



## Executive Summary

### Introduction

The *Transport Act 2000* places a statutory responsibility on local transport authorities in England (outside London) to produce and implement a Local Transport Plan (LTP) that reflects the guidance issued by Government. The Government's *Full Guidance on Local Transport Plans*, published in December 2004, sets out the approaches and methods to be adopted by local transport authorities in developing their second Local Transport Plan (LTP2).

That guidance required the submission of a provisional LTP2 in July 2005, with fully worked up strategies, but with provisional targets and implementation programmes. The provisional LTP2 was well received by Government and was awarded a 'promising' rating. This final LTP2 builds upon the work undertaken for the provisional LTP2 and includes fully worked up strategies, confirmed policy implementation programmes and confirmed indicators and targets.

The LTP2 has been developed against a very different background to that of the first in 2000. Then development rates in the city were slow and economic activity had little opportunity for large scale expansion. In 2004, all of this had changed when the Peterborough sub-region was included in the Government's *Sustainable Communities Plan*. As a result, Peterborough now forms part of the London-Stansted-Cambridge-Peterborough Growth Corridor and the Council has undertaken substantial research to consider the scale and infrastructure impacts of growth. The *East of England Plan* contains proposals for rapid expansion with over 21,000 new homes and over 17,000 jobs in the Peterborough unitary area.

Concurrent with the *East of England Plan*, the City Centre is about to enter a major transformation over the next 10-15 years. A *City Centre Framework* was developed by the Council, in partnership with the East of England Development Agency and the national regeneration agency English Partnerships. The *City Centre Framework* outlines a new vision for the City Centre, provides guidance on shaping its physical form and identifies investment priorities. It is estimated that over £750 million of investment will be attracted to the centre with the addition of over 2,500 homes and the creation of about 15,000 jobs.

The LTP2's development reflects a growing Peterborough and is very much a pro-choice document. As such, it tackled congestion by balancing the need to maintain good accessibility to private motorised vehicle, as required through the 'Traffic Manager' function (as defined in the Traffic Management Act 2004), against the requirement to meet the growing demand for travel by the promotion of attractive and safe sustainable alternatives through travel mode choice. Infrastructure will be provided (where necessary by the public and private sector) to support new development whilst continued support will be given to soft measures through both the Department for Transport's Sustainable Travel Demonstration Town grant funding (known locally as *Travelchoice*) and the LTP2 budgets to maximise the use of sustainable means of travel.

### The Wider Context

#### Transport Vision

Transport will play an important part in meeting the Council's corporate objectives. In recognising this, the Council is no longer proposing to have a separate vision for transport, but shares the same vision for Peterborough as is set out in the *Community Strategy* and the *Corporate Strategy*. This supports working towards a common goal across all service sectors.

#### Vision for Peterborough

**'A bigger and better Peterborough, the centre of a thriving community of villages and market towns.'**

**A city that grows substantially and sustainably, building on its heritage and environment city status.**

**A city that is acknowledged internationally as a model of how to deliver truly sustainable growth in order to improve the overall quality of life of its people, communities and environment.'**

#### Transport Objectives

The transport strategy in the LTP1 was developed to shape the transport provision in the Peterborough area for 15 years (2001-2016). The eight objectives for the

LTP1 set out clearly what is desired in wider terms of the transport strategy.

#### LTP1 Objectives

- better accessibility for all, with particular reference to those living in rural areas and those with mobility difficulties;
- support local economic performance by the provision of an integrated transport network;
- make the best use of existing transport infrastructure;
- reduce the environmental impacts of transport;
- improve community health by increasing walking and cycling, and reducing transport related pollution;
- greater integration between different means of travel;
- reduce the number of personal injury accidents amongst all travellers and reduce travel related crime;
- increase travel choice and improve quality.

To ensure the long-term strategy could continue to meet Peterborough's growing transport needs and challenges of the LTP2 period and beyond, the strategy objectives were reviewed for consistency with emerging national, regional and local policy. This included:

- The Future of Transport: A Network for 2030;
- Regional Transport Strategy;
- A Shared Vision: The Regional Economic Strategy for the East of England;
- Cambridgeshire and Peterborough Structure Plan;
- Peterborough Local Plan (First Replacement);
- Peterborough Community Strategy;
- Peterborough Corporate Strategy.

