quality bus corridors) and service improvements (improved information and reliability);



Cycle Parking in the City Centre

Figure 8: City Centre Framework Illustrative Plan



- walking and cycling routes linking development sites to existing City Centre facilities;
- A15 London Road and A1179 Thorpe Road public transport and capacity improvements;
- a new junction serving the embankment area.

The *City Centre Framework Transport Report* also identified that 7,300 physical parking spaces were needed in the City Centre, a slightly different figure from the actual total, but a difference that does not impact on the calculation below. New development would require a further 5,200 spaces and, of these, 2,500 would be residential parking spaces provided within new housing developments. This left a need for 2,700 new spaces. However, there is currently an oversupply of parking in the City Centre as a whole. By using spaces currently vacant, and by converting 1,000 existing long stay spaces to short stay spaces, the remaining demand would be met and the need for additional car parks to support the framework eliminated.

As discussed in detail in Section 4 *Transport Priorities*, there is an urgent need for additional parking for users of the railway station regardless of the requirements

identified in that transport report. Also, there will clearly be a need to review the location of City Centre parking provision to facilitate the development of prime sites.

A need to make the best use of the highway infrastructure was identified. Nevertheless, some limited new and improved highway infrastructure will be required to enable the development to take place. The measures identified within the transport report are vital to ensure economic growth can take place in a sustainable manner. To ensure levels of accessibility, it is important that an integrated approach is taken to provide for these demands.

As the city grows, its wider needs must be addressed. The Council is already committed to ensuring investment in the regeneration of the older township centres to ensure they can continue to serve their communities.

Travelchoice

Peterborough is a modern city that recognises the need to promote effective travel choice to reduce the need to travel by car and promote social inclusion.

In 2004, the DfT awarded the city (along with Darlington and Worcester) Sustainable Travel Demonstration Town status. The Demonstration Town project is locally branded as *Travelchoice*.

The objective of this project is to showcase initiatives to encourage sustainable travel and to reduce the need to travel by car, underpinned by high quality research to understand people’s travel behaviour and the underlying reasons for dependence on the car.

Baseline travel research was undertaken by the consultancy Socialdata in late 2004. A travel behaviour survey, with a sample of 4,461 people, was undertaken across the 19 urban wards of Peterborough, followed by a programme of in-depth interviews with a sub-sample of 403 people, covering perceptions and attitudes and the potential for behavioural change.

This high quality research gave a very detailed understanding of travel behaviour in the city. Selected statistics of particular interest are set out below:

- 83% of trips made by Peterborough residents are entirely within the city, and 65% of trips are within 5km;
- travel behaviour of residents is quite simple: 40% of people make just one journey per day, 78% of all journeys are for just one activity, and 86% of all journeys start from or lead back to home;
- 22% of trips made by Peterborough residents are on foot, with 5% cycling, 43% as a driver and 23% as a car passenger. 6% of trips are made by public transport;
- however, in the case of the City Centre, 22% of all trips are made by public transport;
- ...but the centre is the destination or starting point for only 8% of trips by the city’s residents.

The research demonstrated most people recognised the growth in car traffic that has taken place in recent years, and most perceived this negatively. A large majority of those interviewed would support measures to favour public transport, walking and cycling.

In principle, the analysis of the survey data shows that significant shifts in travel behaviour are possible. Of all current car trips, 39% could be made by at least one alternative mode: 26% could be replaced by cycling, 12% by walking and 17% by public transport.

Lack of information and poor perceptions of service quality were the main barriers to greater public transport use. There were no barriers preventing a large proportion of car trips being switched to walking and cycling.

The scope to secure change is set out in Table 6.

Table 6: Potentials for Sustainable Travel Modes

Actual proportion walking, cycling or using bus	33%
Proportion using car or motorcycle	67% *

Of the 67% of people using the car or the motorcycle...

No adequate alternative to using the car or motorcycle	33%
Constraints to using alternative to car (e.g. lack of public transport, lack of cycling facilities)	8%
Subjective reasons for not walking, cycling or using public transport	26%

* For the purpose of the LTP2 modelling, motorcycles have been categorised with cars. However, it is recognised that motorcycles account for less than 0.5% of the car trips detailed and have the potential to contribute to a more sustainable transport network.

This demonstrates that a proportion of those people currently using the car could be encouraged to use alternative modes by making improvements to the alternatives. However, it also shows that, simply by improving information, tackling prejudices and active marketing, a very large proportion of drivers could be encouraged to use the alternatives.

Measures to improve information, promote alternatives and motivate behavioural change will therefore have a critical role to play. These are captured in Peterborough’s *Travelchoice* programme, and form a key strand of the LTP2.

During the LTP1, the Council reported significant increases in public transport use and is on track to meet the 2011 target of a 12% increase by 2006. However, only modest increases in cycling and walking were recorded, and the *Travelchoice* project will help to change people’s travel patterns and mode choice in Peterborough.



Peterborough Car Share Logo

Growing the Right Way

'Growing the right way' is the recurring theme of the LTP2, in recognition of the need to promote growth but also to manage growth sustainably. Peterborough's capacity to sustain economic growth was the subject of a number of land-use and transport studies in recent years. The role of the LTP2 is to consolidate these studies to ensure that transport is at the forefront of future corporate decision making.

The Peterborough Transportation Model

Much of the evidence base for LTP2 was based upon a computer-based transport model, the *Peterborough Transportation Model*, which analyses the effects of growth, mode shift and the impacts on the highway network.

