

- 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 and Question**

**Mr A Townhill**

## **Response from Lincolnshire County Council to letter/proof of evidence from Mr Andrew Townhill on behalf of the Lincolnshire Cyclists' Touring Club**

### **1 Issues Raised by Mr Townhill**

- **Severance and the standard of crossing facilities for cyclists provided at LEB junctions**
- **Provision for cyclists using side roads**
- **Question to Lee Rowley**

### **2 Response from LCC**

2.1.1 Mr Townhill's proof of evidence focusses on the provision of facilities for cyclists as part of the LEB Scheme. His primary concerns are related to the standard of at-grade crossing facilities and provision of facilities for cyclists on side roads adjoining the scheme.

2.1.2 The provision for cyclists, in addition to other Non-Motorised Users (NMUs), within the LEB scheme is considered by the Council to be of a high standard and significantly above ensuring that current provision is maintained. The proposals are brought forward and have been considered on the basis of providing a high standard of provision for NMU users consistent with the Council's ambitions to promote such use as indicated in LITS although staying within the legitimate parameters of the promotion of the LEB itself.

2.1.3 Paragraph 5 of the Report to Lincolnshire County Council's Planning and Regulation Committee on June 2013 (Core Document: CD32) confirms the following provision:

*"Construction of new bridges/structures along the LEB route including:*

- *new bridges to carry the proposed LEB over the River Witham and adjacent North and South Delph watercourses and the Lincoln to Market Rasen railway line;*
- *new bridges to carry the LEB under the Lincoln to Spalding railway line and Heighington Road;*
- *three pedestrian/cycleway bridges at Greetwell Road, South Delph and Bloxholm Lane;*
- *a new pedestrian/cycleway underpass at Lincoln Road (B1188) which would allow passage for non-motorised users beneath the LEB."*

2.1.4 Mr Chetwynd provides details on provision for Non-Motorised Users (NMUs) in Section 6 of his proof of evidence. A plan of NMU provision associated with the LEB Scheme is presented in Appendix A of this document while the table on Pages 23 and 24 of Mr Chetwynd's proof of evidence presents information of the impacts of the scheme on NMUs and the mitigation/provision proposed.

### **2.2 Severance and crossing facilities for cyclists**

- 2.2.1 Mr Townhill states that *“people travelling on foot or bicycle coming down from Wragby Road (A158) cannot use the bridge and have to use the dismount and dash facility across the busy road with traffic entering and coming from the L.E.B. slip roads.”*
- 2.2.2 The plan contained within Mr Townhill’s evidence has been superseded and shows the previous proposal for the NMU bridge presented at the 2014 Public Inquiry.
- 2.2.3 Crossings at each junction of the LEB are designed to current standards including Design Manual for Roads and Bridges (DMRB) (Volume 6, Section 2, Part 3, TD 16/07)
- 2.2.4 If NMUs travel south down the LEB on the NMU route on the eastern side of the road, they will be able to use the crossing on Hawthorn Road to access both the NMU bridge and the NMU route on the southern side of Hawthorn Road. The crossing of Hawthorn Road associated with the revised proposals for the NMU bridge will be further to the east to address concerns raised by the Inspector at the previous public inquiry. Hawthorn Road will experience a reduction in traffic following the opening of LEB, therefore, current traffic conditions on the road do not reflect traffic levels once LEB is in place. The provision of an at-grade crossing at this location meets current design standards.
- 2.2.5 Cyclists and pedestrians travelling south down the LEB from the A158 Wragby Road junction will be able to use the NMU route on the western side of the LEB. If they wish to cross the LEB, they will be able to do so using the NMU bridge at Hawthorn Road. The NMU route on the western side of the LEB together with the NMU bridge and the NMU route on the south side of Hawthorn Road will provide pedestrians and cyclists with a continuous off-carriageway NMU route from the A158 to Croft Lane in Cherry Willingham.
- 2.2.6 Mr Townhill also states that *“Closing Hawthorn Road will increase traffic levels on Greetwell Road. For those cycling to Lincoln it means a dangerous right turn to use the proposed overbridge on the LEB.”*
- 2.2.7 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.

