

The image features an abstract geometric design. In the top-left corner, there are several overlapping triangular and quadrilateral shapes in various shades of teal and light green. The rest of the top half of the image is white. In the bottom-left corner, there is a large, dark teal shape that resembles a stylized arrow pointing to the left. The word "PETERBOROUGH" is written in white, bold, uppercase letters across the middle of this teal shape.

PETERBOROUGH

Background

Peterborough is a rapidly growing city, with a population of over 200,000 people. Traditionally a 'railway town', centred upon its location as a major rail junction on the East Coast Main Line between London and the North of England, it has grown significantly after its designation as a 'new town' in the 1960s. Surrounded by a predominately rural district with few major service and employment centres, Peterborough includes a large historic town centre with an extensive shopping offer, a major hospital, numerous key employment sites and the site of Anglia Ruskin University, Peterborough which opened in September 2022.

Peterborough's patterns of growth are reflected in its geography, and its transport network. Peterborough's town centre and 'inner city', including the historic Cathedral and numerous Victorian terrace streets, are surrounded by lower-density development from later years linked by a radial 'Parkway' network of high-capacity dual carriageway roads. This network supports efficient movements between and within the city, resulting in significantly less congestion than elsewhere in Cambridgeshire, helping to support significant growth around the city.

Transport is a key strength for Peterborough, with the A1 (M), A47, A15 and A16 providing strategic connections to other towns and cities. These routes, along with the city's Parkway Network provide a key connection to the strategic road network and play an important economic role for the logistics businesses across Peterborough and the many agricultural and food businesses located across Fenland and South Lincolnshire.

Growth

Peterborough has been one of the fastest-growing cities in the country over the past decade, experiencing population growth of 15% between 2007 and 2017. The fastest-growing district across the region. Recent growth has been focused at Hampton to the south of the city, a major urban extension is on reclaimed brickfields, and at Stanground in the east, together with increased development in the city centre. Several vacant and underused sites close to the city centre also offer the opportunity for continued investment and regeneration.

Peterborough's Local Plan, adopted in July 2019 outlines the vision for the city to become a destination of choice, with a walkable, liveable centre; a strong, resilient economy; and attractive, well-designed neighbourhoods, surrounded by a network of characterful villages.

The Local Plan sets out proposals to deliver 19,440 additional homes from 2016 to 2036, with growth focused within the city and within a collection of seven 'urban extensions' at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground.

In addition, proposed housing growth in the surrounding districts of South Lincolnshire and North Northamptonshire has the potential to increase commuting trips to the city on key corridors including the A15, A16 and A605.

Challenges and Opportunities

To date Peterborough's transport network has served the city well, however, recent and planned housing and employment growth has resulted in capacity issues emerging on the road network. As congestion and delay increases on the Parkway Network, and queues form at key junctions, the potential for delivering new homes and jobs in the area is becoming increasingly constrained.

The city centre is also entering a new and exciting phase in its development, a phase that will deliver significant levels of growth. The vision and ambitions are outlined in the City Centre

Development Framework, which details seven 'opportunity areas' across the city centre that will be the focus for redevelopment. The extensive redevelopment of the Embankment Area and Peterborough Station Quarter are both identified as opportunity areas. To complement the City Centre development aspirations, a City Centre Transport Vision will help guide future planning policy and provide an ambitious vision that will ensure consistency to future development and growth within the city centre.

Peterborough is viewed by government as one of the 'left behind' towns that has failed fully to benefit from the growth of a knowledge economy in the UK. In the context of the Levelling Up Agenda, Peterborough is categorised by the Government as a 'Priority One' area. The allocation of 'Priority One' specifies that the Government deems Peterborough as a region in most need of investment through Levelling Up funding. Peterborough has submitted a Round 2 Levelling Up Fund bid for the redevelopment of Peterborough Station.