The *Peterborough Transportation Model* was developed to examine the effect of land-use, growth and transport improvements (by walking, cycling, public transport and road infrastructure) so as to inform the development of the LTP2, the Local Development Framework, the Developer Contribution Strategy and subsequent local plans up to 2021.

Approach to Modelling

The model comprises three stages, as follows:

Stage 1: Forecasting Growth

A forecasting model is used to estimate increases in travel by all modes due to forecast changes in housing at ward level, as well as other factors related to increasing car ownership, fuel cost and other economic changes.

Stage 2: Mode Choice

The mode choice model takes the demand for travel and applies the existing observed mode split patterns taken from the 2001 Census and Socialdata research; it then allows for changes in walk, cycle and public transport travel, based on the findings of the Socialdata research. The outputs from the mode choice model are used to calculate changes in walking, cycling and public transport usage.

Stage 3: Highway Model

The vehicular travel patterns obtained from the mode choice model are converted to a more detailed "zonal" level and assigned onto a representation of the highway network within Peterborough using the SATURN suite of computer programs. The output from this highway model is used to calculate changing levels of congestion, journey times, area-wide traffic growth and journey time reliability.

The highway model was developed by consolidating the following studies into one format:

- the *City Centre Framework* highway model (Scott Wilson Kirkpatrick);
- the East of England strategic transport model (Highways Agency/Faber Maunsel);
- Sustainable Demonstration Towns Travel Behaviour Research (Socialdata).

The *Peterborough Transportation Model* provided a strong evidence base for the development of the LTP2 and was used to inform:

- shared priority strategies;
- implementation programmes;
- selection and timing of major scheme bids;
- selection of local indicators;
- setting of mandatory and local targets.

The approach to the modelling process is described in more detail in Annex 5.

Modelling Growth

In August 2004, two studies published findings on where Peterborough could accommodate additional growth:

- *The Peterborough Growth Area Study* by Llewelyn Davis in association with Roger Tym and Partners, Campbell Reith and Steer Davies Gleave;
- *A Study of the Relationship between Transport and Development in the London Stansted, Cambridge, Peterborough Growth Area* by Colin Buchanan and Partners and GVA Grimley on behalf of the Office of the Deputy Prime Minister.

Acknowledging that there is still some work to be done on additional growth allocations, the *Peterborough Transportation Model* is designed to be flexible and adaptable to future land-use proposals. For the life of the LTP2, the strategic element of the *Peterborough Transportation Model* has assumed East of England Plan growth will generally be accommodated at the sites currently identified by the Peterborough Local Plan (First Replacement).

Peterborough Transport Model Outputs

The modelling work has confirmed the challenges that Peterborough will face with the growth of the city. Without intervention to improve travel choices, the 21% increase in population from 2003 to 2021, will translate into a 35% increase in car trips. The highway model indicates that there will be a 15% increase in car trips between 2003 and 2011, if nothing is done to improve the alternatives, there will be virtually no relative increase in walking, cycling or public transport use over this period, despite the very large increase in travel demand.

Figure 9: Peterborough Local Plan (First Replacement) Allocated Housing Development.



Strategic Environmental Assessment

The role of the SEA process in developing the LTP2

Following the introduction of the Environmental Assessment of Plans and Programmes Regulations 2004, local authorities in England and Wales are now required to carry out a *Strategic Environmental Assessment* (SEA) for a number of statutory documents, including LTPs.

The *Strategic Environmental Assessment* has informed the development of the LTP2 throughout the entire process. Initially, a *Scoping Report* was prepared. It established an environmental baseline; identified environmental issues in the Peterborough area; considered alternatives to the LTP2 approach; considered the compatibility of LTP and SEA objectives (see Table 7); and considered the implications for the development of the LTP2. Statutory and non-statutory environmental bodies were consulted and their comments informed the production of a draft *Environmental Report*.

The draft *Environmental Report* was the subject of consultation during autumn 2005. The report detailed

how the *Scoping Report* consultation responses were considered; the assessment of the effects of the LTP2 proposals, measures and schemes; proposed mitigation measures; recommendations to improve the environmental performance of the LTP2. It also proposed a monitoring programme for the significant effects identified by the *Strategic Environmental Assessment*. The final version of the *Environmental Report* is available on the Council's website.

In response to the findings of the *Strategic Environmental Assessment* and consultation on the *Environmental Report*, a number of changes were made to LTP2. These are detailed in the *Strategic Environmental Assessment Statement* (Annex 6).

Assessment of the LTP2 alternative approaches

The *Scoping Report* and *Environmental Report* assessed the approach taken to achieve the LTP2 objectives. It was considered the approach proposed in the provisional LTP2 was indeed the most effective in terms of meeting the transport related objectives. Alternative approaches were generally less effective in this regard.

For example, for the accessibility objective, alternative 1 (no plan scenario) would result in accessibility deteriorating due to an increase in car usage and congestion. Alternative 2 (changing the way the objective is achieved) included investing heavily in technology; limited benefits would be realised since it would not obviate the need to visit schools/health care facilities. Similarly, in relation to the objective for healthy travel, working in isolation without joined-up initiatives (alternative 1) would increase social exclusion and the lack of integration would reduce any potential health benefits; promoting alternative fuels (alternative 2) would improve air quality, but would not necessarily reduce numbers of vehicle trips.

