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# **NORTH HYKEHAM RELIEF ROAD WALKING, CYCLING & HORSE RIDING ASSESSMENT**

# NORTH HYKEHAM RELIEF ROAD WALKING, CYCLING & HORSE RIDING ASSESSMENT

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# **1. SCHEME DESCRIPTION AND BACKGROUND**

## **1.1 Background**

The North Hykeham Relief Road (NHRR) is the last major highway scheme contained within the Lincoln Integrated Transport Strategy (LITS). The NHRR (previously known as the Lincoln Southern Bypass (LSB)), will link the recently constructed Lincoln Eastern Bypass (LEB) with the A46 on the Strategic Road Network (SRN) to the west, which is also the western end of the Lincoln Western Relief Road (LWRR). The NHRR is the last element of a complete ring road around the greater Lincoln urban area comprising both Lincoln and North Hykeham.

The completed ring road will comprise of four sections of carriageway: the Lincoln Western Relief Road (LWRR), the Lincoln Northern Relief Road (LNRR), the Lincoln Eastern Bypass (LEB), and the NHRR. The NHRR will also form part of the Lincolnshire Coastal Highway.

Construction is planned to commence in late 2025, with an anticipated scheme opening in 2028. In accordance with DMRB Guidance GG142 - Walking, cycling and horse-riding assessment and review, the scale of the scheme has been assessed (by the Lead Assessor) and is considered to qualify as a 'large' scheme for the purposes of this assessment. Therefore, the scheme will be subject to a Walking, Cycling & Horse-Riding Assessment (WCHAR) during the preliminary design stage of the proposed highway scheme. This will then be followed by Walking, Cycling & Horse Riding Review at the detailed design stage.

The purpose of the WCHAR is to facilitate the inclusion of all walking, cycling & horse-riding (WCH) modes in the scheme design process from the earliest stage, enabling the design team to identify opportunities for improved facilities and integration with the local and national network throughout the design process.

Aims of the WCHAR are to:

- Gain an appropriate understanding of all the existing facilities for pedestrians, cyclists and equestrians in the study area;
- Provide background information that can be referred to throughout the design process; and
- Identify opportunities for improvement for users.

The WCHAR contains the following elements:

- Definition of the study area;
- A review of walking, cycling & horse-riding policies and strategies;
- Collision data;
- Public transport service and interchange information;
- Key trip generators and local amenities;

- Existing WCH network facilities within the local area;
- Existing WCH network facilities at a strategic level; and
- WCH survey data.

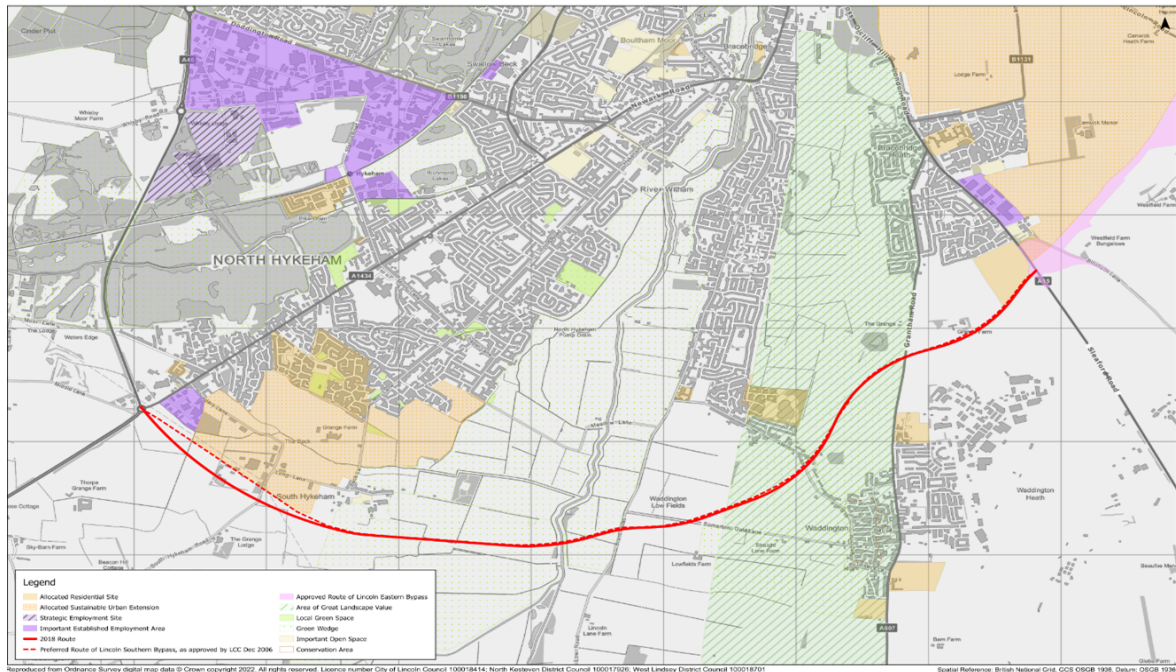
## **1.2 Proposed Highway**

The NHRR, comprises a Dual 2 lane All-Purpose Carriageway (D2AP) with a combined foot and cycleway running to the north of the east-bound carriageway. It links the A46 on the strategic road network (SRN) to the Lincoln Eastern Bypass (LEB).