In July 2019, Peterborough City Council declared a climate emergency. Peterborough City Council have committed to make the council's activities net-zero carbon by 2030, and to also support Peterborough become a net-zero carbon city. Transport and Travel forms a key part of this ambition, including encouraging the use of active travel modes, public transport and electric vehicles. Increasing the number of people travelling sustainably in Peterborough will significantly reduce the city's carbon emissions, along with bringing several other vital benefits including improving physical and mental health, improving air quality, reducing travel costs and stimulating the economy and providing jobs to the local area.

Peterborough has a large network of segregated cycle and pedestrian routes and significant improvements to the public realm in and around the city centre and the railway station are expected to be delivered as part of city centre redevelopment. However, some major roads and junctions lack adequate provision for all non-motorised users, while in places the Parkway Network causes severance between communities that deters active travel between them. The development of the LCWIP for Peterborough has identified cycling routes across Peterborough where investment will give the greatest propensity to cycle. In addition, continued investment and maintenance of the network, particularly integration of walking and cycling routes into new developments, is needed to ensure walking and cycling is an attractive option for people of all ages and abilities to travel around Peterborough.

Progress To Date

Highway improvements have been delivered to support new development, including at the A47 Junction 20 that has been upgraded to a fully signalised roundabout to help to unlock the delivery of up to 2,500 new homes. Other major schemes that have recently been completed:

- Junction 18. The project increased capacity of the junction and refurbished the footbridge over the A47/A15 roundabout & junction.
- A605 Stanground. The project improved the junction of the A605 Whittlesey Road with the B1095 Milk and Water Drove by creating an additional eastbound lane on the A605 for right turning traffic.
- A605 Alwalton. An additional eastbound lane was created on the A605 from the Alwalton junction to Lynch Wood to alleviate significant congestion. A number of walking and cycling improvements were also delivered as part of this scheme.

Over recent years there has been significant focus on promoting sustainable travel across the city. The council has collaborated with Sustrans to deliver thirteen School Streets Initiatives that encourage schools to close the street outside of the school gates during drop off and pick up times. The School Streets project has realised a significant reduction in congestion close

to the school sites and increased numbers of parents, pupils and staff travelling in sustainable and active modes. Further School Streets schemes are planned in the future to ensure that active travel is the first choice for all school journeys in Peterborough.

The city has been enthusiastic to embrace the potential that new technologies may bring to the city. The city has 16 electric vehicle chargers across the city centre. Four of these are rapid electric vehicle chargers for the local taxi trade, of which £90,000 was awarded by DfT supported with an additional £22,500 local contribution. It is planned to continue the roll out of electric vehicle chargers across the city centre and also future deployment in residential areas.

Peterborough has a total of 40 dockless e-bikes which can be hired by residents and visitors throughout the city. This initiative has been successful and has replaced over 3,500 short car journeys, with more than 30,000km cycled since its introduction in xxxx

Our Approach

Investment in highway improvements, particularly on the Parkway Network, will continue to support growth where required. However active travel improvements will also form part of any improvement scheme to encourage trips on foot and by bicycle. In addition, active travel infrastructure will be delivered within new developments, providing links to existing infrastructure, which alongside public transport, will be key to making urban extensions sustainable and not reliant on the private car.

The City Centre Transport Vision will enable Peterborough to transform its growing centre in to a vibrant and attractive space that residents can be proud of whilst providing economic benefit to the city. The vision embraces emerging technologies and a shift in travel behaviour. This includes the delivery of multi-functional transport hubs on the periphery of the City Centre to replace the vast majority of City Centre car parking (private and public), and to serve as transition points for goods and deliveries destined for the City Centre.

The pace of the city centre development is already rapid, Fletton Quays is near completion, and the Embankment Area (including ARU Peterborough), Northminster and the Station Quarter are all progressing. The City Centre Transport Vision provides a significant opportunity to plan the city centre of the future and ensure a coherent growth strategy across the city centre rather than planning transport infrastructure on a development-by-development basis.

