



# Local Transport Plan 2 Progress Report July 2007

## Introduction

The second Peterborough Local Transport Plan was published in March 2006 and covers the period from 2006 to 2011. The document defines future strategy development proposals, local transport priorities and a programme of improvements for the Peterborough area.

This short report sets out progress made by the Council during 2006/07, the first year of the LTP 2, on implementing a wide range of schemes to deliver the LTP2 objectives. It further examines progress on the LTP2 targets and indicators.

## Key achievements and scheme delivery

In 2006/07, the full LTP funding allocation of £4,076,000 was spent on delivering an agreed programme of transport schemes in Peterborough. In addition to the LTP funding, a further £8,752,000 of capital funding was invested in transport schemes last year. This funding came from a wide range of sources including Peterborough City Council capital fund, Growth Area Funding, Community Infrastructure Funding and developer contributions.

The transport capital programme delivered by the Council represented a real commitment to creating a more fully integrated transport network for the city. A total of 157 schemes were delivered, comprising 122 integrated transport schemes and 32 maintenance schemes and additionally 2 schemes relating to major scheme development on the city's parkway network and 1 city centre access scheme.

A total of 98 schemes were delivered that promote the use of sustainable forms of transport (bus, cycle, walk and information) reinforcing the Council's commitment to integrate the *Travelchoice* project, the local branding for the Sustainable Travel Demonstration Town project, into the LTP process.

Twenty four safety and traffic management schemes were delivered, representing an investment of over £1m. This programme has contributed to the Council's achievement in meeting targets for reducing the number of people killed and seriously injured and the number of children killed and seriously injured and slight accidents.

Over £2m of LTP funding was invested in the city's bridge maintenance programme and nearly a quarter of a million pounds was invested in carriageway maintenance. In addition to the LTP funding, there was a further investment of £2,942,000 for bridge maintenance and £1,363,000 of capital and £401,000 of revenue for highways and other maintenance schemes.

A key scheme that was successfully implemented during the first year of the LTP2 is an initiative designed to make walking and cycling more popular travel options and to help people choose the most direct route to their destination. Solar powered LED lights have been installed as route-markers in two of Peterborough's cycleway and footpaths to encourage more people to walk and cycle without the anxiety of becoming lost. The routes were officially unveiled in a ribbon cutting ceremony on Thursday 21 June 2007 by Gillian Merron, Parliamentary Under-Secretary of State for Transport.

The Council's *Travelchoice* project continued its success in 2006/07. Stage 2 (Werrington) and 3 (Bretton) of the Individualised Travel Marketing project was completed with 11,756 households targeted with personalised travel information. Figures from the first three years of the *Travelchoice* project show an increase of 13% in public transport trips, a 21% increase in walking trips a 25% increase in cycling trips and a 13% decrease in car trips in the target areas.

The key achievements outlined in the table below describe the improvements made during 2006/07 across the five transport priority areas outlined in the LTP 2. These priority areas are:

- Tackling Congestion
- Delivering Accessibility
- Safer Roads
- Better Air Quality
- Maintaining the Highway Network

**Figure 1: Scheme Delivery LTP 2 2006/07**

Scheme	Outcome	Transport Shared Priority			
		Tackling Congestion	Delivering Accessibility	Safer Roads	Better Air Quality
Primary Public Transport Corridors (PPTC)	Upgrading one of the PPTC included the implementation of nine bus borders and eight bus shelters (with Spacemaster anti-vandal panels) along Shrewsbury Avenue and Oundle Road.	•	•		•
Transport Interchange Infrastructure and Information	Three new bus borders and bus shelters in residential areas of the city, all implemented with travel information. Fourteen display boards implemented at key sites.	•	•		•
Peterborough Cycle Network	£81k spent on maintenance, signing and thermoplastics on three routes across the city. Four route inspections were also undertaken.	•	•	•	•
Cycle Parking	Parking installed at key locations across the city centre including Central Park and the Museum.	•	•		•
Walking Infrastructure	Completion of two route branding schemes with solar powered stud lighting and two archway signs.  In addition, eighteen dropped kerbs were implemented at both urban and rural locations.	•	•		•
UTMC	A control room established.	•		•	•
Congestion Relief Schemes	Widening of Bishop's Road at its junction with Vineyard Road to increase right turn lane capacity together with the provision of a pedestrian crossings and central pedestrian refuge. In addition two studies at key junctions on the parkway were undertaken.	•	•	•	•
Speed Management	Vehicle activated signs implemented at Glinton, Marholm and Castor. Gateway features, improved lighting and 40mph speed limit implemented on Newborough Guntons Road. Speed surveys undertaken at a number of sites across the city.		•	•	
Local Safety Schemes	Improvements at Twelvetrees Avenue, South Street/ Whittlesey Road roundabout and Coneygree Road.	•	•	•	
Parking	Removal of planters on Morris Street, Saxon Road and Buckle Street to provide more residents parking.	•	•	•	
School Travel Plans and Safer Routes to School	In March 2007, 48 out of 78 schools had a school travel plan in place, 10 were introduced in 2006/07. Five schools benefited from safer journeys to school schemes.	•	•	•	•
Ravensthorpe Ward Accessibility Action Plan	Accessibility improvements included promotion of public transport, walking and cycling routes in the local area, implementation of three new bus shelters on a key part of the bus network for the local area.	•	•	•	•
Enhancing bus service provision	Purchase of a bus to provide a Community Link Health Shuttle which is being trialled on Tuesdays and Thursdays.	•	•		•
Rights of Way Improvement Plan	Replacement bridges were implemented at Northborough and Etton, and a stretch of the Green Wheel was resurfaced.	•	•	•	•