The proposed LTP2 approach also had beneficial implications for the environment in general terms, particularly with regards to improving air quality, reducing greenhouse gas emissions and improving the health and safety of the local population. Environmental impacts of alternative approaches tended to have negative implications. Construction of new roads and transport infrastructure, such as that advocated for alternative approaches for the economy objective (alternative 2 and alternative 3), could also have negative environmental impacts associated with land use. However, certain measures put forward could have beneficial impacts, such as identifying key corridors for 'best use' schemes (efficiency objective), and restricting car travel through sensitive environmental areas (environment objective).

It was considered that there was limited scope for changing the proposed LTP2 approach, but some areas required further investigation, for example paying greater attention to developing policies and programmes which

Table 7: Compatibility Matrix between LTP Objectives and Strategic Environmental Assessment Objectives

	LTP2 Objectives									
	Accessibility	Economy	Efficiency	Environment	Healthy Travel	Integration	Safety	Travel Choice	City Centre	Growth
SEA Objectives	Biodiversity	?	?	?	✓	▲	?	▲	?	?
	Population	✓	?	?	✓	✓	✓	✓	?	?
	Water	?	?	?	✓	?	?	▲	▲	?
	Soil	▲	?	▲	✓	▲	?	✓	?	?
	Air	?	?	?	✓	✓	?	▲	?	?
	Climate	?	?	?	✓	✓	✓	▲	▲	?
	Local Distinctiveness	?	?	?	✓	?	?	▲	?	?
	Landscape and Townscape	?	?	?	✓	▲	?	▲	?	?
	Material Assets	?	?	✓	✓	▲	?	▲	?	?

Key:

✓	Broadly Compatible
X	Potential conflict
▲	Not relevant
?	Dependent on nature of implementation measures

respect local environmental sensitivities, while delivering benefits to a greater proportion of the population.

Assessing the LTP2

The *Environmental Report* also contains a detailed assessment of the proposals, schemes and measures contained within the provisional LTP2, both adverse and beneficial.

Two alternatives (with and without the inclusion of major schemes) were considered. When assessed without major schemes, the LTP2 was deemed to have a range of significant positive effects on a number of *Strategic Environmental Assessment* objectives. However, a range of potential significant negative effects were identified with the inclusion of major schemes in the assessment. Although these major schemes will be subject to a separate, project-based *Environmental Impact Assessment*, the *Environmental Report* recommended the inclusion of a section in the LTP2 to outline how potential negative effects identified could be avoided or mitigated, and how potential positive effects could be further enhanced. This can be found in Section 5 *Transport Solutions*.

In response to the *Environmental Report* findings, the following alterations were made to the LTP2:

- 5.0 *Transport Solutions* was amended to summarise the findings of the Strategic Environmental Process with regards to the ‘with’ and ‘without’ plan assessment scenarios.
- 5.3 LTP2 Programme was amended to refer to the overall *Strategic Environmental Assessment* results, whilst describing general mitigation measures
- 5.4 Major Schemes was amended to include a summary *Strategic Environmental Assessment* for the major schemes.
- 5.9 LTP2 Major Scheme – A1073 Spalding to Eye Improvement provides details on the specific environmental impacts of the scheme and mitigation measures.

Local Development Framework

The new planning system aims to promote greater integration between various strategies produced by local authorities and other organisations and the land-use planning system through a broader spatial planning approach. In preparing the Peterborough *Local Development Framework*, the Council will take into account a range of plans, policies and strategies produced at the regional and local level (including the LTP2).

3.5 Priority Three: To improve the safety and feel of the city

In order to improve safety and feel of the city, the Council aims to:

- provide services and support to prevent crime by addressing the underlying causes;
- provide the environment that removes the opportunity for crime;
- engage with the community to ensure that the fear of crime reflects the reality and encourage cohesion and community spirit.

Road Casualties

The Government’s Road Safety Strategy: *Tomorrow’s Roads – Safer for Everyone*, specified the following casualty reduction targets for the year 2010:

- to reduce the number of killed and seriously injured casualties by 40%
- to reduce the number of child killed and seriously injured casualties by 50%;
- to reduce the number of slight casualties by 10%.

The Council met the total killed and seriously injured and child killed and seriously injured targets relative to both

the LTP1 targets for 2004, and the stretched targets set out in its Local Public Service Agreement. The Council thus remains on target to achieve the national targets for 2010.

Despite the casualty reductions achieved for fatal and serious injuries, the number of slight casualties has continued to rise throughout the life of the LTP1 and remains a challenge for the future.

Casualty Data

Since Peterborough's award of unitary status in 1998, little change has occurred in the percentage distribution of casualties amongst the various user or age groups.

Killed and Seriously Injured Data by Modal Group

	Casualty Distribution	
	1999-2000	2001-2004
Ped.	15%	13%
Cyclists	7%	11%
TWMV	18%	19%
Cars	49%	50%
Others	11%	7%

Slight Data by Modal Group

	Casualty Distribution	
	1999-2000	2001-2004
Ped.	6%	6%
Cyclists	9%	9%
TWMV	6%	7%
Cars	68%	72%
Others	11%	6%

Killed and Seriously Injured Data by Age Group

	Casualty Distribution	
	1999-2000	2001-2004
0-4	2%	1%
5-10	5%	3%
11-16	8%	10%
17-25	22%	26%
26-64	54%	51%
65+	9%	10%

Slight Data by Age Group

	Casualty Distribution	
	1999-2000	2001-2004
0-4	2%	1%
5-10	3%	4%
11-16	8%	8%
17-25	27%	27%
26-64	56%	55%
65+	4%	6%

Gender

Analysing the gender of the casualties and those deemed to be responsible for causing the accident yields the following data:

Gender of Casualties

	Male (%)	Female (%)
Killed and Seriously Injured	70	30
Slight	53	47

Responsible Person by Gender

	Male (%)	Female (%)
Killed and Seriously Injured	78	22
Slight	70	30

From the statistics analysed, the group that represents the biggest challenge in reducing casualty statistics is 17 to 25 year old male drivers. Considerable resources will therefore be channelled towards challenging the attitudes and behaviours of this group before they leave secondary school.

