

Section 3

Existing Infrastructure and Initiatives

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- 3.1 Peterborough already has a sustainable transport network in the form of a busway system, and cycling and walking networks, which will form the basis of infrastructure improvements to underpin this bid. As shown below, it also has a strong track record of scheme and initiative delivery, particularly in relation to sustainable initiatives. It therefore has a strong base on to which to build a showcase town in sustainable terms.
- 3.2 Outlined in table 2 is a brief overview of current sustainable travel infrastructure and initiatives that are either existing or currently being developed. This provides a funding breakdown over a four year period and highlights the current state of progress with existing projects.
- 3.3 The Council undertook a comprehensive programme of works in 2002/03 using LTP funding. Table 1 illustrates the variety of schemes undertaken and their wide geographical spread. This list is not exhaustive but represents the commitment that Peterborough City Council gives to expanding and developing sustainable transport infrastructure.
- 3.4 In addition, a feasibility study is currently underway to assess the potential of a year round Park & Ride service within the city. The results of this study will be fed into the development of the next Local Transport Plan. The potential of a Light Rapid Transit system will also be considered under future proposals.
- 3.5 A Travel Plan Co-ordinator has recently been appointed with the responsibility of working with local businesses to develop and provide guidance in developing travel plans.
- 3.6 Peterborough City Council employs a School Travel Plan Co-ordinator, funded by a bursary from the Department for Transport (now continuing through until March 2006), and a School Travel Plan Assistant Officer, funded for three years through the European Regional Development Fund "Urban II" programme. Eighteen of Peterborough's schools have travel plans in place or are writing travel plans. Approximately nine of these will receive capital funding in April for initiatives including lockers, cycle storage, scooter storage, improved access, lighting in school grounds, CCTV, shelters for pedestrians, and road markings to rationalise parking.

- 3.7 Each year, an additional three schools from the Urban II area (covering the most deprived wards in Peterborough) and three schools from other parts of the city are selected (based on evidence of their commitment and need) to join the project. Peterborough City Council promotes the annual Walk to School Week and uses it as an opportunity to monitor modal shift targets. During this week, free resources are provided to those schools participating in the project.
- 3.8 More detailed information can be found in Peterborough City Council's third Annual Progress Report (APR) available on the website www.peterborough.gov.uk

Table 1: Number of LTP schemes delivered in 2002/03 and programmed for 2003/04

Programme area	2002/03		2003/04	Summary of schemes delivered 2002/03
	Total number of schemes			
	Programmed	Delivered *	Programmed	
Widening travel choice – public transport				
• Primary Public Transport Corridor	2	3	4	<ul style="list-style-type: none"> Bridge Street pedestrian crossing, completion of Orton corridor, Celta Road to London Road route improvements Orton Southgate bus borders, Bretton Way (Eyrescroft) bus stop pedestrian island, Aldermans Drive bus border Brief issued to consultants to investigate business case (to be completed 2003/04)
• PTI and interchange improvements	4	3	10	
• Park and Ride investigation	1	0	1	
Widening travel choice – walking, cycling and city centre links				
• Walking and cycling new links and existing cycleway improvements	4	5	9	<ul style="list-style-type: none"> Burghley Square pedestrian islands, Primary Cycle Network Route 1, Boongate footpaths and pedestrian crossings, Lynchwood pedestrian crossings and Green Wheel cycle safety audit Dropped kerb programme, pedestrian islands Bretton Gate, Tollgate footway link and crossing improvements for visually impaired Bakewell Road New cycle facilities at Northborough Primary, Thorpe Primary and William Law Primary. Parking controls at Thorpe Primary and new footways at Duke of Bedford Primary, Eyrescroft Primary, St Botolph's Primary Northminster access improvements Council database established Secure cycling parking, Ivatt Way footway landscaping, Benyon Grove and Henry Penn Walk lighting improvements, underpass lighting, Harton and Woodhurst Close lighting improvements
• Mobility measures	5	4	3	
• Safety Journeys to School	6	6	6	
• City Centre	1	1	1	
• Transport audit	1	1	0	
• Travel security	4	7	3	
Traffic management and managing demand				
• Local Safety Schemes	8	7	13	<ul style="list-style-type: none"> Crawthorne Road traffic signal refurbishment, Park Road, Rivergate, and Roundabout 8 and 39 - signs, lines and anti skid, safety fence replacement, parkway signing Stanground (part developer funded) and West Town area wide traffic and safety schemes Traffic management measures introduced in the following villages: Castor, Ailsworth, Ashton, Helpston, Marholm, Maxey, Bainton, Eye, Northborough, Barnack Dedicated left-turn facility introduced on Boongate link road
• Management of traffic in urban residential areas	2	2	1	
• Rural transport	10	10	5	
• Parkway junction improvements	1	1	1	
Major schemes	A1073 Spalding to Eye Improvement, A605 Stanground Bypass, A15 Werrington Parkway Refer to paragraphs 24–31 for progress on major schemes			
Planning and managing the highway network – Primary routes	0	0	1	-
Planning and managing the highway network – Principal Roads	5	5	4	<ul style="list-style-type: none"> A15 Paston Parkway, A15 Werrington Parkway, A15 Lincoln Road (North), A605 Whittlesey Road, A15 Bourges Boulevard
Planning and managing the highway network – Non Principal Road	11	16	9	<ul style="list-style-type: none"> 5 carriageway schemes total 4.7km 11 footway schemes total 8.3km
Planning and managing the highway network – Bridges	5	8	4	Waterproofing of Thorpe Interchange, Orton East Interchange, Longthorpe Bridge, Thorney River Bridge reconstruction, Oxney Road/Eyebury Road & Wesleyans Road culvert replacement, Nene Bridge monitoring and Parkway bridge structural repairs

