



Stamford Transport Strategy

October 2023



Foreword

“Home to a collection of beautifully picturesque buildings, medieval churches and a historic charm that sits among the very best in England, Stamford is one of Lincolnshire’s most treasured gems.

Stamford welcomes hundreds of thousands of visitors every year and plays a very important role in the county’s economy. That’s why we’re committed to improving and investing in its local infrastructure and transport services to meet the daily needs of everyone that uses them, both now and in the future.

And this strategy will help achieve just that.

As part of its development, we spoke to residents, businesses, schools and other important local groups and organisations because the new Stamford Transport Strategy will affect every single person that lives, works and learns in town.



Our main goals for this new strategy are to:

- protect and enhance Stamford’s historic core and vibrant town centre
- work towards transitioning to low carbon travel and low emission vehicles
- support the development in the local area
- improve connectivity and journey time reliability for central Stamford and the surrounding rural areas
- offer a wider range of affordable, reliable and environmentally-friendly travel options for people

In the end, we want to help make Stamford a more prosperous, attractive and healthier place to live, learn, work and visit – all while supporting planned economic growth for the area.

Within this document, you’ll find a number of proposals for us, the district council and developers to consider over the next twenty years, including enhancements to the town centre; the area’s roads; and its cycling and walking infrastructure.

Combined with other measures, like improving bus and rail services, the strategy aims to ensure that Stamford has the infrastructure it needs to meet travel demands over the coming decades.

The challenge now is finding the funding needed to make these improvements a reality. And the only way we’re going to be able to do that is if everyone gets behind the plan and works together.”

Cllr Richard Davies

Executive Member for Highways & Transport at Lincolnshire County Council

Stamford Transport Strategy

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Introducing the strategy



Overview



The Stamford Transport Strategy has been developed by Lincolnshire County Council (LCC) and provides a place-based vision for the future of transport and travel in and around Stamford up to 2038.

The transport strategy seeks to increase travel choices and improve the transport network for those living, working, and visiting Stamford. It aims to tackle congestion in the town centre, improve accessibility from more rural areas, deliver more sustainable and lower carbon travel options, and help the town grow, adapt and be resilient to wider challenges over the next 15 years and beyond.

Alongside protecting Stamford's unique character and historic core, it aims to provide a transport network that helps to deliver a vibrant town and thriving high street, improve access to local services and provide the infrastructure that allows the town to grow sustainably.

The strategy area covers the historic town of Stamford and its wider hinterlands extending to Uffington and Newstead in the east and is bordered by the A1 along the western edge.

Figure 1 - study area



Understanding Stamford

Located on the edge of South Kesteven within Lincolnshire, Stamford is an important service and retail centre for residents and the surrounding villages.

As a growing town with plans to deliver the Stamford North and East developments, its number one asset is its historic core. With over 600 listed buildings, thirteen scheduled monuments and three conservation areas, the town's narrow streets, seventeenth- and eighteenth-century stone and timber framed buildings and medieval churches provide a unique setting and are central to its character as well as being an important visitor attraction.

The bustling town centre is constrained by the town's historic buildings and the different competing travel demands, which puts pressure on the historic environment. Travelling through Stamford can be difficult, particularly during the morning and evening peak travel periods. Despite benefiting from having a vibrant pedestrianised high street, many of Stamford's streets suffer from being car-focused to the detriment of pedestrians and other users.

Tourism is an important part of the local economy and the town centre and events at Burghley House attract large numbers of people. Sitting just thirteen minutes by train from Peterborough and the East Coast Mainline, and alongside the A1 – one of the most strategically important roads in the UK, the town is also well placed for direct onward travel to London and north towards Edinburgh, York, and Newcastle.

Several important local routes also pass through the centre of the town and with the limited number of crossings over the River Welland, this results in higher levels of traffic affecting noise levels and air quality.



What is the purpose of the strategy?



The strategy aims to provide the framework for improving the travel choices and everyday journeys for people living, working, and visiting Stamford over the short, medium, and longer term.

Sitting alongside the Lincolnshire County Council Corporate Plan, The Green Masterplan and Lincolnshire's Local Transport Plan, the strategy will have a significant role to play in helping to address a range of transport challenges that will affect Stamford over the coming years. These include:

- the need to protect and enhance Stamford's historic core and vibrant town centre
- the significant environmental challenges resulting from transport and travel and the transition to low carbon travel and low emission vehicles
- supporting the sustainable roll out of the town's planned housing and urban extension
- the need to provide a more connected and reliable transport network which serves both central Stamford and surrounding rural areas
- the need for improved travel choice and flexibility across different and changing travel patterns, including how people access different activities such as employment, education, healthcare, retail, leisure, and tourism

In developing this strategy, consideration has been given to a wide range of themes and issues including:

- the national and regional policy and strategic context and direction, including the transition to low carbon places, supporting economic growth and the wider trends which have an influence on Stamford
- the views and experiences of the public and stakeholders
- the changing way transport is provided and accessed, and the new challenges and opportunities presented by technology
- improving travel choice, as well as increasing opportunities to do things digitally
- the plans for new housing and the urban extension on the northern edge of Stamford
- the need to improve the links to the surrounding rural areas and villages

