

SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 6
16 JULY 2015	Public Report

Report of the Corporate Director Growth and Regeneration		
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PETERBOROUGH LONG TERM TRANSPORT STRATEGY (2011-2026) AND LOCAL TRANSPORT PLAN (2016-2021)

1. PURPOSE

- 1.1 This report is being submitted as part of the democratic process leading to approval for amendment of the Peterborough Long Term Transport Strategy (2011-2026) and Local Transport Plan (2011-2016) which was adopted by Full Council in April 2011. The plan will be updated and will cover the period from April 2016 to March 2021.

2. RECOMMENDATIONS

- 2.1 Councillors are asked to:
- Note the contents of the report
 - Make any recommendations for changes at the scrutiny meeting on the 16th of July 2015

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The vision statements within the Community' Strategy have been adopted as the overarching vision for the Peterborough Long Term Transport Strategy (2011-2026) and Local Transport Plan (2016-2021).

The transport plan has an impact on all communities and is key to bringing forward the following:

- A bigger and better Peterborough that grows the right way, and through truly sustainable development and growth.
- Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings.
- Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.

4. BACKGROUND

- 4.1 Improving transport for everyone who lives, works or travels in Peterborough is a priority for the city council. To enable us to provide the best possible transport service in and around the city, we produce a Local Transport Plan every five years which sets out how we will tackle existing and future transport issues. We are currently producing the fourth Local Transport Plan. It is also a statutory requirement that all local transport authorities outside of London produce a Local Transport Plan under the Transport Act 2000, as amended by the Local Transport Act

2008.

The fourth Local Transport Plan supports Peterborough's Core Strategy and City Centre Area Action Plan and sets out how the city's transport system will support the future growth and development of Peterborough.

The fourth Local Transport Plan therefore sets out what the Council aspires to achieve and the mechanisms that will be considered to help meet those objectives.

The Long Term Transport Plan has been produced to:

- Align with the Core Strategy document which covers the time period up to 2026.
- Support the long term growth and employment aspirations.
- Give a long term vision for transport so a consistent approach can be adopted for transport throughout the Core Strategy.
- Support the long term environmental aspirations of the Council to create the UK's Environment Capital.

Peterborough is one of the UK's fastest growing cities (Centre for Cities, Cities Outlook Report 2014) and is aiming to build a minimum of 25,500 new homes and create 20,000 new jobs from 2011 – 2026. We are also creating the UK's Environment Capital by living within the resources of one planet by 2050. It is vital we have a transport system that supports this vision and the fourth Local Transport Plan will be our blueprint that sets out how we will continue to develop and improve local transport.

- 4.2 Our current plan runs out in March 2016 and we are in the process of producing the city's fourth Local Transport Plan. The fourth Local Transport Plan will take effect in April 2016 and will contain the overall transport strategy up to 2026 and a more detailed plan covering the period up to 2021.

As we move in to a challenging period with less Government funding for councils, it is more important than ever that the fourth Local Transport Plan concentrates on those areas that reflect best value for money, meets our objectives and reflects the views of local residents, partners and organisations.

- 4.3 Since 2004, Peterborough has received Government funding to encourage our residents and visitors to reduce their car travel. The city council's Travelchoice campaign offers incentives and runs awareness campaigns to enable people to walk, car share, cycle and use public transport, as well as promote the use of electric vehicles, to improve the local environment and reduce congestion on our roads. Encouraging sustainable transport will remain a key part in Peterborough creating the UK's Environment Capital and as a means to meet the increased future demand for travel.

Street lighting in Peterborough has been subject to a significant programme of replacements following adoption of the third Local Transport Plan. The replacement programme has seen the introduction of white light LEDs in many wards throughout the authority area with works on the Parkway lighting commencing in 2014. The replacement programme has reduced both energy consumption and renewed assets in need of replacement. The programme of improvements will continue to progress through the life of the fourth Local Transport Plan, further enhancing the street lighting network.

We aim to build on the progress we have made over the last three Local Transport Plans in improving the condition of Peterborough's Highway network including street lighting, structures and footways/cycleways. We aspire to have a maintenance regime that will ensure a safe network for all highway users and provide additional benefits such as reducing delays.

There are some roads in the Peterborough area which are not maintained by Peterborough City Council. These roads form part of the trunk network and are the responsibility of the Government-run Highways Agency. The roads in the city council area operated by the Highways Agency are the: A1, A1(M) and part of the A47. We will continue to work with the

Highways Agency on plans for these roads, such as the proposed improvement scheme for the A47 between the A1 and Sutton, and the proposed A14 Cambridge to Huntingdon improvement scheme.

