

IMPROVING TRANSPORT FOR EVERYONE WHO LIVES,  
WORKS OR TRAVELS IN PETERBOROUGH...



# Peterborough

**Long Term Transport Strategy** & **Local Transport Plan 3**  
(2011 to 2026) (2011 to 2016)



# Peterborough Long Term Transport Strategy (2011 to 2026)

and

# Peterborough Local Transport Plan 3 (2011 to 2016)

April 2011

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# Foreword



**Councillor Marco Cereste,  
leader of Peterborough City Council**

*“Peterborough is a growing city with ambitions to build a minimum of 25,000 new homes and create 20,000 new jobs over the next 20 years. It is essential that we have a transport system in place that can meet those needs and that creates a basis for further growth.*

*Local Transport Plan 3 lays out our proposals for major schemes and the strategy which underpins these plans, as well as clarifying how we will use innovative solutions to tackle transport problems and issues facing the city.”*



**Councillor Samantha Dalton,  
cabinet member for environment capital**

*“As the home of environment capital, it is essential that Peterborough’s transport system makes it as easy as possible for people to travel sustainably, whether this is walking, cycling, car sharing or using public transport.*

*Local Transport Plan 3 outlines improvements and developments to the transport network which will encourage people to consider using sustainable methods where possible. It also includes innovative approaches to reducing the level of traffic on the city’s road system, for example the development of an infrastructure for electric and low-emission vehicles.”*



**Councillor Peter Hiller,  
cabinet member for housing, neighbourhoods and planning**

*“Improving transport for everyone who lives, works or travels in Peterborough is one of the city council’s key priorities. This document has two purposes. The Long Term Transport Strategy sets out the overarching transport strategy which is required to deliver the local growth agenda outlined in the Peterborough Local Development Framework and also supports the city’s Environmental Capital agenda. The Local Transport Plan 3 is a more detailed document which shows the policies, strategies and programmes that will be in place for the next five years.*

*In putting together this plan, we have listened to the feedback of city residents and incorporated their ideas into our proposals where appropriate. This helps ensure that the plans we have in place meet the needs of transport users.”*



# Executive Summary

With a growth agenda that will substantially increase the number of local jobs and homes, and a focus on making Peterborough cleaner and greener, there is a need to develop and improve the city's transport system to support this growth.

Improving transport for everyone who lives, works or travels in Peterborough is a priority for Peterborough City Council. To enable the provision of the best possible transport service, the city council has produced the Long Term Transport Strategy (LTTTS) and Local Transport Plan 3 (LTP3).

LTTTS is the 15 year plan of how transport provision can support the authority's sustainable growth agenda. This strategy has been put together by assessing Peterborough's Core Strategy and producing the transport section of the Integrated Development Programme (IDP). The IDP outlines the transport improvements required to bring forward the growth agenda and was found to be sound by the planning inspector assigned to assess the Core Strategy.

The LTP3 is a statutory document that the city council produces every five years. The LTP3 covers the short term period set out in the LTTTS (2011 to 2016) and sets out the authority's transport policy and strategy for Peterborough. This is the third Local Transport Plan (LTP3).

The two strategies combine to create an ambitious transport vision for Peterborough that can meet the following goals:

- 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

## Spatial strategy

Department for Transport (DfT) guidance on the development of LTP suggests the creation of specific spatial components to aid formulation and explanation of the plan. The development of a clear spatial strategy will also help Peterborough to meet its transport goals, support the Environment Capital agenda and meet its growth aspirations.



The spatial strategy is shown in Figure 10, page 79. The spatial component of the plan divides the authority into the following areas:

- The Core (a subsection of the city centre)
- The City Centre (the rest of the Central Business District including Rivergate, the station and embankment)
- City Peripheral (the urban area within the parkway system, bounded by the Soke Parkway, Nene Parkway and Fletton/Frank Perkins Parkway)
- Outer (the urban areas outside of the parkway system)
- Rural

## Transport policy

The city council's transport policy has been identified and prioritised in relation to the spatial areas. The transport policy is outlined as a set of improvements in the transport policy table (Table 10, page 83).