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The strategy process



The process



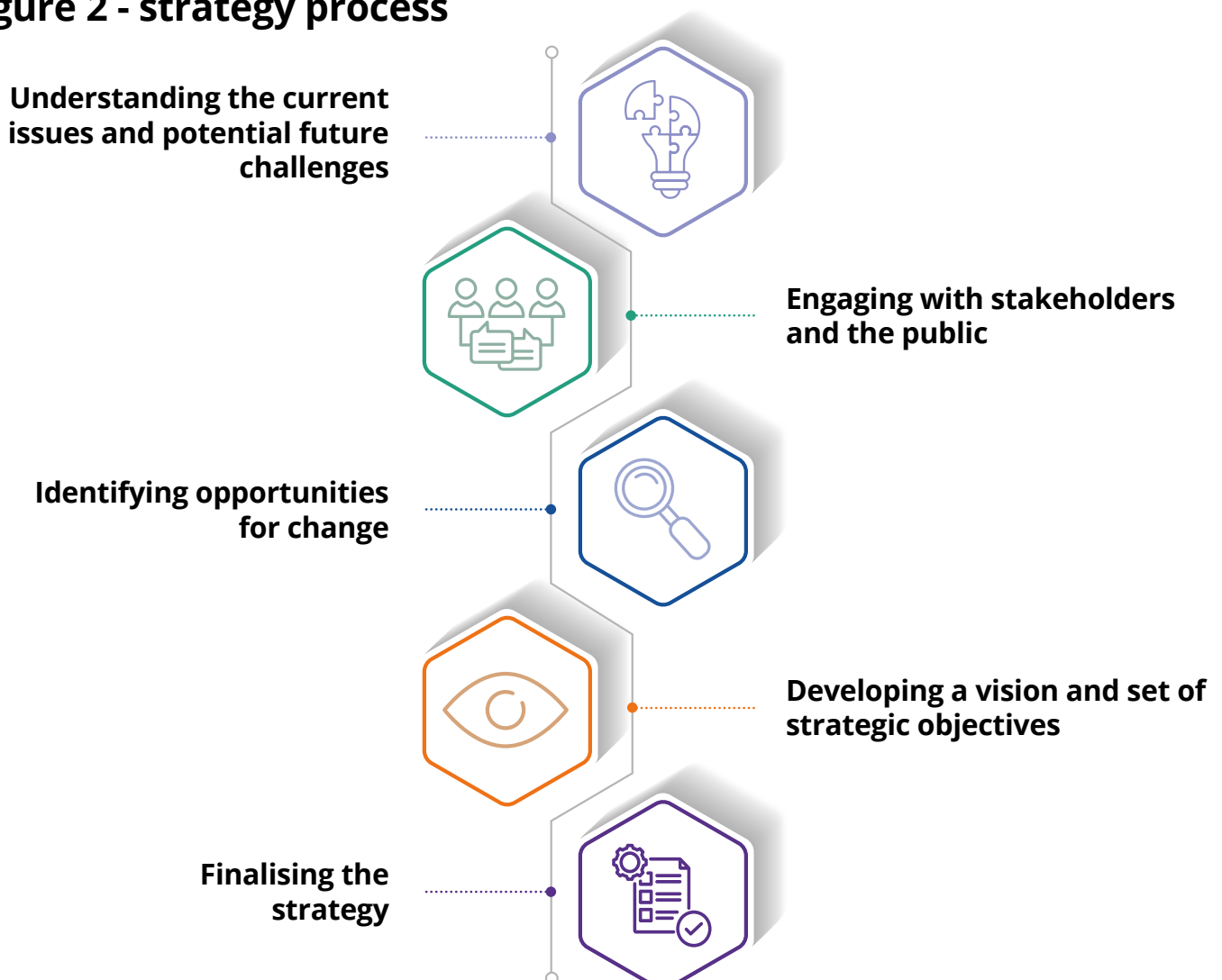
This strategy has taken into account local policy and strategy, public and stakeholder views. It has also used transport and travel data to inform the evidence base and the development of its aims and objectives.

A robust and comprehensive process has been used which has been overseen by representatives from Lincolnshire County Council. This has involved using a logical and stepped process to shape the strategy ensure that there are clear links between the following elements:

- the issues and opportunities to be addressed
- the investments that need to be made
- the outputs to be delivered
- the short to medium-term outcomes
- the overall impact of the proposals

The diagram below illustrates the steps that have been taken in producing the strategy.

Figure 2 - strategy process



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Informing the strategy



Evidence, engagement and opportunities

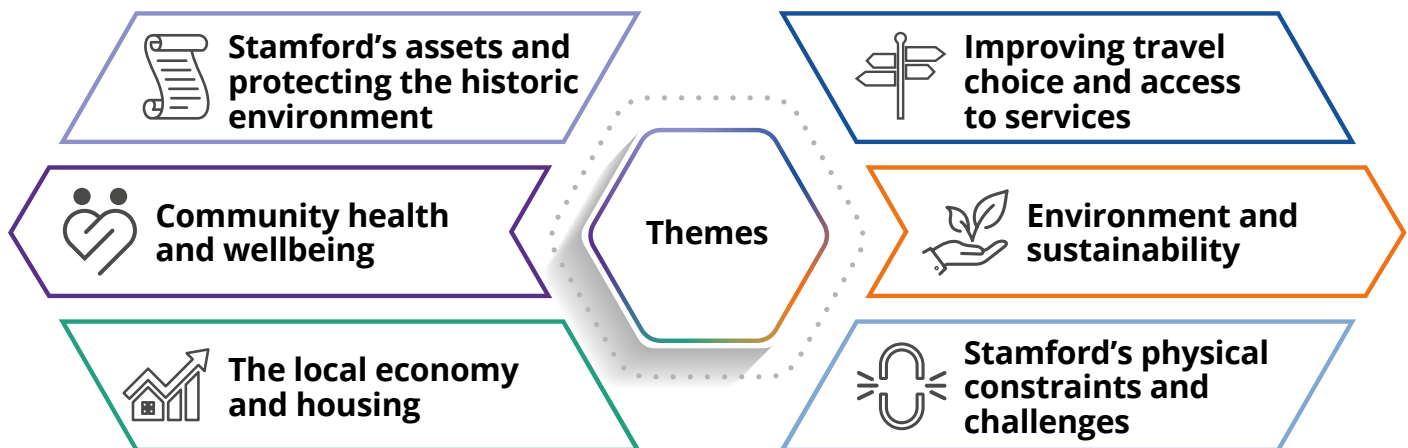


To ensure that the strategy was developed in a collaborative way, a range of engagement activities were undertaken. Members of the public and stakeholders were invited to comment on the transport and accessibility issues and challenges in Stamford by attending workshops and drop in events and by completing an on-line questionnaire. This process has helped shape what the strategy needs to achieve and has ensured that the key local issues were identified and fully understood. The engagement was undertaken with:

- elected members at key stages of the process to steer decision-making
- stakeholders at a series of workshops to help identify the specific travel needs, challenges and opportunities for improvements
- the general public to identify the transport challenges and to support the development of possible options/solutions - a total of 512 public survey responses were received as well as several hundred members of the public attending two drop-in sessions to provide their views

The strategy is also supported by comprehensive evidence gathering and analysis that has focused on a series of themes:

Figure 3 - strategy themes



This has helped to reveal the current challenges faced by Stamford and the surrounding area and to gauge what the key trends and challenges are likely to be in the coming years. The detailed evidence gathering, and analysis has included a range of national and regional data and information sources including traffic modelling and data, economic and land use planning policy and plans and inputs from stakeholders and the public.

