

# Long Term Transport Strategy and Integrated Development Plan



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In previous sections of this document the development of the Long Term Transport Strategy (LTTTS) has been summarised. The document has identified the following:

- The overarching vision for transport in line with the Sustainable Community Strategy
- Strategic priorities for transport in line with the overall corporate objectives
- The goals for transport in line with the coalition agreement and Delivering a Sustainable Transport System (DaSTS) priorities
- The key challenges and issues that Peterborough City Council would like to tackle

The document also outlines a vision for each of the key areas of a transport strategy including:

- Smarter Choices
- Walking
- Cycling
- Accessibility
- Public transport
  - Bus
  - Taxi and Private Hire Vehicles (PHV)
  - River Nene transport corridor
  - Rail
  - Park and Ride

- Electric vehicles
- Travel plans
- School travel
- Rural transport
- Intelligent Transport Systems (ITS)
- Road safety
- Traffic management
- Motorcycles and powered two wheelers
- Strategic road network
- Freight
- Car parking
- Air quality and noise pollution

Various options for transport interventions have been collated through:

- A literature review of existing documents and transport studies
- Consultation with key officers and partners in transport and other departments and organisations
- Assessment of the highways using the Peterborough Transportation Model (PTM)

All options have been assessed and appraised to ensure that only those that contribute towards the transport vision, priorities and goals of the city council remain in the strategy.



The LTTS predominantly covers a 15 year period from 2011 to 2026. It does however identify some transport interventions where preparation will be developed within the life of the strategy but implementation may happen beyond 2026, for example introducing Light Rapid Transit (LRT). As the LTTS covers such a long period of time, schemes have been assessed and categorised for likelihood of programme delivery and funding over the short term (2011 to 2016), medium term (2016 to 2021) and long term (2021 to 2026) periods. The timescale for each intervention was identified by taking the pattern and pace of growth outlined in the Core Strategy and ensuring that the right interventions are in place at the right time to allow the growth to be delivered. The LTTS is therefore broken down into four distinct timescales:

- Short term 2011 to 2016
- Medium term 2016 to 2021
- Long term 2021 to 2026
- Beyond 2026

The five year timescale blocks were deliberately chosen to reflect the traditional length of a Local Transport Plan (LTP). This allows the focus of the high level LTTS to be separated into stages where a five year period can be lifted from the strategy and be worked up into more detail and create the third LTP (LTP3). The schemes categorised as short term will therefore form the LTP3 (2011 to 2016). Many of these schemes are focused on encouraging modal shift from fossil fuelled vehicles to sustainable travel modes such as walking, cycling and public transport. Other schemes are designed to accommodate growth or ease existing network congestion, leading to improved public transport journey times and better air quality.

By combining the LTTS and the LTP3 the city council is able to outline its strategic focus for 15 years, plan in more detail for five years yet be flexible enough to adapt to changes in the development pattern and pace of the city. It is worth noting therefore that some elements of the LTTS may be brought forward or put back in time to reflect the real life development pace and pattern of the city.

*"Transport schemes are focused on encouraging modal shift from fossil fuelled vehicles to sustainable travel modes"*

The LTTS was summarised and published in Peterborough's Integrated Development Programme (IDP). The IDP has been produced to support the Core Strategy (2011 to 2026) created to outline a diverse range of infrastructure requirements of which, transport forms a key part. The purpose of the IDP document is set out below:

- Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement one and another
- Set out what infrastructure and support Peterborough needs for the next 15 years or so, why the city needs it, who will deliver it and what it might cost. For a variety of audiences, it shows, and gives confidence to them that the city council have a co-ordinated plan of action on infrastructure provision
- Form a basis for bidding for funding from numerous sources including: Government, Government Agencies, charities, private sector investment and developer contributions (S106)

The LTTS can be seen in the Table 6:

The next section of this document therefore has taken the short term period from the LTTS and developed it into a more detailed plan. This plan outlines what the city council wants to achieve in the next five years and what transport interventions will be considered to bring forward those objectives. The next section of this document is Peterborough's LTP3.

Table 6: Peterborough LTTS

Type	Scheme	Time Scale					Funding Source							
		Up to 2011	Short Term (2011 to 2016)	Medium Term (2016 to 2021)	Long Term (2021 to 2026)	Post 2026	Developer Specific	S106 Neighbourhood	S106 City Wide	PCC Corporate Funding	CIF/GAD	LTP	MSBC	Rail
Committed Schemes	<b>LTP2 (up to 2011) including:</b>													
	Smarter Choices	✓					✓							
	o Travelchoice Centre (Queensgate)	✓					✓							
	o Travelchoice website	✓					✓							
	Intelligent Transport Systems (ITS)	✓					✓							
	o Urban Traffic Management Control (UTMC)	✓					✓							
	o Real Time Passenger Information (RTPi) (linked to UTMC, audio and other emerging technology)	✓					✓							
	Primary Public Transport Corridor (PPTC)	✓					✓							
	Primary Cycle Network (PCN)	✓					✓							
	Strategic Walking Network	✓					✓							
	A15 Paston Parkway/A47 Soke Parkway Junction 20 stage 1 improvements	✓									✓			
	A1139 Fletton Parkway/A15 Paston Parkway Junction 8 – junction improvements	✓											✓	
	A1073 Spalding to Eye improvement scheme	✓											✓	
Welland Road traffic calming (A1073 condition)	✓											✓		
Eye Green traffic calming (A1073 condition)	✓											✓		

