

APPENDIX 1

CABINET	AGENDA ITEM No. 6
21 MARCH 2011	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Hiller: Cabinet Member for Housing, Neighbourhoods and Planning	
Contact Officer(s):	Paul Phillipson Executive Director Operations Mark Speed Transport Planning Team Manager	Tel. 453455 Tel. 317471

LONG TERM TRANSPORT STRATEGY AND LOCAL TRANSPORT PLAN

R E C O M M E N D A T I O N S	
FROM: Joint Scrutiny - Environmental Capital, Sustainable Growth and Rural Commission.	Deadline date : 13 April 2011
(i) That Cabinet considers the Peterborough Long Term Transport Strategy (2011-2026) and the Local Transport Plan (2011-2016) and makes any changes where appropriate	
(ii) That Cabinet recommends to Council the adoption of the Peterborough Long Term Transport Strategy (2011-2026) and the Local Transport Plan (2011-2016)	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following a Joint Meeting of the Environment Capital and Sustainable Growth Scrutiny Committees and Scrutiny Commission for Rural Communities.

A full version of the draft Long Term Transport Strategy and Local Transport Plan can be viewed via the following link:

<http://ltp3.org.uk/>

Please note that the document has been sent electronically to save paper. However if you require a hard copy please email mark.speed@peterborough.gov.uk.

2. PURPOSE AND REASON FOR REPORT

- 2.1 This report is being submitted as part of the democratic process leading to the adoption of the Peterborough Long Term Transport Strategy (2011-2026) and Local Transport Plan (2011-2016) at Full Council in April 2011.
- 2.2 This report is for Cabinet to consider under its Terms of Reference No 3.2.1 'To take collective responsibility for the delivery of all Strategic Executive functions within the Council's Major Policy and Budget Framework and lead the Council's overall improvement programmes to deliver excellent services'.

Is this a Major Policy Item/ Statutory Plan?	YES	Cabinet Meeting	21 st March 2011
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Date for relevant Council meeting	13 April 2011	Date for submission to Government Dept	Department for Transport Following adoption of the LTP
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3. LONG TERM TRANSPORT STRATEGY AND LOCAL TRANSPORT PLAN

- 3.1 Improving transport for everyone who lives, works or travels in Peterborough is a priority for the City Council. To provide the best possible transport service in and around the city, the Council produce a Local Transport Plan (LTP) every five years which sets out how we will tackle existing and future transport issues.
- 3.2 The LTP 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.
- 3.3 The LTP 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 Strategy (LTTS) 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 through out the Core Strategy
- Support the long term environmental aspirations of the Council to become Home of the Environment Capital

4. CONSULTATION

Long Term Transport Strategy

- 4.1 The LTTS reflects the views of our residents and key stakeholders as far as practical. To achieve this, a number of consultations have been undertaken during its development including:
- A workshop held on the 1st April 2009 with stakeholders to discuss problems, issues and opportunities, together with the objectives of the LTTS
 - Dialogue with the Transport Partnership
 - Ongoing consultation with stakeholders from across Peterborough City Council
 - Workshop held on the 4th March 2010 when the LTTS was discussed
 - Cabinet Policy Forum 24th May 2010
- 4.2 In addition, a wider group of people and organisations and stakeholders have been contacted directly and asked to give us their views in relation to the development of the LTTS and the LTP.
- 4.3 The LTTS document was used as the basis for the consultation process and development of the LTP.

Local Transport Plan

- 4.4 The consultation process for the Peterborough third Local Transport Plan (LTP3) started in the summer of 2010. Overall a very wide range of consultation methods have been used.
- 4.5 In July all councillors were invited to attend a three day consultation 'drop in' event which was held at the Town Hall.

- 4.6 The consultation has been a well publicised event, in August an interview took place with BBC Radio Cambridgeshire and in September a television interview took place with BBC Look East. The consultation was also mentioned numerous times in the local newspaper, The Peterborough Evening Telegraph. **All media coverage was very positive.**
- 4.7 A LTP leaflet was distributed in the Your Peterborough magazine to **all households** within Peterborough informing them of the ideas the council was proposing to include in the LTP. A copy of the leaflet and questionnaire were also made available online.
- 4.8 255 stakeholders and interest groups were written to directly to give them an opportunity to participate in the consultation.
- 4.9 During September, council officers attended Neighbourhood Council meetings (please see following table), where a dedicated session was held to give everyone a chance to discuss the LTP with the officers:

Neighbourhood Council Meetings

Neighbourhood Council	Venue	Date
Dogsthorpe, East and Park Neighbourhood Council Meeting	Millennium Centre, Dickens Street	1 September 2010
Fletton, Stanground and Woodston Neighbourhood Council Meeting	Riverside Pavilion, Candy Street	2 September 2010
Rural North Neighbourhood Council Meeting	John Clare Primary School, Helpston	16 September 2010
Central and North Neighbourhood Council Meeting	Peterborough Sports and Leisure Club, Lincoln Road	21 September 2010
Gunthorpe, Paston, Walton & Werrington Community Committee Neighbourhood Council Meeting	Ken Stimpson Community College, Staniland Way, Werrington	22 September 2010
Orton with Hampton Neighbourhood Council Meeting	Matley Primary School, Orton Brimbles	23 September 2010
Peterborough West Neighbourhood Council Meeting	Jack Hunt School, Ledbury Road, Westwood	29 September 2010

- 4.10 On September 11th and 12th a two day public exhibition was held at the Queensgate Shopping Centre, where officers were available for questions. From October to December officers also attended meetings with various stakeholders and interest groups.
- 4.11 Full Council forms the last part of the process for this document. The consultation process has been robust and has far exceeded the minimum required for this document so no further consultation is recommended.

5. ANTICIPATED OUTCOMES

- 5.1 That Cabinet will support the submission of these documents to Full Council for consideration and adoption in April 2011.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The statutory requirement of this document requires that it is submitted to Full Council for adoption and therefore the Cabinet is asked to support the submission of this document to Full Council for consideration and adoption in April 2011.

7. ALTERNATIVE OPTIONS CONSIDERED

- 7.1 The only other option considered was that the Council would not write and publish a LTP. This was rejected as the LTP is a statutory document and the Council is required to prepare and publish the plan.

8. IMPLICATIONS

- 8.1 The document sets out the transport strategy for Peterborough for the next 15 years with a detailed policies and plan for the next 5 years. Some of the key implications are summarised below:

Financial

- 8.2 The document contains an indicative 4 year spending programme for transport funds.

Legal

- 8.3 The document has been checked for legal implications.

Corporate Priorities

- 8.4 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

- 8.5 The document identifies the achievement of Home of the Environmental Capital as a key aspiration. The document has had a Strategic Environment Assessment and a Habitats Regulation Assessment.

Community Safety

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

Discrimination and Equality

- 8.7 The document has had an Equality Assessment carried out on it. No negative issues were raised as part of this process.

- 8.8 The document has implication city-wide and is a Statutory and Key document for the Council

Cross-Service Implications

- 8.9 Transport impacts on all departments and as such a rigorous consultation process has been undertaken. (See consultation section in this report).

9. RISK ASSESSMENT

- 9.1 The key risks to a bringing forward the transport interventions and achieving the outcomes of the LTTS and LTP are:

Development dependency

- 9.2 The implementations of some transport interventions are reliant on the expected growth on coming forward as set out in the Core Strategy. Some transport schemes reliant on specific developments coming forward. If the development does not come forward then neither will the transport scheme

Landownership

- 9.3 If third party land is required, not in the control of either the highway authority or developer then Compulsory Purchase Order (CPO) powers might be required to acquire the land. However, if a development is wholly dependant on the acquisition of such land then a ransom equal to a third of the value of that development might be payable (whether or not

such a transport scheme would be in the public interest, necessary to enable CPO powers to be used).

Planning Consent

- 9.4 A transport scheme might require planning consent and / or necessary traffic regulation orders.

Priority

- 9.5 A specific transport scheme contained in the plan might be found to be unacceptable, given the balance of other non transport issues.

Funding

- 9.6 Funding might not be available, given other competing transport priorities both locally and nationally.

Smarterchoices

- 9.7 Continuation and success of increasing Smarterchoices is essential to meet the objectives of this plan.

10. ANNEXES

- 10.1 A copy of the notes from the Joint Scrutiny Meeting between the Environmental Capital and Sustainable Growth Scrutiny Committees and the Scrutiny Commission for Rural Communities has been attached to this report at Annex 1.