What are the challenges?



A focus on the environment



Reducing the impact of transport

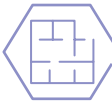
There is a clear need to support the move towards cleaner, more sustainable transport, reduce congestion and reduce the environmental impacts of transport and travel. Transport can have a significant negative impact on our communities through air pollution, traffic noise and road safety, not to mention the impact on climate change.



Historic and built environment

There is a desire to celebrate, enhance, and protect Stamford's cultural and heritage assets. High volumes of motorised vehicles currently pass through Stamford's historic core which has a negative impact on the town centre environment.

Enabling sustainable economic growth



New development

The economic growth of Stamford will be, in part, delivered through an expanding population and the delivery of new housing. This will have clear benefits for the town; however, it is vital that growth must be focused around the development of a sustainable and inclusive transport network.



Need for investment in infrastructure and services

As the delivery of new housing brings in more people, businesses and opportunities, the demand for travel will increase across the town. It is evident that the existing network does not fully meet the needs of the existing community. As such, investment is needed in the transport network and schemes to support more journeys on foot, by bicycle and by public transport to improve travel choice and provide alternatives to the private car.

Improving access



Fragmented active travel network

Footways and pedestrian routes vary in quality, with many in the town centre being very narrow, making walking around the town difficult particularly for those with different mobility needs. There is a need to provide a more accessible and safer pedestrian network that better caters for people with varying mobility needs and connects people to the places they want to go to. Designated cycling facilities and routes across Stamford are also currently very limited and do not encourage people to cycle. Again, there is an opportunity to improve cycle facilities across the town to encourage more people to cycle for shorter journeys.



Bus provision and rural accessibility

Stamford's bus network has a varying level of service, with very few services consisting of a 30-minute or better frequency. Evening and weekend services are also very limited with passengers being unable to know whether they are running and on time.



Electric vehicle infrastructure

There is an increasingly urgent need to provide infrastructure to support the uptake of electric vehicles. Stamford has very few publicly available electric vehicle charging points and it will be important to support the transition to electric and low emission vehicles within the town both for visitors and residents.



Physical constraints

Stamford has several physical barriers and constraints which have an impact on how easily people can move around the town. Several main roads pass through the town centre and there is only one crossing of the River Welland which results in traffic converging in a small area. This results in congestion during the peak travel periods and affects how other users move around the town.



Improving health and wellbeing

Improving safety

Road traffic accidents are an issue at various locations in Stamford, including along the A1 and within the town centre, and they often have a greater impact on more vulnerable groups including pedestrians and cyclists. There is a need to take forward schemes that help to address the existing issues and to promote an environment in which people feel safe to travel.



A changing society

Retail

There are ongoing changes to the retail sector that are continuing to have visible impact on the 'high street'. Transport and the public realm have an important role to play in enabling town centres to adapt to the wider changes.



Freight

Alongside the changes to the retail sector, online shopping means more goods are being moved around than ever before. This has resulted in an increase in delivery vehicles on the roads.



Access to employment

Workplaces are changing with home working and co-working hubs becoming the new normal for many businesses. This has resulted in changes in commuter patterns.



Access to health and care services

An ageing population will mean that how we access health and care services will be of a growing importance. Active travel is also likely to have an important role in encouraging healthier lifestyles - which in turn reduces sickness and ill health and enables people to stay active for longer.

How we travel



How we travel is rapidly changing, with alternatives in how we move, how we power our vehicles, how we pay for our journeys and whether we need to travel at all due to improvements in digital connectivity and emerging technology.



Walking and cycling

There is a focus on walking and cycling for shorter journeys. It is recognised that this can help to reduce traffic and its negative impacts, improve travel choice and support healthier lifestyles.



Public and shared transport

Public transport has an important role to play in helping to improve access and travel choice, particularly in more rural areas and for those without access to a private car.



Decarbonising transport

There is a need to contribute to the national net zero carbon emissions targets. Transport has a vital role to play through investing in other modes like active travel and 'clean' public transport, supporting the increased use of electric and lower emission vehicles and associated infrastructure.



Future of mobility

The way we make trips is changing rapidly and is influenced by a wide range of factors including behaviour change through new technologies, electrification, sharing, automation, and new models of business. However, the pace of change is uncertain, and it is difficult to predict when some technologies will appear and when the right time to adopt them is.



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What does the strategy aim to achieve?



The strategy aims to improve accessibility and travel across Stamford. It aims to help build a more inclusive transport network that improves travel choice, supports the build out of the town's urban extensions and protects and enhances the historic parts of the town.

It also focuses on delivering a more resilient and sustainable network that helps to improve the quality of life for residents and enables Stamford to deal with the emerging technology trends and likely future challenges.

Vision



Stamford – A connected, vibrant and inclusive town.

Improving travel choice and enhancing public transport, walking, and cycling access to help protect the town's historic core and deliver a thriving, connected and future ready Stamford.

By 2038, Stamford will have continued to capitalise on its unique character and historic environment to deliver a vibrant and thriving town centre.

Enhancements to the public transport, walking and cycling network have helped to reduce congestion around the town centre, improve accessibility and protect the town's historic core and its cultural and heritage assets. Improved footways and crossings and targeted cycle improvements mean that walking and cycling is the natural choice for shorter journeys to and from the town centre and surrounding residential areas.

Rural-urban travel has also been improved through a combination of more frequent, reliable, and flexible local bus services and improvements to the highway network. Enhanced local bus stop facilities will have been delivered across Stamford, and in the surrounding villages, which will improve the customer experience and help to make bus travel a more attractive, inclusive, and viable option.

Improvements to the rail station have improved access for all and helped to turn it into a key transport hub for the town and gateway to the wider rail network. Importantly this has improved the experience for those travelling from outside of Stamford further supporting the town's visitor economy.

The high-quality walking, cycling, and public transport infrastructure has enabled the Stamford north and east developments to come forward in a sustainable way, minimising the impacts on the local road network. This has been embedded within both developments from the start and links into the wider improvements delivered across the town.

Strategic and local access to the town has also been complemented by a comprehensive network of electric and low emission charging infrastructure and a range of shared transport opportunities accessed through digital mobility platforms. This has included electric vehicle car clubs and e-bike hire.

Objectives



The strategy's objectives are shaped around addressing the town's existing challenges and ensuring that Stamford is able deal with the changing way in which we travel, the new technologies and differing demands.