- 2.2.8 With reference to Picture 6 in his proof, Mr Townhill states that signal controlled crossings could be provided on the LEB roundabouts *and “on the Hawthorn Road section for those coming down on foot or bicycle to cross on to the Carlton Estate or join the cycle path along Hawthorn Road.”*
- 2.2.9 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 best option.
- 2.2.10 As a note to Table 6/1: Selection of Roundabout Type and Recommended Provision for NMUs, (Volume 6, Section 2, Part 3, TD 16/07 Chapter 6) DMRB states that *“signal controlled crossings could be provided only if warranted by site-specific conditions; an alternative is grade separated provision.”* 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 provision of traffic signals in such a situation would be a departure from standards. This would, therefore, result in any signals being removed from junctions of the LEB as part of any future dualling of the road.
- 2.2.11 A grade separated crossing of LEB is provided at Hawthorn Road, which also serves NMUs crossing the 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 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.
- 2.2.12 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).
- 2.2.13 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.
- 2.2.14 People wishing to use the existing NMU route on the southern side of Hawthorn Road will be able to cross the LEB using the NMU bridge, meaning that they will not need to cross at-grade.
- 2.2.15 All crossings, where they are provided on the LEB are designed to current standards.

2.2.16 On Page 12 of his proof of evidence, Mr Townhill comments that whilst a grade-separated crossing of the LEB is provided, no crossing is provided across Lincoln Road. An NMU route is currently provided on the northern side of Lincoln Road, which will link directly into the proposed subway. There will therefore be no need for pedestrians or cyclists to cross Lincoln Road.

2.2.17 On Page 13 of his proof of evidence, Mr Townhill comments, with reference to the A15/LEB junction, that it is *“Another large roundabout for existing on-road cyclists to deal with, again, with no crossings indicated for users of the proposed cycle track”*. There are presently no cycle facilities on the existing A15, therefore, cyclists use the main carriageway in traffic and cyclists will negotiate the roundabout within the carriageway. A new NMU bridge will be provided to link Bloxholm Lane and the A15, crossing over the LEB.

### **2.3 Provision for cyclists using side roads**

2.3.1 Mr Townhill states that there is *“little or no provision for those cyclists using the side roads from the villages to and from Lincoln. If safe crossings for suburban villages were provided more people will cycle.”*

2.3.2 The LEB Scheme will maintain the current provision and in many locations enhance provision for NMUs within the immediate vicinity of the scheme.

2.3.3 Crossing facilities are provided at each junction of the LEB and these are designed to the most appropriate standards which meet or exceed current requirements. An NMU bridge will be provided at Hawthorn Road, linked to the NMU route which will be provided along the entire length of the LEB on its western side, as well as the section of NMU route on the eastern side of LEB between Wragby Road and Hawthorn Road. This will maintain the current NMU provision along Hawthorn Road. In addition, NMU bridges will be provided at Greetwell Road and Bloxholm Lane as well as a subway at the B1188 Lincoln Road, all of which will be linked to the NMU route. The NMU route will also connect to the Viking Way and Water Rail Way which provide traffic free routes into Lincoln. Furthermore, the Heighington Road overbridge and the Water Rail Way provide grade-separated access across the LEB.

2.3.4 It is outside the scope of the LEB to deal with wider aspects of cycle provision in Lincoln with the exception of ensuring current access is maintained.

### **2.4 Question to Lee Rowley**

2.4.1 On page 15 of his proof of evidence, Mr Townhill comments that he would like to ask the lead witness for Lincolnshire County Council, Lee Rowley, his opinion on the safety for NMUs of the A46/Skellingthorpe Road junction. Although outside of the parameters of this inquiry into the LEB scheme Mr Rowley would point out that unlike the Skellingthorpe Road junction, grade-separated crossings or links to alternative routes are provided across the LEB, therefore, the locations are not comparable.

# Appendix A – Location Plan Showing Rights of Way and NMU Routes