Consultation with Scrutiny at the Joint Meeting of the Environment Capital and Sustainable Growth Scrutiny Committees and Scrutiny Commission for Rural Communities held on 28 February 2011

ISSUE	COMMENT	RESPONSE GIVEN AT MEETING
General		
Accessibility of Document	Councillor Sandford raised concerns that the consultation document had been password protected on a website and that hard copies had not been circulated.	The comment on password protecting a consultation document was noted and would not happen in future consultations. However the process had not been a breach in the Access to Information rules as hard copies of the document had been made available at the Town Hall Reception and libraries and would also have been supplied upon request.
CHAPTER ONE - INTRODUCTION		
Core Bus Routes – Primary Public Transport Corridors	It was highlighted that the diagram of the Core Bus Routes only showed Stagecoach services and not PCC services.	The diagram only showed the core, strategic routes but the comment would be taken away to see how more information could be added.
CHAPTER TWO – TRANSPORT POLICY & WIDER CONTEXT		
No Comments		
CHAPTER THREE – TRANSPORT ISSUES AND CHALLENGES		
Summary of Discussion at the April Workshop	The last bullet point made reference to bus services being adversely affected as congestion increased, leading to reduced reliability and increased operating costs, which would impact on fares and patronage levels. This was a situation which was already happening e.g. if passengers travelled early in the day the buses tended to travel as they should do, but after 5pm, often two or three buses turned up at the same time. This situation reinforced the need to shift people out of cars.	The bullet points from the workshop highlighted areas which we wanted to deal with. There were a number of issues to deal with as part of bus services including congestion, road works and Stagecoach’s ability to adapt if a number of buses arrived at the same time. There was work we could do but they also had a responsibility.

Use of Fossil Fuels	How would the reliance of fossil fuels be reduced as bio fuels would not be sustainable in the long term?	We were already engaged in a project for plug in points for electric vehicles.
Electric Vehicles	Why were you advocating the use of electric/rechargeable vehicles as a large percentage of them still used fossil fuel for the production of electricity?	Production of electricity was moving on and the Government was looking at the energy production side e.g. use of wind turbines. The Plan was not just about cars and was about getting people in to other modes of transport.
	There was some concern that the Plan had a chapter on electric vehicles when it was not a proven technology. A report in a magazine had recently said that there was no difference between electric vehicles and the most effective combustion engines. The Plan made no reference to trams which were a proven success where they had been installed.	Research that officers had seen was supportive of electric vehicles. LTP3 was a suite of measures which needed to be balanced around sustainability. The LTTS made reference to a light rapid transit system which would include trams but this would be a very expensive option, around £50m-100m, and would require a much larger population than we currently had.
Trams	Did the estimates for a transit system assume the need to lay down additional tracks?	The estimates did include the laying of tracks as we had already had discussions with Nene Valley who had indicated that they would not be interested in developing this.
Freight	How would you be able to ensure that freight stayed on the parkway system?	We would work with the transport companies and also ensure that SatNavs etc were updated regularly. Automatic Plate Recognition could be widened out throughout the network which would lead to greater enforcement.
Magna Park	How would the extra freight from the Magna Park development be handled? It was important that the quality of life for residents in the area was maintained.	We would look at a quality partnership e.g. allocating priority lanes for the vehicles when needed. A transport assessment would need to be done for Magna Park but as a planning application had not yet been submitted this had not yet happened. We would look at the application very carefully.
HGVs	A big problem with HGVs was them laying up at night. Where would they be expected to park as we did not have a HGV park in the City?	We were looking for a secure parking area for them as we currently did not have parking available. A possible option could be using future park and ride sites in the evening and we would make sure that this was included.

Transport Information	There was a lack of transport information available to the public as the Travelchoice Centre in Queensgate only opened between 9am and 12noon.	A staffing restructure was currently underway which would lead to better and more appropriate staffing hours.
Cycling and Walking in Rural Areas	The Plan states that we want to encourage more cycling and walking but in the rural areas this could be very unsafe as a lot of roads did not have footpaths. We needed to make a decision in the future about laying more footpaths as some of the B roads were very dangerous.	
CHAPTER FOUR – TRANSPORT VISION		
Speed Limits outside Rural Schools	Why was it not planned to put 20mph speed limits outside all schools and just rural ones?	The evidence showed that the speed limits could not be enforced properly and that people did not slow down. There was no proven safety record and the recommendation made by the Scrutiny Commission for Rural Communities was made against officer advice.
CHAPTER FIVE – THE TRANSPORT OPTIONS		
No Comments		
CHAPTER SIX – ASSESSMENT AND APPRAISAL		
Link between Railworld and East Coast Mainline (ECML)	There was already a link between Railworld and the ECML which would be a good way of getting people to the station. It would also be good value for money as the infrastructure was already there.	It would cost a lot of money to link the Nene Valley Railway to the ECML. The land was currently protected so at the moment it fell out of the cost benefit ratio.
CHAPTER SEVEN – LONG TERM TRANSPORT STRATEGY AND INTEGRATED DEVELOPMENT PLAN		
No Comments		
CHAPTER EIGHT – LOCAL TRANSPORT PLAN 3		
Transport User Hierarchy	The Transport User Hierarchy was noted but it was felt that the projects contained in the Plan did not reflect the Hierarchy as the total for walking and cycling projects for next year only added up to £100k.	The Transport User Hierarchy was a guide and was used to see if we could solve a problem by integrating walking and cycling but not all transport problems could be solved with walking and cycling.

