

Existing Problems/Solutions

Current problems

Congestion

- **Link**
 - Annual Average Daily Traffic (AADT) flow is 21,200 vehicles
 - Traffic queues and delays on the Paston Parkway, particularly southbound in the morning peak period
 - Road is 16% over capacity
- **Junction**
 - traffic queues and delays at:
 - junction 21
 - junction 22

Accidents

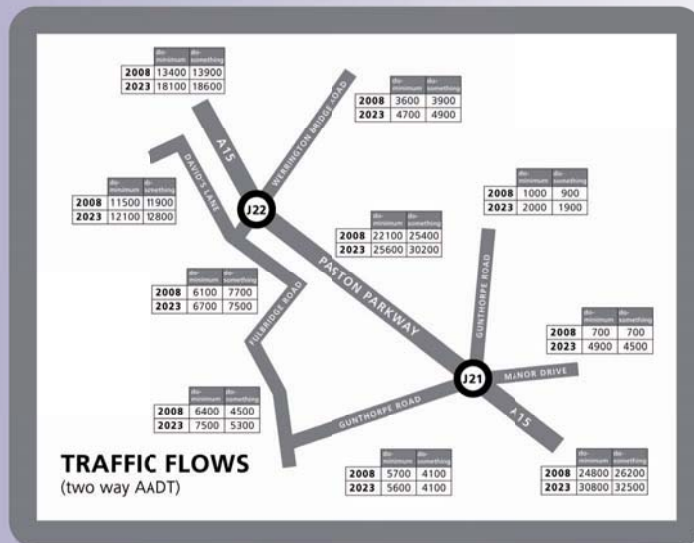
- 27 accidents over 5 year period June 2001-May 2006
 - 9 link accidents
 - 12 accidents at junction 21
 - 6 accidents at junction 22
- **Detailed breakdown**
 - 9 from conflict on roundabout
 - 5 were Nose-to-Tail collisions
 - 3 were due to loss of control of vehicle
 - 10 others



Future Evaluation

Issue	Do-Nothing Situation	Scheme Implementation
Congestion	Congestion would continue to grow, there would be a build up in rat-running and journey times would increase.	Improve journey times and journey ambience. Reduction of traffic on Lincoln Road enabling future public transport schemes to go ahead. Up to 10% reduction in traffic in local housing area, however, with the reduction of congestion some local traffic diversions can be expected on the northern section of Fullbridge Road
Accidents	Increased congestion would increase the likelihood of more accidents; particularly nose-to-tail collision incidents.	Potential to improve road safety by up to 16%.

Traffic Flows



Your city, your move!

Environmental Issues (i)

Archaeology and Heritage

- There are two designated features near to the scheme: Car Dyke, which is a Scheduled Monument; and Fen Bridge, a Grade II listed structure. No works are expected to affect either feature although careful planting may be required to minimise impacts on their settings.
- In addition, the scheme lies within an area of high archaeological potential that includes an Anglo-Saxon burial ground. Further detailed assessment of these areas is being undertaken to establish the presence of any remains prior to finalising the scheme design.

Landscape and Visual Impacts

- The scheme runs alongside the existing road and so will have a limited impact on the wider landscape.
- Some trees and shrubs will be lost adjacent to the existing carriageway on the south-west side, in order to accommodate the provision of a 3 metre high close boarded timber fence acoustic barrier.
- Some views from nearby properties are likely to be adversely affected in the short term, until the new planting in front of the barrier matures.
- The provision of off site compensatory planting is also being explored.

Ecology

- There are no designated wildlife sites close to the scheme, such as Sites of Special Scientific Interest or County Wildlife Sites. Some habitat, including grassed verge and trees lining the roadside, will be lost during construction. Some limited evidence of protected species activity, including wild birds, bats and grass snakes, was found within the area of the scheme.
- Diverse, locally indigenous species planting would replace lost habitat.

Contamination

- There are no historic contaminative land uses within 100m of the scheme.

Water

- Some expansion of the drainage capacity of the area would be required together with some pollution controls.
- A drainage system would be installed that would limit the rate of surface water run off into Car Dyke.

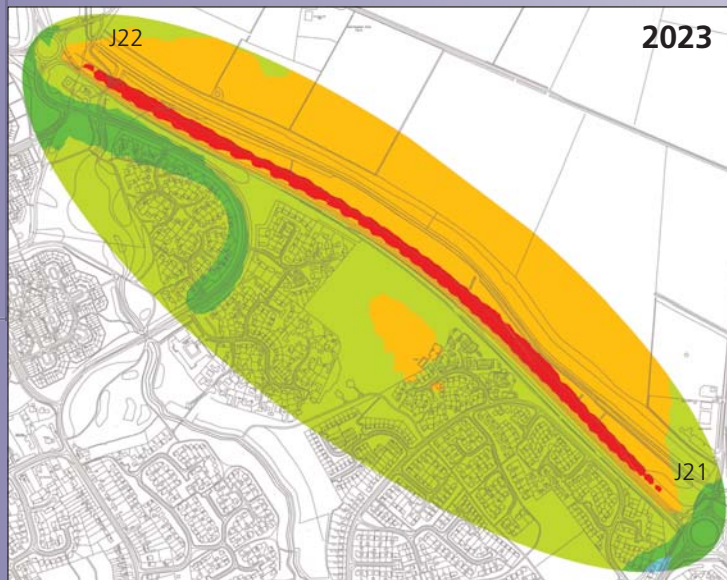
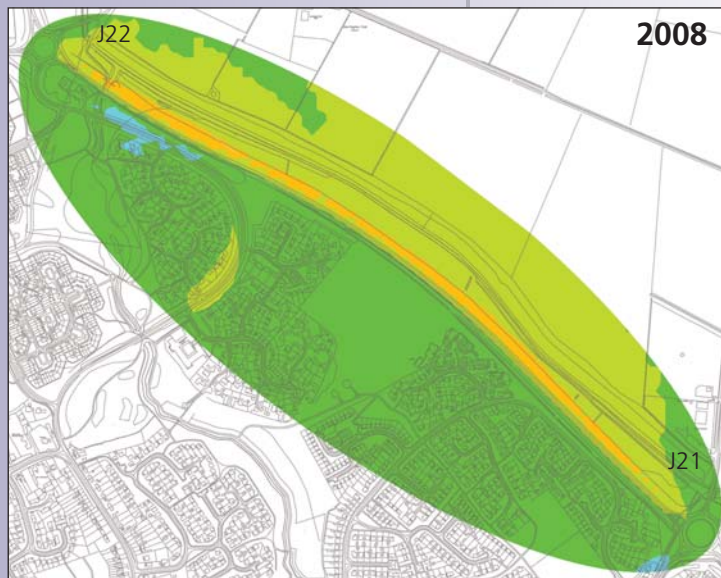
Air Quality

