

Transport Issues and Challenges



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18

A number of issues and challenges will need to be overcome if Peterborough City Council is to meet the growth and Environmental Capital agenda.

The issues and challenges were identified through:

- National, regional and local documents (see Annex 1)
- A review of existing transport studies and other evidential data
- Transport modelling
- Consultation

Transport modelling

The future situation was assessed for the year 2026 using the Peterborough Transportation Model (PTM). This model takes account of both committed development (developments with planning consent or under construction) and proposed development set out in Peterborough's Core Strategy. The results identify issues on the network and specific areas that would require some type of transport intervention in the period up to 2026.

Consultation

The initial findings from the review of literature, studies and the model findings were drawn together and discussed at the Transport Partnership. The final list of issues and challenges was then presented at a workshop held on the 1 April 2009, where stakeholders

were asked for their views on the challenges facing Peterborough. The issues and challenges were grouped together to aid discussion under the headings shown in Table 2 below.

Table 2: Issues and challenges themes

Demographic trends
Economic circumstances
Connectivity of existing networks
Environmental issues
Existing transport infrastructure capacity
Environmental issues
Travel patterns and trip rates
Air quality and noise pollution
Socio-economic profile

Summary of the discussion at the April workshop

The key observations stated at the April workshop are summarised below:

- Planned housing growth of nearly 28,000 houses from 2006 to 2026, from a base of 76,580 houses, is equivalent to a growth of 36 per cent in the current housing stock
- There would be severe congestion hot spots on the parkway system
- Without intervention future typical peak period travel times could increase by some 59 per cent between 2006 and 2026
- Traffic growth will increase significantly as a result of population growth, housing growth, increasing car ownership and the simple desire to make more trips
- If nothing is done to encourage alternatives to travel by car there will be an increase in the extent and severity of congestion
- Journeys of all types will be longer and less reliable impacting on the economic wellbeing of the city
- Increased congestion will also have a detrimental impact on air quality
- An increase in congestion will result in more rat-running on minor roads, with implications for road safety and the quality of life in residential areas
- Bus services will also be adversely affected as congestion increases, leading to reduced reliability and increased operating costs, which would impact on fares and patronage levels

All of these challenges could jeopardise the vision for sustainable growth and regeneration in the city, and make the city less economically attractive. Doing nothing to tackle future transport challenges is simply not an option. Action will be needed to offer smarter travel options, to make best use of the existing transport network and to provide new infrastructure to support development.

"Action will be needed to offer smarter travel options, to make best use of the existing transport network and to provide new infrastructure to support development."



Transport challenges

Table 3 below shows the list of key issues and challenges which the Long Term Transport Strategy (LTTs) and the Local Transport Plan 3 (LTP3) will aim to tackle. This information was compiled as a result of the modelling exercise, the literature and study reviews and the workshop discussion.

Table 3: Transport issues and challenges

Transport Issues	Transport Challenges
Environment	
The adverse impacts of transport on climate change	Reduce the need to travel by fossil fuel vehicles to reduce forecast emissions in greenhouse gases
Planned increase in population will increase traffic and thus increase pollution	Continue the downward trend in both nitrogen dioxide and particles beyond 2015, particularly in the context of the growth agenda
The detrimental impact of transport on the environment	Reduce city centre traffic
	Improve the urban landscape and environment
	Improve air quality and reduce noise
Health	
Health related problems due to inactivity	Improve cycling/walking opportunities
Health related problems due to transport emissions and noise	Improve air quality and reduce noise
	Encourage the use of low emission vehicles
Walking and Cycling	
Cycling network disjointed and focused on radial routes	Improve cycling/walking opportunities
Walking trips are made more complex by features such as River Nene, railway lines, dual carriageways and roundabouts	Reduce physical and psychological barriers to encourage more walking and cycling
Most roads create both psychological and physical barriers to pedestrian movement with limited at-grade crossings	
Public Transport	
Lack of public transport information provision	Improve availability and types of public transport information
Poor interchange between the city's bus and railway station	Improve surface access, integration and interchange arrangements at and between all modes of travel
Lack of integration between cycles, taxi, private hire vehicles (PHV) and the public transport network	Provision of infrastructure to allow integration of modes
Lack of public transport provision in some areas. Orbital bus routes around the city centre can result in correspondingly long journey times for orbital movements	Improve public transport opportunity/coverage/affordability
Transport Safety	
Road casualties amongst male drivers in the 17 to 25 year age range form a significant proportion of the total road traffic casualties	Secure improved road safety and reduce the number of conflict points
Road safety quick wins have been delivered. Challenge in tackling more diffuse accident problems, and traffic flow will continue to grow	
Fear regarding personal safety	Reduce the fear of crime

Transport Issues	Transport Challenges
Strategic Road Network	
The parkway system is nearing capacity compromising its ability to cater for future growth in trips. In particular Junction 1-2, 4-5 and 32-33	Tackle congestion and improve journey time reliability, particularly for traffic (including buses) on the parkway system
Increased traffic congestion reduces journey time reliability for all modes of transport	Improve resilience of network to the impact of accidents, roadworks and weather
	Improve journey time reliability for movement of goods and business users
	Reduce productivity impacts of congestion by improving journey time reliability (including buses) and reducing delays
	Reduce vulnerability of network to terrorist attack and natural disaster
Highways and Parking	
Car park accesses can be the focal point of congestion on the network	Reduce congestion on approaches to car parks
	Improve signage
Circulating traffic looking for car parking can increase congestion	Reduce circulating traffic
Growth agenda will further accelerate traffic growth across the authority. Increased traffic congestion will jeopardise growth agenda	Ensure sufficient capacity to accommodate growth agenda
Freight	
Heavy Goods Vehicles (HGVs) travelling through rural communities and residential areas	Ensure HGVs stay on the parkway system (where practical)
HGVs laying up over night inappropriately, on existing industrial estate roads, and residential areas	Ensure HGVs use appropriate lay-over areas