

Kettering Energy Park, Kettering

Transport Summary Note



Transport Planning Consultants

Introduction

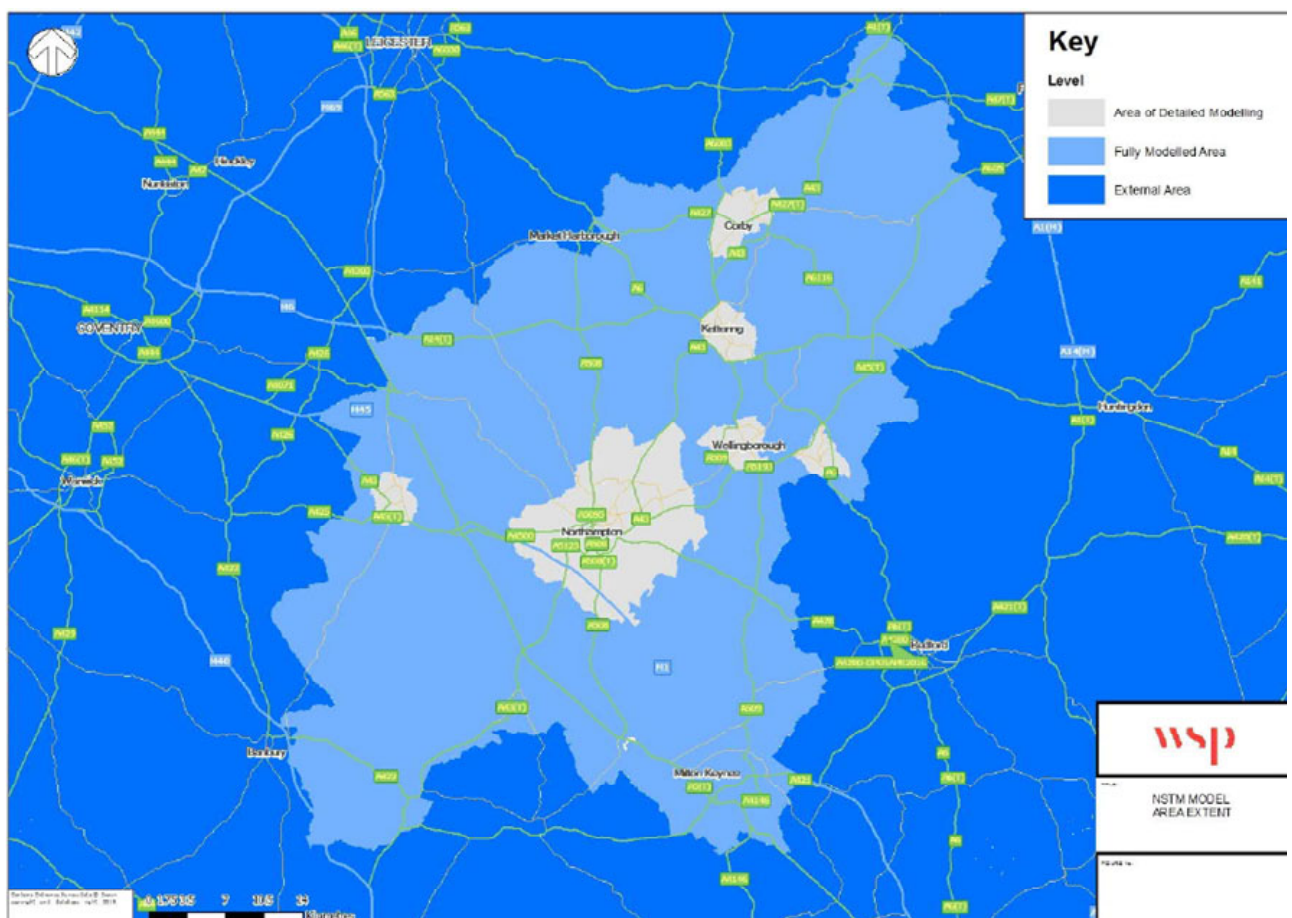
The scope of a Transport Assessment including traffic modelling inputs and outputs have been agreed with both North Northamptonshire Highways (NNH) and National Highways (NH). The scheme has been tested within Northamptonshire's Strategic Transport Model (NSTM) which covers the whole of the borough and a more detailed Microsimulation model for a section of the A14.

