Document Reference: LCC /3c

Lincolnshire COUNTY COUNCIL
HIGHWAYS ALLIANCE

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

Ms K Leo

Response from Lincolnshire County Council to letter/proof of evidence from Ms Kalle Leo

1 Issues Raised by Ms Leo

1.1 Alternative Routes

- LCC alternatives inconvenient and inadequate. None of LCC's proposals for alternative routes include any safety improvements to the routes.
- Fiskerton Road suffers from significant lying water during heavy rainfall increasing risk of aquaplaning on 60mph road. Water collects in dip at railway bridge bends. Repeated repairs on stone wall abandoned. Difficulties experienced in passing oncoming buses or HGV's at railway bridge, even for a confident driver.

1.2 Hawthorn Road and Bunkers Hill Junction

- Hawthorn Road\Bunkers Hill junction a little problematic as queuing builds up at times while trying to exit Hawthorn Road.

1.3 Flooding and Subsequent Icing at Greetwell Hollow

- Greetwell Hollow experiences standing water and ices in winter months.

1.4 Gritting of Alternative Routes

- Greetwell Road and Kennel Lane not on primary gritting routes

1.5 Traffic Surveys in November 2013

- Dr Billington's traffic survey conducted in November. Good governance should prevail over 'industry standard surveys'.

1.6 Queuing at Greetwell Road Roundabout

- Traffic will be forced to give way to LEB traffic at Greetwell Road roundabout. This will lead to queuing on Greetwell Road, again leading to pressure to go for a gap in traffic.

1.7 A158\Kennel Lane Junction

- Although the Hawthorn Road\Bunkers Hill junction suffers from queuing and forces drivers to make potentially unsafe manoeuvres, the enforced 30 mph speed limit means this is a much safer alternative to the A158\Kennel Lane junction which is on a 60mph road.
- A158 is one of the routes to Cadwell Park. Motorcyclists rarely observe speed limits.

1.8 General Points

- Conduct of LCC Councillors and Officers is unacceptable..

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 Dr Billington presents in his evidence information on the relative journey distances, times and safety of the alternative routes 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.

2.1.7 With regards to potential improvements on the alternative routes, as part of its statutory duty the County Council monitors all of its road network and maintains and improves it as appropriate and where budgets allow. The alternative routes will continue to be included in this monitoring programme following the opening of LEB.

2.2 Hawthorn Road\Bunkers Hill Junction

2.2.1 Mrs Leo notes that in her experience this junction is currently problematic at times as queuing builds up at times while trying to exit Hawthorn Road.

2.2.2 Mr Chetwynd in his Proof of Evidence notes at paragraph 3.6.5

"3.6.5 Following the Secretary of State's decision not to confirm the Orders after the previous Inquiry, the County Council took the opportunity to refine its current modelling. This was done in order to better understand travel patterns in the locality, refine model responses to take account of detail and provide a platform upon which the revised future growth and local development assumptions could be tested with the latest configuration of LEB. The results of this modelling work are presented in Mr Smith's evidence and indicate that the Junction of Hawthorn Road with Bunkers Hill is significantly over capacity due to traffic growth with the non-stopping up Hawthorn Road. The only option available to address the imbalanced flows at this junction would be to provide traffic signals at a considerable additional cost to the County Council."

2.3 Flooding and Subsequent Icing at Greetwell Hollow

2.3.1 The County Council's Divisional Highways team had previously identified that there was an ongoing issue with a third party drainage culvert under Greetwell Road at Greetwell Hollow which was prone to flooding, this culvert has had work carried out on it and the issue has now been resolved.

2.4 Gritting of Alternative Routes

2.4.1 As indicated on the map on the County Council's website, Hawthorn Road, Greetwell Road and Kennel Lane are on the Council's list of routes that are treated. The website notes:

"Lincolnshire County Council carries out precautionary gritting and salting on 3,008km (1,869 miles) of Lincolnshire's roads and highways, including all major traffic routes and A- and B-roads.