Objective theme	Objective
Protecting and celebrating heritage	To protect and enhance Stamford's unique historic core and heritage assets through reducing the impact of vehicular traffic and improving the public transport, walking, and cycling network
Thriving and vibrant high street	To improve access to Stamford's historic core for residents and visitors helping to increase footfall within the town centre and create a more people centric environment.
Economy and tourism	Strengthen Stamford's position as a key market town and visitor destination by improving strategic connectivity, public transport connectivity and network resilience.
Walking and cycling	To make walking and cycling the natural first choice for shorter journeys by improving the pedestrian environment in and around the town centre and cycle routes to the centre of Stamford.
Health and wellbeing	To enhance the health and wellbeing of Stamford by improved air quality, reduced noise levels and increased physical activity and safety.
Sustainable urban extensions	To support the sustainable delivery of new housing and employment sites, including the Stamford North development, through integrating sustainable transport infrastructure and delivering strong walking, and cycling and public transport connectivity.
Rural connectivity	To increase the accessibility of the town centre and rail hub from more rural areas by increasing multi-occupancy, shared mobility, local bus, and passenger transport options.

Objective theme	Objective
<p>Strategic connections</p>	<p>To ensure Stamford’s key strategic links, including the A1, operate efficiently and effectively and continue to support sustainable economic growth.</p>
<p>Improved travel choice</p>	<p>To provide a flexible and resilient transport network that improves choice and supports the needs of residents whilst also catering for the demands from visitors and tourism.</p>
<p>Climate change and carbon net zero</p>	<p>To support the Net Zero 2050 carbon reduction targets through reducing the impact of travel and providing the infrastructure to increase the numbers of people walking, cycling, and travelling by public transport.</p>
<p>Future mobility ready</p>	<p>To ensure the strategy area is future mobility ready, facilitating the use of electric, shared, connected, alternative fuelled and automated transport as well as the business models that support them.</p>



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Defining the priorities



This strategy proposes a hierarchical approach to improving the transport network across Stamford. This is built around addressing the big challenges and developing a more reliable, connected and less congested network that improves access for all whilst reducing the impact of travel.

Improving choice, influencing travel behaviour and making journeys more reliable and connected and inclusive are important parts of the strategy. There is a focus on walking and cycling within the town centre to help provide a more people centric environment and enhance the town's historic and vibrant centre. There is also a focus on public transport and the local bus network to help improve connectivity from more rural areas and provide viable alternatives to the private car.

Underpinning all of this are targeted highway improvements that help improve the operation and efficiency of the network and support the transition to electric and low emission vehicles.



Influencing travel behaviour

Influencing how and when people travel - both residents and visitors, to reduce the impact of travel during peak times



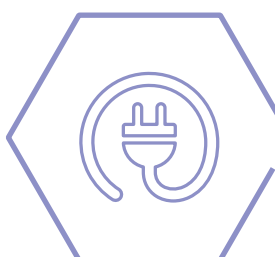
Enhancing choice and prioritising active travel

Making cycling and walking the preferred option for shorter journeys.



Promoting shared and public transport

Encouraging public transport use for longer journeys



Mitigating the residual impacts of traffic

Reducing the impact of traffic through supporting the switch to electric and low carbon vehicles and delivering targeted enhancements to the highway network.

6

The strategy

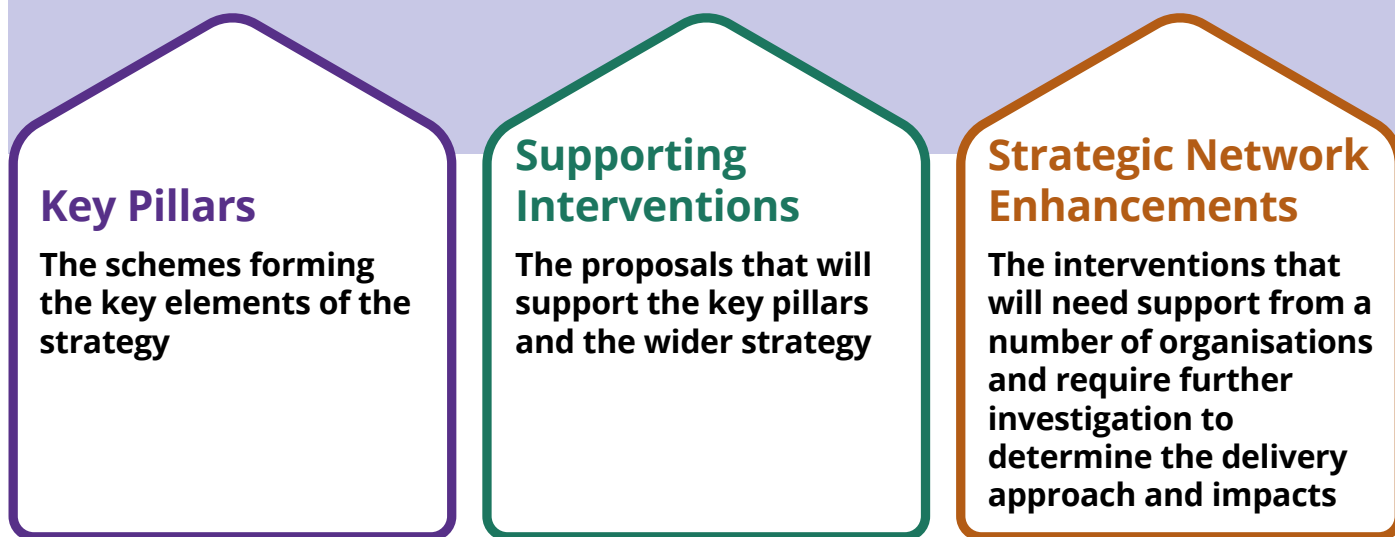


Strategy components



The strategy and the proposals aim to address the big travel and movement problems that currently affect Stamford, improve travel choice, and enhance the town’s historic core – its number one asset. The strategy and the proposals are structured under several different themes that when brought together will help to deliver its aims and objectives. These are:

