

# **Objectors' Alternative Proposals Alternative 6 Grade Separated Junctions Provided In Lieu Of Roundabouts**

- 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

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**Appendix – Plans Showing Alternative 6**

## 1. Introduction

The A15 Lincoln Eastern Bypass is a Major Project promoted by Lincolnshire County Council. The published Scheme includes the construction of 7.5km of single carriageway between the A158 Wragby Road in the north and the A15 Sleaford Road in the south. It also includes the additional NMU bridge at Hawthorn Road.

Alternative 6 involves the removal of the proposed roundabouts at the following locations and replacement with Grade Separated Junctions in order to improve traffic mobility and relieve congestion on the bypass. The proposal also includes the partial grade separation of Hawthorn Road as per Reepham Parish Council Alternative 2. The junctions considered are:

- B1308 Greetwell Road
- B1190 Washingborough Road
- B1188 Lincoln Road
- A15 Sleaford Road

Alternative 6 was published in the Lincolnshire Echo on 23<sup>rd</sup> July 2015.

The County Council has carried out a desktop assessment of the Alternative but has not undertaken a detailed engineering design, or environmental assessment. The time available within the statutory process would make such detailed work unfeasible and the cost of a fully detailed assessment would not be justified in the County Council's view.

This note records the results of the desktop study assessment.

## 2. Engineering and Buildability

- I. For comments on the partial grade separation of Hawthorn Road please refer to the response on Alternative 2
- II. B1308 Greetwell Road – A Compact Grade Separated Junction (CGSJ) would have to be sited to the south of Greetwell Road to avoid the existing deep open quarry but would require significant fill to the south as the topography of the land falls away steeply at this location. There are also the existing subterranean issues associated with the abandoned mine workings that are known to exist in this location. There would also be extensive Statutory Undertakers diversionary works required to construct this junction.
- III. B1190 Washingborough Road – A CGSJ at this location would require significant cut in order for the junction not to impact on the Lincoln to Spalding Railway line. The junction would also impact on the proposed drainage scheme for the LEB as it is located at the lowest point along the route and in close proximity to drainage ponds provided as part of the Scheme. The siting of the junction could conflict with the safe operation of the adjacent railway as it may interfere with the signalling of the line, approval from Network Rail would therefore have to be sought. The proposed alternative would also be difficult to design in close proximity to the existing crossing of the B1190 under the Railway which is signal controlled. There would also be additional Statutory Undertakers Plant diversions over and above those proposed for the LEB.

- IV. B1188 Lincoln Road – The LEB is at grade at this location (ie at the same level as the B1188) and the construction of a CGSJ would require significant quantities of additional materials to be imported into the site. The side road approach from Branston would require the purchase and demolition of property in order to avoid the diversion of 132kv Overhead Electricity Transmission apparatus.
- V. A15 Sleaford Road – This junction is at the end of the LEB and would require the main line of the bypass to turn to the South in order to connect with the existing route. This creates a great deal of difficulty in terms designing a junction that is land efficient. The proposal would require a significant proportion of land with development potential that is contributory to the local development plan and the funding of the LEB. It would also require the purchase and demolition of Manor Farm in order to provide a connection to Bracebridge Heath to the North and would impact on the access to the adjacent Westfield Farm. The proposal would not be compatible with the current plans for the Southern Bypass and would therefore have to be demolished as part of that development. This would make the construction of a new junction at this location in the future very difficult once the LEB is open to traffic. This alternative would also require the approval of the Ministry of Defence as it is close to the end of the runway at RAF Waddington and is likely to impact on the runway approach from the North East. The existing Bloxholm Lane would also have to be stopped up and access provided via the Grade Separated Junction for all travellers including NMU's.
- VI. On a general note it is assumed that all of the proposed junctions would require street lighting in accordance with County Council Policy and would need to be future proofed for dualling under a future scheme.

### **3. Environmental Impacts**

The four major junctions would have significant impacts in terms of increased noise, visual impact and light pollution due to the raised height of the carriageways over the Bypass and would require a new Environmental Impact Assessment as they constitute a significant deviation from the scheme as proposed.

### **4. Traffic, Safety and Economics**

This alternative is likely to improve the movement of vehicles on both the bypass and the intersected side roads. It also provides grade separation for NMU's using the existing routes between the outlying villages and Lincoln.

### **5. Land Requirements**

The proposed alternative requires land that falls outside of the highway boundary for which Planning Permission exists for both the permanent works and the temporary works areas required to construct the alternative junctions.

