

<b>ENVIRONMENT SCRUTINY PANEL</b>	<b>Agenda Item No.</b>
<b>16 APRIL 2009</b>	<b>Public Report</b>

## **Report of the Executive Director - Operations**

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### **Long Term Transport Strategy**

#### **1. PURPOSE**

To explain the background, purpose and the way forward for the Long Term Transport Strategy for Peterborough City Council

#### **2. RECOMMENDATIONS**

To note the content of the report and feedback any questions or queries the panel may have regarding the Long Term Transport Strategy.

#### **3. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT**

- 3.1 There are many links and shared objectives in the Corporate Plan, Core Strategy, Sustainable Community Strategy and Local Area Agreement which are related to, or reliant on transport solutions. The Peterborough Local Term Transport Strategy (2010-2026) will consider the requirements of all of these documents and provide a way forward in regards to transport improvements required to meet Peterborough City Councils growth aspirations.

#### **4. BACKGROUND**

- 4.1 Peterborough has been growing faster than at any time in the last 15 years and has confirmed its intention to continue growing. The London-Stansted-Cambridge Growth Corridor was extended in 2004 to include Peterborough. The focus has very much been on growth and this is reflected in the new Community Strategy, and the Council's Corporate Priorities.
- 4.2 The Integrated Growth Strategy (IGS) has identified a land-use strategy for Peterborough that would increase housing supply within Peterborough by at least 25,000 houses and employment by 20,000 jobs between 2001 and 2026. The IGS also undertook a preliminary transport assessment of the IGS strategy to demonstrate that the land-use strategy could be achieved. The Long Term Transport Strategy will demonstrate how best the land use strategy should be accommodated and take forward the transport recommendations from the preliminary transport assessment.
- 4.3 Without the development of an overarching transport strategy, there are several risks to the City:
- Without a clear long term transport strategy, there is a danger that the wrong transport projects would be promoted, which will not support the “right type of growth” in the city;
  - Without a strategy, it will be more difficult to make a compelling case for government and other public sector investment in the city; and

- Without a strategy, there will be reduced opportunity to influence long-term service planning of other PCC Directorates and other public sector agencies, which could result in negative spatial implications and increased negative demands on the transport network.

#### 4.4 The development of a Long Term Transport Strategy will:

- Provide the opportunity for transport issues to be taken fully into account in refining the Local Development Documents for the city (ie for transport to influence wider spatial planning policies);
- Support the Environmental Capital designation and inform the low carbon agenda;
- Ensure that transport influences, and is influenced by, wider community and corporate planning within the City;
- Ensure that long-term spatial and behavioural patterns are taken into account in planning future travel and transport provision in the city (eg sustained housing and employment growth, continued in-migration, global warming and flood risk, ensuring social cohesion);
- Ensure that the wider sub-regional influence of Peterborough is taken into account in catering for future cross-boundary travel patterns;
- Ensure effective engagement with an appropriate set of stakeholders. This is required to ensure support for the principles of the strategy, as well as alignment of policy, strategy and delivery plans amongst public-, private- and voluntary sector agencies;
- Provide the evidence base and policy framework to support future cases for transport investment in the city (major scheme bids, regional funding allocation, future growth area funding etc);
- Ensure that the full range of potential future funding opportunities is explored, including capitalising on the full potential of Developer Contributions;
- Ensure that policy aligns to current high level transport related thinking such as the Eddington Report and changes such as the Local Area Agreement approach.

#### 4.5 Work Currently in Progress

The Long Term Transport Strategy with Peterborough City Council has been developing as shown in figure 1 below. It has now reached a stage where engagement with stakeholders is required. It was decided that the Transport Partnership would be used as the stakeholder group as it contains a wide range of people from different backgrounds and areas all with a stake in transport related issues.

#### 4.6 Policy Framework

The first stage was to identify the Policy Framework which would influence the Long Term Transport Strategy. A review of current policy was conducted. National, regional and local policies as well as the links between them were examined. It total twenty five documents have been reviewed. The documents have been reviewed to identify relevant policies (or where appropriate goals, priorities or objectives). Where a document does not include specific transport policies the overarching policy have been identified.

- 4.7 The policy review highlights the challenges facing Peterborough and the complex range of issues which will need to be taken on board during the development of the LTTS. The review also illustrates that the local planning and policy documents are aligned with those of the region and, importantly, that Peterborough has been proactive in prioritising the climate change agenda and as such is already well placed to deliver against the goals and challenges emerging from Towards a Sustainable Transport System.

#### 4.8 Problems, Issues and Opportunities

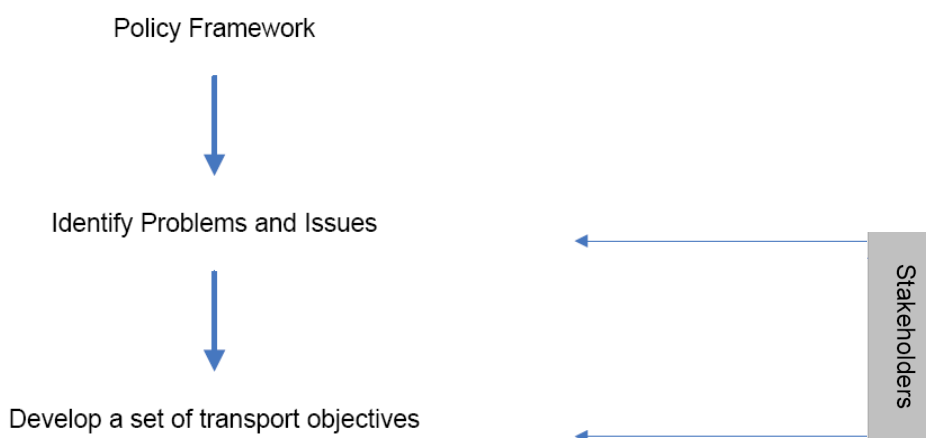
This section of the Long Term Transport Strategy examined the existing transport network by mode in the city. The report highlights problems and issues on the network. It shows that transport is a key strength for Peterborough. Future years demand showed that traffic growth is likely to be

a combination of increasing car ownership, increasing propensity to make car trips and housing growth. The major problem/issue that needs to be addressed by the LTTS is traffic growth.