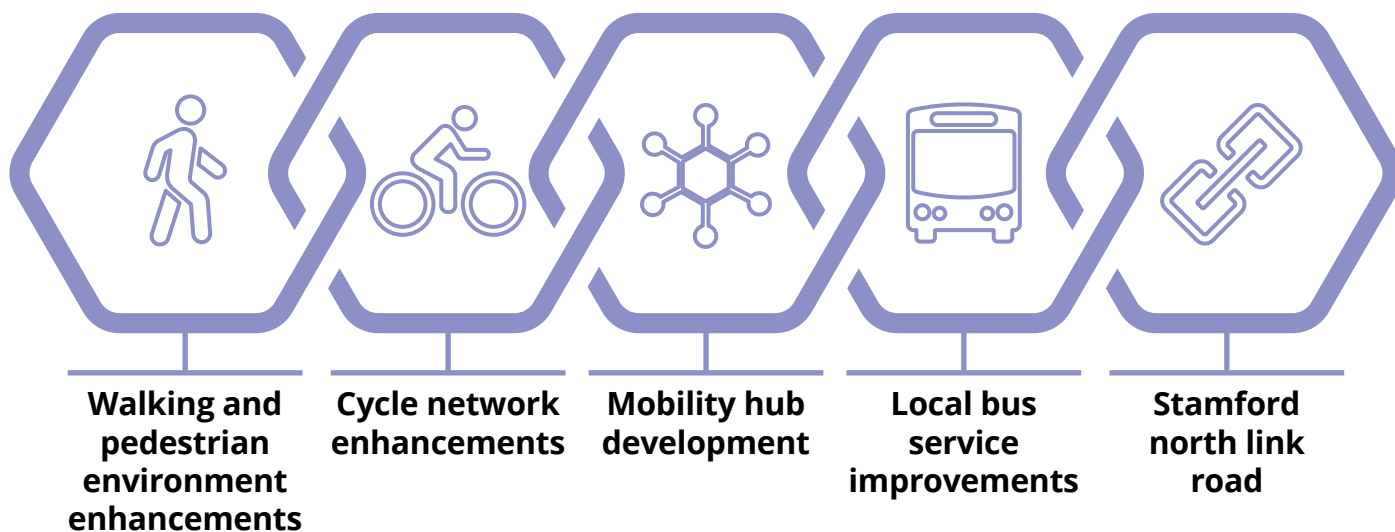
Stamford Transport Strategy



Key pillars of the strategy



The key pillars of the strategy are the interventions which will form the priority infrastructure and service changes. These will provide the key schemes that will help to deliver the vision and objectives. These are focused around enhancing the town centre environment for pedestrians, improving the cycling infrastructure within Stamford, and increasing travel choice.



Walking and pedestrian enhancements

The walking and pedestrian environment enhancements are focused on enhancing the town centre environment for pedestrians and those with different mobility needs including mobility scooter users, those with a visual impairment or those with buggies as well as helping to protect Stamford's historic core. It includes footway widening and wayfinding improvements, pedestrian crossing enhancements and assessing the feasibility of changing the operation of the highway network to improve safety and enhance the town centre environment.



Town centre footway enhancements

In combination with some of the other schemes contained within the strategy we will consider opportunities to widen and improve the existing footways in Stamford's centre including along St. Mary's Hill, St. Mary's Street, Castle Street, St. George's Street, St. Leonards Street, St. Paul's Street, Broad Street, All Saints Street, and St. Peter's Street.



Pedestrian footpath on Kettering Road

We will look to create a pedestrian footpath on the south side of Kettering Road between the junction with B1081 and Second Drift.



Pedestrian crossing enhancements

We will consider improving the pedestrian crossings at a number of locations across the town centre, subject to a feasibility assessment this may include:

- **Morrisons roundabout pedestrian facilities:** To include improving the pedestrian crossing facilities across all arms of the Priory Road/Uffington Road roundabout
- **Recreation Ground Road pedestrian crossing:** To include the installation of pedestrian crossing facilities across Recreation Ground Road to improve access to the Recreation Ground
- **Wharf Road zebra crossing:** Reviewing the location of the pedestrian crossings on Wharf Road and identify opportunities to better cater for the existing desire lines
- **Barnack Road pedestrian crossing:** Considering adding a crossing facility on Barnack Road adjacent to the entrance to Burghley Park



Improved wayfinding

In addition to the footway enhancements, we will improve wayfinding from the railway and bus stations, town centre and Burghley Park through the provision of enhanced signing and information points.



Town centre traffic operation

We will consider opportunities to change the operation of the town centre road network to help improve safety and how pedestrians move around the centre of Stamford. As part of this we will look at the following:

- **town centre one way system with footway widening:** Assessing the feasibility and benefits of developing a one-way system and widening footways incorporating: Broad Street, Star Lane, St. George's Street, St Mary's Street, St. John's Street, Red Lion Square, and Red Lion Street one-way system. This could also include looking at opportunities to pedestrianise parts or all of Broad Street.
- **Scotgate one way:** Assess the feasibility of making the eastern end of Scotgate one-way and widening the footways
- **Maiden Lane pedestrianisation:** Assess feasibility of pedestrianising Maiden Lane from High Street to St. Mary's Street

Cycle network and infrastructure enhancements

The cycle enhancements are focused on targeted network improvements, cycle hire and improving cycle parking within Stamford. The aim is to provide high quality cycle infrastructure to help encourage more people to cycle for shorter journeys in and around the town. We will do this through the following:



Cycle hire package

We will consider creating a series of cycle hire hubs within Stamford which will include the rail station, town centre, Stamford north, and the proposed mobility hubs. As part of this we will also provide a pool of cargo bikes to provide an alternative to cars for town centre deliveries and carrying heavier items over shorter distances.



Cycle hubs and supporting infrastructure

To help encourage more people to cycle we will install more bike racks on High Street and in the town centre and create a secure covered cycle parking hub at the railway station.



Cycle network enhancements

We will look at opportunities to take forward the priority routes identified in the Stamford cycling and walking network plan. This includes delivering the junction and link improvements on the following routes:

- **Ryhall Road to St. George Street:** including along Ryhall Road, Pinfold Lane, Priory Road, St. Leonard's Street and St. George Street
- **signed cycling route** on Radcliffe Road and Little Casterton Road
- **Great Casterton to Stamford town centre:** incorporating B1081 Casterton Road, Arran Road, A606 Empingham Road, Roman Bank, A6121 Tinwell Road, and St. Peter's Street

- **Stamford town centre to Burghley Park** incorporating B1443 Barnack Road, Water St, Station Road, Gresley Drive, Town Meadows, and Castle Dyke
- **Uffington to Stamford town centre** incorporating enhancements along the A1175 and Priory Road
- **an east west route to the north of the town centre** improving access to the local schools and incorporating Cambridge Road, Mountbatten Ave, Elizabeth Road, Bluecoat Primary School, Holland Road, Drift Road, and Edmonds Close

In addition, we will also look to develop the following:



Stamford Green Wheel cycle route

We will work with Connect Stamford to help develop the Green Wheel proposals which will use a combination of existing public rights of way and new cycle routes to provide a new orbital leisure route around the town.



