

2.0 THE WIDER CONTEXT

Local transport planning – perhaps more than any other area of local policy – needs to be ‘joined up’ with the wider planning and policy framework at the corporate level. (DfT)

Local transport authorities were tasked with preparing their LTP2 in the context of a wide variety of national, regional and local objectives and policies. This context ensures that integrated transport and spatial planning are intrinsically linked and that the LTP2 will play a pivotal role in helping to achieve the policies set out within the land-use planning system. It is equally important that the LTP2 is at the heart of delivering Council’s priorities within its community and corporate strategies. At the same time, these strategies and the land-use planning system influence the extent of sustainable transport delivery through the LTP2. Full integration of the local government agenda is essential to producing a genuinely holistic approach to transport planning in Peterborough.

Table 4 lists the policy framework that was used to develop the Peterborough LTP2 and the role the LTP2 will have in delivering wider objectives.

2.1 National Policy Context (UK/England and Wales)

The Future of Transport: A Network for 2030

The Government’s White Paper, *The Future of Transport: A Network for 2030*, published in July 2004, updates the earlier ten-year plan that is contained in *A New Deal for Transport and Transport 2010*. The White Paper sets out the national transport expenditure plans to 2015, and considers the factors that will shape the country’s various transport networks over the next 30 years.

The Government’s transport strategy is structured around three key themes:

- sustained investment over the long-term;
- improvements in transport management;
- planning ahead.

The emphasis is on the need for an integrated and co-ordinated transport network that can meet the challenges

of both a growing economy and an increasing demand for travel, yet concurrently achieves environmental objectives. The document also sets the context for the development of regional transport strategies.

2.2 Regional Policy Context (East of England)

Growing the Right Way

As set out previously (see 1.4), Peterborough secured its position in the London-Stansted-Cambridge-Peterborough Growth Corridor. The Council now has additional evidence in its possession demonstrating that an accelerated rate of growth, higher than included in the *East of England Plan*, may be deliverable in Peterborough. This could see the area achieving the 21,200 additional homes and 17,400 additional jobs earlier than the 2021 target date.

For the purposes of the LTP2, in line with the Government advice, the transport strategy set out focuses on the banked growth figure. The research backing this figure, both regionally and nationally, will be valid in planning for the life of the LTP2. During the course of this LTP2 however, work will be undertaken to assess the transport and land-use impacts of growth beyond the banked figures. These studies will inform the LTP3.

East of England Plan

The *East of England Plan* (also known as the *Regional Spatial Strategy*) provides a broad strategy for planning and development in the region to the year 2021, and sets out a long-term planning and policy framework for the development of LTPs. When it is adopted it will supersede the *Regional Planning Guidance* for East Anglia and the South-East. The *East of England Plan* was submitted to the Government and published for public consultation, which closed on 16 March 2005. The *East of England Plan* was subjected to a Public Inquiry in November 2005, and is expected to be formally adopted in late 2006.

Table 4: Policy Context for LTP2

| Policy Framework | Policy Function | LTP2 Role |
|--|--|---|
| <i>The Future of Transport: A Network for 2030</i> | Sets out national expenditure plans to 2015, considers the factors that will shape the transport network until 2030, and outlines the context for regional and local transport planning. | LTP2 reflects the principles of the Government's transport strategy. |
| <i>East of England Plan (the Regional Spatial Strategy)</i> | Sets out the strategy for planning and development in the East of England to the year 2021, and identifies Peterborough as a sub-region. | To demonstrate how it will support and deliver the aims and objectives of the <i>East of England Plan</i> within Peterborough. |
| <i>Regional Transport Strategy (forms part of the East of England Plan)</i> | Sets out, in broad terms, transport measures requiring action at a sub-regional or local level. | Considers in detail proposals for delivering the <i>Regional Transport Strategy</i> outcomes at a local level. |
| <i>Greater Peterborough Sub-regional Strategy (forms part of the East of England Plan)</i> | Sets out the strategy for planning and development in the sub-region. | To demonstrate how it will support and deliver the aims and objectives of the sub-region |
| <i>Regional Economic Strategy</i> | Sets out an economic strategy for the region. | To demonstrate how it will support and deliver the aims and objectives of the <i>Regional Economic Strategy</i> within Peterborough. |
| <i>Cambridgeshire & Peterborough Structure Plan</i> | Sets out land-use policies in Cambridgeshire and Peterborough. | To demonstrate integration between land-use and transport planning to meet the aims and objectives set out in the <i>Cambridgeshire & Peterborough Structure Plan</i> . |
| <i>Peterborough Local Plan (First Replacement)</i> | Sets out proposals for development and use of land to allocate land to meet Peterborough's specific needs. | To demonstrate integration between land-use and transport planning at a local level. |
| <i>Community Strategy: Growing the Right Way, A Bigger and Better Peterborough</i> | Identifies the shared vision that affects the quality of life of local residents and objectives to promote the economic, social and environmental well-being of the area. | To demonstrate how transport can contribute to delivering the <i>Community Strategy</i> objectives. |
| <i>Delivering The Vision (Draft Peterborough Environment Capital Statement).</i> | Identifies the factors to deliver the vision that asserts Peterborough will be acknowledged internationally as a model of how to deliver sustainable growth. | To demonstrate how transport contributes to the vision to establish Peterborough as the environment capital of England. |
| <i>Corporate Strategy: A Vision for Peterborough 2020</i> | Identifies a corporate vision of the ambitions, priorities and targets that reflect the aims of the <i>Community Strategy</i> . | To demonstrate that transport has an important role in delivering corporate objectives. |
| Government and Local Government Association shared priorities for transport: <ul style="list-style-type: none"> tackling congestion; delivering accessibility safer roads better air quality | Provides the focus for Government and councils for improving public services. | To demonstrate delivering shared priorities are at the heart of all local transport strategies. |