Whilst the age, gender and modal demographics of the casualties are known in addition to the location of the collisions, no data exists regarding the origin of those people involved in the collisions. The *Cambridgeshire Trauma Audit and Research Project* undertaken by the Mid Anglia General Practitioner Accident Service sought to address this issue, the results of which were received in May 2005. This will enable an assessment to be made regarding the migratory nature of casualties and work is being progressed in this regard.

Traffic Growth

The successful reduction in killed and seriously injured casualties throughout the life of the LTP1 was achieved despite a 30% increase in traffic throughout Peterborough and Cambridgeshire over the last ten years. This situation is a contributory factor to the continuing rise in the number of slight casualties. It is

likely that a similar situation will develop with regard to killed and seriously injured casualties - i.e. a point will be reached at which the rate of traffic growth exceeds the underlying rate at which killed and seriously injured casualties can be reduced.

Undoubtedly, the growth agenda will further accelerate the rate of traffic growth. It is therefore feasible that both killed and seriously injured and slight casualties will begin to rise throughout the period 2006 to 2010, irrespective of safety measures.

Travelchoice

The anticipated success of the *Travelchoice* project in changing the modal distribution of trips will affect the number and distribution of casualties between the modal groups.

A positive shift towards sustainable (and therefore vulnerable) modes of transport - i.e. walking and cycling - could result in a corresponding increase in casualties amongst these groups.

The major area of effect is likely to be within the urban environment, where a greater number of people have greater choice over their chosen mode of transport. However, it remains to be seen which of the following three scenarios will occur in practice:

- neutral effect - the greater numbers of vulnerable users present on the roads (accompanied by better facilities) raises drivers' awareness of their presence and therefore casualty numbers do not increase;
- geographical change in the location of accidents - a reduction in car usage for short trips within residential areas may reduce casualties in these locations e.g. local shopping centres. This may be offset by an increase in accidents on the local distributor roads as the number of conflicts rise due to any increase in traffic arising from the growth agenda;
- detrimental effect - an increased number of people using sustainable means of transport is magnified within the casualty statistics as a result of their vulnerability and the predicted accelerated increase in traffic arising from the growth agenda.

It is therefore imperative that a strong and positive safety message will be delivered through the life of the LTP2 to tackle any growth in casualties amongst vulnerable road users.

Partnerships

The ongoing commitment of the Council to the Cambridgeshire Safety Camera Partnership and the corresponding commitment of Cambridgeshire Constabulary to the Council's Speed Management Strategy should present greater opportunity to address the number of road casualties.

This partnership approach with the Police is also being used to positive benefit with regard to the delivery of motorcycle training and enforcement activities. The partnership approach will also be used to increase the impact of road safety campaigns including the wearing of seatbelts and discouraging the use of mobile phones whilst driving.

Personal Security

Crime and fear of crime has a debilitating effect on many aspects of society. Crime and fear of crime on the transport system can have a major effect on people's willingness to travel and their ability to access the jobs and key services that they need. This is particularly relevant to groups such as women and the elderly.

Crime is an important issue for residents in Peterborough, with 64% of residents stating crime was the most important issue for the Council to address (*2003/04 Peterborough City Council's General User Satisfaction Survey*). The *Public Transport Review*, undertaken in autumn 2004, identified that there was a general perception from the public that buses were unsafe. The environment at bus stops was viewed as a deterrent due to poor lighting.

Research undertaken by Socialdata similarly identified that 52% of people saw security and crime as a local problem, as shown in Figure 10, and a barrier to travel choice. The research also identified that the fear of crime is a barrier for 2% of walking trips and 6% of cycling trips.

This will provide the Council with an opportunity to tackle the fear of crime and thus positively impact on the number of people using sustainable modes and accessing key services.

The physical layout and environment of an area has a significant impact upon the extent of crime and the fear of crime. Actions by the Council over the life of the LTP2 will include: continuing the street lighting improvement programme; improving the layout of development to reduce crime; and delivering area regeneration priorities in the *Local Development Framework*. This will be in addition to actions as part of the Accessibility Planning Action Plans. The Council will also intensify the positive impact of Peterborough's hugely successful street warden service. The challenge to have cleaner, greener and safer public spaces provides the Council with the opportunity to improve the environment, to encourage walking, cycling and public transport across the whole journey.

The *City Centre Framework* will also provide an opportunity to identify steps to be taken to enhance the street scene in the City Centre and the city gateways to improve the perception of crime.

Safety on Buses

Incidents in which individuals were attacked whilst travelling on buses (and attacks on buses travelling through the city) have arisen in the last year or so. Although such incidents

were confined to one specific geographical area and small in number, the reporting of such events in the local media means that people are generally fearful of travelling on public transport. Their fear of crime in this area, as with all areas, is out of proportion to their chances of becoming a victim.