Rutland Water cycle route

We will work with partners to look at opportunities to develop a new cycle route from Stamford to Rutland Water along the A6121 Stamford Road, Empingham Road and Wytchley Road.



Casterton Road

Creation of a cycle route along the B1081 Casterton Road linking to the existing cycle friendly route along Empingham Lane towards Rutland Water.

Mobility hubs

The mobility hub package is focused on improving and increasing the facilities and opportunities to access different modes of travel from the town's existing transport hubs and residential areas. The aim is to look at opportunities to develop a series of transport hubs across the town which will provide access to different modes of travel. They will be adapted to each location and developed across the town and help to better integrate bus and rail services within Stamford with the aim of improving connections between the two. These could include:



Railway station mobility hub

We will consider enhancing and increasing facilities at the railway station to include a cycle hub (cycle hire and secured parking), improved access to the local bus network, EV charging hub (potentially to include the railway station car park and long stay Cattlemarket Car Park), EV taxi charging, enhanced information and signage and delivery lockers.



Local bus station mobility hub

We will also consider enhancing facilities at the town centre bus station to include improved waiting facilities, signage and wayfinding, a cycle hub and delivery lockers. Subject to a detailed feasibility assessment this may include looking at opportunities to move the bus station to the Cattle Market to help better integrate the bus and rail networks.



Stamford north mobility hub

We will look to work with the Stamford North development to create a mobility hub that includes local bus waiting facilities, EV charging hub, EV car share, cycle hub (cycle parking, hire and cargo bike hire), delivery lockers, signage, and wayfinding.



Residential areas

We will look at opportunities to develop a series of small mobility hubs based in Stamford's residential areas and surrounding villages. The hubs could include enhanced local bus waiting facilities EV charging hub, EV car share, a cycle hub (cycle parking, hire and cargo bike hire) and delivery lockers.

Local bus and public transport enhancements

An enhanced public transport network will form a vital part of improving travel choice, accessibility and reducing the need to travel by car. The public transport interventions focus on improving the frequency of local bus services, extending Call Connect services to Peterborough and working with providers to introduce smarter ticketing arrangements.



Local bus service frequency

We will work with operators to increase frequency of all buses to at least one per hour. This will include evening and weekend services alongside enhancements to day-time services and the links between the bus, railway station and the Stamford North development.



Smarter ticketing

Provision of a cross mode, cross operators, standardised smart ticketing, and payment services potentially including tap on / tap off payments with an aim of developing a consistent approach to ticketing and payments across all public transport operators. This will also include the development of a smarter ticketing strategy, looking ahead to how ticketing may develop over the longer term.

Highway enhancements



Stamford North link road

To support the delivery of the town's urban extensions, we will work with partners to deliver the Stamford North link road which will link the B1081 Old Great North Road to A6121 Ryhall Road. In addition to providing a new vehicular route, the link road may also provide a new segregated cycle route to help improve east west access to the north of the town.

Supporting infrastructure



Electric vehicle charging infrastructure enhancements



Developing a comprehensive network of electric vehicle charging infrastructure

There is an increasingly urgent need to provide infrastructure to support the uptake of electric vehicles. The transition to electric vehicles continues to gather pace and the strategy aims to support this through increasing the availability of public charging points and working with providers to roll out EV car clubs across Stamford - including within the new developments such as Stamford North. As part of this we will consider the following:

- **Increasing public car park EV charge points** provide up-to-standard (rapid) charge points in all public car parks in Stamford (Scotgate Carpark, Bath Row Carpark, Cattlemarket Carpark, Wharf Road Carpark, North Street Carpark, and St. Leonards Street Carpark).
- **A1 EV charging hub** to support the town's visitor economy and longer distance journeys on the strategic network, we will work with partners to look at opportunities to provide an A1 EV charging hub at the A1 and A606 junction or A1 and A6121 junction.
- **Stamford EV car clubs:** working with third party providers, we will look to deliver a series of EV car club locations across Stamford's residential areas.

Speed limit review

Higher speeds can increase the risk of conflicts between different road users and in a constrained environment like Stamford town centre, higher speeds can have a big impact on the environment, making it less pleasant for people and affecting the town centre environment. We propose to look at opportunities to change the speed limits in the town centre, around schools and in the surrounding residential areas:



Town centre 20mph zone

Implement a 20mph zone around the town centre, to include Scotgate, Broad Street, St. Mary's Street, St. Mary's Hill, Wharf Road, St. Leonard's Street and St. Paul's Street.



Kings Road 20mph

Enforcing a 20mph speed limit along Kings Road.



20mph zones on school streets and residential areas

Make all streets and zones around schools and residential areas 20mph.



Little Casterton Road speed limit change

Enforce the 30mph speed limit along Little Casterton Road (between Fitzwilliam Road and Casterton Road).



Reduce speed limit on Little Casterton Road

Reduce from the national speed limit between Tolethorpe and Fitzwilliam Road to a more appropriate speed limit.



Parking package

Improving and streamlining parking in Stamford

Motorists choose to drive into the centre based on the availability and cost of parking near to key destinations. The location of car parks can contribute towards congestion in the town centre due to the circulation of vehicles affecting the town's historic core, safety, and pedestrian access. More widely, traffic impacts on the quality and appeal of the streetscape, contributes towards noise pollution, carbon emissions and poorer air quality.

As part of this package, we will consider the following:

- implementing parking restrictions on Roman Bank
- adopting a residents parking scheme at the east end of Empingham Road and Scotgate Road
- implementing parking restrictions along Little Casterton Road
- the feasibility of removing the remaining public on-street parking in town centre (considering residents parking needs) and consider using the space for widening footways and improving the public realm - where feasible this could include All Saints Place, Broad Street, St. Mary's Street, and St. Leonards Street

Park and Stride package

To help manage traffic demand within the centre of Stamford we will look at opportunities to create a series of park and ride and park and stride services and sites. These will allow visitors and residents to park on the edge of the town centre and use either a local bus service to travel into the centre of Stamford or walk via a series of well signed high quality walking routes.