- 4.9 Traffic growth during the Am peak hire is forecast to grow by 37% from the 2006 base of 43,777 trips to 60,113 trips by 2026 with Travelchoice measures in place. Without Travelchoice the number of Am peak hour is forecast to grow to 65,893 by 2026 an increase of 51% on the 2006 base figure. The impact of this traffic growth has been tested using the Peterborough Transportation Model.

**Note.** The LTTS Objectives, Problems, Issues and Opportunities Policy Framework will be explained and discussed in detail at the scrutiny meeting

Figure 1 Work Currently in Progress.



## 5. KEY ISSUES

- 5.1 The Long Term Transport Strategy will deliver the following:

- The basis of Local Transport Plan Three
- The basis of future transport bids
- A prioritised and costed list of transport infrastructure schemes and programmes including park and ride
- A set of transport policies to deliver the growth agenda
- Progress towards Environment Capital aspirations

- 5.2 As the Long Term Transport Strategy will deliver on the key aspects above it is important that all key stakeholders are involved and that no aspects are forgotten as the Long Term Transport Strategy will be such a key document.

**Note: The Long Term Transport Strategy has implications for the whole of Peterborough.**

## 6. CONSULTATION

- 6.1 The Long Term Transport Strategy is building on the extensive consultation undertaken as part of the Growth Agenda, Integrated Growth Strategy, Local Development Framework, Core Strategy, Local Transport Plan 2 as well as other transport studies and corporate papers.

- 6.2 The Transport Partnership which includes GPP and OP has been consulted throughout the development of the Long Term Transport Strategy and a Transport Partnership Board LTTS Workshop has been arranged for the 1<sup>st</sup> April 2009. This workshop will engage on:

- Problems and issues
- LTTS Objectives
- Draft Appraisal Framework

An update on the outcomes of this workshop will be given verbally at the Environmental Scrutiny Panel meeting on the 16th April 2009.

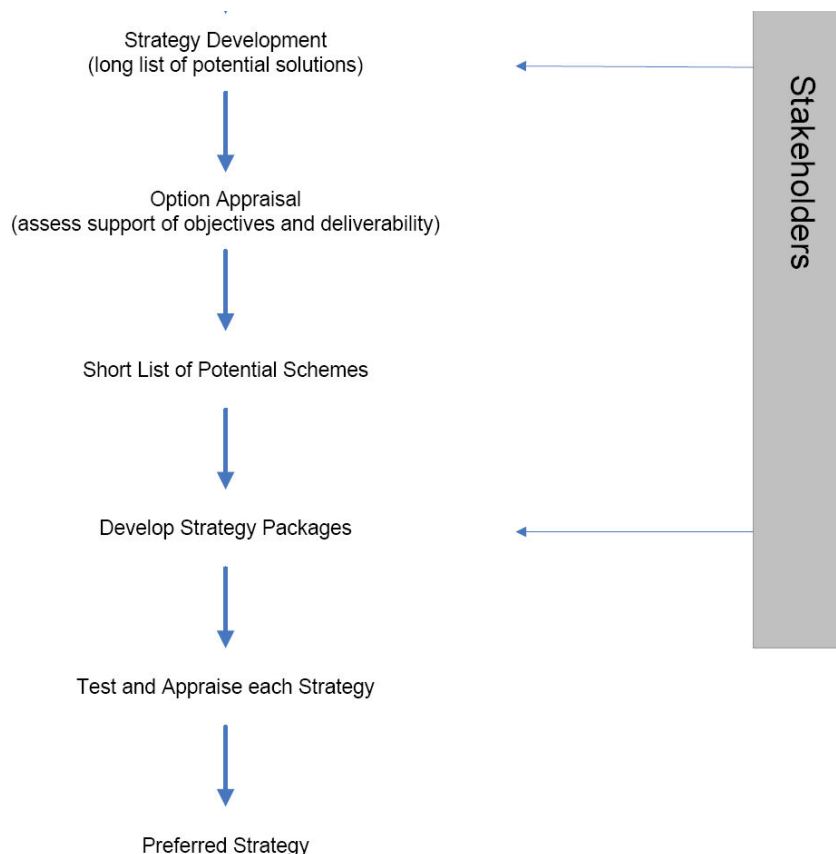
## 7. EXPECTED OUTCOMES

- 7.1 It is expected that the Environment Scrutiny Panel will consider the report and then provide feedback and recommendations concerning the current work programme and the future development of the Long Term Transport Strategy.

## 8. NEXT STEPS

- 8.1 Once the transport objectives of the Long Term Transport Strategy have been agreed the next stage is strategy development where a list of potential solutions will be given. An option appraisal will then assess this list of potential solutions against a number of criteria to create a short list of strategy packages. The shortlist of strategy packages will be assessed in greater detail and from this the preferred strategy will be developed. The process is shown in figure 2 below.

Figure 2 Next Step for the Project.



## 9. BACKGROUND DOCUMENTS

No background documents

## 10. APPENDICES

*No appendices*



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