The alternative will require significantly more additional land and as a result will need new Compulsory Purchase Orders. A change to the Side Roads Order will also be required.

## **6. Planning Considerations**

A new Planning Permission would be required for this alternative.

## **7. Cost\Funding**

The net additional cost of providing Compact Grade Separated Junctions at the four locations as direct replacements for the roundabouts that are currently provided in the scheme is £24.1m (with the cost of the roundabouts and NMU crossings deducted).

Consequential junction improvements in the City arising from the LEB would be assessed post implementation of the Scheme and delivered as part of the Highway Authority's general duties and obligations under the Highways and Traffic Management Acts. As noted in the response to Alternative 2, additional consequential junction improvements arising from this alternative proposal would however as a minimum include the following:

- Signalisation of Hawthorn Road Bunkers Hill junction - £0.87m
- Improvement of Wragby Road / Outer Circle Road junction - £0.85m.

In total therefore there would be a net increase of approximately £25.8m for this alternative. This estimate includes significant additional diversions of Statutory Undertakers Plant at all of the sites.

This alternative would require the submission of a new Business Case to central government for funding and is unlikely to be capable of being justified before the DfT.

Additional costs would also be incurred due to the elongated construction programme to construct the junctions.

## **8. Programme**

The scheme programme would be delayed because of the new planning application and CPO\SRO.

## **9. Conclusion**

The Alternative, when compared with the Scheme with planning permission does not provide any advantages that justify investigating it any further as the enhanced provision for NMU's; which is greater than that required by current standards, cannot be economically justified.

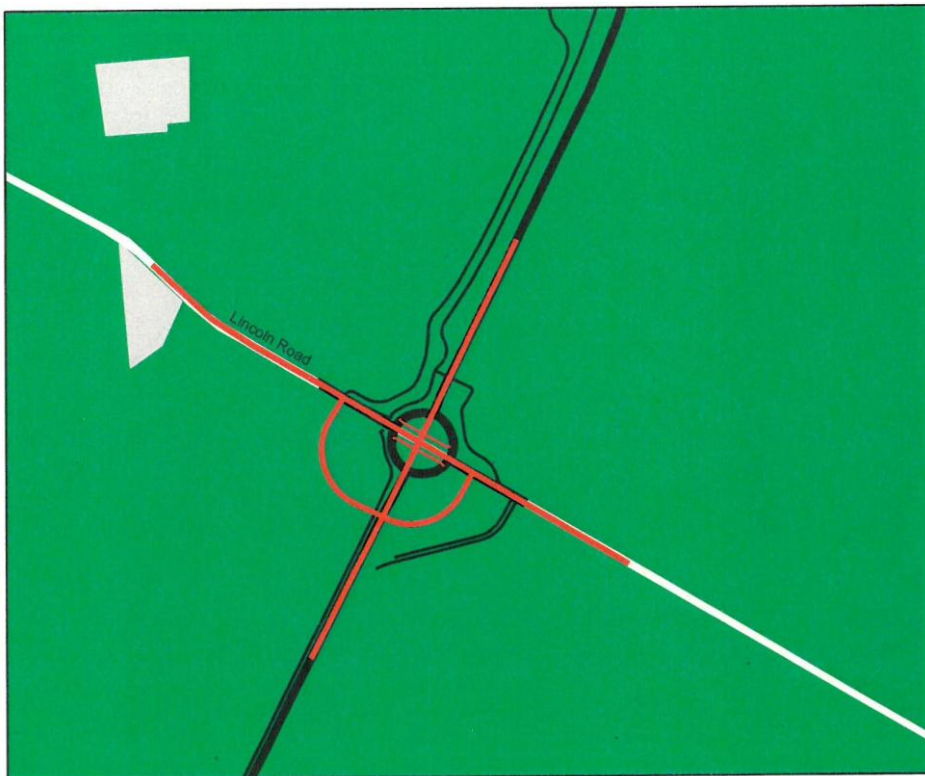
There are significant environmental, cost and programme issues with this Alternative, given the increased visual impact and the need to obtain planning permission and publish new SRO and CPO's.

The additional cost of the Alternative will change the Business Case to central government that may not be capable of being justified before the DfT to obtain funding.

**Appendix – Plans Showing Alternative 6 Junctions  
The A15 Sleaford Road**



**The B1188 Lincoln Road**



## The B1190 Washingborough Road



## The B1308 Greetwell Road