Great Haddon Development	The public transport priority measures for the proposed Great Haddon Development had now been dropped from the planning application.	The Great Haddon application was still being looked at.
CHAPTER NINE – TRANSPORT POLICY AND STRATEGY		
Bus Priority Measures	What were the bus priority measures?	It was about building extra infrastructure, e.g. perhaps giving up a lane on the network for buses to use when needed.
	Some members advised that they would not like to see one of the lanes on Bourges Boulevard given up to buses as it would be a waste of the highway.	This was just one of the options we were looking at. Bourges Boulevard split the City and would be looked at as part of the City Centre Area Action Plan.
School Travel Strategy	How many schools had now completed their school travel plans?	Officers believed it was nearly 100% but would clarify.
Rural Transport Strategy	There was support for moving people in rural areas from their cars but there were also issues around public transport, e.g. in Newborough the last bus out of the village was at 3.15pm. Would officers be looking again at the bus provision in rural areas?	It was dependent on funding and viability. The Call Connect service was proving to be an effective alternative.
Bus Strategy	The LTP2 gave an aspiration for ½ hourly evening bus services but this now appeared to be dropped. Reference to fares had also been dropped. It would be short sighted if the commitment we already had was dropped around evening bus services.	This had been reviewed due to lack of use of buses in the evenings.
	The idea to move the bus station to where the train station was had received negative feedback from Stagecoach as they had stated that most of their passengers actually wanted to go to Queensgate.	We were looking to improve the links between the bus and train stations. This still had to be discussed and we would look at the wording in the document.
Water Bus Strategy	Had water buses been subjected to the same degree of assessment as other schemes?	Water buses had been included as it was believed that some parts of the strategy could be delivered in the next five years. There was a wider Waterways Strategy being developed by the Environment Agency.

	How long had work on provision of a water bus been going on?	The idea had been around for a number of years.
Car Parking Strategy	Previously there had been a clear strategy about parking charges to try and encourage short term parking only.	We were in competition with private providers and pricing required a lot more work.
CHAPTER TEN – MAJOR AND MINOR SCHEMES		
Glington/Junction 23	With a Park and Ride site at Glington indicated in the LTP3 the dualling of the A15 was vital. If we did not address the public transport corridor then there would be no advantage in using park and ride. There needed to be more emphasis on the public transport corridor at the same time as park and ride.	It was all dependent on where the park and ride site was put but officers believed that the Lincoln Road corridor would also need to be looked at.
Lincoln Rod Bus Priority Corridor	The Lincoln Road Bus Priority Corridor had been in LTP2 and had not happened and had now been included in LTP3. There was a concern that policies did not translate into projects.	
Park and Ride	What was the strategy for Park and Ride? The Plan implied an all year service but did not show it. The proposed site near Werrington was close to the Spalding Railway line.	We would be looking to integrate all modes of transport not just the traditional car to bus model. Key areas where we thought we could justify sites had been identified but had not yet gone through detailed analysis.
CHAPTERS ELEVEN – SIXTEEN		
No Comments		
OTHER COMMENTS		
Parking on Grass Verges	Parking on grass verges was a major issue in some areas of the city but the Plan did not address this. An order in Dogsthorpe had proven to be very successful so why was there not a city wide order?	<p>We were well ahead of some cities on verge parking. We were aware that this was an area where residents had concerns but enforcement was difficult. A letter had now been received from the Secretary of State for Transport which should clarify the situation.</p> <p>We were looking to develop a strategy across the whole of the City outside of this process which would include</p>

		looking whether the CCTV system could help with enforcement. A report would be brought to the Environment Capital Scrutiny Committee in due course.
	Councillor Sandford advised that the Walton Ward Councillors had used some of their Community Leadership Fund to plant trees to prevent verge parking.	
	There would be strong opposition in the new town developments if no parking on verges was introduced as some areas did not have parking spaces provided. In some of these areas more parking spaces needed to be developed.	There would be full consultation before any scheme was introduced. The process needed to be managed effectively as it was acknowledged that this would be a contentious issue. The Executive Director of Operations would be commissioning a piece of work by the Neighbourhood Managers to see how a scheme could be developed. It was accepted that some areas would be better suited than others.
	The Council often gave planning permission for developments with insufficient parking.	National policy was that there should be 1.5 parking spaces for each household.

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