

- 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 Loryman

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

1 Issues Raised by Mr Loryman

- **Cycle accidents and infrastructure in Lincolnshire and Lincoln**
- **Crossing facilities for cyclists**
- **Costs of Toucan crossings**

2 Response from LCC

2.1.1 Mr Loryman's evidence provides a commentary on cycle accidents and infrastructure in Lincolnshire and Lincoln and making general recommendations. Within his evidence, he also references information presented in Mr Townhill's evidence.

2.1.2 Mr Chetwynd provides details on the definition of and provision for Non-Motorised Users (NMUs) in Section 6 of his proof of evidence. Further comments on cycle provision have been made in Lincolnshire County Council's response to Mr Townhill's proof of evidence (on behalf of Lincolnshire Cyclists' Touring Club).

2.1.3 Cycle facilities associated with the LEB are to be provided to maintain and enhance cycle routes and infrastructure where there is an interaction with the scheme. It is outside of the scope of the LEB to provide enhancements to cycle facilities within the wider Lincoln area.

2.2 Cycle crossings

2.2.1 Mr Loryman stated in his proof that *"the addition of safe crossings on the proposed A15 Lincoln Eastern Bypass would be money well spent"*. Mr Loryman also stated that the Cyclists' Touring Club estimates the provision of Toucan crossings would increase the capital cost *"by about £20k each"*

2.2.2 The LEB will provide cyclists with a number of choices in routing between Lincoln and the villages of Fiskerton, Cherry Willingham and Reepham. Cyclists will be able to use the existing NMU route on the southern side of Hawthorn Road and the NMU bridge over LEB which will provide route choices via Wragby Road, Carlton Boulevard and the NMU route alongside LEB. If travelling along Greetwell Road, an NMU bridge will provide a grade-separated crossing of the LEB, enabling cyclists to continue along Greetwell Road, or to travel north or south on the NMU route on the western side of the LEB. Greetwell Fields on the eastern side of the LEB between Hawthorn Road and Greetwell Road will be converted into a bridleway, which will be available to be used by cyclists, providing a connection from Greetwell Road to the NMU route on the eastern side of LEB and then on to the NMU bridge at Hawthorn Road. To the south of Greetwell Road, the LEB will provide access to the Water Rail Way, which provides a traffic free route for cyclists into Lincoln. Cyclists travelling westbound towards Lincoln on Greetwell Road can cross LEB either by using the LEB roundabout or by crossing the road prior to the roundabout and using the NMU bridge. In addition, cyclists can also use the Greetwell Fields bridleway and cross the LEB using the Hawthorn Road NMU bridge. Cyclists crossing the road at either

the Greetwell Road NMU bridge or Greetwell Fields can do so either by turning in carriageway or by stopping at the side of the road and waiting to cross at an appropriate opportunity. The LEB Scheme has been safety audited and no issues related to cycle safety have been raised.

- 2.2.3 With reference to the £20,000 capital cost for a Toucan crossing quoted by Mr Loryman, it is unclear how and from where the Cyclists' Touring Club derived this figure. Lincolnshire County Council has recently delivered new Toucan crossings and costs for these have been in the region of £120,000 to £150,000. These costs include the signal equipment, surfacing, ducting, traffic management, design and supervision. For large junctions where dual Toucan crossings may be needed for a single arm, the cost could be in the region of £200,000 per arm.
- 2.2.4 Design Manual for Roads and Bridges (DMRB) (Volume 6, Section 2, Part 3, TD 16/07 Chapter 6, para 6.3) states that *"Grade separation for non-motorised users is the best option at high speed roundabouts but may not be cost effective"*. As LEB is classified as a high speed road, grade separation is therefore the preferred option. As a note to Table 6/1: Selection of Roundabout Type and Recommended Provision for NMUs, DMRB states that *"signal controlled crossings could be provided only if warranted by site-specific conditions; an alternative is grade separated provision."* A grade separated crossing of LEB is provided at Hawthorn Road, which also serves NMUs crossing LEB at the Wragby Road junction via the use of the NMU Route on both sides of the LEB between Wragby Road and Hawthorn Road. Grade separated facilities are also provided at Greetwell Road, Bloxholm Lane and B1188 Lincoln Road. Furthermore, the Heighington Road overbridge and the Water Rail Way provide grade-separated access across the LEB.
- 2.2.5 In addition, DMRB (Volume 6, Section 2, Part 3 TD 50/04, Chapter 1. Para 1.2) states that *"this document sets out standards, methodology and good practice for the design of geometric layouts for signal-controlled junctions and signalised roundabouts where the 85th percentile speed on the approach roads are below 104kph (65mph). Traffic signals are not recommended where this approach speed is exceeded."* This prohibits the use of traffic signals on derestricted dual-carriageways and would, therefore, result in any signals being removed from junctions of the LEB as part of any future dualling of the road. Provision of traffic signals in such a situation would be a departure from standards.

2.3 Other Comments

- 2.3.1 It should be noted that the map of 'Locations of serious cycling injuries in Lincoln' contained within Mr Loryman's evidence does not appear to show any locations within the areas close to the alignment of the Scheme. Furthermore, the information contained within Mr Loryman's evidence focuses on areas outside of the immediate vicinity of the Scheme and it is not within the remit of the LEB to make improvements to areas away from the scheme. Whilst separate cycle facilities have been included in the LEB where appropriate, it is more difficult to do so on existing highways and the historic nature of Lincoln means that such opportunities are limited on the older and narrower carriageways.
- 2.3.2 The LEB will lead to a reduction in traffic on a number of routes including on Wragby Road, the A15 and through Lincoln city centre, which will be of benefit to NMUs.

2.3.3 As stated in the County Council's response to Mr Townhill's evidence:

“A grade separated crossing of LEB is provided at Hawthorn Road, which also serves NMUs crossing LEB at the Wragby Road junction via the use of the NMU Route on both sides of the LEB between Wragby Road and Hawthorn Road. Greetwell Fields on the eastern side of the LEB between Hawthorn Road and Greetwell Road will be converted into a bridleway, providing a connection from Greetwell Road to the NMU route on the eastern side of LEB and then on to the NMU bridge at Hawthorn Road. Grade separated NMU facilities are also provided at Greetwell Road, Bloxholm Lane and B1188 Lincoln Road. Furthermore, the Heighington Road overbridge and the Water Rail Way provide grade-separated access across the LEB.

Whilst an uncontrolled crossing point is being provided on Washingborough Road, to maintain the current route, NMUs have the option to use the Water Rail Way as a preferred route between Washingborough and Lincoln (See 'Sustrans Cycle Route' on plan in Appendix A).

Pedestrians, cyclists and equestrians travelling on the LEB will be able to use the NMU route on the western side of the LEB. This facility will provide access to the Carlton Estate without the need to cross LEB. In addition, people wishing to use the NMU route on the southern side Hawthorn Road will be able to cross the LEB using the NMU bridge, meaning that they will not need to cross at-grade. All junctions on the LEB have crossings designed to current standards.”