GAD – Growth Area Development Funding, CIF – Community Infrastructure Funding, LTP – Local Transport Plan, MSBC – Major Scheme Business Case, Rail – Rail Sources

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		Up to 2011	Short Term (2011 to 2016)	Medium Term (2016 to 2021)	Long Term (2021 to 2026)	Post 2026	Developer Specific	S106 Neighbourhood	S106 City Wide	PCC Corporate Funding	CIF/GAD	LTP	MSBC	Rail			
Secured Developer Lead Schemes	Hampton road network (development trigger)																
	o Western relief road	✓	✓				✓										
	o Yaxley bypass	✓	✓				✓										
	o East Coast Main Line (ECML) bridge	✓	✓				✓										
	A605 Stanground bypass (developer scheme part dualling)						✓										
	Junction 17 (A1(M)/A1139 Fletton Parkway/A605) improvements	✓					✓										
	A1139 Fletton Parkway junction improvements Junction 1	✓					✓										
A15 Paston Parkway/A47 Soke Parkway Junction 20 stage 2 improvements	✓					✓											
A1139 Fletton Parkway stage 1 improvements Junction 3a	✓					✓											
Smarter Choices (funded or planning obligation)	<b>Travelchoice post 2011 including:</b>																
	o Travel plans (school, business, residential and village/rural)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	o Travelchoice Centres (district centres)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	o Social marketing/research		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	o New Technology – advances in technology and best practice		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	o Travelchoice website		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	

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Walk/Cycle	Strategic Walking Network expansion and consolidation																
	Cycle hub																
	Park and Ride – cycle																
	Bourges Boulevard pedestrian crossings (inc. DDA link between bus and railway station)																
	Quiet Lanes in rural areas																
	Footpaths and cycleways between rural villages																
	Expansion of pedestrianisation																
	PCN expansion and consolidation																
	London Road river bridge phase 3																
	South Bank railway and river footbridges																
Pedestrian and cycle bridge in vicinity of Crescent Bridge																	

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Public Transport (future bus)	<b>Travel information and interchange</b>													

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Public Transport (future bus)	<b>Bus priority</b>															
	Glinton Northborough bus gate															
	Bus priority measures															
	<b>Other forms of public transport</b>															
	Water based Park and Ride															
	Water Bus															
	Cable cars															
	<b>Demand and traffic management systems</b>															
	Car park strategy															
	Potential for High Occupancy Vehicle (HoV) Lanes (inc. Longthorpe Parkway)															
	Potential for No Car Lanes															
	Potential for Green Lanes (no cars except low emission)															
	Active Traffic Management (ATM)															
	Variable Message Signs (VMS)															
	Park and Share (encourage drivers to share lifts before driving into Peterborough)															
	Electric car charging points															
	Car park demand management															
	<b>City centre improvements</b>															
	Crescent Bridge/Bourges Boulevard improvements															
	Rivergate Gyrotory improvements															

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	City centre improvements		✓				✓									
	East Embankment – Boongate dualling			✓			✓						✓			
	East Embankment – Fengate capacity improvements			✓			✓						✓			
	East Embankment – slip road (south facing junction)			✓			✓						✓			
	<b>Parkway highway improvements</b>															
	A1139 Fletton Parkway Junction 17 (A1(M)) to Junction 1 widening			✓												
	A1139 Fletton Parkway Junction 1 to 2 widening			✓												
	A1139 Fletton Parkway junction improvements Junction 2			✓												
	A1139 Fletton Parkway junction improvements Junction 3			✓												
	A1139 Fletton Parkway junction improvements Junction 3 to 3a			✓												
	A1139 Fletton Parkway junction improvements Junction 3a			✓												
	Nene Parkway junction stage 2 improvements Junction 15			✓												
	A47/A15 Lincoln Road Junction 18 improvements			✓												
	A47/A15 Paston Parkway Junction 20 improvements (above A1073 scheme)			✓												
	A15 junction improvements Junction 21			✓												
	Dualling of Paston Parkway between Junction 22 and Glington roundabout (Junction 23)			✓												✓
	A15 junction improvements to Junction 23 inc public transport priority			✓												✓
	Nene Parkway widening – Junction 32 to 33 (with 50mph speed limit)			✓												✓
	Nene Parkway junction improvements Junction 33			✓												✓



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Highway	<b>Other highway improvements</b>																	
	A605 Stanground bypass dualling – eastern end		✓							✓								
	Junction 68 Stanground Fire Station improvements with public transport priority			✓														
	<b>Trunk road improvements</b>																	
	A47 dualling between A1 and Sutton				✓								✓					
	A1 Wittering junction improvement		✓										✓					
	<b>Development accesses</b>																	
	Norwood access			✓							✓							
	A1073 dualling Norwood to A47		✓								✓							
	Eastern Industries access			✓							✓							
Freight	Parnwell Way dualling (as part of Eastern Industries) between Junction 8 and Junction 70		✓							✓								
	Freight logistics – Quality Partnership		✓	✓						✓					✓			✓
	Hybrid or rail trans shipment		✓							✓								✓
	Consider wider use of river for transport		✓							✓					✓			
	Heavy Goods Vehicle (HGV) Only Lane		✓							✓					✓			
			✓							✓								

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