The *East of England Plan's* vision is:

To sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets.

The *East of England Plan* sets out clear and specific objectives to meet the vision. Those directly related to transport include:

- delivering more integrated patterns of land-use, movement, activity and development;
- minimising the environmental impact of travel, by reducing the need to travel;
- encouraging the use of more environmentally friendly modes of transport, and widening choice of modes;
- ensuring that the transport infrastructure will meet current deficiencies and development requirements;
- facilitating the relevant agencies to commit the resources needed to implement transport infrastructure programmes and to co-ordinate the delivery of these with development.

Within the *East of England Plan*, the *Regional Transport Strategy* (which is considered in further detail below) provides a broad framework of transport measures to be delivered at a sub-regional and local level. The *East of England Plan* and *Regional Transport Strategy* should aim to deliver a full integration of regional and local planning for housing, economic development, land-use and transport. *A Shared Vision: the Regional Economic Strategy for the East of England*, adopted in December 2004, complements the *East of England Plan* and provides a more comprehensive economic framework in which to consider transport policies.

Regional Transport Strategy

The *Regional Transport Strategy* sets out the transport policy framework for the East of England and provides the context for identifying transport priorities at a sub-regional and local level. Table 5 shows how the policies in the *Regional Transport Strategy* are addressed and incorporated within the Peterborough LTP2 *Transport Priorities*.

The *Regional Transport Strategy* also includes a number of investment priorities for the region and schemes within the Peterborough sub-region include:

- East Coast Main Line upgrade;
- Bury St Edmunds/Peterborough/Midlands rail corridor;
- A47 Thorney Bypass;
- A1073 Spalding to Eye improvements;
- A47 – A1 to Sutton roundabout improvements;
- Peterborough *City Centre Framework*.

The *Regional Transport Strategy* will play a key role in the LTP process for the East of England by setting out the long-term planning and policy framework, and identifying regionally and sub-regionally significant investment



Work on the Thorney Bypass

proposals. However, at the time of writing the full LTP2, the strategy is only in a draft form and is in the process of being considered as part of the *East of England Plan* Examination in Public.

Through the East of England Directors of Environment and Transport (EEDET) LTP group, the local transport authorities in the East of England discussed how best to take forward the draft *Regional Transport Strategy* in their LTP2s. It was agreed that, although the more strategic elements of the plan should be incorporated into each authority's LTP2, it would not be possible to take forward the *Regional Transport Strategy* targets or some elements of the transport priorities in the LTP2s.

There are two reasons for this:

- the programme within the draft *Regional Transport Strategy* was drawn up at a time when the level of funding available regionally was unclear. The announcement of *Regional Planning Guidelines* by Government in summer 2005 means that the final *Regional Transport Strategy* will be able to provide a more realistic programme, but the elements of this will not be known until Secretary of State makes his decision on the Inspector's recommendations on the *East of England Plan*;
- the targets contained within the draft *Regional Transport Strategy* were developed at a time when thinking regarding the way that transport targets are set had not fully evolved. Consequently, many of the targets within the draft strategy are aspirational in nature and would prove difficult or impossible to monitor. From the point of view of the LTP2s, such targets contradict Government guidance which calls for all targets to be realistic, measurable and achievable. The availability of *Regional Planning Guidelines* will mean that a review of the targets can be informed by a realistic funding regime. Until final regional targets are established, it is impossible for the local transport authorities to collectively allocate respective contributions and consequently set local targets.