* Includes schemes carried over from 2001/02 programme

Table 2 – Existing or Proposed Infrastructure and Initiatives

Description of measure	Current state of progress	Planned capital and revenue spend by Peterborough City Council					Funding from other sources
		2003 / 2004	2004 / 2005	2005 / 2006	2006 / 2007	Total	
PPTC Primary Public Transport Corridor	Infrastructure improvements on Orton Corridor, including bus borders and new shelters. Upgrade of 6 sets of traffic signals to date with bus priority and pedestrian facilities where appropriate.	£175,000	£409,000	£365,000	£547,000	£1,496,000	
PCN Primary Cycle Network & Walking Routes	Work is completed on the first primary cycle network route and further works are programmed for 2003 / 04. Network of 10 major routes due for completion by 2010.	£300,000	£268,000	£280,000	£419,000	£1,267,000	
SJTS Safer Journeys to School	Various measure planned including cycle parking, new footway and cycle links and parking controls.	£120,000	£235,000	£244,000	£366,000	£965,000	£60,000 of Urban II funding
Transport Audit	Peterborough Transport Audit is now complete and the extensive data collected now adopted by the Council.					£10,000	£25,000
Home zones and MTURA (Management of Traffic in Urban Residential Areas)	Ongoing projects of road closures, chicanes, raised tables, soft landscaping, signalised junctions, pedestrian crossings and improved signage to tackle safety and environmental problems in residential areas.	£200,000	£176,000	£183,000	£274,000	£833,000	Urban II and Home Zone Challenge funding £505,000
Transportation Website	Currently being developed – due for completion early 2004.					£7,000 Ongoing Cost	
Peterborough City Council travel plan / company travel plans	First draft complete and to be further developed by the Travel Plan Co-ordinator. Travel Plan Co-ordinator in post.	£37,000	£40,000	£40,000	£60,000	£177,000	External contributions to be sought from local companies
Marketing	Guides and timetable information for bus services, cycle maps etc.	£30,000	£30,000	£30,000	£30,000	£120,000	

Rural transport audit	Audit completed and results being analysed.					→ £44,000	Match funding obtained from the Countryside Agency
Bus Shelter Refurbishment Scheme	60 bus shelters refurbished with a further 30 planned for the next phase.					→ £180,000	
Bus Station Refurbishment	Internal refurbishment coupled with improved public transport information provision.					→ £5,000	Queensgate Shopping Centre £250,000
Bus Stop Flag Replacement Programme	1000 bus stop flags erected within the city – ongoing programme.					→ £10,000	Labour costs covered by bus operator
Urban Bus Challenge (Demand Responsive Bus Service)	Launched in June 2003.					→ Match funding of £50,000 for infrastructure improvements	Urban Bus Challenge Funding (3 years) £394,000
Rural Bus Challenge (Demand Responsive Bus Service)	Launched in February 2003.					→	Rural Bus Challenge Funding (3 years) £266,350
Upgraded Timetable Information	Trial of 'stop specific' timetable information displays at city bus stops and enhances displays in Peterborough Bus Station. New timetable cases installed through the city.					→ £10,000	
Public Transport Marketing & Development Officer	Appointed in April 2002 with the responsibility of increasing patronage levels on public transport, through partnership working and innovative marketing and promotion.					→	PSA Funded for 3 years £75,000 02 / 03 – 04 / 05