The Council is now working with transport operators to deliver CCTV on buses as this will act as a deterrent, a reassurance and assist in detection.

Evening Economy

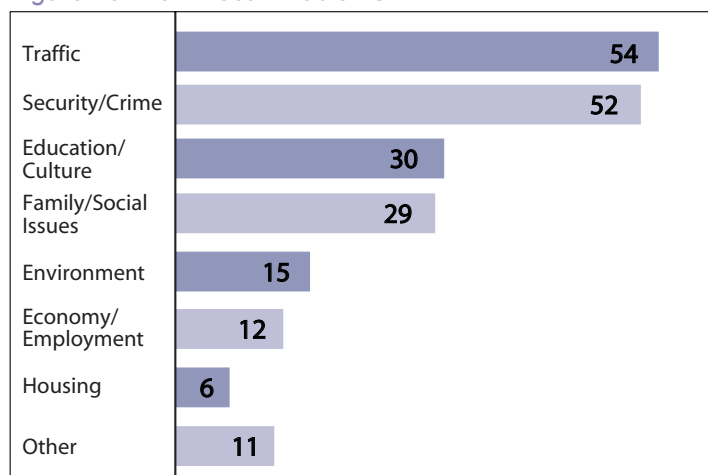
A key area of activity for the Community Safety Partnership (Peterborough's Crime Reduction and Disorder Partnership) is to reduce violent crime. A linkage between this and the evening economy is now identifiable so transport away from the City Centre in the early hours of the morning (particularly on Thursday, Friday and Saturday nights) is an area that will be focussed on in the early stages of the LTP2.

3.6 Priority Four: To achieve the best possible health and well-being

To achieve the best possible health and well-being for the people of Peterborough, the Council aims to:

- prevent situations of illness or injury;
- ensure access to effective high quality treatment, care and rehabilitation services;

Figure 10: Main Local Problems



- enable people to receive effective care in the most appropriate place;
- ensure partners are delivering services to improve the health and well-being of the community.

The Greater Peterborough Primary Care Partnership serves a catchment area which includes North Cambridgeshire, South Lincolnshire and East Northamptonshire. The majority of hospital services take place at Peterborough District Hospital near the City Centre and at Edith Cavell Hospital, to the north-west of the City Centre.

The Greater Peterborough Health Investment Plan

The *Greater Peterborough Health Investment Plan* is heralded as a major step forward in the modernisation of local health care facilities and will see the construction of a new integrated care centre on the site of Peterborough's main hospital, a mental health unit and the replacement of Peterborough's existing two hospitals with a single hospital. This *Greater Peterborough Health Investment Plan* is based on the Government's ten year NHS Plan for the modernisation of the NHS in England and Wales and will be implemented towards the end of the LTP2 timescale.

The *Greater Peterborough Health Investment Plan* recognises that existing health services are poorly located for the people they serve and are inefficiently provided. It outlines how patients and general practitioners will be provided with a greater choice of where their health services are provided, and describes how many services will be located closer to patients' homes. The overall effect will be to reduce the number and length of trips required to access healthcare, reduce congestion in the hospitals' car parks and the transport network, and improve accessibility to health care.

However, the implementation of the *Greater Peterborough Health Investment Plan* will also present some challenges. The new hospital will be located away from Peterborough's railway and bus stations and close to the Parkway, which may lead to greater dependence on the car amongst patients, visitors and staff, thereby placing pressure on car parking facilities and the surrounding transport network.

To meet these challenges, a comprehensive travel plan, emphasising patient access, will be implemented from the day of occupation of the new hospital to address these issues. That travel plan will build on the package of measures that is being introduced at the existing Peterborough District Hospital site. To ensure that car trips to the city are kept to a minimum and the new hospital and new health centres are accessible to all, the Council will continue to work closely with the Hospital Trust, the Greater Peterborough Primary Care Partnership and Progress Health (the preferred bidder for the *Greater Peterborough Health Investment Plan*).

Access to Healthcare

In April 2004, the Council's adult social care functions were amalgamated with the local primary care trusts to form a 'Greater Peterborough Primary Care Partnership'. This has achieved a greater focus on the needs of not only older people but those with physical and mental disabilities. This amalgamation of functions will achieve wider social inclusion and accessibility benefits.

The Government set out in its February 2003 report, *Making the Connections*, three key areas of action to improve patient's access to healthcare:

- improve patient transport services by including eligibility criteria and issuing the guidance on

- commissioning transport;
- improve the advice and information available to patients by allowing a patient to choose the time and place of healthcare appointments and developing options for a one-stop shop of appointment and transport booking;
- promote accessibility considerations in decisions on healthcare infrastructure.

Future population growth in Peterborough will stretch resources furthermore to provide a fast, responsive and accessible service.

In April 2005, a joint funded initiative between the Greater Peterborough Primary Care Partnership and Peterborough City Council was set up to address the challenges. The two year project will look at the integration of non-emergency patient transport and local authority transport services with a view to later forming a wider integrated transport unit.

Public Health

The Government's White Paper, *Choosing Health; making healthier choices easier*, published November 2004, estimates the cost of lack of exercise at £8.2 billion annually through absence from work and for NHS care. The Government document *Choosing Activity: a physical activity action plan* sets out plans to encourage and co-ordinate the action of a range of departments and organisations to promote increased participation in physical activity across England.