Table 5: LTP2 Addressing Regional Transport Policy

| REGIONAL TRANSPORT STRATEGY | |
|---|---|
| Policy | LTP2 Actions |
| <p>T1: <i>Regional Transport Strategy Objectives</i></p> <ul style="list-style-type: none"> improve opportunities for access to key services and employment; infrastructure programmes and transport provision to support existing and proposed development; reduce the need to travel; reduce transport intensity of economic activity; minimise environmental impact of transport provision; improve safety and security. | <p>The LTP2 has been developed with consideration for the 6 objectives. <i>The Wider Context</i> and the strategy themes within <i>Transport Priorities</i> detail our actions to achieve the objectives.</p> |
| T2: Public Transport Provision and Regional Interchange Centres | Section 4.1 <i>Tackling Congestion</i> details strategy themes, in particular <i>Buses</i> , which will support and enhance Peterborough's role as a Regional Interchange Centre as set out in Section 2 <i>The Wider Context</i> . |
| T3: Strategic Freight Interchange | Section 4.1.11 <i>Freight</i> outlines policies to ensure the efficient movement of freight and the Council's aspirations to have a major rail freight terminal. |
| T4: Ports and Water Freight | The Council's policy for water freight is detailed in Section 4.1.1. |
| T5: Airports | Section 4.1 <i>Tackling Congestion</i> , in particular <i>Buses</i> and <i>Passenger Rail</i> , detail access to regional airports. Section 4.1.11 <i>Freight</i> details the Council's support for a local airport |
| T6: Strategic Network Hierarchy | Section 2 <i>The Wider Context</i> recognises the value of a safe efficient strategic road and rail network by working closely with key stakeholders including the Highways Agency, Strategic Rail Authority and neighbouring authorities. |
| T7: Strategic Public Transport Services | The strategy themes, <i>Buses</i> and <i>Passenger Rail</i> , (detailed in Section 4.1 <i>Tackling Congestion</i>), identify policies in support of strategic movement across the region and integration with the local network. Section 4.2 <i>Delivering Accessibility</i> will also consider sub-regional public transport needs in terms of accessing key services and employment. |
| T8: Maintenance and Management of the Strategic Road Network | Section 2 <i>The Wider Context</i> and Section 4.5 <i>Maintaining the Highway Network</i> recognise the value of a safe efficient strategic road by working closely with key stakeholders including the Highways Agency and neighbouring authorities. |
| T9: Maintenance and Management of the Strategic Rail Network | Section 2 <i>The Wider Context</i> and Section 4.1.12 <i>Passenger Rail</i> recognise the value of a safe efficient strategic rail network by working closely with key stakeholders i.e. Strategic Rail Authority, Network Rail and Train Operating Companies. |
| T10: Sub-regional Transport | All strategies in Section 4 <i>Transport Priorities</i> and Section 5 <i>Transport Solutions</i> were developed to reflect the growth identified and infrastructure required within the sub-region. |

| REGIONAL TRANSPORT STRATEGY (cont) | |
|-------------------------------------|--|
| Policy | LTP2 Actions |
| T11: Environment and Safety | The Strategic Environmental Assessment discussed in Section 3 <i>Transport Challenges and Opportunities</i> outlines how strategy themes and transport solutions will seek to protect the natural, built and historic environment and minimise environmental impact. Section 4.3 <i>Safer Roads</i> considers how safety can be sought through engineering and education, training and publicity measures. |
| T12: Walking and Cycling | Section 4.1 <i>Tackling Congestion</i> and Section 4.2 <i>Delivering Accessibility</i> detail policies to support local and national walking and cycling networks through promotion and infrastructure improvements. |
| T13: Public Transport Accessibility | Strategy themes set out in Section 4.2 <i>Delivering Accessibility</i> (including <i>Buses and Community Transport</i>) detail policies to provide the minimum accessibility levels by public transport set out in the Regional Spatial Strategy. |
| T14: Traffic Management | Section 4.1.2 <i>Traffic Management</i> outlines policies to ensure free flowing traffic. This, coupled with policies detailed in Section 4.1.3 <i>Travelchoice</i> , will encourage alternatives to the car. |
| T15: Road User Charging | Section 4.1.10 <i>Parking</i> details how the Council has no intention to introduce road user charging for the LTP2. |
| T16: Parking | Section 4.1.10 <i>Parking</i> details how parking can be used as a demand management tool for travel by car, whilst ensuring the best use of the parking stock is made. |
| T17: Investment Priorities | Strategies in Section 4 <i>Transport Priorities</i> and Section 5 <i>Transport Solutions</i> champion investment priorities for strategic, sub-regional and local transport priorities, particularly infrastructure linked to the <i>City Centre Framework</i> and the sub-regional growth area. |

It is sensible and more efficient to wait for this process to roll out and to work proactively with the regional institutions to develop a deliverable programme and realistic indicators and targets in the light of the funding guidelines. The EEDET LTP Group addressed this as part of its considerable work in preparation for the Examination in Public for the *East of England Plan*. For example, by making some assumptions, the EEDET LTP Group was able to review the investment proposals in the *Regional Transport Strategy* to determine a more realistic delivery programme ahead of the Examination in Public.

In the interests of achieving value for money and spending public money wisely, all local authorities in the region will therefore delay introducing regionally based targets into the LTP2 or setting up monitoring regimes to support regional targets and indicators until there is greater certainty about which performance indicators will finally be adopted and the stretch of the related targets. Members of the EEDET LTP Group look forward to supporting the performance indicators and targets when the final *East of England Plan* is available.

Figure 4 shows the East of England's strategic transport network.

