

Local Transport Plan 3



Improving transport for everyone who lives, works or travels in Peterborough is a priority for Peterborough City Council. To enable the city council to provide the best possible transport service in and around the city, a Local Transport Plan (LTP) is produced every five years which sets out how the authority will tackle existing and future transport issues.

The third LTP (LTP3) supports Peterborough's Core Strategy and City Centre Area Action Plan (CCAAP) and sets out how the city's transport system will support the future growth and the development of Peterborough.

The LTP3 sets out what the city council aims to achieve and how to meet those objectives.

The remaining sections of this document outline the following:

- **This Section: Introduction to LTP3**
- **Section 9: Transport Policy and Strategy**
- **Section 10: Major and Minor Schemes**
- **Section 11: Cross Boundary Issues**
- **Section 12: Consultation Summary**
- **Section 13: Monitoring**
- **Section 14: Financing**
- **Section 15: Dependencies**
- **Section 16: Key Risks**

The relationship between LTTS and LTP3

The first part of this document has established the Long Term Transport Strategy (LTTS) for Peterborough. The document has set out the specific visions for each of the key areas of transport in Section 4 and has identified and assessed the options for transport intervention and evaluated assessments identified in Section 6.

The LTTS has been broken down into four distinct time frames:

- **Short term 2011 to 2016**
- **Medium term 2017 to 2021**
- **Long term 2021 to 2026**
- **Beyond 2026**

The LTP3 builds upon transport interventions identified as required in the short term time scale of the LTTS.

The LTTS has been set as a result of the growth aspiration set out in the Core Strategy. The Core Strategy sets out the expected pace and pattern of the growth up to 2026. Nationally the current economic climate has resulted in slower growth generally but in some sectors and areas growth is happening faster. Consequently the LTTS and the LTP3 have been formulated to accommodate variable growth in a sustainable manner. Some of the transport interventions identified for the medium/long term may be brought forward during the life of this LTP3 and some maybe put back to a later date or be reconsidered as the pace and pattern of growth in Peterborough becomes apparent. Such uncertainty means that the city council cannot guarantee that all the objectives and transport interventions within the LTP3 will be delivered by 2016, or that other interventions will not be considered.

Table 7 shows the transport interventions that have been identified to be taken forward from the LTTS and have been expanded in this section for the five year time period of the LTP3. These interventions have been highlighted in yellow. The LTP3 policy table, strategy tables and the Major Scheme Section have all been developed from the high level interventions identified in the LTTS.

Table 7: Short term interventions from the LTTS carried forward in LTP3

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	LTP2 (up to 2011) including:														
	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

Type	Scheme	Time Scale					Funding Source											
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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	✓					✓											
	Travelchoice post 2011 including:																	
Smarter Choices (funded or planning obligation)	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		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Travel information and interchange														
Public Transport (future bus)	New city centre bus station		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Travelchoice Centre (central bus/rail information centre)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Integrated transport hub (rail/bus/cycle)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	

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Public Transport (future bus)	Future bus																	
	Rapid transit																	
	Extended PPTC, infrastructure and services																	
	Innovative ticketing measures, including smartcard																	
	Minimum 10min frequency and additional core network																	
	Other bus service enhancements																	
	Electric city centre bus																	
	Improve rural bus service – demand responsive service																	
	Improve orbital bus network																	
	Improve cross boundary bus service																	
	Extend timetable of bus services at evenings and weekends																	
	Park and Ride																	
	Park and Ride – southern																	
	Park and Ride – northern																	
	Park and Ride – eastern																	
	Bus priority																	
	Bus priority measures																	

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Public Transport (future bus)	Other forms of public transport													
	Water based Park and Ride		✓							✓				
	Water Bus		✓							✓				
	Cable cars		✓	✓	✓					✓		✓		
Highway	Demand and traffic management systems													
	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		✓	✓	✓					✓				
City centre improvements														
Crescent Bridge/Bourges Boulevard improvements		✓												

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Highway	Rivergate Gyrotory improvements		✓				✓										
	City centre improvements		✓				✓										
	East Embankment – Boongate dualling			✓			✓								✓		
	East Embankment – Fengate capacity improvements			✓			✓								✓		
	East Embankment – slip road (south facing junction)			✓			✓								✓		
	Parkway highway improvements																
	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	Other highway improvements														
	A605 Stanground bypass dualling – eastern end		✓							✓					
	Junction 68 Stanground Fire Station improvements with public transport priority			✓											
	Trunk road improvements														
	A47 dualling between A1 and Sutton				✓								✓		
Highway	Development accesses														
	Norwood access									✓					
	A1073 dualling Norwood to A47		✓							✓					
	Eastern Industries access									✓					
	Parnwell Way dualling (as part of Eastern Industries) between Junction 8 and Junction 70		✓							✓					
Freight	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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Transport user hierarchy

The Peterborough transport user hierarchy was developed for the first LTP (LTP1) and supported by key stakeholders and elected members. It was a key theme of the second LTP (LTP2) and remains so in LTP3. The hierarchy has been updated for LTP3 by including a higher priority for electric and other low emission vehicles.