- 4.4 Funding for Major Schemes (those that cost over £2 million) is now primarily delivered through the Greater Cambridgeshire Greater Peterborough Local Enterprise Partnership (GCGP LEP). Peterborough City Council will concentrate on promoting and delivering the following projects, with priority given to those schemes that enhance the economic wellbeing of Peterborough:
- Improved access to Riverside Opportunity Area
 - Bourges Boulevard Phase 2 and 3 improvements, including Crescent Bridge, Asda junction, Rivergate Gyratory and public realm improvements
 - Midgate, Broadway and Northminster public realm improvements
 - Improved access to Fengate and the Eastern Industries
 - A1139 Fletton Parkway Junction 3 improvements
 - A1139 Fletton Parkway Junction 3a improvements
 - A1139 Fletton Parkway improvements Junction 3-3a
 - A15 Junction 21 improvements
 - Dualling of Paston Parkway between Junction 22 and Glinton Roundabout
 - A15 Glinton Roundabout improvements including public transport priority
 - Junction 18 (A47/A15) improvements in partnership with the Highways Agency
 - Junction 20 (A47/A15) improvements in partnership with the Highways Agency
 - A1260 Nene Parkway Junction 32-33 widening and Junction 33 improvements
 - A1260 Nene Parkway Junction 15 stage 2 improvements
 - A605 Stanground Bypass Dualling – eastern end
 - Junction 68 Stanground Fire Station improvements with public transport priority
 - Peterborough Sustainable Future (complementary strategy of Intelligent Transport Systems and Local Sustainable Transport promotion and improvements)
 - Improvements to the bus station and the possible integration with the rail station
 - The development of a public transport and infrastructure development plan to outline how we are going to make Peterborough a more public-transport friendly city, (including innovative public transport systems).

Peterborough City Council will also jointly work with Cambridgeshire County Council to improve access between Stanground and Whittlesey, and in particular the junction between the B1095 (Milk and Water Drove) and the A605 Whittlesey Road. Peterborough City Council will also support the closure of level crossings provided that the necessary mitigation measures are introduced.

- 4.5 The policies have not changed since the third Local Transport Plan and the improvements we are proposing for each area are outlined below:

City core

We want to make the heart of the city centre cleaner and greener with the ultimate aim of improving local air quality and creating a zero emissions zone. To achieve this we plan to:

- Reduce the number of vehicles driving through the core of the city centre
- Expand pedestrian and shared cycle and walking areas
- Continue to enhance cycle routes and increase the number of bike racks and other facilities to encourage people to cycle more
- Improve signs in the city centre to make it easier for people to find the quickest route to where they need to go

- Improve real time passenger information to make it easier for people to access bus and train times
- Provide interactive travel kiosks to give people information about the choice of travel options
- Create fixed loading times for lorries and freight vehicles outside of peak times
- Make the heart of the city much more user-friendly for those with disabilities
- Improve access to and around the city centre for those with mobility difficulties

City centre

We also want to reduce the amount of traffic in the wider city centre by:

- Encouraging more people to use public transport by aiming to provide a major new transport interchange and improving access to the railway station
- Giving priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around (including on Bourges Boulevard and Crescent Bridge)
- Creating much better cycle routes and footways around the city centre to give cyclists and pedestrians priority access
- Relocating car parks to free up land to create more city centre open spaces and development opportunities
- Developing the use of the River Nene as a transport link
- Improving city taxi ranks
- Improving real time passenger information to make it easier for people to access bus and train times
- Providing interactive travel kiosks to give people information about the choice of travel options
- Creating fixed loading times for lorries and freight vehicles outside of peak times
- Making the city centre much more user-friendly for those with disabilities
- Improving access to and around the city centre for those with mobility difficulties

City periphery (inside of the parkway system)

We want to make it easier for people travelling in and around the city to leave their car at home to help ease congestion on city roads and make the whole city cleaner and greener. To achieve this we will:

- Improve footpaths and cycleways around the city centre
- Give priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around (including on Bourges Boulevard and Crescent Bridge)
- Create mini Park and Ride bus hubs to discourage people from travelling into the city centre by car
- Encourage traffic onto the Parkway system
- Improve major roads for all transport users
- Develop the use of the River Nene as a transport link
- Encourage more schools to get families to use measures such as 'Park and Stride' to school as part of school travel plans
- Direct freight onto major roads to limit the impact on neighbourhoods

Outer city (outside of the Parkway system)

We also want to reduce congestion outside of the city centre by:

- Improving footways and cycle links around the city by making them cleaner, greener and safer
- Improving major roads for all transport users
- Using SMART technology to maximise efficiencies on the Parkway Network

- Introducing a permanent Park and Ride to reduce traffic into city centre
- Creating mini Park and Ride bus hubs at district centres and other key locations to encourage people to leave their cars and travel into the city centre by bus
- Introducing 'heavy goods vehicle only lanes' to support economic competitiveness
- Working with Network Rail to investigate the possibility of opening new railway stations to improve rail links from neighbouring areas of the city
- Developing the use of the River Nene as a transport link