Sustainable Communities Plan: London-Stansted-Cambridge-Peterborough Corridor

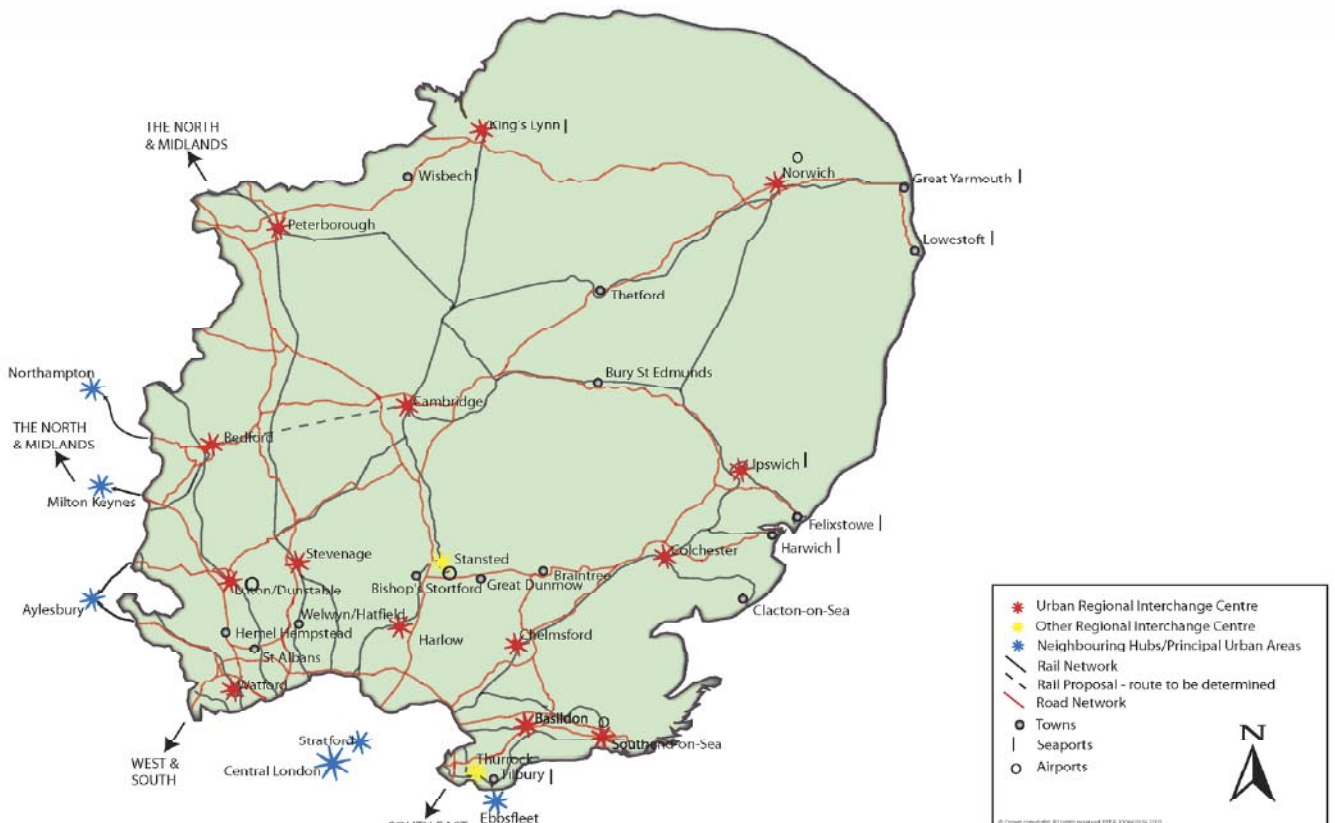
The Government designated the London-Stansted-Cambridge-Peterborough Corridor as a growth area as part of the *Sustainable Communities Plan*. Peterborough was earmarked in the *East of England Plan's* predecessor as a location for an extra 21,200 dwellings to be built between 2001 and 2021. Local authorities along the corridor are required to co-ordinate planning policies and undertake joint monitoring to ensure that growth area targets and policies are being implemented coherently.

Greater Peterborough Sub-Region

In 2003, Llewelyn Davis undertook a study to identify a coherent sub-region in the Peterborough area, given that the city is geographically located in the north-west of the East of England, close to the East Midlands boundary. It took into account the area's retail catchment, commuting patterns, accessibility mapping, the housing market, newspaper circulation, and cultural and leisure facility catchment areas. As a result of this study, Peterborough's sub-regional sphere of influence was identified and is duly recognised in the *East of England Plan*.

The LTP2 guidance requires that local authorities identified within a sub-region should forge close working

Figure 4: East of England's Strategic Transport Network.



relationships to effectively meet cross -boundary transport needs.

The *East of England Plan* includes a policy that specifically addresses the transport infrastructure needs of the Greater Peterborough sub-region.

Policy GPSR2: transport infrastructure

Local development documents and Local Transport Plans will address needs to 2021, by supporting a range of essential infrastructure, in particular to:

- improve transport choice within Peterborough, between Peterborough and the rural areas, between the remote rural areas and market towns; and between market towns and Peterborough;
- secure improvements to the locally strategic transport infrastructure;
- ensure that the growth and regeneration levels can be delivered sustainably.