**Figure 2: Major Schemes and Studies**

Scheme Name	Background	What is being done	Cost	Funding Stream
A1073 Spalding to Eye Improvement	<ul style="list-style-type: none"> <li>Ongoing maintenance problems and a poor accident record</li> <li>Important route in supporting the local economy (particularly agricultural and food processing industries)</li> <li>Joint scheme with Lincolnshire County Council</li> </ul>	<ul style="list-style-type: none"> <li>Proposed scheme comprises a replacement for the existing route and by implementing current design and safety and environmental problems</li> <li>Planning permission granted and a public inquiry held in 2004 with a secretary of state decision published in August 2005 stating he was satisfied with the orders</li> <li>A spring 2008 commencement of works is subject to the final business case and funding submission being accepted by Government</li> </ul>	£80m	Regional Funding Allocation for the East Midlands and East of England.
A1139 Fletton Parkway Junctions 2-3 Widening	<ul style="list-style-type: none"> <li>A primary route forming part of the major network of dual carriageway roads in and around Peterborough</li> <li>Currently carries about 67,000 vehicles per day and is approaching effective capacity</li> <li>Will help unlock development potential to the south of Peterborough</li> </ul>	<ul style="list-style-type: none"> <li>Widened from two to three lanes in each direction using central reserve land and the existing hard shoulder</li> <li>Junction 3 will be signalised and widened from two to three lanes</li> <li>Additional lane will be introduced northbound on Nene Parkway between Junction 3 and junction 31 to accommodate increased exit flows</li> <li>Construction to start in July 2007, and completion is expected by March 2008</li> </ul>	£7.01m	Community Infrastructure Funding
A15 Paston Parkway Junctions 21-22 Dualling	<ul style="list-style-type: none"> <li>Constructed during the 1970s as part of the city's parkway network</li> <li>Currently carried in excess of 25,000 vehicles per day which results in extreme link congestion</li> </ul>	<ul style="list-style-type: none"> <li>Construction of an additional two lane carriageway</li> <li>Modification required at both junction 21 and 22</li> <li>Construction to start in August 2007 and is expected to be complete by March 2008</li> </ul>	£5.8m	Growth Area Funding
A15 Northern Gateway Multi-Modal Study	<ul style="list-style-type: none"> <li>This is the fastest growing corridor in Peterborough, with a 20% increase in vehicle trips between 2001 and 2006</li> <li>Route to the north of Peterborough becomes congested during peak hours, leading to rat-running and negative environmental impacts on nearby villages</li> </ul>	<ul style="list-style-type: none"> <li>A multi-modal study to review existing problems and issues along the route</li> <li>Examine a range of short-term and longer-term measures and policies to improve the current transport system and meet the demand expected from future development</li> <li>Preferred strategy for the route is expected in March 2008</li> </ul>	Forms part of the above scheme	Growth Area Funding
A15 London Road Access Scheme	<ul style="list-style-type: none"> <li>Only major route into the city centre from the south</li> <li>Traffic levels high with 34,000 vehicles travelling along the link each day</li> <li>Important high frequency core bus route</li> <li>Adjacent to the link is the South Bank Regeneration Area</li> </ul>	<p>Scheme will include:</p> <ul style="list-style-type: none"> <li>An additional lane for traffic turning left from Oundle Road towards the city centre</li> <li>A filter lane for traffic flowing from London Road to Oundle Road</li> <li>Traffic singles implemented at the London Road/Oundle Road junction and the London Road/East Station Road junction</li> <li>New footpath/cycleway from Fair meadows car park to the Town River Bridge</li> <li>Construction started in July 2007 and is expected to be completed by March 2008</li> </ul>	£6.24m	Growth Area Funding

### Indicator Summary

There has been a 7% increase in the number of people travelling by bus in the Peterborough area over the last year. 62% of these bus users are satisfied with the services being provided, an improvement of 19% from 2003/04. This high level of satisfaction and increase in the number of people using the services is due to the level of investment in bus infrastructure, publicity through the *Travelchoice* project and the continued improvement of the services to meet the needs of customers.

There has been a 10% increase over the last three years (53% in 2006/07) in the level of public transport users satisfied with the information available about services. This reflects the emphasis put on improving the information available to users and also using new technology to present information about services and journey planning. A wide variety of schemes to improve public transport information have been completed over the past year including the refurbishment of the Travel Centre at the bus station and the introduction of Real Time Passenger Information along the Citi 1 bus service.