Locally, socio-economic circumstances of the population and their self-reported health status have been shown to correlate, and it is believed that obesity levels are increasing within Peterborough in line with national trends. Death rates from coronary heart disease in North Peterborough are significantly higher than the national average. Across the city, approximately 500 people die from coronary heart disease and cerebrovascular diseases (including strokes) each year.

The Greater Peterborough Primary Care Partnership's *Director of Public Health's Annual Report (2004)* highlights four major killers: smoking; poor diet; physical inactivity; and excessive alcohol consumption. The 2004 report identified ten ways to improve the health of Greater Peterborough. One of these is to support local initiatives to enable people to participate in enjoyable and healthy physical activity as part of their daily routine. People who are physically active on a regular basis are known to live longer, healthier lives and are less likely to succumb to coronary heart disease, strokes, cancer, diabetes, obesity, osteoporosis and mental illness. Problems resulting from physical inactivity have become more apparent as today's society has become increasingly automated.

The LTP2 has an important role to play in encouraging people to use more active forms of transport when they travel within Peterborough. The Council will continue to work closely with health professionals to bring about modal shift and to emphasise sustainable modes of transport.

3.7 Priority Five: To provide high quality opportunities for learning and ensure children are safe

To provide high quality opportunities for learning and ensure children are safe in Peterborough, the Council aims to:

- ensure children and young people are healthy, enjoying good physical exercise and mental health and living a healthy lifestyle;
- ensure children and young people stay safe, being protected from harm and neglect and growing up to look after themselves;



Stagecoach Citi Bus Arriving at Edith Cavell Hospital

- ensure young people enjoy and achieve by getting the most out of life and developing broad skills for adulthood;
- ensure children and young people make a positive contribution to the community and society;
- ensure children and young people achieve economic well-being.

The Peterborough Secondary School Review

The Local Education Authority will be implementing a major modernisation of Peterborough's secondary schools during the life of the LTP2 through the city's *Secondary School Review*. This will provide the foundation for the continuing growth of Peterborough and will allow for a broader curriculum with more work-related courses, taught in an environment specifically designed to help students achieve their full potential.

The *Secondary School Review* will cover all secondary schools in the city in two main phases. The first element was the opening of the new Hampton College in September 2005, with a steadily increasing pupil roll over the following six years. In September 2007, Deacon's School, John Mansfield School and Hereward Community College will close as part of Phase 1 of the Review to be replaced by the Thomas Deacon Academy. Bretton Woods Community School and Walton Community School will also close and be replaced by the Voyager School (to be built on the current Walton site), in conjunction with extensions and refurbishments to Jack Hunt School and Ken Stimpson Community School. In parallel with these major re-sitings, The King's School, St. John Fisher School and Arthur Mellows Village College will receive major refurbishments, including additional facilities. Phase 2 of the Review, covering Bushfield Community College, Stanground College and Orton Longueville School will follow as soon as funding can be identified.

While the *Secondary School Review* will reduce surplus pupil places, through integration of some schools and expansion of others, it must also ensure there are sufficient places at schools in Peterborough's growth areas to accommodate the pupils of the future. The major focus of the *Secondary School Review*, however, is not buildings but the raising of achievement and the retention of a much higher percentage of Peterborough students in education after the age of 16, whether at schools or the Regional College.

The *Secondary School Review* will cause a fundamental change in trip patterns to the schools involved, as pupil numbers increase and, potentially, school journeys lengthen. With over 12,900 pupils in secondary education in Peterborough these changes will affect a considerable number of daily journeys.

The curriculum changes that are an inherent part of the *Secondary School Review* (in order to meet the

aspirations of the city and respond to the Department for Education and Skills 14 to 19 White Paper) will also result in a significant increase in journeys between schools during the day, and between schools and the Regional College, as they work in closer collaboration to deliver the vocational needs of students.

With schools a common cause of congestion, local residents and parents are rightly concerned about the impact of these changes in travel behaviour. Despite considerable investment in 'safer journeys to school' and 'school travel plans', car trips on the school run continue to increase and only modest increases in walking and cycling were recorded for the LTP1. Table 8 details the modal split of journeys to school.

As the public profile of the *Secondary School Review* has increased, so has public concern over the related transport issues. Pre-empting this, the Council worked with its consultants to ensure that transportation is a key element in the each school's development strategy.

As of March 2005, a total of £140m was committed by the Government and other sources to the *Secondary School Review*. This includes £46m for the Thomas Deacon Academy, a Private Finance Initiative of almost £68m that will provide the new Voyager School in north-west Peterborough and extensions to Jack Hunt

The poster features a blue header with the text 'Your TRAVELCHOICE in Peterborough' and a green box with the word 'walking'. Below this is a photograph of a woman and two children walking on a path. To the left of the photo, the text 'With it Active Learning Kids' is written vertically. At the bottom, a green banner contains the text 'Walk to School Week 23rd - 27th May'. The footer includes the Peterborough City Council logo and a 'Star Journey to School' logo.

Walk to School Week Campaign Poster

School and Ken Stimpson Community School, and a £10m targeted capital grant to refurbish and improve The King’s School. The funding for Hampton College is separate, being largely provided by Section 106 funding from the developers of Hampton Township, supported by grants from the Department for Education and Skills.

For each of these developments, the Council is working to ensure that every school will develop a school travel plan to maximise sustainable travel and pupil safety, as well as limit school run congestion. Through the planning process, from pre-application to post-application stages, the Council is working to maximise improvements to highway infrastructure to ensure high quality pedestrian and cycle routes into the schools, as well as improvements to bus service provision. This review offers a real opportunity to promote the use of commercial bus services to cater for the journey to school and, perhaps, for journeys between schools.

