

OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

Each strategy is set out below, and includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

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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 the future Anglia Ruskin University, Peterborough set to open in 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.

Recent Developments

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 in Hampton to the south, where a major urban extension is underway 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 has developed a new Local Plan, which was adopted in July 2019. It 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. It also establishes proposals for a new independent, campus-based university with 12,500 undergraduate students that is located off Bishops Road to the south-east of the city centre and due to open in 2022.

Transport Challenges

While Peterborough benefits from a comprehensive bus network, some routes operate at comparatively low frequencies for an urban environment (every 20 minutes or less frequently) and hence do not provide a 'turn-up-and-go' level of service that acts as a genuine alternative to the private car. Recent reductions in financial support for the network have resulted in decline to a small number of evening and weekend services. There is not a comprehensive on-demand community transport service for those not directly served by the bus network.

New urban extensions to Peterborough, such as at Hampton, must therefore fully and seamlessly integrate into the city's public transport network as they are built out. This enables new residents to be able to travel sustainably as soon as they move in, rather than waiting several years for sustainable

transport options to become available. For example, a new bridge and link road between the A605 and London Road/The Serpentine roundabout needs to be built within the Hampton area to accommodate sustainable modes and facilitate improved access to this area of the city. In addition, improvements should be delivered to the A15 (Clayburn) to support the growth of Hampton and Cygnet Park alongside improve pedestrian and cycling infrastructure.

The Queensgate Bus Interchange requires extensive modernisation, and despite its proximity, can be disorientating to reach from the railway station due to severance caused by Bourges Boulevard. 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.

The 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.

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 soon. 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. Although much of the cycle network is segregated from traffic, it is not consistently designed to 'Dutch' (or comparable) standards, with cyclists often lacking priority at junctions, and security concerns caused by inadequate lighting or sightlines.

The development of the LCWIP for Peterborough has enabled the identification of where continued investment and maintenance of the network, particularly integrated 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

Over recent years there has been significant focus on promoting sustainable travel across the city. Local schools have been encouraged to participate in the national 'Big Pedal' competition and the council has collaborated with Sustrans to deliver eleven School Streets Initiatives that encourage schools to close the street outside of the school gates during drop off and pick up times. Projects have realised a significant reduction in congestion 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.

Highway improvements have been delivered to support new development, including at the A47 Junction 20 that has been converted 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 bridge 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.

The city has been enthusiastic to embrace the potential that new technologies may bring to the city. £90,000 of funding from the DfT has been awarded to install four rapid electric vehicle chargers for the local taxi trade, and through an additional £22,500 contribution from the public sector, all the chargers are expected to be operational in 2022. In addition, a number of public chargers have been installed with plans for a continued roll out including future deployment in residential areas.

Peterborough has in excess of 40 dockless e-bikes which can be hired by residents and visitors throughout the city. This initiative has been successful and has replaced 3,500 short car journeys, with more than 30,000km cycled. The e-bike scheme was temporarily paused but has recently restarted; however, we are looking to roll out this initiative to capture a wider population.

In July 2019, Peterborough City Council declared a climate emergency. It was recognised that the impacts of the climate breaking down have started to cause serious damage to the local, national, and international environment; with urgent action required to address this. The City Council is committed to make its activities net-zero carbon by 2030, and to make Peterborough become a net-zero carbon city by 2030.

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 reducing fuel poverty, improving physical and mental health, improving air quality, stimulating our economy, and providing jobs to the local area.

Our Approach

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 our work to improve the 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 across Peterborough quickly and easily without a private car. 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.

We will continue to work with partners to find a new bus depot location that can accommodate all the necessary charging infrastructure so that we can introduce electric buses in the future.

Complementing this investment is the continued development of Peterborough's walking and cycling network. New junctions and highway infrastructure will be integrated into the walking and cycling network (identified through the development of the Local Cycling and Walking Infrastructure Plan and further studies), ensuring that roads in the city do not act as a barrier to movement. Continued improvements to the segregated infrastructure, and an upgrading of the cycle network to 'Dutch' 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 will 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 vision ultimately reshapes the city centre by reallocating existing parking and road space to other modes including public transport, cycling, and walking. 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.

Better serving the future site of Peterborough University (opening in 2022), to the south of Bishops' Road, together with the wider area is imperative. The University Access Strategic Outline Business Case and further development work study 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

To further support the University, funding has been secured for the Fletton Quays footbridge, a new walking and cycling bridge that will connect Fletton Quays to the Embankment and new University.

Local Cycling and Walking Infrastructure Plans (LCWIPs) will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure, including the Crescent Bridge Pedestrian and Cycle Bridge. Peterborough's LCWIP is undergoing development and will continue to do so as Peterborough grows. Peterborough has identified fifteen key corridors that offer the greatest potential to increase numbers of people walking and cycling.

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.

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 traffic developments successfully address the needs of cyclists. The developing LCWIP for Peterborough identifies key corridors that link with existing routes, Green Wheel routes, and offer the opportunities to expand the network to more rural areas and to connect villages.

Peterborough's *Smart Cities Strategy* laid 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.

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

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 of route including the key junctions, suffer from significant congestion. 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. Improvements at Junction 3 and 3a are necessary due to the significant congestion and delay at peak times.

In addition, further work is needed to identify improvements that will ease congestion and improve safety between Junction 3 and Junction 3a. There are a range of options that will be examined, including the ECML bridge, widening J3 to J3a and a package of sustainable transport improvements and *Smart Cities* interventions.

Paston Parkway Junction 21 Improvements

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 Ginton roundabout and Junction 22 there is a need to assess what improvements are needed. 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 sustainable 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 town of Whittlesey to the east. Junction 68 provides access to the A605 Whittlesey Road to the north, the B1092 Whittlesey Road to the east, the B1091 Peterborough Road to the south and the A605 and Junction 4 to the west. The preferred identified scheme will increase 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.

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Regionwide initiatives

-  Expansion of E-bikes
-  Active Travel Schemes
-  Bus Reform Task Force
-  First and last mile (including freight)
-  Buses Reform - Enhanced Partnership and franchising
-  EV Charging Schemes and Outcomes from APVS
-  Digital Connectivity
-  Heavy Commercial Strategy
-  ZEBRA - Zero Emission Buses
-  Demand Responsive Transport
-  Vision Zero
-  Smart Cities Strategy

