

Transport Policy and Wider Context



Peterborough is required by the Transport Act 2000, amended 2008, to produce a Local Transport Plan (LTP). The LTP is the overall transport planning document for local transport authorities and guides transport improvements and maintenance work.

Local transport planning needs to be 'joined up' with the wider planning and policy framework. Good transport is an important factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies. Where transport fails these aspirations are put at risk.

Introduction

Local transport authorities were tasked with preparing their third LTP (LTP3) 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 LTP3 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 LTP3 is at the heart of delivering Peterborough City Council's strategic priorities within its community. At the same time, these strategies and the land use planning system influence the extent of sustainable transport delivery through the LTP3.

The LTP3 will be developed against a very different backdrop from the second Local Transport Plan 2006 to 2011 (LTP2). The development of this document has been influenced by a number of policy documents at a national, regional and local level.

Central spending cuts have led to a reduction in funding available to local authorities. Due to these budget conditions, transport improvements will have to continue to be cost effective and demonstrate extremely good value for money.

"Good transport is an important factor in building sustainable local communities."

A focus around low cost sustainable transport options and making best use of existing infrastructure are a key focus for Peterborough. The growth aspiration of Peterborough will however require infrastructure improvements and these have been identified in both the Long Term Transport Strategy (LTTS) and the LTP3 sections of this document.

Policy background

There are a number of national, regional and local documents that have been considered during the development of the LTTS and LTP3. The table in Annex 1 gives a brief summary of the documents and gives the reader some of the web links if they wish to look at the content more closely. The LTTS and LTP3 have been aligned to the strategic priorities of these documents. A comprehensive literature review was carried out and informed the material used for consultation regarding the issues, challenges, options and sub options discussed later in this document.

The list is a guide and should not be taken as a complete list of relevant documents.

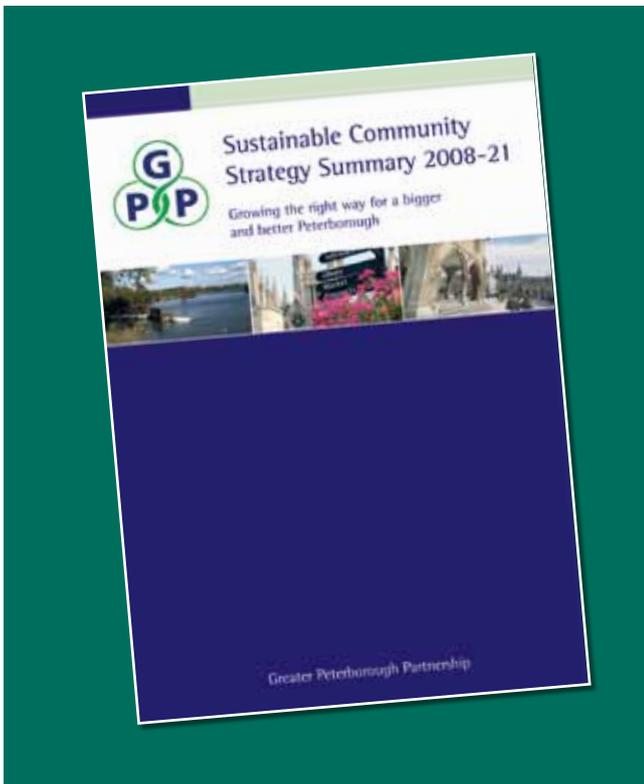
There are two key documents which the guidance on local transport plans identifies as requiring special consideration. These documents are:

- Children and Young People's Plan (a summary is provided in Annex 4)
- Local Economic Assessment (a summary is provided in Annex 5)

LTTS and LTP3 overarching vision

The overall vision for Peterborough is stated in the Sustainable Community Strategy 2008 to 2021 and is summarised below:

"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"

These statements are therefore the overarching vision position for the LTTS.

LTTS and LTP3 strategic priorities

The city council has four strategic priorities that are outlined in a number of council documents including the Sustainable Community Strategy. Providing value for money underpins all of the city council's activities.

The strategic priorities are listed below and are the overarching priorities for the LTTS:

- Creating the UK's Environment Capital
- Creating strong and supportive communities
- Delivering substantial and truly sustainable growth
- Creating opportunities – tackling inequalities

LTTS and LTP3 goals

The national goals for transport were redefined after the submission of the LTP2. In that document there was a series of shared priorities relating to areas of transport.

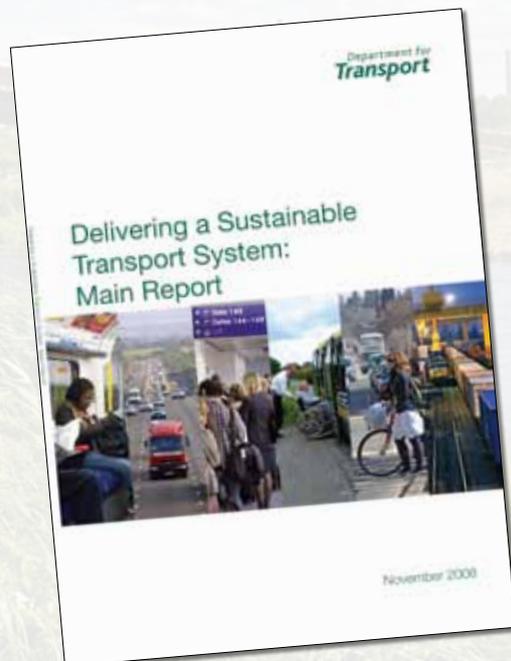
Between 2007 and 2008 the Government developed policies to promote and support a sustainable transport system and five national transport goals were created and outlined in Delivering a Sustainable Transport System (DaSTS) and are listed below:

- Tackle climate change
- Support economic growth
- Improve quality of life and promote a healthy natural environment
- Contribute to better safety, security and health
- Promote equality of opportunity

The LTTS and LTP3 have been developed to address and support these goals. The Coalition Government remains committed to the spirit of these goals and has stated that:

“The Government believes that a modern transport infrastructure is essential for a dynamic and entrepreneurial economy, as well as to improve well-being and quality of life. We need to make the transport sector greener and more sustainable, with tougher emission standards and support for new transport technologies².”

The Government sees the main challenges for transport being; to promote economic growth and reduce carbon emissions that contribute to climate change, but other priorities remain.



² © Crown Copyright H.M. Government, May 2010, The Coalition; Our programme for government, London: Cabinet Office

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“The Government have highlighted the key overarching policies, namely ones which help grow the economy and help tackle carbon emissions, while not neglecting other important priorities, including road safety, affordability, accessibility, and people’s health and wellbeing – for example, through more cycling and walking³.”

The LTTS objectives align with Government goals for transport. The continuity of Government goals is demonstrated in Table 1. The LTTS assesses the current condition of transport in Peterborough and details options to progress development of the network and accommodate planned growth.

The National Sustainable Transport Objectives (from 2008) in Table 1 were the guiding principles for transport under the last Government and were therefore in place during the preparation of this document. Table 1 shows the links between the National Sustainable Transport Objectives (from 2008) and the current Coalition Government Priorities. Peterborough’s LTP3 supports the implementation of the current Coalition Government Priorities while retaining the additional elements of the National Sustainable Transport Objectives (from 2008) below as they reflect local conditions and aspirations of the city.

Table 1: Progression, alignment and continuity of national aims for transport and goals of LTP3

LTP2 (Historic) Shared Priorities		National Delivering a Sustainable Transport System (DaSTS) Goals (from 2008 to May 2010)	Current Coalition Government Priorities (May 2010)
Make the best use of existing transport infrastructure	Support and enable local growth	Support economic growth	Grow the economy
	Reduce congestion	Tackle climate change	Tackle carbon emissions
	Reduce the environmental impacts of transport		
	Improve the health and safety of the travelling public	Improve quality of life and provide a healthy natural environment	Health and wellbeing
	Increase travel choice and accessibility	Contribute to better health, security and safety	Road safety
		Opportunity of equality	Accessibility
			Affordability

“Peterborough’s LTP3 supports the implementation of the current Coalition Government Priorities while retaining the additional elements of the National Sustainable Transport Objectives.”

³ The Extract from Ministerial announcement on Local Transport Plans, by Norman Baker MP Parliamentary Under-Secretary of State for Transport, 20th July 2010, Local Transport Today Conference, London, as recorded on the Department for Transport Website

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Local Enterprise Partnership

Peterborough is part of the Greater Cambridge Greater Peterborough Local Enterprise Partnership (LEP) which includes the following areas:

- Peterborough authority area
- Cambridgeshire
- East Cambridgeshire
- Huntingdonshire
- South Cambridgeshire
- Rutland
- Fenland
- Parts of North Hertfordshire, Uttlesford, St Edmundsbury, Forest Heath, South Holland, King's Lynn and West Norfolk

The LEP will operate in line with the detail explained in the Local Growth White Paper 2011. White papers are published by the Government and are statements of Government policy. A white paper lays out policy or proposed action on a particular subject. LEPs are heralded as a new approach to provide clear vision and strategic leadership to drive sustainable private sector-led growth.



Network resilience

The city council is contributing and will benefit from the network resilience adaptation study being carried out in the East of England.

The study identifies Peterborough's vulnerability to and resilience to withstand impacts from the effects of climate change, major accidents, terrorist attack or other shocks.

The findings of this study will contribute to the planning and delivery of transport schemes within Peterborough. The study can be found at the web page below:

http://www.eeda.org.uk/files/Network_resilience_and_adaptation_final.pdf

"LEPs are heralded as a new approach to provide clear vision and strategic leadership to drive sustainable private sector-led growth."

LTTs consultation

The LTTs reflects the views of city 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 1 April 2009 with stakeholders to discuss problems, issues and opportunities, together with the objectives of the LTTs
- Dialogue with the Regional Transport Partnership
- Ongoing consultation with stakeholders from across the city council
- Workshop held on the 4 March 2010 when the LTTs was discussed
- Cabinet Policy Forum 24 May 2010

In addition, a wider group of people, organisations and stakeholders have been contacted directly and asked to give their views in relation to the development of the LTTs and LTP3.

The LTTs document was used as the basis for the consultation process on the LTP3 (see the LTP3 Consultation Summary in Section 12 of this document).