Changes in the City Centre would be closely supported by the City Council's Smart Cities Transport Strategy, and users will be able to access real time data for a range of services, including parking availability, public transport schedules and retail stock availability, helping them to make informed and efficient journeys.

Peterborough's public transport network must offer accessibility for all. Central to this is our plan for the bus network delivered through the Bus Reform work and the Bus Service Improvement Plan that will provide improvements to levels of service and operating hours. This will help ensure that the bus network provides a seamless, integrated, and high-quality service, allowing people to travel not only across Peterborough quickly and easily without a private car but also providing connections to neighbouring towns and districts. Bus services will be integrated into new developments at the outset, with the aim of ensuring high-frequency services directly serve new developments as the first new residents move in. We will continue to explore the potential to modernise Queensgate Bus Interchange to present a better gateway to Peterborough and the bus network, while improving linkages to the railway station. The river Nene also may also provide opportunities as a transport corridor and ways to improve connectivity.

The current Stagecoach bus depot is too small to facilitate electric buses, with no room for expansion. We will continue to work with partners to find a new depot location that can accommodate all the necessary charging infrastructure so that electric buses can be introduced in Peterborough in the future.

Although Peterborough is well- served by the rail network, with frequent, direct services to London, Cambridge, and Norwich, together with the West Midlands and North of England, there are a number of improvement opportunities, including faster services to London, Cambridge and Stansted Airport, more frequent services on rural routes to Cambridgeshire, Suffolk and Norfolk. In addition, opportunities to provide additional stations serving Peterborough will be considered.

Complementing this investment is the continued development of Peterborough's walking and cycling network. Continued improvements to the segregated infrastructure, and an upgrading of the cycle network to LTN1/20 standards, will help to make walking and cycling an attractive choice for short journeys. More journeys on foot and by bike will help allow residents to live active, healthy lives, together with improving air quality and reducing congestion when people switch from the private car.

Strategic Projects

Highway Improvements: Accessibility and Safety

We will work with National Highways to promote improvements to the A1 at Wittering. The improvements should address the safety concerns within the area and also provide improved access to Wittering from the strategic road network.

Rail Improvements

We will lobby and liaise with Network Rail and other partners to seek the reinstatement of four tracking from Huntingdon to Peterborough along East Coast Main Line to provide additional capacity for those wishing to access the city and beyond.

Local Projects

City Centre

We will continue to deliver improvements to the transport network to support the growth planned for the city centre and help to make it an attractive destination for shoppers, businesses, and visitors.

The emerging *City Centre Transport Vision* is a twenty-year strategy to transform the transport infrastructure within the city centre and support the sustainable growth agenda. The strategy will build upon the vision and identify how this can be delivered. The strategy will incorporate innovative new technologies to ensure that everyone has access to a thriving city centre.

Peterborough railway station is an important rail interchange on the London to Edinburgh East Coast Main line with an annual throughput of five million passengers. The station has been refurbished within the past 10 years, but its facilities are inadequate to cope with current passenger volumes and projected future growth which was forecast at 3% per annum over the next decade. Further connectivity to the railway station is proposed through a new access route associated with future development of land to the west of the station. Walking and cycling improvements will be developed as part of these plans, including the option of a segregated cycle lane along Thorpe Road to serve the new western entrance of the rail station.

Another important regeneration area is the redevelopment of North Westgate, an area of the city centre that has been underutilised for decades and will provide additional opportunities for walking, cycling and public transport in this part of the city centre.

Better serving the future site of Peterborough University (opening in 2022), to the south of Bishops' Road, together with the wider Embankment Area is imperative. The University Access Strategic Outline Business Case and further development work provides transport options for enabling and managing the growth in the area and identifies a package of measures to create and enhance walking/cycling links to the University and improve highway access to the Parkway network.