A treated link is provided from each main village to each major traffic route and every primary and secondary school in Lincolnshire has a salted route which goes within 500 metres of its entrance and, in most cases, passes its gates.

Where possible, a treated link is provided to within 500 metres of all main NHS hospitals and all train and bus stations.

The Council also undertakes snow clearing when snow falls and settles to depths likely to cause disruption to transport, whilst the Highways Agency also carries out

precautionary salting on all 84km (52 miles) of trunk roads in Lincolnshire, including on the A1, the A52 Grantham-Nottingham and the A46 west of Lincoln.

Outside of this, no other roads will be treated apart from where roads are impassable due to severe snow conditions or during prolonged icy spells.

When will roads be gritted?

Between 1 October and 30 April each year, the Council monitors 12 roadside weather stations 24 hours a day and use Met Office forecasts to predict when action is needed to keep the roads safe.

Once the decision is made to grit the county's roads, gritting takes place at various times to grit either to before ice has set or once snow has settled so that it has the best chance of working."

2.5 Traffic Surveys in November 2013

2.5.1 These surveys were carried out in direct response to the objections to the 2013 Orders and to inform the 2014 Public Inquiry.

2.5.2 Traffic surveys need to be carried out in 'neutral' months because at other times of the year traffic flows are either above or below average. In school holidays for instance a number of road experience significant reductions in traffic flows which if used would result in the underestimation of schemes on the road network.

2.5.3 Ms Leo notes the seasonality of traffic, particularly on the A158 and identifies that Dr Billington's evidence from the 2014 Public Inquiry does not consider seasonal traffic. It is agreed that the traffic modelling does not reflect seasonal peaks in traffic, nor does it reflect times when traffic levels will be lower than average. The model uses the industry standard approach, as required by the Department for Transport for scheme assessment, of adopting a neutral month to reflect 'normal' non-seasonal conditions that drivers would expect to experience for the majority of the year.

2.5.4 It should be noted that summer seasonal peaks in traffic flows only occur on certain routes while flow levels on most local roads are generally lower than in neutral months as children are not attending school and many people are on holiday and hence not driving on their normal routes during peak periods. Thus, it is not the case that summer traffic flows will be higher on all roads as implied by Ms Leo, and so using a neutral month is the appropriate approach.

2.6 Queuing at Greetwell Road Roundabout

2.6.1 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."

2.6.2 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."

2.6.3 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.

2.7 A158\Kennel Lane Junction

2.7.1 Mr Smith outlines in his evidence that an assessment of the capacity of the junction of the A158 and Kennel Lane has been carried out. He notes at paragraph 3.6.10 to 3.6.12

"3.6.10 The results for the exiting AM and PM traffic flows demonstrate that currently the junction of Wragby Road and Kennel Lane operates well within capacity with no significant queuing on any of the junction arms in either the AM or PM period. The highest Ratio to Flow Capacity value is 0.386, well below the maximum practical capacity (0.85).

3.6.11 The results for the design year (2033) indicate that the junction is forecast to operate well within capacity in both the Do Minimum and Do Something scenarios with a maximum RFC of 0.635 occurring on the left turn out of Kennel Lane in the Do Something AM peak.

3.6.12 The results for the worst case scenario indicate that that Kennel Lane arm would operate around maximum theoretical capacity, with an indicative RFC of 1.052 for the left turn and 1.008 for the right turn, in the AM peak. The corresponding maximum queues equate to 18 left turning vehicles and six right turning vehicles. It is of note that this junction has been modelled with a heavily peaked profile and this situation is only forecast for a brief period during the middle of the modelled hour. I

would stress once again that this is a worst case scenario for the design year of 2033 and the modelling analysis indicates that this is an unlikely outcome. The junction is forecast to operate within capacity in the worst case PM scenario."

2.8 Issues Outside The Scope of The Orders

- Motorcyclists not observing the speed limit
- Conduct of LCC Councillors and Officers.