These objectives were duly reflected in the review of the Peterborough Long-term Transport Strategy (as discussed later in this section).

Consistent with the *Traffic Management Act 2004*, local network management obligations and local transport issues straddles administrative boundaries of local authorities and regions. The proposals contained in the LTP2 are therefore not artificially constrained by administrative boundaries but respond to cross-boundary local transport needs and opportunities.

Strategic Transport Issues

The EEDET Local Transport Plan Group has proved to be an invaluable forum for ensuring regional transport issues are dealt with consistently at a local level. However, the Greater Peterborough sub-region straddles regional boundaries (East Midlands and East of England) so it was essential in developing this LTP2 that the Council built on existing good relations with sub-regional authorities and Government agencies and established broad agreement on a number of key transport issues as set out below.



Traffic Queueing at Masons Bridge - A1073

A605 East (Cambridgeshire)

The A605 East forms a vital link between Peterborough and the Cambridgeshire market towns of Whittlesey and March. During peak hours, the traffic experiences significant delays due to congestion and railway level crossings located along the route. During the life of the LTP1, the Council worked with Cambridgeshire County Council on a joint multi-modal study that set out the framework for transport improvements on this link. Major scheme development will be co-ordinated to ensure the most congested sections of the route (i.e. Stanground) are addressed prior to new developments being brought forward.

A605 West (Northamptonshire)

A direct link to the strategic highway network in the Midlands, this corridor was identified by local haulage operators as a major contributor to increased costs due to congestion. The Council is aware that Northamptonshire County Council has identified the route as being of strategic importance and will support proposals for the upgrading to a trunk road.

A1073 (Lincolnshire)

The A1073 is an important strategic link between Lincolnshire and the East of England for the distribution of both agricultural and food processing freight and as a local commuter route.

The off-line upgrading of the route to modern standards was the subject of a successful joint authority major scheme bid. The Council will continue to work in partnership with Lincolnshire County Council to deliver the A1073 Spalding to Eye improvement scheme. The re-designation of this route as the A16 will manage strategic traffic flow through the authorities more efficiently.

A15 (Lincolnshire)

This route is a vital link between Peterborough and the expanding market towns and villages in the South Kesteven region of Lincolnshire. The corridor is the fastest growing in Peterborough in terms of vehicle trips, with an LTP1 increase of 20% in comparison to a 5% Peterborough average. The route to the north of Peterborough urban area becomes congested during peak hours, leading to rat-running and negative environmental impact on nearby villages. A whole-route approach is needed to tackle the problem. To that end, the Council will work with Lincolnshire County Council during the life of the LTP2 to undertake a multi-modal study of the route that will take into account the growth agenda of both local authorities.

A1 and A47 (Highways Agency)

As a key stakeholder for these routes, the Council recognises the value of a safe efficient strategic road network. The Council will continue to play an active role in the development of transport solutions for the trunk road network. This includes:

- A1 Peterborough to Blythe junction improvements;
- A1 Wittering split level junction;
- A47 Route Management Strategy - minor safety improvements identified to the west of Peterborough;
- A47 Thorney Bypass (completed December 2005) – the Council welcomes and supports the delivery of this project and will work with the Highways Agency to ensure the village ambience is returned through the de-trunking process.

Norwich to Peterborough Multi-Modal Study

Completed in 2003, the overall aim of the *Norwich to Peterborough Multi-Modal Study* was to make recommendations to address the transport problems along the A47 corridor from the A1 to Norwich. The key issues within the study were subsequently identified as being economic regeneration, traffic congestion and safety on the A47 route, the role of the A47 as a Trans-European Transport Network (TEN) route, the needs of isolated rural communities and public transport provision along the corridor.

The short-term actions (completed by 2016 and therefore influenced by the LTP2) identified relevant to the Peterborough sub-region were:

- between Peterborough and the western limit of the A47 (trunk) at the junction with the A1, dualling of the short section between Wansford and an improved Sutton roundabout;
- improvements to targeted junctions along Peterborough's Parkways and consideration given to the provision of a driver information system;
- public transport changes including the extension of the Norwich to Cambridge rail service (via Ely) - so that it continues to Stansted - together with an increase in the frequency of the Ipswich to Peterborough service (via Ely) to one train per hour;
- the aforementioned service changes to be combined with improvements to rail stations at Peterborough, Whittlesey, March, Ely, Thetford, Attleborough, Wymondham, Littleport and Downham Market. In addition to an upgrade of the existing station at King's Lynn, potential was identified for a park and ride service. The potential for a similar service is identified for the south-west of Norwich, which would be served by a new cross-city service connecting Wymondham to Wroxham or Brundall. Improvements were also identified to the links between the bus and rail stations at Peterborough and Norwich;
- proposals to local bus strategies to include 'feeder' services from rural areas to link with commercial service routes. The frequency of the Excel Express bus service to increase to two buses per hour between Peterborough and King's Lynn. Staffed interchanges to be provided in Wisbech, Downham Market, Ely, Thetford, Dereham, Aylsham and Cromer town centres;

- bus-based park and ride facilities to the north and south of Peterborough and to the south-west of Norwich.