Active Travel

Peterborough has approximately 450km of both on and off-road cycle routes, including eleven named and numbered routes providing a quick, safe and easy way to get around. Linking to these routes is the 'Green Wheel' (a 45-mile-long cycle route circling the City and linking to rural fens and countryside villages). We will continue to work hard to seek improvements to the whole cycle network and to ensure that new developments successfully address the needs of cyclists.

Peterborough's Local Cycling and Walking Infrastructure Plan (LCWIP) will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure. The LCWIP is undergoing development and will continue to do so as Peterborough grows. Peterborough has identified sixteen key corridors that offer the greatest potential to increase numbers of people walking and cycling and offers the opportunity to expand the network to rural areas and connect outlying villages to the urban area.

The Thorpe Wood cycleway will be one of the first fully LTN 1/20 compliant pieces of infrastructure within the City and will be delivered in two phases. The scheme will increase the accessibility of the Thorpe Wood Business Park and create a more attractive route into Ferry Meadows Country Park, which is a popular destination in the area. The Council's commitment to install LTN 1/20 infrastructure in line with *Gear Change* supports plans to improve sustainable travel infrastructure across the City.

The Oundle Road cycleway between The Village and Ham Lane is currently in the design phase and will be brought forward to form part of the wider Oundle Road route improvements identified through the LCWIP.

To further support the redevelopment of Fletton Quays and the Embankment Area (including ARU Peterborough), funding has been secured for the Fletton Quays footbridge. The provision of a new footbridge across the River Nene will provide direct connectivity between two major redevelopment sites, maximising the full potential of each site, and removing the severance caused by the River Nene. The footbridge will also support existing residential communities by reducing commuting distances and providing new sustainable walking and cycling routes into the City Centre.

In addition, we will complete the public realm improvements including new paving, lighting, and street furniture, within the areas of Midgate, Broadway, Northminster and Westgate of Peterborough City Centre.

Parkway Network

Peterborough's Parkway network provides for efficient movement within and around the city and includes two of only three bridges across the River Nene. However, certain sections, including the key junctions, suffer from significant congestion and delay, particularly during the

morning and evening peak. There is a need for further investment to support growth and to encourage traffic away from the inner city and urban areas. This will provide a safer environment for walking and cycling for short local journeys in the future.

The A1139 Fletton Parkway runs from the A1 (M) to the west of Peterborough to the A47 to the east. It is a primary route and provides a link between the A14 (via the A605) and the A1 to the A47 and A16. It also serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route

Further work is needed to identify and examine a range of options that will ease congestion and improve safety between Junction 3 and Junction 3a, including delivery of the ECML bridge, widening J3 to J3a and a package of sustainable transport improvements and smart cities interventions.

Junction 21 of the A15 Paston Parkway is currently operating close to capacity. With the anticipated future growth in the area, and the potential increase in traffic if the route is dualled between Glinton roundabout and Junction 22 there is a need to assess what improvements are required. These improvements would allow for the junction to operate efficiently and facilitate the potential increase in traffic, thereby ensuring that journey times are not adversely impacted. These improvements to this corridor will aim to address the concerns for all transport users including the promotion of active travel modes.

A Strategic Outline Business Case has been produced for A605 – Junction 68. Currently this is an at-grade roundabout positioned in the south-east of Peterborough's urban area. The junction serves as a gateway into the City Centre and onto the City's Parkway System (via Junction 4) from Stanground and the Market Town of Whittlesey to the east. A preferred scheme has been identified that will add capacity to the highway network, address existing problems of peak hour congestion, and help to facilitate growth aspirations for the City. We will continue to work with partners to progress this scheme in a timely manner.

Peterborough's *Smart Cities Strategy* has set out the framework for the use of real time data to maximise the efficiency of the transport network and reduce Peterborough's dependency on conventional highway improvement works. The next phase of the project will finalise the strategy and begin planning and implementing smart cities interventions.

Map of Major Schemes (to be inserted)