

**O & H Properties, Marlborough  
Group and Barratt Strategic  
Properties**

**Great Haddon Residential  
Site, Peterborough**

**Transport Assessment -  
Corroborative Information**

**Project Ref: 15188/100B**

**January 2013**

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## Document Control Sheet

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**Project Ref:** 15188/100B

**Report Title:** Transport Assessment - Corroborative Information

**Date:** January 2013

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Revision	Date	Description	Prepared	Reviewed	Approved
-	14/11/12	Final	JB	DG	RMJ

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# 1 Introduction

## 1.1 Background

Peter Brett Associates LLP (PBA) was commissioned by O & H Properties, Marlborough Group and Barratt Strategic Properties to provide technical engineering and sustainability consultancy services covering transport, highways, drainage, flood risk, utilities, energy, noise, air quality and sustainable development for the proposed development at the Great Haddon, Peterborough.

The development of Great Haddon is submitted for Outline Planning. The development proposals include the provision of:

- Up to 5,350 residential dwellings at an average density of 40 dwellings per ha (dph) (ranging between 10 dph in low density areas to 100 dph in the district centre)
- A district centre (with up to 9,200sqm (99,031sqft) retail floor space) and two neighbourhood centres (with up to 2,300sqm (24,758sqft) retail floor space in total), comprising district/neighbourhood retail (A1-A5), community and health (C2, D1), leisure (D2), residential (C3) and commercial (B1) uses
- Education facilities (sites for three primary and one secondary school)
- Sports and recreational facilities
- A range of strategic open spaces including new landscaping, woodland and allotments
- Land for a cemetery extension
- Associated highway infrastructure (including pedestrian, bridleway and cycle routes), public transport infrastructure, and car parking for all uses
- Utilities and renewable energy infrastructure
- Foul and surface water drainage networks (including SuDS and lakes).

A Transport Assessment was submitted in December 2009 for the whole Great Haddon site, which includes residential use and employment uses. A Transport Assessment was submitted solely for the residential development in February 2011.

Following discussion with the highway authorities, including the Highways Agency, Peterborough City Council and Cambridgeshire County Council, as well as with Huntingdonshire District Council, PBA provided an Employment Corroborative report in April 2011 to summarise the additional data provided during these discussions. Subsequently the employment area of Great Haddon received planning approval in May 2011.

Following this the discussions with the highways authorities have centred on the remainder of the site, referred to as the 'Core Area'. Through these discussions three additional model runs were completed, as summarised below:

- 1 2019 Scenario 4999 Hampton dwellings + Great Haddon Employment (50%B1 + 66.7%B2 + 100%B8) + 3,500 dwellings (Great Haddon Core Area) Do Minimum No Fletton Parkway Widening and without Great North Road link, Western Peripheral Road or ECML Bridge.

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- 2 2019 All previously committed developments + Great Haddon Employment (50%B1 + 66.7%B2 + 100%B8) No Fletton Parkway Widening or Great North Road link, with Western Peripheral Road and ECML Bridge.
- 3 2019 All previously committed developments + Great Haddon Employment (50%B1 + 66.7%B2 + 100%B8) + 3500 dwellings (Core Area) No Fletton Parkway Widening with Great North Road link, Western Peripheral Road and ECML Bridge.

The outputs and assessments from these three model runs were submitted and agreed with the highway authorities.

This document was prepared to collate the corroborative information issued to the highway authorities for their approval.

## 1.2 Document Content

This document includes information in relation to the following:

- A1(M) Junction 16, with A15 London Road and Great North Road
- A1(M) Junction 17
- A1/ A605
- A1/ A47
- Fletton Parkway Junction 1
- Fletton Parkway Junction 2
- A15 Traffic Signals / Yaxley by-pass
- Travel Plan.