The Council was a member of the study working group and supports the findings of the study and will work in partnership with other transport authorities in the Eastern Region to ensure the expedient delivery of the identified actions.

Rail

Due to the important role that rail plays in Peterborough, particularly with its fast link to London and the opportunities that this affords, the Council was well represented on this matter during the latter stages of the LTP1. Besides staying abreast of the Greater Anglia Franchise and the role of the Office of the Rail Regulator (more latterly the Office of Rail Regulation), attention particularly focussed on two main issues:

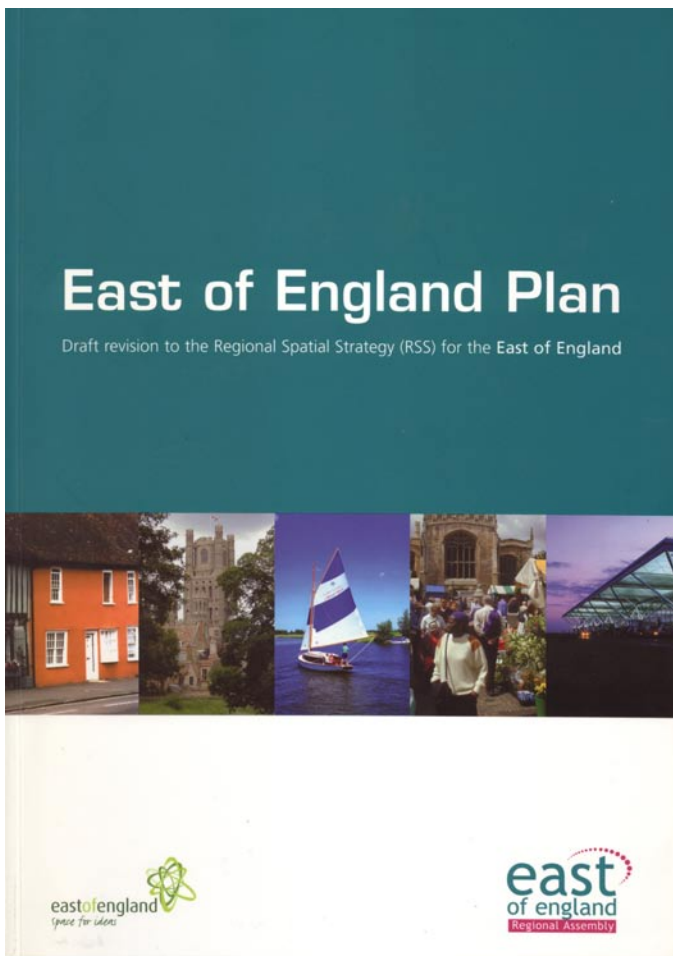
- the Strategic Rail Authority's Regional Planning Assessment (RPA);
- the InterCity East Coast Main Line (ECML) Franchise.

The Council attended all RPA sessions as they ran their full course during 2004, clarifying the scope of likely rail works in and around Peterborough through to 2021 - including recognising that the provision of a new station at Hampton was highly aspirational in the absence of a four-track configuration south of Peterborough. The Council also ensured that the draft Invitation to Tender for the ECML Franchise was revised to account for the impact of the City Centre Framework and particularly the North Westgate development. In view of the in-depth (ongoing) discussions between the North Westgate developers, Network Rail and the Council regarding the redevelopment of the Station Quarter (including the renewal of the station itself), the final Invitation To Tender document directed applicants to consult with the Council about the impact of redevelopment plans on the ECML and station. The majority of bidders took this opportunity and consequently the Council now meets with Network Rail and GNER (the retained franchise holder) to jointly progress development work. The upgrade of the railway station through joint working represents the major rail challenge over the life of the LTP2, in tandem with ongoing exploration of the full potential of a rail-based inland port development to the east of Peterborough.

Public Transport

The *East of England Plan* designates Peterborough as a Regional Interchange Centre, recognising it as a major bus and rail hub with strong sub-regional bus networks and the access to mainline railways. The Council will promote its role as a Regional Interchange Centre by working with cross-boundary authorities.

The Council is part of a real-time passenger information consortium with Cambridgeshire County Council and



East of England Plan

Bedfordshire County Council. The consortium was formed to ensure that best value is achieved when procuring technology and also to ensure continuity of systems across authorities and bus operators. A joint tender was awarded in spring 2005, with roadside information signs due to appear in 2006.

Building on this project, the Council has worked with Northamptonshire County Council on a scheme to introduce real-time passenger information along the A605 corridor and will work with the Highways Agency to bring the A47 route on-line. In addition, Lincolnshire County Council has expressed an interest in rolling out real-time passenger information for services using the A15 corridor.