Park-and-Cycle and Park-and-Stride

We will look at opportunities to create a series of park-and-cycle and park-and-stride sites on the edge of the town centre aimed at reducing the number of vehicles travelling into the centre of Stamford and to the town centre schools. This could include along Ryhall Road, A43 Kettering Road, A6121 Tinwell Road and A606 Empingham Road. Linked to our school travel plans proposals the aim is to help reduce the impacts of peak period travel and encourage more people to walk or cycle for the final part of their journey.



Park and Ride

Linked to the local bus network we will assess the feasibility of developing a series of park-and-ride services at the following locations:

- Ryhall Road adjacent to Stamford Football Club
- A6121 Tinwell Road adjacent to the junction with the A1
- Uffington Road adjacent to Stamford Cricket Club



Behaviour change and demand management package



Reducing the impact of peak period travel

Managing travel and traffic during peak periods continues to be a challenge and in Stamford it is no different. The behaviour change and demand management package is focused on reducing the impact of vehicular traffic at peak periods and encouraging more sustainable travel. To do this we propose to take forward the following:



Stamford school travel plans

Working with schools across Stamford we will implement a travel plan programme to manage travel to and from Stamford's schools. The aim being to develop a consistent approach for managing school travel across all schools.



Visitor travel management

We will work with partners to promote and encourage sustainable travel to Stamford's tourist attractions and events. This would include enhanced visitor travel information and digital hub to help manage demand, promote public transport, improve access, and protect the town's historic core.



High Street deliveries

To help reduce the risk of conflicts on High Street we will enforce the existing vehicle restrictions.



Strategic Signage Review

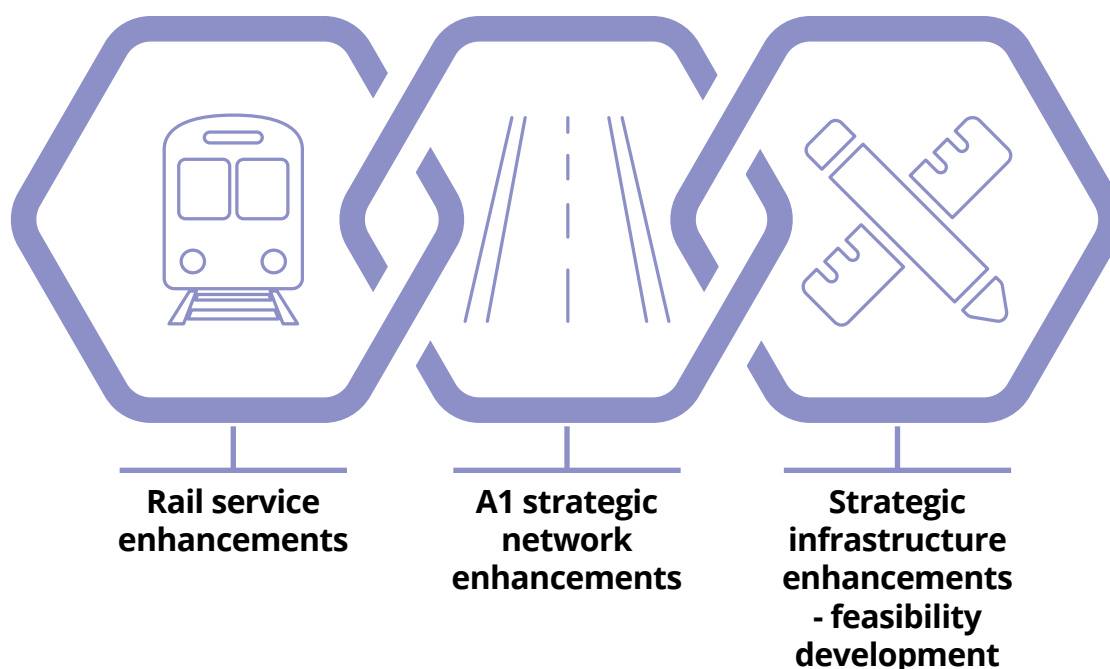
To help better manage traffic movements through the town and help reduce the impacts of larger vehicles and HGVs on central Stamford we will review the strategic signage and access. This may include restricting HGV access to off-peak periods and better signing the routes through the town.



Strategic network enhancements



The strategic network enhancements are those elements of the strategy that will need support from several organisations and require further investigation to determine the delivery approach and impacts. We will work with partners to assess the feasibility, impacts, and benefits of a range of potential infrastructure improvements. These are:



Rail service enhancements



Enhancing rail services and access

Improving rail services and facilities at Stamford rail station forms an important part of the strategy and will help those commuting to work and visitors to the town. We will work with the train operating companies and Network Rail to improve facilities at the station and increase the frequency of services. This will include:

- **Step-free access to platform 2**
We will work with the station operator to provide step-free access to Platform 2
- **Increase train frequency**
We will work with the train operating companies to add an extra train an hour serving Stamford in both directions

Strategic network enhancements

We recognise that there are opportunities for further improving and developing the highway network close to Stamford to help reduce congestion and improve the operation of the network. The scale and size of these infrastructure improvements are such that they may fall outside of the strategy period and need further work to understand the likely impacts and benefits. We propose to assess and understand how feasible they are and what the benefits are likely to be and further develop the proposals.



A1 junction improvements

We will look at opportunities to work with partners to support ongoing assessments and schemes that improve the operation, capacity and safety of the A1 junctions close to Stamford. These include the junctions with the B1081, A606, A6121 and A43.