## Transport strategy

The strategy tables in Section 9 set out the transport interventions which will be considered to bring forward the improvements as identified in the transport policy table. The transport interventions have been considered in relation to which parts of the spatial plan areas they will have the most impact. A strategy table has been created for the following transport themes:

- Smarter Choices
- Walking
- Cycling
- Accessibility
- Bus
- Taxi and Private Hire Vehicles (PHV)
- River Nene transport (Water Bus)
- Rail
- Park and Ride
- Electric and low emission vehicles
- Travel plans
- School travel
- Rural transport
- Intelligent Transport Systems (ITS)
- Road safety
- Traffic management
- Motorcycles and powered two wheelers
- Freight
- Car parking
- Air quality and noise pollution

## Innovation

The LTP3 promotes solutions to some of the transport problems and issues that face Peterborough and includes innovative approaches to projects such as:

- River Nene transport corridor (Water Bus)
- Develop the infrastructure and tools for electric and low emission vehicles
- Park and Ride between all modes of transport (not just car to bus)
- To seek to expand the Call Connect demand responsive transport scheme
- Using new technologies to operate a more efficient transport system

## Consultation

An extensive consultation process was carried out for this document and included:

- Sending a leaflet to every household in Peterborough
- Writing to 255 stakeholder organisations and partners
- Exhibitions at all seven Neighbourhood Council meetings
- A two day public exhibition at the Queensgate Shopping Centre
- Interviews with BBC Radio Cambridgeshire, BBC Look East and local radio and newspaper
- A three day consultation 'drop in' event for council members at the Town Hall
- Meetings with a range of external groups

## Major schemes

Major schemes are usually defined as projects that cost more than £5 million. The major schemes which the city council would like to undertake between 2011 and 2016 are outlined in Section 10 of this document, these are:

- South Bank regeneration area access
- City centre and Bourges Boulevard improvements
- Lincoln Road bus priority corridor
- Park and Ride
- River Nene transport corridor
- Public transport and infrastructure development plan
- A1 Wittering junction improvement (Highways Agency scheme)
- Embankment access
- Junction 20
- Junction 1 to 2 improvements

The city council has proven its ability to deliver major projects. During the period covered by the second LTP 2006 to 2011 (LTP2) the following large schemes were delivered:

- Junction 21 to junction 22 – dualling of Paston Parkway
- Junction 2 to junction 3 – widening of Fletton Parkway (including footbridge)
- Junction 8 improvements
- A15 London Road Town Bridge improvements
- Public realm improvements including Cathedral Square and St John's Square
- Major bridge schemes on the Primary Route Network (PRN)
- A1073 Spalding to Eye improvement scheme

## Monitoring

The city council has decided to undertake a monitoring programme in order to:

- Monitor progress towards achieving its transport goals
- Collect data needed for the operation of the transport system
- To assess the success of different transport interventions

The city council will continue to monitor the following indicators:

- Principal road condition (BVPI223/NI168)
- Non-Principal classified road condition (BVPI224a/NI169)
- Unclassified road condition (BVPI224b)
- Footway condition (BVPI187)
- People killed or seriously injured in road traffic accidents (BVPI99x/NI47)
- Children killed or seriously injured in road traffic accidents (BVPI99y/NI48)
- Total slight casualties (BVPI99z)
- Public transport patronage (BVPI102/NI177)
- Access to services and facilities by public transport, walking and cycling (NI175)
- Public rights of way – ease of use (BVPI178)
- Change in area wide road traffic
- Change in average vehicle delay in morning peak period – flow weighted (NI167)
- Bus services running on time – non-frequent buses (NI178a)
- Bus services running on time – frequent buses (NI178b)
- Children travelling to school – mode of transport usually used (NI198)
- Modal shift to sustainable transport modes

The city council will publish findings of this monitoring in periodic progress reports from the adoption of the plan until its replacement in 2016.