Regional Accessibility Planning

Peterborough acts as an origin and destination for many journeys to access key services and employment provided in the city.

The local transport authorities within the Eastern Region have developed a co-ordinated approach to accessibility planning through the establishment of a regional Accessibility Planning Forum in which Peterborough plays an active part. This forum meets every two months and provides the opportunity to exchange feedback on progress to date and share experiences, ideas and problems. This assists local authorities across the

region to take a consistent approach whilst recognising different local issues and priorities. Wherever appropriate, the partnerships will develop into joint working on the facilitation of cross-border partnerships in the development of accessibility planning solutions.

Rural accessibility will be largely achieved through demand-responsive services or community transport. The Council will ensure that adjoining authorities are consulted when planning these services to ensure mutual accessibility objectives are addressed. A recent example of this is the cross-county bus partnership between Peterborough City Council and Rutland County Council. The consequent high-quality bus network offers a low-floor, easy access, frequent service between Peterborough's City Centre and villages in Peterborough and Rutland.

Travel Plans

The *Travelchoice* project is providing Peterborough with the resource to implement business travel plans on a relatively large scale compared to adjoining authorities. Peterborough will use this strong position to take a lead on travel plans that will impact across adjacent local authorities. Early examples are:

- the Peterborough Hospital Trust Travel Plan – incorporating Peterborough and Stamford (Lincolnshire) Hospitals;
- the Cambridgeshire/Peterborough Travel Plan accreditation scheme to award excellence within the authorities.

Land-Use Planning

Joint-working with other sub-regional authorities is essential to ensure a consistent approach to local planning policy. Growth in adjacent local authorities can have a large impact on Peterborough's transport network, but it is not something that can be addressed solely through the *Local Development Framework*.

Since many journeys start and finish outside of Peterborough's boundaries, these issues need to be raised with the respective local authority where such journeys originate. For this reason, the Council has consistently made representation on adjoining authorities' plans and will continue to do so.

It is important that the Council should consider the impact of adjacent local authorities on its transport network. To more fully encourage sustainable travel patterns and increase public transport usage within Peterborough, the Council must also address in-commuting from adjacent authorities, thereby tackling congestion and more comprehensively tackling its targets.

Road Safety

The Council has an excellent working relationship with Cambridgeshire County Council on this issue. This includes sharing accident data and analysis as well as joint membership of the Cambridgeshire Safety Camera Partnership with the Police, the Highways Agency and other relevant bodies. This close working relationship is assisted, to some extent, by sharing the same Police authority. The Council is committed to extending this relationship with other sub-regional authorities and in particular ensuring continuity of treatment for 'red routes' that cross administrative boundaries.

2.3 Cambridgeshire Area Context

Structure Plan

The *Cambridgeshire and Peterborough Structure Plan* (setting out a more detailed development strategy for the *East Anglia Regional Planning Guidance (RPG6)*) was adopted in October 2003, and sets out the policies to deliver growth and change to 2016. However, as a result of the changes to the national planning system (which were introduced through the *Planning and Compulsory Purchase Act 2004*) this *Structure Plan* will be superseded by the *East of England Plan* by late 2006.

The *Structure Plan* does not show specific sites for development but can indicate general strategic locations. It sets out the key policies for future transport land-use planning:

- promoting sustainable travel;
- promoting area transport plans;
- managing demand for car travel;
- providing appropriate levels of car parking;
- improving bus and community transport services;
- improving rail services;
- encouraging walking and cycling;
- improving the public rights of way network;
- transport investment priorities;
- encouraging sustainable distribution.

2.4 Local Context

As a result of the aforementioned changes to the national planning system, local authorities are required to commence work on replacing their current development plans with new *Local Development Frameworks*. These Frameworks will comprise of a portfolio of documents collectively known as *Local Development Documents* that will deliver the spatial planning strategy for the local planning authority's area stemming from the *Regional Spatial Strategy*. 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).

Local Plan

The Council's *Local Plan (First Replacement)*, was adopted in July 2005, and will continue in force for a period of three years, or longer if agreed by the Secretary of State, until parts are specifically replaced by components of the *Local Development Framework*. The *Local Plan* seeks to:

- promote the growth of Peterborough as a vibrant and dynamic regional centre which acts as a focus for inward investment;
- promote the economic, social and environmental well-being of all sections of society and improve health and the quality of life by setting a positive framework for the provision of jobs, housing and facilities;
- protect and enhance the natural and built environments;
- reflect the Council's commitment to the principles and practices of sustainable development.

The *Local Plan* was formulated with close integration with the LTP1. Re-affirming the relationship between the *Local Plan* and the LTP2 is fundamental to the delivery of sustainable development and the integration of transport and land-use planning.

The Council's aims for transport in Peterborough (as set out in the Transport section of the *Local Plan*) are:

- to enable the strategy and objectives of the LTP to be delivered through the statutory planning process;
- to ensure that new development makes appropriate provision for the transportation needs arising from it;
- to reduce the need to travel, especially by car;
- to enable all people to make sustainable transport choices by making it safer and easier for them to walk, cycle or use public transport;
- to give priority to people over traffic in the City Centre, district and local centres and in residential areas.

