

- 1. The Lincolnshire County Council (A15 Lincoln Eastern Bypass)
(Classified Road) (Side Roads) Order 2014**
- 2. The Lincolnshire County Council (A15 Lincoln Eastern Bypass)
Compulsory Purchase Order 2014**
- 3. Application In Relation To Proposed Compulsory Purchase Of
Land Held By The Canal & River Trust**

Department for Transport Reference: NATTRAN/EM/LAO/0084

Response to Objector's Proof

Mr D Turner

Response from Lincolnshire County Council to letter/proof of evidence from Mr Dennis Turner

1 Issues Raised by Mr Turner

1.1 Alternative Routes

- Purchase of property in 2006 influenced by Hawthorn Road remaining open
- Closure will cause great inconvenience. There will be additional travel distance, travel time and costs
- Alternative routes cause additional stress
- Has used Fiskerton Road in snowy conditions and was forced to use Hawthorn Road as a diversion

1.2 Heavy Traffic on LEB Will Cause Delays on Greetwell Road

- Mr Turner's Hawthorn Road usage is entirely during normal daytime trading hours when road traffic is at its highest
- Would be forced to use heavily trafficked A Roads , Kennel Lane or Fiskerton Road which carry more traffic than Hawthorn Road which is only a minor road

1.3 Queuing at Greetwell Road

- Would be forced to give way to LEB traffic at Greetwell Road roundabout

1.4 Proposed Alternative to Construct a Roundabout at Hawthorn Road

- The distance between two roundabouts is similar to A1\A46 roundabouts

2 Response from LCC

2.1 Alternative Routes

2.1.1 It should be noted that there is a third alternative to using Fiskerton Road or Kennel Lane as an alternative which is to continue to use Hawthorn Road and then join LEB and travel south towards the new roundabout at Greetwell Road. For road users heading south the journey can be continued on LEB or other destinations can be reached by either turning right at the new roundabout on to Greetwell Road or continuing around the roundabout and heading back north. The return journey can be made by joining LEB at the Wragby Road roundabout and then turning left on to Hawthorn Road.

2.1.2 In her report on the 2013 Orders at paragraph 8.39 the Inspector noted:

"In order for the stopping up of Hawthorn Road to be acceptable under the terms of the 1980 Act 'a reasonably convenient route shall be available or will be provided'. To be convenient, a route has to be suitable for the needs and purposes of all types of user, which requires consideration of journey length, time and safety. The exact same level of convenience need not be demonstrated. Under the public sector equality duty due regard has to be given to the need to advance equality of opportunity, which in this case applies particularly to those who may be disadvantaged by reason of age and disability".

2.1.3 In her report at paragraph 8.50 the Inspector also noted

"I conclude that the inherent physical characteristics and the traffic conditions of Kennel Lane, Greetwell Road and the bypass would be suitable for these roads to form part of safe alternative routes to the use of Hawthorn Road. Some journeys would involve a more circuitous or less direct route and become slightly longer in terms of distance, but journey time is unlikely to be as seriously affected as suggested in the objections.

The indication is that reasonably convenient alternatives would be available for people travelling by motor vehicle. In addition, there probably would be journeys that would be little affected in time or distance or see an improvement. There is no evidence that the stopping up proposal would have an adverse effect on scheduled regular bus services."

2.1.4 Following the partial closure of Hawthorn Road upon opening of LEB, a number of alternative routes will be available for those users travelling to and from the villages to the east of Lincoln. Dr Billington presents in his evidence information on the relative journey distances, times and safety of these alternatives compared to Hawthorn Road both before and after LEB is open.

2.1.5 Dr Billington notes in his summary at Paragraph 5.1.5

"With regard to the transport issues relevant to the choice of the Hawthorn Road junction, my evidence has shown that there are currently safe and reasonably convenient alternative routes available for movements to and from Cherry Willingham and Reepham, and that this will remain the case in the future with the Scheme in place."

2.1.6 Dr Billington identified that there would be 'minimum impact on local journey times'; as a result the additional financial impact of using the alternative routes is also likely to be small.

2.2 Heavy Traffic on LEB Will Cause Delays on Greetwell Road

2.2.1 Details of traffic flows were provided in the evidence of Mr Smith. These are summarised for Hawthorn Road and Greetwell Road below. The table includes both 2018 and 2033 two way peak hour flows for the AM, Inter Peak and PM peak periods.

Table 1 – Forecast Hourly Traffic Flows on Hawthorn Road and Greetwell Road

Road	Scenario	2018			2033		
		AM	Inter	PM	AM	Inter	PM
Hawthorn Road	Do Minimum	649	305	378	679	354	420
	Do Something	638	131	309	610	252	319
Greetwell Road	Do Minimum	695	437	785	668	482	745
	Do Something	654	621	860	643	600	761
LEB	Do Something	1,585	1,123	1,682	1,721	1,411	1,895

2.2.2 As can be seen the inter peak periods (which are most representative of the 'normal daytime trading hours' that Mr Turner suggests he will be generally travelling in) are generally lower than either the AM or PM peak flows. As a result Mr Turner will possibly not experience the same levels of traffic that might occur if he was travelling during the AM or PM peaks.

2.3 Queuing at Greetwell Road Roundabout

2.3.1 In paragraph 3.2.3 of his Proof Mr Smith notes

"3.2.3 As discussed in other evidence, the current design for LEB is for a single carriageway scheme and the forecast traffic flows shown in Figures 3-1 and 3-2 continue to justify an at-grade roundabout at each of these locations. In addition Lincolnshire County Council has aspirations to upgrade the scheme to a dual carriageway at some point in the future. With this aim, and as explained within the Statement of Reasons / Statement of Case, the County Council has future proofed the design of the single carriageway scheme to ensure that decisions made now will not prevent some future upgrade to dual carriageway standard. This means that the rationale for the selection of the junction standards for the major junctions remains appropriate."

2.3.2 Mr Smith notes in his evidence at paragraph 3.2.9:

"Although the forecast flows for the LEB are high for a single carriageway road, I do not expect there to be significant queuing, as is observed on the A46 western bypass of the city. This is because, as described above, the junctions on the scheme have been designed with a possible future upgrade to dual carriageway standard in mind and so are able to allow more traffic to enter and circulate the roundabout thereby reducing entry delays. The operation of the junctions has been assessed using ARCADY, which compares peak hour flows with the capacity provided by each arm of a roundabout and predicts the resulting queue lengths. ARCADY is widely used in highway design in the UK and provides very reliable predictions of roundabout operation and queues. Appendix B shows a summary of the ARCADY results, in addition to the full output, for each of the roundabouts.

The ARCADY assessments have been undertaken at the 2033 design year using a peaked traffic flows profile which reflects short term 'peak within peak' conditions and which provides a more stringent test than using a flat profile. The assessments can therefore be considered to be a 'worst case' scenario."

2.3.3 The assessment using ARCADY indicates that in 2018 there will be a maximum queue of 3 vehicles in the AM peak. In 2033 the maximum queue will be 7 vehicles, again in the AM peak.

2.4 Proposed Alternative to Construct a Roundabout at Hawthorn Road

2.4.1 A number of alternatives to the scheme (including the one proposed by Mr Turner) have been proposed by objectors and assessed by the County Council.

2.4.2 This alternative was advertised as Alternative 3 in the Lincolnshire Echo on 23 July 2015.

2.4.3 The findings of the assessment are outlined in the response to the alternative.

2.4.4 It should be noted that the example quoted by Mr Turner is on a dual carriageway.