With funding already being sought for the second phase of the *Secondary School Review*, the Council will be prioritising their continued involvement in this process, to ensure safe and sustainable transport for the city’s secondary school pupils both now and in the future.

Over-16 Transport Partnership

The Peterborough Over-16 Transport Partnership has seen positive results with a significant increase in students transported to colleges and sixth forms. The Partnership has continued to implement transport-related improvements including:

- promotion of mobility and independence training aimed at 14-16s, to prepare students for travelling to post-16 centres;
- providing training for teaching assistants to roll out to students;
- funding ‘transport trainer’ to encourage travelling on public transport ;
- cycle training;
- travel buddies;
- resource packs and theatre performances in schools.
- funding for, or towards, purchase or lease of minibuses for inter-site travel – to access courses

at different sixth-form centres. Also funding for taxi travel between centres;

- installation at numerous centres of secure cycle compounds and/or rails, some with CCTV, remote control gates, digiloks etc;
- cycle safety gear and cycle locks;
- production of CD-ROM – issued to all Year 11s – containing links to public transport timetables for travelling to post-16 centres.

The *Secondary School Review* will bring increased demand for travel from pupils wishing to further their education. The Over-16 Transport Partnership is in a strong position to assist in meeting this demand.

Surestart

Surestart is a Government-funded programme that works to improve the quality of life of children from birth to four years of age and their families. Their aim is to work with parents and children to promote the physical, intellectual and social development of babies and young children. Peterborough has three active Surestart programmes and they are:

- First Steps – for residents living in Dogsthorpe, Welland, North Ward and East Ward;
- Orton – for residents in Orton Goldhay, Orton Malborne and parts of Orton Brimbles;
- Gladstone – for residents living in Central Ward.

As more Surestart centres operate within communities, the resulting transport challenge will be to ensure that the people who need and want to access the services provided at these centres are able to travel safely.

3.8 Priority Six: To provide an effective, efficient and accessible Council

To provide an effective, efficient and accessible Council for Peterborough, the Council aims to:

- communicate well to promote trust and understanding;

Table 8: Modal Split of Journeys to School

	Increase in Number of Pupils Walking to School	Increase in Number of Pupils Cycling to School	% of Pupils Driven to School
Baseline 1999/00	47	10	31
2000/01	n/a	n/a	n/a
2001/02	53	6.5	34
2002/03	47	6	42
2003/04	52	10	35
2004/05	50	6	34

- be clear about what it is doing and how it is achieving against its delivery programme;
- be contactable by people when they want and to get what they want, as soon as possible;
- ensure it uses public money in the most effective and responsible way possible;
- engage the community and voluntary sector with the work of the Greater Peterborough Partnership.

Local Priority Service Outcomes

As part of Peterborough's commitment to e-government, projects were established to deliver priority outcomes relating to transport. The projects relate to outcomes that are either 'required' ('R' outcomes) for all authorities to deliver or, 'good' ('G') or 'excellent' ('E') outcomes for authorities that are aiming at a higher rating.

The Council has already completed the work necessary to deliver outcome R14, which allows the public to inspect public transport timetables and related information. It is now working on the other 'required' outcome, R15, relating to public e-consultation for new proposals on traffic management. Both 'good' outcomes that relate to transport – G13 (allowing parking penalties to be paid on-line) and G14 (allowing for Geographical Information System-based roadwork information) – have projects in place to support their delivery. It should be noted that the Council is pursuing a solution to G14 that will be consistent across both East of England and East Midlands regions. This further emphasises the importance the Council attaches to cross-boundary working.

The Council is also looking to progress one of the 'excellent' outcomes - E12 - during this time. The outcome sought here is to have an agreed baseline and targets in place for customer satisfaction and efficiency savings. The Council will specifically address the provision of more cost-effective public transport (and access of information) and increased satisfaction with delivered local transport schemes.

In all of these projects, the guiding intention is to meet local transport needs more effectively, particularly with being able to provide the public with accessibility to relevant information wherever they are and whenever they want it.

Asset Management and the New Town Legacy

Due to the rapid expansion of Peterborough during its development as a New Town during the late 1970s and early 1980s, a significant proportion of the transport network is now approaching the end of its design life. In effect, this is producing a maintenance 'time bomb' where significant levels of funding will be required to invest in the renewal of these sections of the network to prevent their total failure with the associated risk to the safety of

highway users and ultimately the economic growth of the city.

The process for funding highway maintenance through either revenue or capital funding does not take into account local highway authorities with this type of problem at present. Whilst it is obviously in the interest of the Council to highlight this problem to the Government, the Council must also look at alternative methods of funding the vital replacement works and so ensure the safety of highway users, as well as to improve the built environment for the communities living in these areas.

During the LTP1, the Council was successful in bidding for extra funding for a number of major maintenance schemes namely:

- drought-damaged fen roads;
- Town Rail Bridge structural repairs;
- Parkway structural parapet replacement.

Co-ordination was effective between the integrated transport programme and maintenance programmes to realise maximum benefits for assets. For example, the replacement of ageing signal controllers when introducing bus priority deliberately coincided with road resurfacing and bus corridor works. Although perhaps seemingly prolonging works activity at any one location, this maximised resource usage (e.g. traffic management set-up/take down costs) and enabled the Council to make steady progress in addressing overall network deterioration. Current road condition data is detailed in Table 9.