## 2 A1 (M) Junction 16

The following corroborative information was requested for A1 (M) J16 junction by the Highways Agency, and is provided in **Appendix A**:

- 2026 junction assessment:
  - with widening and full employment
  - with widening and full Great Haddon Scheme
- 2019 junction assessment:
  - Scenario 1
  - Scenario 2
  - Scenario 3
- Merge/ diverge assessments
- Drawing No. 15188-200-01 B
- Results Summary
- Weaving assessments.

### 3 A1 (M) Junction 17

The following corroborative information was requested for A1(M) Junction 17 by the Highways Agency, and is provided in **Appendix B**:

- 2026 junction assessment:
  - with widening and full employment
  - with widening and full Great Haddon Scheme
- 2019 junction assessment:
  - Scenario 1
  - Scenario 2
  - Scenario 3
- Merge/ diverge assessment
- Weaving assessments
- Link assessment – Northbound link road from A1 (M) south of J17 to Fletton Parkway
- Drawing no. 15188/200/025 – Showing ‘Queue Ahead’ activated warning signs
- Drawing no. 15188/100/037A – Potential highway junction layout
- Blocking back methodology.

All junction assessments for the A1 (M) Junction 17 were resubmitted to take account of various geometries and model information at the request of the Highways Agency. This did not significantly change the outputs.

## 4 A1/ A605

The following corroborative information was requested for A1/ A605 junction by the Highways Agency, and is provided in **Appendix C**:

- 2026 junction assessment:
  - with widening and full employment
  - with widening and full Great Haddon Scheme
- 2019 junction assessment:
  - Scenario 1
  - Scenario 2
  - Scenario 3
- Merge/ diverge assessment
- Weaving assessments.

## 5 A1/ A47

The following corroborative information was requested for A1/ A605 junction by the Highways Agency, and is provided in **Appendix D**:

- 2026 junction assessment:
  - with widening and full employment
  - with widening and full Great Haddon Scheme
- 2019 junction assessment:
  - Scenario 1
  - Scenario 2
  - Scenario 3
- Merge/ diverge assessment
- Weaving assessments.

## 6 Fletton Parkway Junction 1

The following corroborative information was requested for Fletton Parkway Junction 1 by Peterborough City Council and is provided in **Appendix E**:

- 2019 Junction assessment:
  - Scenario 1
  - Scenario 2
  - Scenario 3
- Merge/ diverge assessment
- Weaving assessments
- Lane starvation junction assessment sensitivity test
- Fletton Parkway travel time
- Drawing no. 15188/200/21B
- Summary of results.

## 7 Fletton Parkway Junction 2

The following corroborative information was requested for Fletton Parkway Junction 2 by Peterborough City Council and is provided in **Appendix F**:

- 2019 junction assessment:
  - Scenario 1
  - Scenario 2
  - Scenario 3
- Merge/ diverge assessment
- Drawing no. 15188/200/22B
- Summary of results.

## 8 A15 Traffic Signals/ Yaxley by-pass

The following corroborative information was requested for A15 Traffic Signals and Yaxley By-pass by Peterborough City Council and Cambridgeshire County Council and is provided in **Appendix G**:

- 2026 junction assessment:
  - with widening and full employment
  - with widening and full Great Haddon Scheme
- 2019 junction assessment:
  - Scenario 1
  - Scenario 2
  - Scenario 3
- Drawing no. 15188-200-03B
- Drawing no. 15188-200-24A.

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## 9 Travel Plan

The Travel Plan was resubmitted to take account of various comments following consultation. This did not significantly change the context of the plan. A revised document was prepared and a copy is provided in **Appendix H**.

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**Appendix A – A1 (M) Junction 16**

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**Appendix B – A1 (M) Junction 17**

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**Appendix C – A1/ A605**

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**Appendix D – A1/ A47**

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## Appendix E – Fletton Parkway Junction 1

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**Appendix F – Fletton Parkway Junction 2**

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## **Appendix G – A15 Traffic Signals/ Yaxley by-pass**

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## Appendix H – Travel Plan

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