Strategic network enhancements

We will look to assess and consider the benefits, impacts, and feasibility of following:

- **Northern bypass** - providing a new east west link from the A1 north of Stamford to Uffington Road
- **Southern bypass** - providing a new east west link from the A1 south of Stamford to Uffington Road
- **Eastern bypass** - to the east of the town linking B1443 Barnack Road and A6121 Ryhall Road
- **Tallington railway overbridge** - replacing the Tallington railway level crossing with a new overbridge
- **River Welland crossing** - provision of an additional river crossing to the east of the existing River Welland bridge between B1143 Barnack Road and A1175 Uffington Road

7

Delivering the strategy



Collaborative approach

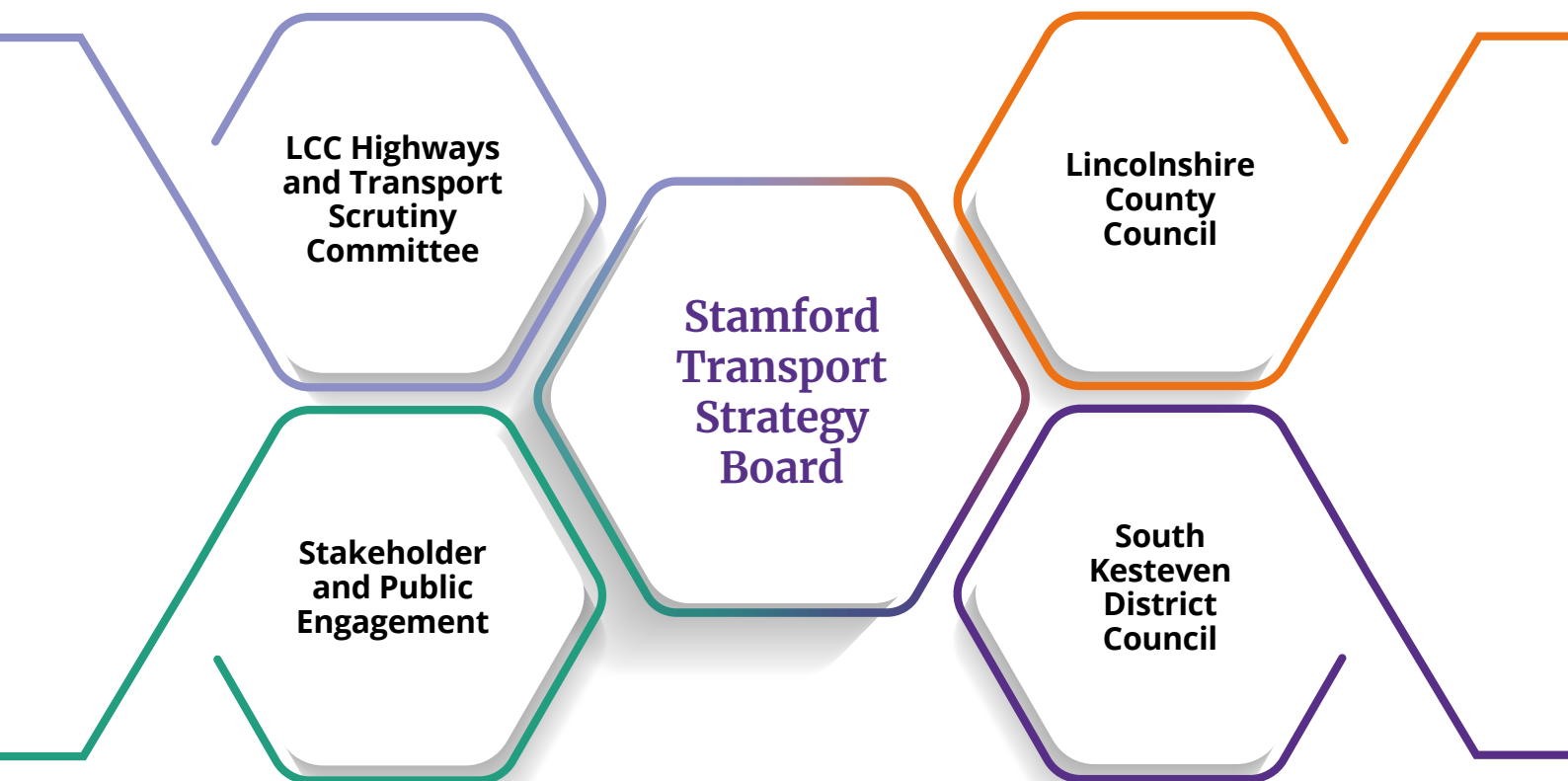


The Stamford Transport Strategy Board will manage and own the strategy. Led by the Executive Member for Highways and Transport and formed by members and officers of Lincolnshire County Council and South Kesteven District Council, the strategy board will bring together stakeholders from a wide range of different disciplines to help deliver the proposals contained within the strategy.

It is important to understand that no single organisation can deliver the whole strategy and its success will be dependent on the support, funding, and resources from a range of stakeholders. A partnership approach will be vital, and inputs and help from a range of organisations and groups will play an important role in delivering the proposals and the individual components of the strategy. The strategy board will take the lead in identifying potential partners and bringing these groups together as needed to progress each element of the strategy.

Funding will also be vital in enabling the strategy to achieve its vision and objectives. This will continue to be challenging and identifying funding routes and securing investment will be a central role of the strategy board. The board will take the lead in identifying funding routes and securing the investment needed to support the delivery of the schemes and enhancements contained within the strategy.

Figure 4 - Stamford Transport Strategy board



Programming the strategy



The strategy sets out the long-term vision for transport across Stamford up to 2038 and it is aligned with the policies in the Local Plan and the Lincolnshire Local Transport Plan.

The timescales for delivering the interventions will vary and will be linked to the availability of funding and the complexity and scale of the schemes. Some elements will be delivered in the short to medium term whilst others are likely to remain ongoing throughout the strategy period. The timescales will be set by the board and each scheme will be brought forward as soon as feasible and affordable.

Monitoring the strategy



Continuously monitoring and reviewing the strategy is vitally important to ensure progress is being made. The transport strategy board will be responsible for monitoring the strategy and ensuring that progress is being made. As part of this, the board will provide a progress report at a minimum of two-year intervals that assesses progress against the following outcomes:

- reduced traffic in the urban area and an increase in the number of journeys being made by walking, cycling and public transport
- improved access to Stamford's historic core and increased footfall within the town centre through the creation of a more people centric environment
- enhanced the health and wellbeing of Stamford through improved air quality, reduced noise levels and safety
- the sustainable delivery of the Stamford North development, through the integration of sustainable transport infrastructure and delivery of strong walking and cycling and public transport connectivity
- increased accessibility of the town centre and rail hub from more rural areas through improved rail and local bus services
- continued growth of Stamford's economy and visitor economy through improvements to its strategic transport infrastructure including the highway and rail networks leading to improved journey times and reliability
- delivery of a flexible and resilient transport network that has improved travel choice for residents and visitors
- reduced carbon emissions from transport to enable the county council to reach its net zero emission target in 2050 and mitigate the impacts of climate change
- delivery of infrastructure that supports the uptake of electric, shared, connected, alternative fuelled transport as well as the business models that support them



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