In recent years, the Council's LTP funding allocation for capital maintenance has been disappointing. Funding allocations for Peterborough's LTP2 are the lowest in England. Despite the Council continuing the trend in recent years of increasing its utilisation of annual revenue contribution (Formula Funding Share) - up from 66% in 2004/05 to 70% in 2005/06 - maintaining the Council's assets will present a considerable challenge for the LTP2.

Annual Efficiency Gains

The *Gershon Report*, published in July 2004, was the product of an independent review of public sector efficiency undertaken by Sir Peter Gershon. The objective of the review was to release major resources out of activities which can be undertaken more efficiently into front line services that meet the public's highest priorities. Consequently, over £20 billion in efficiency gains were identified in 2007/08, through realistic efficiency targets for the period 2005/06 to 2007/08.

Local government has a key role to play through investment in technology, rationalisation of back office functions and transactional services and improvements in productive time of staff.

The review builds on existing best practice and proposes efficiency savings in local government of 2.5% per annum to deliver £6.45 billion of efficiencies and productivity improvements by 2007/08, releasing additional resources to front line services.

The report states efficiencies are anticipated in the following areas, with approximately:

- 40% of the savings expected to be delivered through schools;
- 10% through policing;
- 35% derived through procurement in other services, for example, adult social care, social housing, children’s services, highway maintenance and waste.

Clearly, the way transport provision is planned and implemented will be a major contributor to delivering the annual efficiency gains required, particularly as a number of services identified involved the Council’s transport services.

Building on current good practice, the Council will be adopting the *Environmental Services Efficiency Toolkit* as published by the Department of Environment, Food and Rural Affairs. To meet a 2.5% gain contribution to the overall Environmental Services target, the following transport headings will be targeted:

- concessionary fares administration;
- tendered bus services procurement and planning;
- development, costing and delivery of major schemes;
- delivery improvements on capital spends;
- improvements to the provision of transport through accessibility planning;
- co-ordination of public transport and other transport services;
- co-operation and co-ordination on criminal record checks on drivers.

Transport contribution to the overall efficiency gain for Environmental Services will be published in an *Annual Efficiency Statement* to the Government.

Table 9: Road Condition Data

	Baseline 1999 /00	2000 / 2001	2001 / 2002	2002 / 2003	2003 / 2004	2004 / 2005
% of Principal Roads which need repair	13%	11.74	9.49	9.02	3.45	20.45*
Condition of non-Principal roads Classified and Unclassified		5.78	7.11			
Condition of non-Principal roads Classified	13%			22	27.60	14
Condition of non-Principal roads Unclassified	21%			21	16.73	15.44

* New assessment method TRACS

Local Area Agreement

Peterborough’s *Local Area Agreement* is built on the priorities set out in the *Community Strategy* and sets out the actions that will deliver those priorities.

The *Local Area Agreement* is an agreement between public and voluntary sector organisations in the city, and the Government sets out outcomes for sustainable improvements for:

- children and young people;
- safer and stronger communities;
- older people and healthier communities.

Participating in the agreement will give the Council and its public sector partners the opportunity to pool or align budgets, under the freedom of a reduced reporting and monitoring procedure, to deliver agreed outcomes. The Council (on behalf of the Greater Peterborough Partnership) has applied for a Reward Grant to support the agreement.

Transport will have a significant influence in delivering a number of the key outcomes including:

- improving children and young persons’ health;
- reducing the number of school leavers not in education;
- reducing crime and the fear of crime;
- tackling inequalities in health;
- helping older people to remain fit and healthy.

Equalities Impact Assessment

Peterborough City Council’s Equalities Policy sets out its commitment to the elimination of discrimination and the integration of equality in employment, service commissioning, service provision and service delivery practices. It acknowledges that potentially everyone in society can be discriminated against, and recognises that some groups are more likely than others to suffer from discrimination. It is based on the principle that no-one is discriminated against on the basis of race, religion, culture, ethnic origin, nationality, age, gender, sexual orientation, disability or marital status.

To achieve the aim of the policy, the Council will implement its statutory obligations under relevant legislation, specifically the:

- *Equal Pay Act 1970;*
- *Rehabilitation of Offenders Act 1974;*
- *Sex Discrimination Act 1975;*
- *Race Relations Act 1976;*
- *Disability Discrimination Act 1995;*
- *Human Rights Act 1998;*
- *Race Relations (Amendment) Act 2000.*

The Council's approach is to integrate equality principles into mainstream service provision, Council policies and practices. All Council policies will integrate equality considerations into policy development and implementation processes. In order to achieve this, all major policies are subjected to an *Equalities Impact Assessment*. This is a thorough and systematic analysis of a policy to determine the extent of the differential impact upon the relevant groups and in turn whether that impact is adverse. In the light of the assessment, if the policy is found to have an adverse impact, the Council must consider alternative policies which more effectively achieve the promotion of equality of opportunity or measures that might be employed to mitigate the adverse impact. The process involves:

- assessing how the proposed policies are likely to affect people from relevant groups;
- consulting people who are likely to be affected by the proposed policies;
- reviewing and revising the proposed policies in light of the assessment and consultation.

An *Initial Impact Assessment* was conducted, the results of which can be found in Annex 7. This, together with consultation with a local 'Diversity Working Group' has played a valuable role in the formulation of the LTP2. The *Initial Impact Assessment* has indicated that, where differential impacts of the plan might occur, sufficient mitigation measures have been included to prevent adverse impact.