



PETERBOROUGH

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OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct approaches for the distinct 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 approach outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by ourselves 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.

This section 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.

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 (ARU 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 17% between 2011 and 2021. The fastest-growing district across the region. Recent growth has been focused at Hampton to the south of the city, a major urban extension 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 key 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 central government as a 'Priority One' area. The allocation of 'Priority One' specifies that government deems Peterborough as a region in most need of investment through Levelling Up funding. Peterborough was successful with its £50m Round 2 Levelling Up Fund bid for the redevelopment of Peterborough Station.

In July 2019, Peterborough City Council declared a climate emergency. The 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 form 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, stimulating the economy, and providing jobs to the local area.

At present, Peterborough generally has a good quality day-time bus service; however, frequencies are generally less than they pre Covid pandemic when some parts of the city had buses every ten minutes. The evening bus service is only hourly which makes it inconvenient for passengers and the perceived safety concerns at the Bus Station remain an ongoing issue to resolve.

Peterborough has a large network of segregated cycle and pedestrian routes; with significant improvements to the public realm in and around the city centre and the railway station 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 *Local Cycling and Walking Infrastructure Plan* (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 the upgrade of the A47 Junction 20 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 and 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; and
- 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 delivered fourteen 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. The city has 22 electric vehicle charging spaces 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 future deployment in residential areas.

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 into 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 provide car parking, and to serve as transition points for goods and deliveries.

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 the 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. Opportunities to deliver Park & Ride will be explored as well as using the River Nene as a possible transport to improve connectivity.

The current bus depot utilised by Stagecoach 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.

There remains a need to improve rail and bus links between Peterborough and surrounding areas. The rail services to Birmingham and Cambridge are currently overcrowded especially during peak periods. We will therefore continue to work with partners to examine how to increase service frequency and provide additional capacity. Similarly, on the Peterborough to Ipswich line, frequency improvements are needed as trains currently only run every two hours.

We will continue to work with Invest East Coast Rail to secure investment, improve the passenger experience, improve capacity and reliability, and shorten journey times on the East Coast Main Line. In addition, opportunities to provide additional stations serving Peterborough will be considered at Hampton, Marholm Road, Walton and Werrington.

Complementing this investment is the continued development of Peterborough's walking and cycling network including the Peterborough Green Wheel. Continued improvements to the segregated infrastructure to develop connectivity within, through and around the city; enhanced maintenance; and an upgrading of the cycle network to LTN 1/20 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.

It is recognised that Peterborough City Council are the Highways Authority for Peterborough and as such, measures documented within the overarching LTCP including schemes such as travel demand management measures, or 20-minute neighbourhoods, can only be implemented by them. It is also recognised that Peterborough City Council have the power of 'veto' on the implementation of any transport related scheme within Peterborough.



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. Active travel 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. The award of £50m in the Levelling Up 2 fund will kickstart this redevelopment of the Station Quarter with the provision of a new station building and a new western access point.

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 site of ARU Peterborough, 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 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 be reviewed and updated as the city grows and develops. 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. 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 River Nene Pedestrian Bridge. The provision of a new footbridge across the river Nene will provide direct connectivity between Fletton Quays and the Embankment, 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.

Case Study: Junction 15 Footbridge



roundabout) of the Nene Parkway.

New footbridge delivered across the A1260 Nene Parkway to improve accessibility for pedestrians and cyclists with a wider structure and ramps which are less steep. The structure has helped facilitate a new third northbound lane between Junction 33 (Longthorpe Parkway) and Junction 15 (Thorpe Wood

Case Study: Newark Road Active Travel Improvements

New footpath created alongside Newark Road, a key desire line in Eastern Industries for accessing employment, to encourage travel by active travel modes. Funding provided from CPCA as part of Eastern Industries Major Scheme.



Before



After

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 East Coast Main Line bridge, widening J3 to J3a and a package of sustainable transport improvements and smart cities interventions.

Norwood is a large urban extension to the northeast of Peterborough which will be accessed via the A16. The A16 approaching the junction with the A47 currently experiences congestion and delays at peak times. Improving the A16 and the A47/A16 Roundabout, alongside active travel improvements will reduce peak hour delays and support the delivery of housing and job growth.

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.

Peterborough is currently developing a new strategic highway model (PTM4) and a new Local Plan. Both could highlight transport schemes that are not listed in this section.