Table 8: The transport user hierarchy

In all matters of land use and transportation planning, consideration will be given where practical to the needs of user groups in the following priority order:

- Pedestrians and those with mobility difficulties
- Cyclists
- Public transport including coaches and taxis/ private hire vehicles (PHV) (higher priority for electric and low emission vehicles)
- Motorcycles (higher priority for electric and low emission vehicles)
- Rail freight
- Commercial and business users including road haulage (higher priority for electric and low emission vehicles)
- Car borne shoppers and visitors (higher priority for electric and low emission vehicles)
- Car borne commuters (higher priority for electric and low emission vehicles)

Integrating land use and transport

Land use planning is an essential component that needs to be integrated with the transport strategy. Land use and transport planning must be clearly linked so as to minimise the need for travel and address barriers to accessibility. New developments will be encouraged to be designed within the ethos of Delivering a Sustainable Transport System (DaSTS) so as to support economic growth within a low carbon world and recognise the physical location of services and facilities is fundamental to their level of accessibility.

Opportunities should be taken to design developments in a holistic way to co-ordinate common infrastructure, to pool funding resources and to integrate new developments with existing built-up areas. Developments must be designed to maximise the opportunity to travel by foot and cycle, by locating housing developments within easy reach of schools, doctors, libraries and shops and ensuring no psychological and physical barriers to travel are present.

Developments should also be designed to maximise the opportunities to travel by bus, by ensuring that all parts of a development are served by a high-frequency bus service.

Integrating all modes of travel

Priority will be given to integrating the different modes of travel, between walking, cycling, buses, rail, and the car to allow transfers between different types of transport. It is intended that by 2026 there will be a network of Park and Ride sites around Peterborough that will allow transfer between all modes of transport.

Integration between walking, cycling, bus, rail and cars will need to be improved. Walking improvements are important to the success of all other types of travel as walking forms a component of every trip. Together, these improvements will allow the would-be traveller to choose the most appropriate form of transport for each stage of a journey.

Asset management

The asset management of the transport and highway systems is set out in the city council's Transport Asset Management Plan (TAMP). A summary of this document can be found in Annex 2 of this document which includes information on:

- Transport Asset Management Plan (TAMP)
- Highway Asset Management Plan (HAMP)

Rights of Way Improvement Plan

The Rights of Way Improvement Plan (ROWIP) outlined in LTP2 is active until 2016 and therefore has not been revised as part of LTP3. A summary of the ROWIP can be found in Annex 3 of this document.

"Land use planning is an essential component that needs to be integrated with the transport strategy"

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 for Peterborough will also help the LTP3 to meet the DaSTS goals while meeting Peterborough's growth and Environment Capital agenda.

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

- The Core (a subsection of the city centre, see Figure 11)
- The City Centre (the rest of the Central Business District including Rivergate, the station and embankment, see Figure 11)
- 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

Figure 10: Peterborough spatial strategy diagram

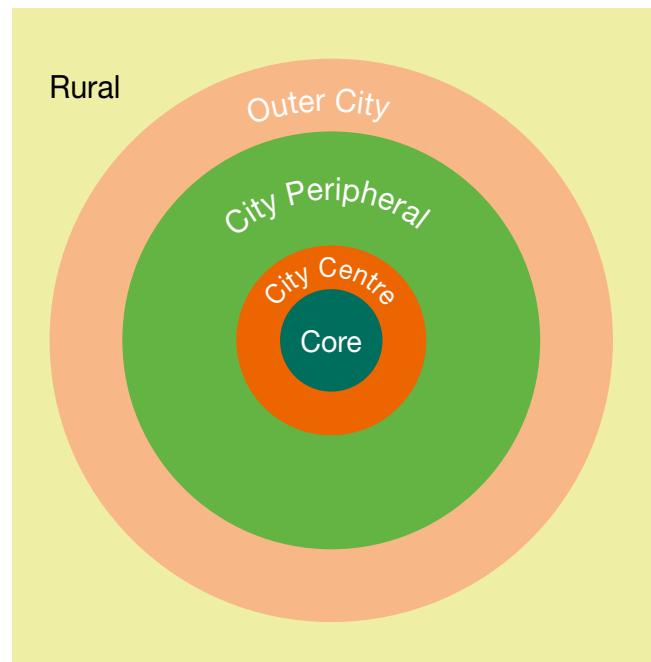


Figure 11: City core and city centre boundaries (large scale)