During the last year, 72% of pupils did not travel to school by car and it is expected that measures to encourage travel by sustainable modes will enable this figure to remain static to minimise or reduce the use of car travel for the school run. Over 60% of schools in the Peterborough area have now adopted a school travel plan.

During 2006/07, there was a slight reduction (1.6%) in the peak traffic entering the city centre compared to 2005/06. This limited growth of motorised vehicles has been assisted by the implementation of schemes to encourage the use of more sustainable modes of travel including public transport, cycling and walking.

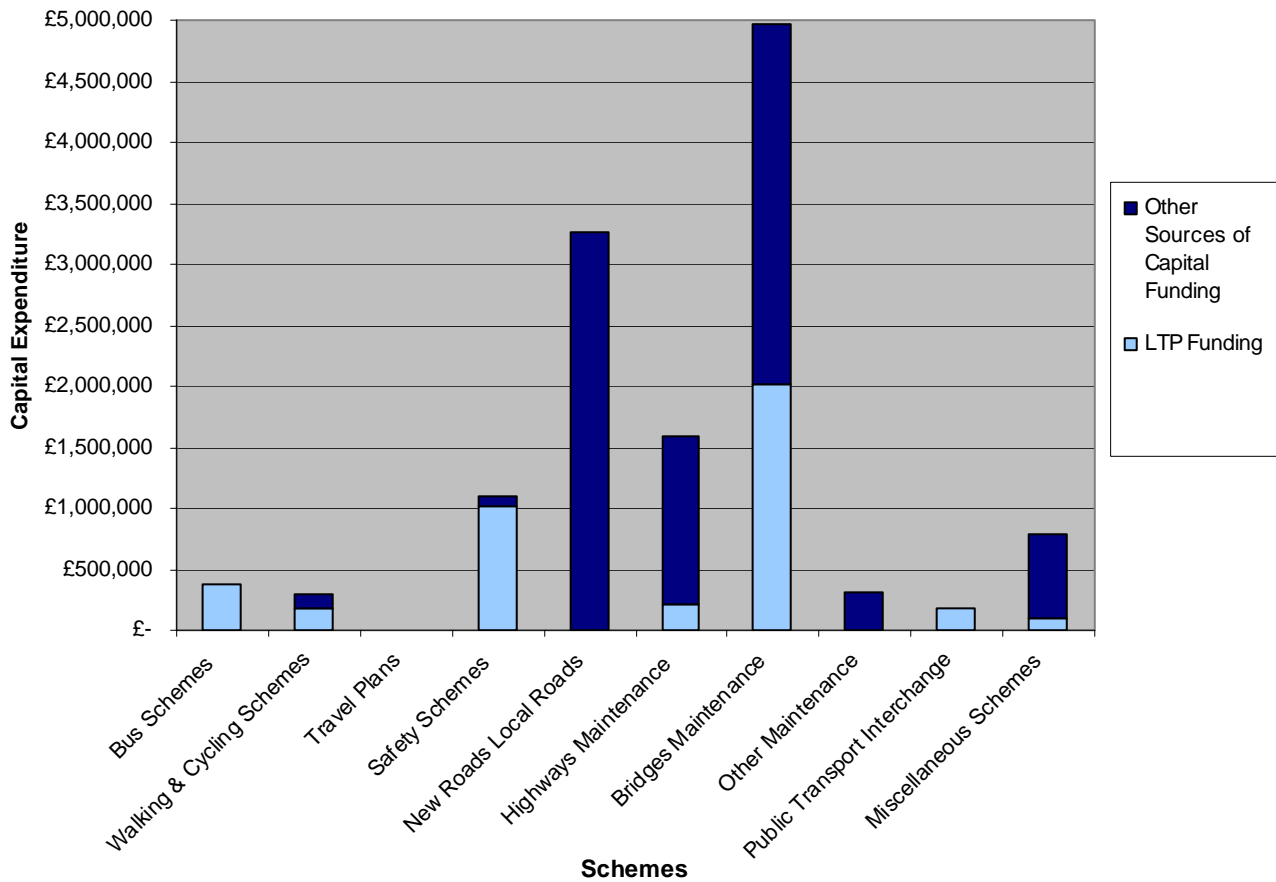
During 2006 Peterborough has seen a significant reduction in the number of adults and children either killed, seriously or slightly injured in road traffic accidents. The total number of people killed or seriously injured in 2006 was 103; this meant that the target set out in the LTP2 for 2008 has been achieved already.

### Risks and Opportunities

**Figure 3: Risks and Opportunities to the delivery of the LTP 2**

Theme	Risk	Opportunity
Tackling Congestion	Traffic increase due to significant planned growth	Greater use of sustainable transport modes
Delivering Accessibility	Traffic increase due to significant planned growth	Neighbourhood Investment
Safer Roads	Traffic increase due to growth and high proportion of migrant workers	Continued investment in engineering measures and road safety information and training
Batter Air Quality	Traffic increase due to significant planned growth	Environment City status and aiming for Environment Capital Status
Maintaining the Highway Network	Traffic increase due to significant planned growth	Transport Asset Management Plan

**Figure 4: Transport Capital Programme 2006/07**



**Figure 5: Transport Capital Programme Scheme Delivery**