The review confirmed no policy conflicts occurred and that the objectives still remained robust and relevant. However, it was apparent that corporate growth aspirations required bringing to the forefront. This necessitated the addition of two new transport objectives.

#### LTP2 Additional Objectives

- support the proposals to develop and enhance the City Centre;
- support and influence growth through transport solutions.

### Local Government Shared Priorities

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

- tackling congestion;
- delivering accessibility;
- safer roads;
- better air quality.

The LTP2 will be assessed partly on its contribution to these shared priorities. The Council has addressed these themes in the LTP2 transport strategies and

implementation programmes to ensure that these priorities are met effectively at a local level.

## Challenges and Opportunities

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. For clarity, the emerging transport issues facing the Council are considered 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 and are to:

- strengthen and diversify the economy;
- plan and deliver an attractive and environmentally friendly city;
- improve the safety and feel of the city;
- achieve the best possible health and well-being;
- provide high quality opportunities for learning and ensure children are safe;
- provide an effective, efficient and accessible Council.

## Transport Priorities

By addressing the four aforementioned transport priority themes in transport strategy development and implementation programmes in the LTP2, the Council has ensured that national transport needs are met effectively at a local level. The detailed transport strategy is set out within the shared priorities context. In addition non-shared priority themes are addressed including *Maintaining the Highway Network* and *Quality of Life*.

The concept of Accessibility Planning was introduced by the Department for Transport as a key part of the LTP2. This will measure accessibility to key services and employment. The Council introduces a full Accessibility Strategy in this final LTP2.

## Transport Solutions

A five-year programme of projects will deliver the LTP2 transport strategy. This includes:

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

In developing the programme, careful consideration was given to delivering optimum value for money, from both the capital funding through the *Planning Guideline*, and making best use of the revenue funding secured through the *Travelchoice* initiative.

A *Peterborough Transportation Model* has tested the possible impacts of varying levels of investment under different themes with the spending programme shown overleaf considered as the optimum to deliver the best range of outcomes for the city.

## Major Schemes

Peterborough is preparing to accommodate substantial growth. Effective transport provision will be pivotal to the delivery of this growth, both in housing and in jobs. The growth that is anticipated will fundamentally change the character of the city, bringing both challenges and opportunities.

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

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

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

The Council has developed the concept of gateways for the city. The gateways will provide high quality access for all transport modes to the City Centre and other potential development areas. The four gateways to the city and their integrated packages are detailed below.

### Eastern Gateway

- East Embankment Access Scheme;
- A605 Stanground Bypass.

### Southern Gateway

- A15 London Road Corridor;
- A1139 Fletton Parkway Widening (Junction 2 to 3);
- Hampton Western Peripheral Road.

### Western Gateway

- A1179 Thorpe Road Corridor.

### Northern Gateway

- A15 Paston Parkway (Junction 21 to 22).

### City Centre Framework Transport Package

- Bus Station Relocation;
- Station Quarter Improvements.

## Indicators and Targets

The Council has given careful consideration to the role of indicators and targets in the LTP2. The indicators and targets set out will enable the Council to identify measurable outcomes from its transport strategy, and from the spending programme. In this way, the Council is able to more fully realise the potential value for money of the programme set out in this LTP2.

The development of ‘trajectories’ will be a critical element in managing the Council’s performance. Trajectories track the required change in the indicator through time to meet the target, taking into account the spending programme and the time needed to secure changes to travel behaviour, reductions in congestion etc. By regularly monitoring performance and comparing against the trajectory, it is possible to fully understand trends and to promptly tackle problems.

The LTP2 has built upon and refined the evidence that was gathered within the provisional LTP2, and has now developed these detailed trajectories.

A summary of the key outcome indicators contained in the LTP2 is as follows:

- Principal Road Condition;
- Non-principal Road Condition;
- Unclassified Road Condition;
- Footway Condition;
- Total Killed and Seriously Injured;
- Child Killed and Seriously Injured;
- Total Slight Casualties;
- Public Transport Patronage;
- Satisfaction with Local Bus Services;
- Accessibility – Travel Information;
- Change in Area-wide Road Traffic (also a proxy for air quality);
- Mode Share for Journeys to School;
- Bus Punctuality;
- Changes in Peak period Traffic Flows to Urban Centres;
- Congestion;
- Walking Trips;
- Car Trips.

LTP2 Programme of Schemes

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