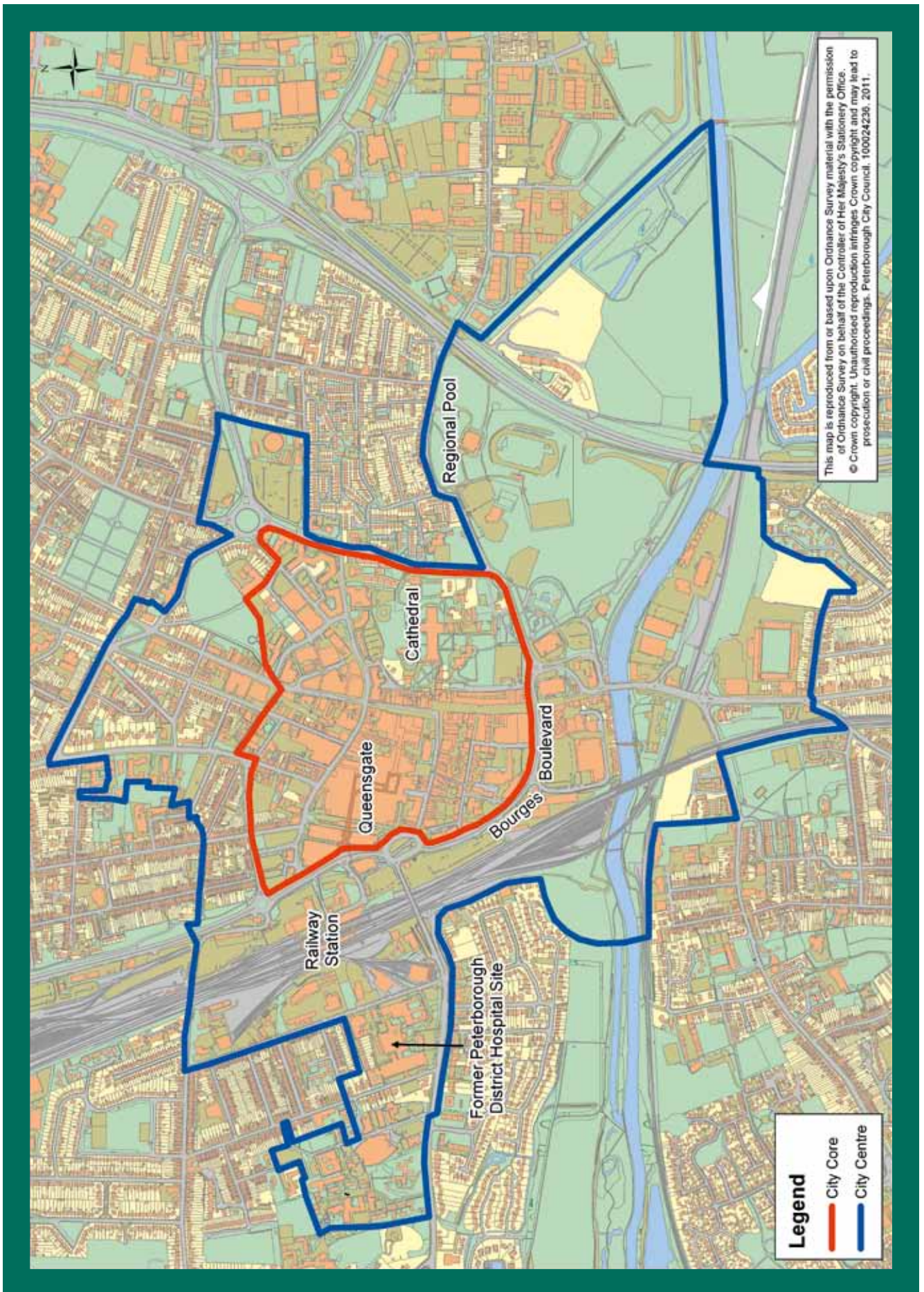
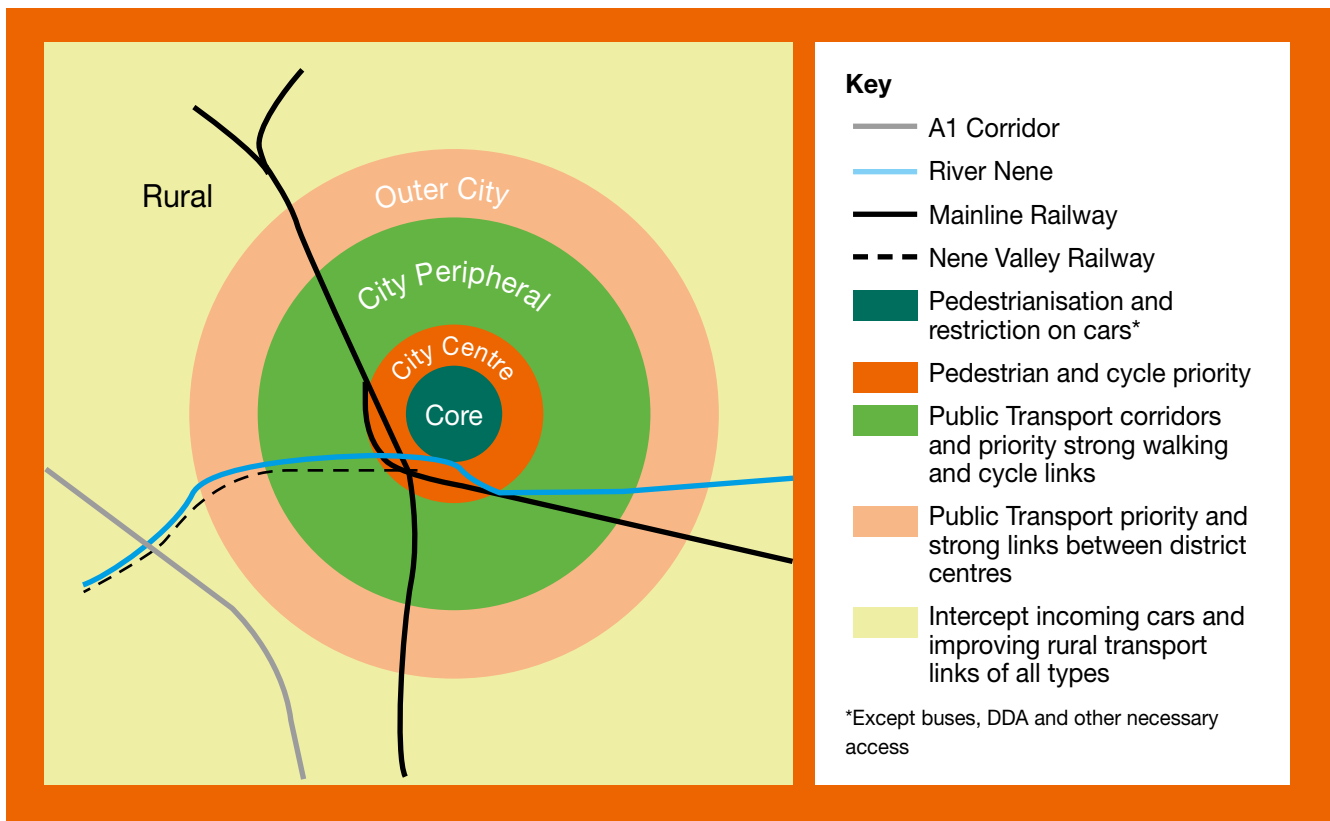