Growing the Right Way: A Bigger and Better Peterborough

The *Community Strategy* produced by the Greater Peterborough Partnership (the Local Strategic Partnership), and adopted in summer 2005, and identifies the shared vision and issues that affect the quality of life of local residents. It sets out the key objectives and targets for the future development of Peterborough. The vision for the future is:

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.'

Many varied organisations involved in the future development of Peterborough are now united with a common purpose and this shared vision - it is adopted as the Council's corporate vision. The vision is supported by three priorities that are to be achieved to realise a 'bigger and better' Peterborough. Underpinning the three priorities is a commitment to sustainable growth which, without improvements in these areas, will be difficult to achieve or sustain. The *Community Strategy's* priorities were identified as:

- improving the health and well-being of the people of Peterborough;
- building strong and supportive communities and reducing crime;
- raising levels of educational achievement.

Peterborough Environment Capital

To deliver the environmental elements of the *Community Strategy* vision, the Greater Peterborough Partnership's Environment and Transport Board has set the goal 'to establish Peterborough as the environment capital of England'. The *Travelchoice* project fits well into this concept. The Board seeks to establish Peterborough as a high quality, bio-diverse, energy efficient and healthy city.

In transport terms, the Board particularly want a healthy and accessible city where:

Walking and cycling will be made more attractive and will account for an increasing share of all journeys whilst journey times will improve for all forms of transport. CO₂ emissions will be reduced by encouraging more tele-working, bus and train travel, cleaner cars, safer accessible routes, and exemplar use of alternative fuels.

Peterborough City Council: Corporate Strategy*A Vision for Peterborough 2020*

Besides building on and reflecting the *Community Strategy*, the *Corporate Strategy* is a statement of the actions that the Council will take (through to 2008) to improve services and promote the economic, environmental and social well-being of the area. It

identifies the Council's ambitions, priorities and targets and how the Council will achieve them.

The six priorities are:

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

Section 3 *Challenges and Opportunities* details how the LTP2 will contribute to delivering the wider objectives of the Council through the six priorities identified in the *Corporate Strategy*.

2.5 Peterborough's Long-Term Transport Strategy

The Government's LTP Guidance requires that all local transport authorities should maintain, review and update a local transport strategy.

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 the *Community Strategy* and *Corporate Strategy*. This supports working towards a common goal across all service sectors.

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);
- Community Strategy;
- Corporate Strategy.

Annex 3 details a sample of the policy audit undertaken, which was presented to the council's Cabinet on 24th November 2004.

The review confirmed few 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.

Figure 5 sets out how the long-term transport strategy objectives will ensure the LTP2 process delivers regional, sub-regional and corporate policy.

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.

2.6 Consistency Between the LTP2 Transport Strategy and Other Policy Areas

The policy framework for developing an LTP is complex and wide reaching. In order to demonstrate that the Peterborough LTP2 is delivering the wider policy context, a series of causal chain diagrams have been developed. Annex 4 *Causal Chains by Shared Priorities* illustrates the relationship between the LTP2 and wider objectives and details how these will be met through shared priority strategy themes and transport targets. The causal chains will be referenced regularly throughout this LTP2 to reinforce policy linkages.

2.7 Learning from Best Practice

As a Sustainable Travel Demonstration Town, the Council recognises the value of the dissemination of experience to other authorities. The project is specifically formulated to test innovative soft measures and identify best practice for use elsewhere. The Council has also actively sought out best practice used by other authorities. Events organised by transport-related Beacon Councils, such as Cambridgeshire County Council, Halton Borough Council and Transport for London have been attended. A full day visit was also organised to visit Telford and Wrekin Council, in particular to discuss public transport provision. Information has also continued to be exchanged with Telford and Wrekin, Warrington, Milton Keynes and Swindon unitary authorities through the Unitary Authority LTP Benchmarking Group.

Peterborough Transport Strategy

The **Peterborough Transport Vision** shares the same vision for Peterborough as set out in the Community Strategy and Corporate Strategy:

'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.'

Objectives – What is required of the second Local Transport Plan

City Centre

Support the proposals to develop and enhance the City Centre.

Growth

Support and influence growth through transport solutions.

Accessibility

Better accessibility for all with particular reference to those living in rural areas and those with mobility difficulties.

Economy

Support local economic performance by the provision of an integrated transport network.

Efficiency

Make the best use of existing transport infrastructure.

Environment

Reduce the environmental impacts of transport.

Healthy Travel

Improve community health by increasing walking and cycling, and reducing transport related pollution.

Integration

Greater integration between different means of travel.

Safety

Reduce the number of personal injury accidents amongst all travellers and reduce travel related crime.

Travel Choice

Increase travel choice and improve quality.

Four Key Themes

In recognising nationally agreed shared priorities for transport, the Council will target resources at the following themes:

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

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.

Figure 5: Development of the Peterborough Long Term Transport Strategy