Modelling Work

Previous modelling work considered the original development of 390,000 sq m on the basis of 70% B8 and 30% B2. The modelling will be re-run to reflect the reduced floorspace and the change in development mix. This is discussed in more detail below.

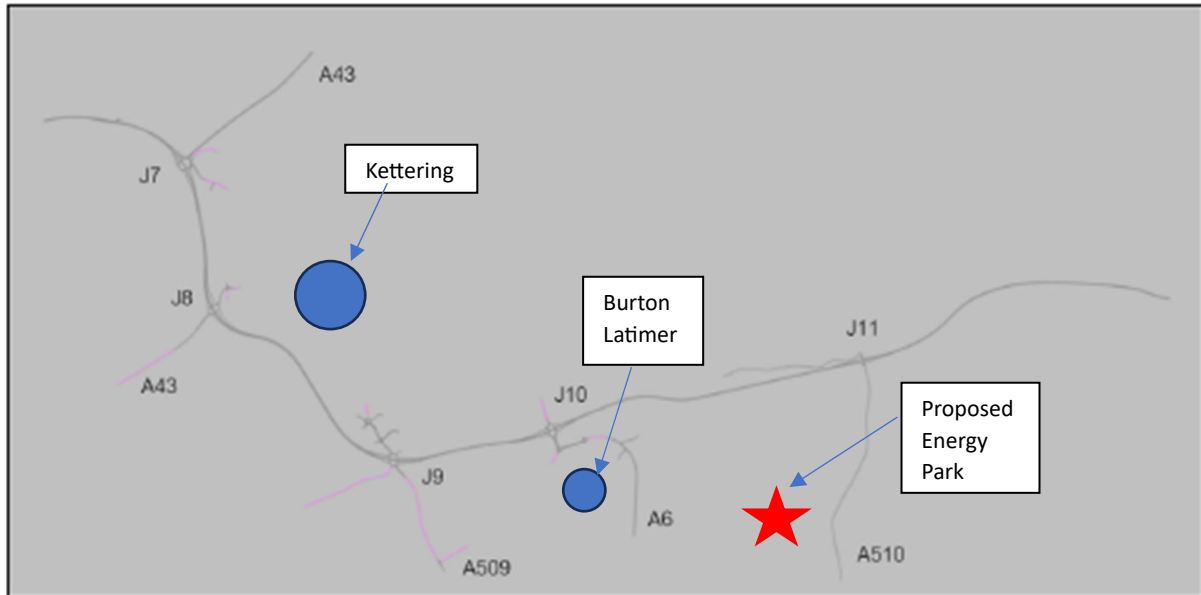
NSTM Modelling

It was agreed with NNH and NH that a run of the NSTM would be undertaken to assess the potential impacts of the development. The extent of the modelled area is shown below:



VISSIM Modelling

A VISSIM microsimulation model of the A14 extending from junction 7 to junction 11 is operated by SRL on behalf of National Highways who are responsible for the operation and maintenance of the A14. The extent of the VISSIM model is shown below.