Figure 12: Mode priority for each area identified in the spatial plan



The boundaries of the city centre core and the city centre are outlined in the Figure 11.

The purpose of this spatial strategy is to focus on the different characteristics and needs of the areas. The improvements that are to be made in each area are set out in the transport policy section. The transport interventions that will be considered to meet those objectives are set out in the strategy tables.

An authority wide section has been identified in the policy and strategy tables. This section contains the policies and transport interventions that will be considered for implementation throughout Peterborough.

Mode priorities

The city council has identified mode priorities for each of the spatial areas it would like to bring forward in the LTP3. The mode priorities are shown in Figure 12 and Table 9.

The mode priorities for each of the areas are also reflected in the improvements set out later in this document within Table 10 transport policy.

A simple explanation of the mode priorities are given in the table below:

In both city centre core and city centre blue badge holders access will be maintained.

Table 9: Mode priorities

City Centre Core	Reduction of cars and car parking in the core area with a strong emphasis on pedestrians and cycles, but also promoting and accommodating public transport
City Centre	Reduction of car use in the city centre would be supported by parking policy generally and by Park and Ride and mini Park and Ride sites in particular
City Periphery	The city periphery would encourage walking and cycling with improved facilities and develop strong public transport corridors to enhance these modes
Outer City	Public transport link strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to intercept cars headed for the city centre and core areas to reduce traffic on the parkway and primary highways, and in residential areas
Rural	Public transport link strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to intercept cars headed for the city centre and core areas to reduce traffic on the parkway and primary highways, and in residential areas