- Modelling indicates that only negligible changes in local air pollution will result from the scheme and that the Government's Air Quality Strategy objectives will be achieved.
- The proposed scheme will lead to an approximately 9% increase in emissions of CO₂ against what would be expected from the section of road between junctions 21 and 22 if the widening did not take place. This would not be significant in terms of Peterborough's overall carbon emissions and should be considered in context with the Peterborough 2nd Local Transport Plan strategy for the Northern Gateway. This strategy proposes providing capacity improvements on the A15 Paston Parkway to free up the parallel A15 route for high quality bus corridors therefore managing overall traffic growth entering the City from the North.

Environmental Issues (ii)

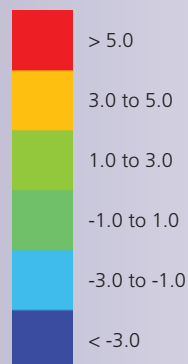
Noise

- These noise maps show the effect of the scheme on noise levels for the years 2008 and 2023 without the inclusion of any environmental noise barriers.
- Without the barrier, increases in noise attributable to the scheme would affect a considerable part of the area of housing to the south-west of Paston Parkway.
- Increases would be particularly significant by the year 2023.



LA₁₀ - 18hr dB

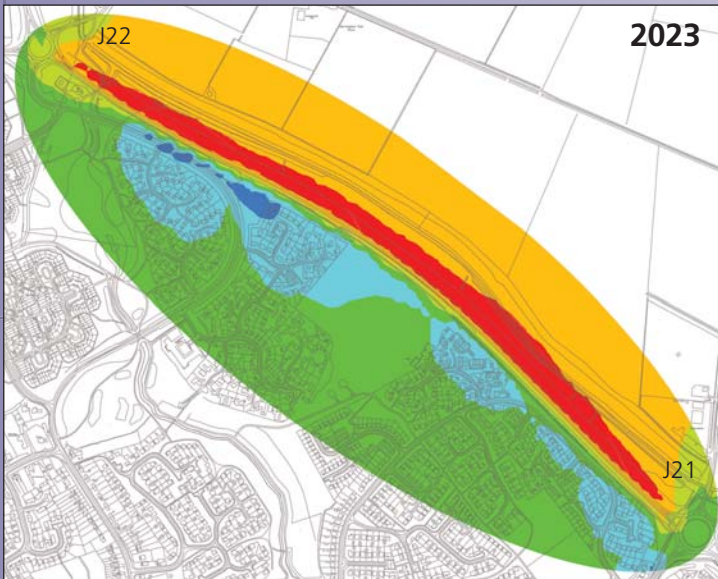
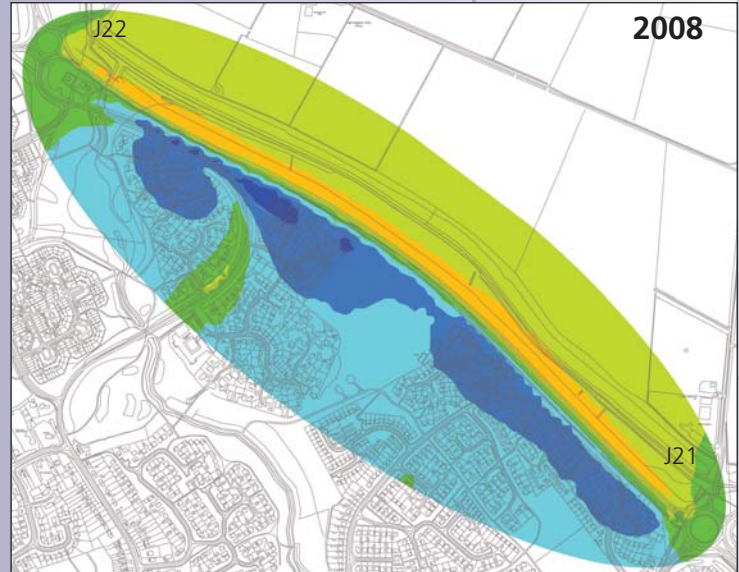
Noise differences *without* noise barrier



Environmental Issues (iii)

Noise

- These noise maps show the effect of the scheme on noise levels for the years 2008 and 2023 with the inclusion of an environmental noise barrier.
- This barrier, 3m high and located adjacent to the existing carriageway is intended to eliminate increases in noise arising from this scheme.
- It is anticipated that there will be an overall reduction in noise at nearby residential properties after construction of the barrier.
- Adverse impacts from construction noise will be carefully controlled.



$L_{A10-18hr}$ dB

Noise differences *with* noise barrier