Overall Transport Modelling Conclusions

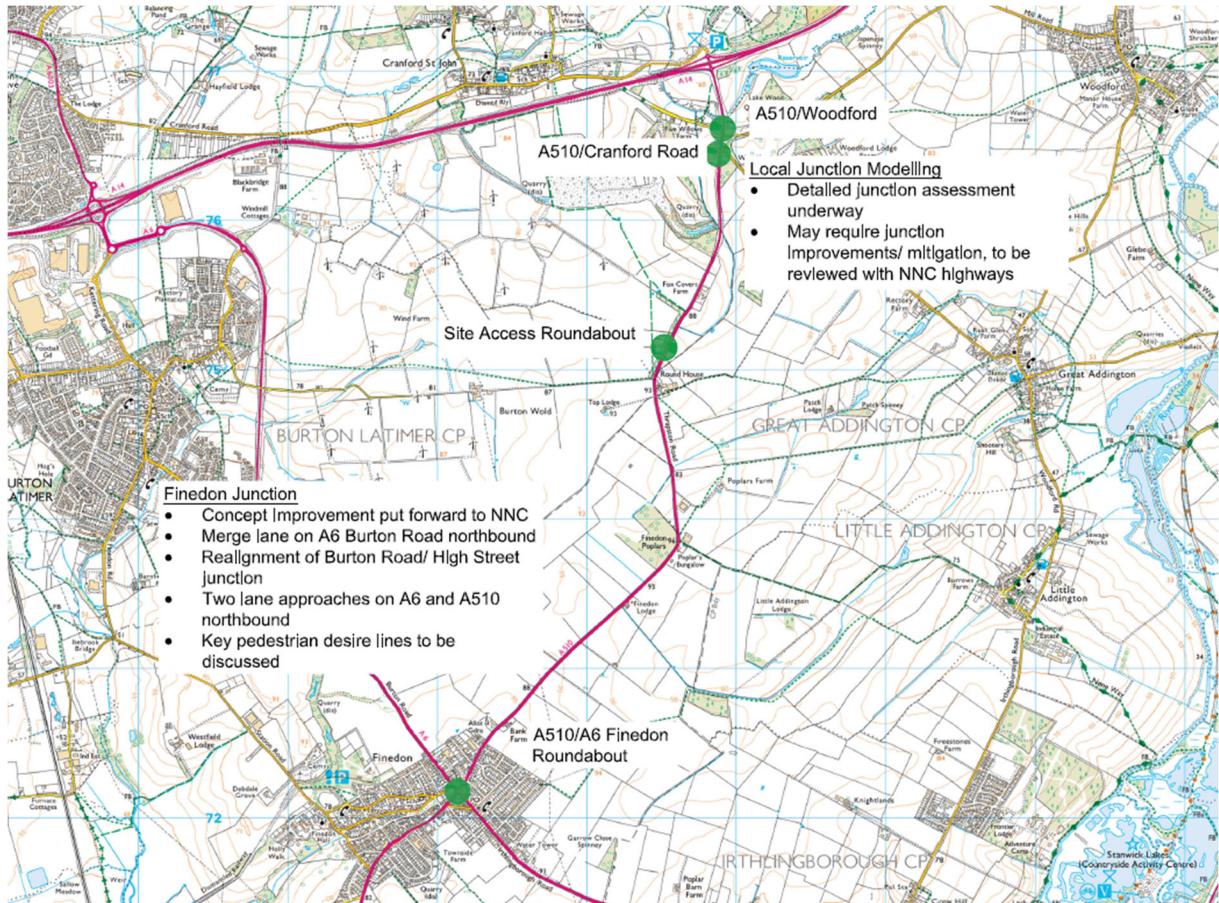
The key conclusions of the modelling work are as follows:

- The A14 will continue to operate with negligible differences when the addition of development traffic to and from the Energy Park site.
- The results also indicate that Junction 11 of the A14 will continue to operate effectively with the development traffic and no improvement works have been identified as being necessary at this junction.
- Traffic travelling through Finedon will require further appraisal, particularly at the A6 /A510 junction, which will need to be tested at a detailed local level. Discussions are ongoing with North Northamptonshire Highways in respect of mitigation at this location to provide a signal scheme to improve capacity.

Changes to the Masterplan

Following the Executive Advisory Panel meeting in 2023 to discuss the masterplan, the development mix has changed, and overall floor area reduced. This in turn reduces the traffic generation. The modelling will be re-run to reflect the changes.

The previous modelling conclusions are likely to remain unchanged, however the overall impact will be reduced. Local improvements to a number of key junctions are likely to be required as shown in the image below:

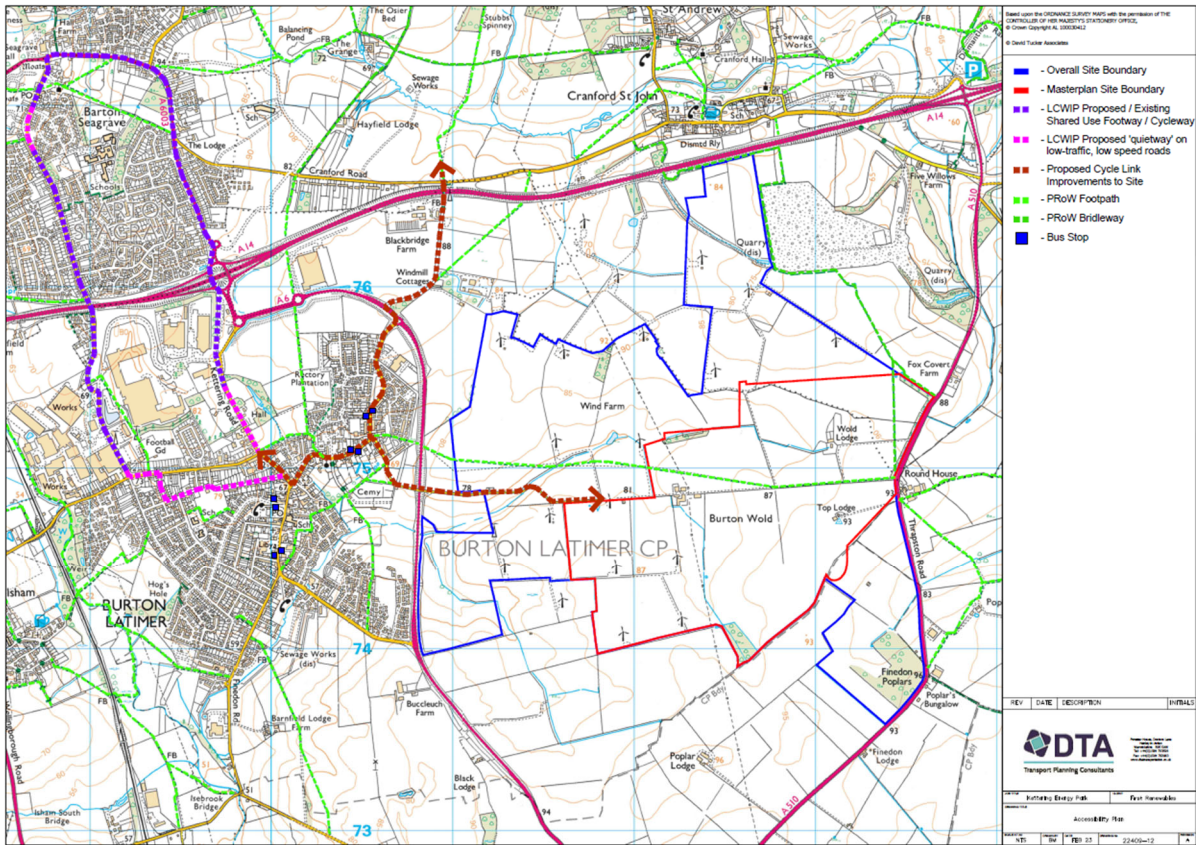


A Transport Assessment will be finalised and submitted as part of an outline planning application in due course.

Footway / Cycleway Connections

Footway/ cycleway provision will be included as part of the proposals, along the main estate road and a cyclist connection will be included through to Burton Latimer. A connection will also be made to the north to link with the Hanwood Park development.

The Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) proposes a number of footway/cycleway improvements in Burton Latimer and Barton Seagrave. These are shown in the plan below together with how they will link with the proposed LCWIP improvements further to the west.



Within the site itself there are proposals to divert two existing PROWs. The diversions include Footpath UA6#1 (running east to west) and Bridleway GF17#1 (running north to south).

Impact on Nearby Villages

The flow changes from the modelling outputs show a reduction to traffic on the Woodford Road to and from Woodford and the Cranford Road to and from Great and Little Addington.

Between Woodford and Great Addington the flow change plots show minimal increases in movements during peak periods (around 12 vehicles). Between Great Addington and Little Addington the flows increases are very minor (around 6 vehicles) in the peak periods.

The modelling outputs do not show a significant increase in vehicles either to and from the site or through these locations.

Local Transport Fund

Through discussions with the Highway Authorities and detailed assessment of how the local highway network operates with the proposed development traffic, additional targeted works or interventions may be identified in the local area, around the Energy Park site, such as activated signs, gateway features or traffic management measures. This will be kept under

review as the more detailed proposals progress to further minimise impacts of the development on the surrounding area.