Rural

We are rightly proud of our rural areas and want to make it easier for residents and visitors to travel to, from and around them by:

- Improving pedestrian and cycle routes through the Rights of Way Improvement Plan and on the Green Wheel
- Improving public transport connections to the city centre
- Creating mini Park and Ride bus hubs at district centres and other key locations to encourage people to leave their cars and travel into the city centre by bus
- Developing the use of the River Nene as a transport link
- Working with Network Rail to investigate level crossing improvements
- Offering demand responsive buses (Call Connect)
- Directing heavy goods vehicles onto major roads to limit the impact on rural communities

4.6

The fourth Local Transport Plan will contain a number of targets and indicators that will allow us to monitor our success in achieving the goals outlined at the beginning of this report. A number of national and local objectives will define what the targets and indicators in the fourth Local Transport Plan will be. These will reflect the priorities of the Government, which are currently under review and those priorities identified locally during this consultation exercise.

The following documents are additional pieces of work that can inform the development of fourth Local Transport Plan and will be developed at the same time as the fourth Local Transport Plan.

- Habitat Regulations Assessment (HRA)

A habitats Regulation Assessment is required to demonstrate that there is no adverse effect from any one part of the plan, or combination of parts on sites of designated International or European importance.

- Equalities Impact Assessment (EqIA)

Producing an Equality Impact Assessment is an integral part of devising an LTP. The EqIA process should ensure that the LTP4 addresses anti-discrimination and equalities legislation and encompasses race, gender, disability, age, religion & belief and sexual orientation issues.

- Health Impact Assessment (HIA)

A Health Impact Assessment is required by a number of UK White Papers on public health strategy. Further emphasis has been given by the introduction of the Local Government and Public Involvement in Health Act 2007.

- Rights Of Way Improvement Plan (ROWIP)

The Countryside and Rights of Way Act 2000 requires all highways authorities in England and Wales to publish a Rights of Way Improvement Plan (ROWIP) for their area. The ROWIP dictates how a local authority will manage the local Rights of Way network in line with its existing duties.

5. KEY ISSUES

5.1 It is considered that the format and content of the existing third Local Transport Plan remains

current, with no major policy changes and few, if any, changes to the growth planned for Peterborough. Therefore, it is advised that the current third Local Transport Plan is refreshed, rather than a complete overhaul of the document.

The current document will be used as the basis for fourth Local Transport Plan, with any changes and amendments made to the original text. This process should be less resource intensive than preparing a complete new plan.

6. IMPLICATIONS

- 6.1 The finalised document will set out the transport strategy for Peterborough for the next 10 years with a detailed policy and plan for the next 5 years. Some of the key implications are summarised below:

Financial

The document will contain an indicative 5 year spending allocation for transport funds and will also be used as an essential tool for our major scheme and other funding bids.

Legal

The document will be checked for legal implications.

Corporate Priorities

The document has been written in line with the corporate priorities. The corporate priorities have been adopted as the priorities for transport in the document.

Environment Capital

The document identifies the Environment Capital as a key aspiration and an ambitious target of increasing the use of sustainable modes of transport so that by 2050 90% of all journeys will be zero emission. The document will also have a Strategic Environment Assessment and a Habitats Regulation Assessment.

Community Safety

Road safety and reducing the fear of crime are key goals of this document.

Discrimination and Equality

The document will have an Equality Impact Assessment carried out on it.

The document has implications city-wide and is a statutory and key document for the Council.

7. CONSULTATION

- 7.1 This paper is being presented to Scrutiny before we commence wider consultation. Consultation will begin with a leaflet being produced which will allow all residents and organisations to give their feedback. The leaflet will detail key themes, policies and major schemes, with a short questionnaire available for residents to complete. The questionnaire will give residents an opportunity to give feedback on what their thoughts are, such as prioritising areas of improvements.

Engagement will also be carried out with key stakeholders, such as parish councils, all scrutiny committees and partnering organisations.

A city-wide consultation will be undertaken during which time the draft plan(s) will be developed. This will involve consultation events at key locations across the authority area.

Further consultation will also take place for the Strategic Environmental Assessment (SEA), the Rights Of Way Improvement Plan (ROWIP) and Habitat Regulations Assessment (HRA) documents.

8. NEXT STEPS

- 8.1 Initially all sections of the document will be reviewed and amended. It is hoped a draft plan will be finalised by the end of August 2015. Further amendments will be made based on feedback received from the consultation carried out. Changes will be incorporated leading to a final draft which will be presented to all Scrutiny Committees before going to full council and cabinet. Approval will be sought to have the fourth Local Transport Plan adopted for April 2016.

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1
- Peterborough Highway Services Brief
 - The third Local Transport Plan <https://www.peterborough.gov.uk/council/strategies-policies-and-plans/local-transport-plan/>

10. APPENDICES

- 10.1 None

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