Significant Features:

- Remodelling of the A46 Roundabout
- Green Lane Culvert
- South Hykeham Road Roundabout
- Wath Lane WCH Crossing
- South Hykeham Culvert
- River Witham Crossing
- New Brant Road Roundabout
- Station Road Crossing
- Viking Way WCH Crossing
- New (A607) Grantham Road Roundabout
- Waddington Dyke Culvert
- Tie-in to Sleaford Roundabout on the A15

Further features will be required as determined by the development of detailed design and client requirements.



**Figure 1.1: Route Map**

Preliminary figures of the proposed scheme are included in Figures 0362-LCC-ELS-HN-DR-HYW-00001 - 00005 (Appendix 1) which identify existing PROW and potential diversion routes. It should be noted that these are preliminary only and will be developed as the scheme design progresses. A summary of key walking, cycling and horse-riding features associated with the proposed scheme are summarised below.

### **A46 Roundabout**

It is proposed to close SHYK/20/1 however access will be retained via the existing shared cycle/footway and SHYK/9/2.

New footway proposed on northern link of A46 adjacent to the northbound carriageway in order to connect the proposed facilities to the existing Public Right of Way, Public Footpath TOTH/17/1. A crossing of Middle Lane and the southern link of the A46 will provide connectivity to the existing shared use facility adjacent to the southbound carriageway of the A46, with further connectivity across the proposed North Hykeham Relief Road to the existing facility adjacent to the A1434.

Following discussions with LCC, TOTH/17/2 is proposed to be extinguished.

Existing shared cycle/footway on A1434 approach to connect to new shared cycle/footway along proposed scheme.

### **South Hykeham Roundabout**

Signalised crossing point on South Hykeham Road (to the north of proposed roundabout) to enable continuation of shared cycle/footway along proposed scheme.

### **Wath Lane**

SHYK/1/1 to be diverted to retain connectivity with bridleway SHYK/2/2. SHYK/1/1 will also connect to the new shared cycle/footway adjacent to the proposed scheme. A grade separated crossing will be provided to accommodate bridleway SHYK/2/2 across the proposed scheme.

### **River Witham**

Bridleway SHYK/906/1 will be diverted to allow connection to its current end point prior to the River Witham, access/connection will be provided to the new shared cycle/footway adjacent to the proposed scheme.

### **Brant Roundabout**

A signalised crossing will be provided on the northern arm of Brant Road to provide continuation of the shared cycle/footway along the proposed scheme.

An underbridge of the NHRR will provide connectivity via a new shared cycle/footway between the southern arm of Brant Road, the northern arm of Brant Road and the new cycle/footway along the proposed scheme.

Somerton Gate Lane will be realigned to tie-in with Brant Road to the south of the proposed Brant Road roundabout. This will either remain as an unclassified road or be amended to become a Restricted Byway. The final designation will be subject to further discussions with LCC's Highways and LCC's Countryside departments.

### **Somerton Gate Lane**

Proposed to extinguish Footpath WDN/9/1, not currently a viable or used route. Consideration has been given as to how this footpath, or portions of it could be retained to provide additional assets for public use, but the viability of this appears limited, hence the scheme proposal to extinguish this route.

### **Station Road**

Reconfiguration of footways anticipated at Station Road to accommodate new infrastructure and highway. Potential new link from Station Road to the shared cycle/footway to the north of the proposed scheme.

### **Viking Way /Grantham Roundabout**

A signalised crossing will be provided on the northern arm of Grantham Road roundabout to provide continuation of the shared cycle/footway along the proposed scheme.

Diversion of Viking Way along the southern side of proposed scheme, via new grade separated crossing at Grantham Roundabout to connect to existing Viking Way.

Viking Way to be extinguished to tie into proposed cycle/footway on northern side of NHRR, access to be maintained. Lengths of diverted Viking Way (Wdgn/3/2) will be retained to create additional community assets and provide additional lengths of footpath for public amenity.

Existing footway on Grantham Road to be extinguished. Access to be retained via new shared cycle/footway on Grantham Roundabout with new crossing facility on western link of NHRR.

A signalised crossing will be provided on the southern arm of Grantham Road roundabout to provide connection to/from the existing footway/cycleway adjacent to the southbound carriageway of Grantham Road, to the south of the roundabout.

Access will be retained to Bridleway Wdgn/1122/1.

### **Sleaford Roundabout**

New shared cycle/footway on eastbound side of proposed scheme to tie into Sleaford Road/A15/Bloxholm Lane roundabout.

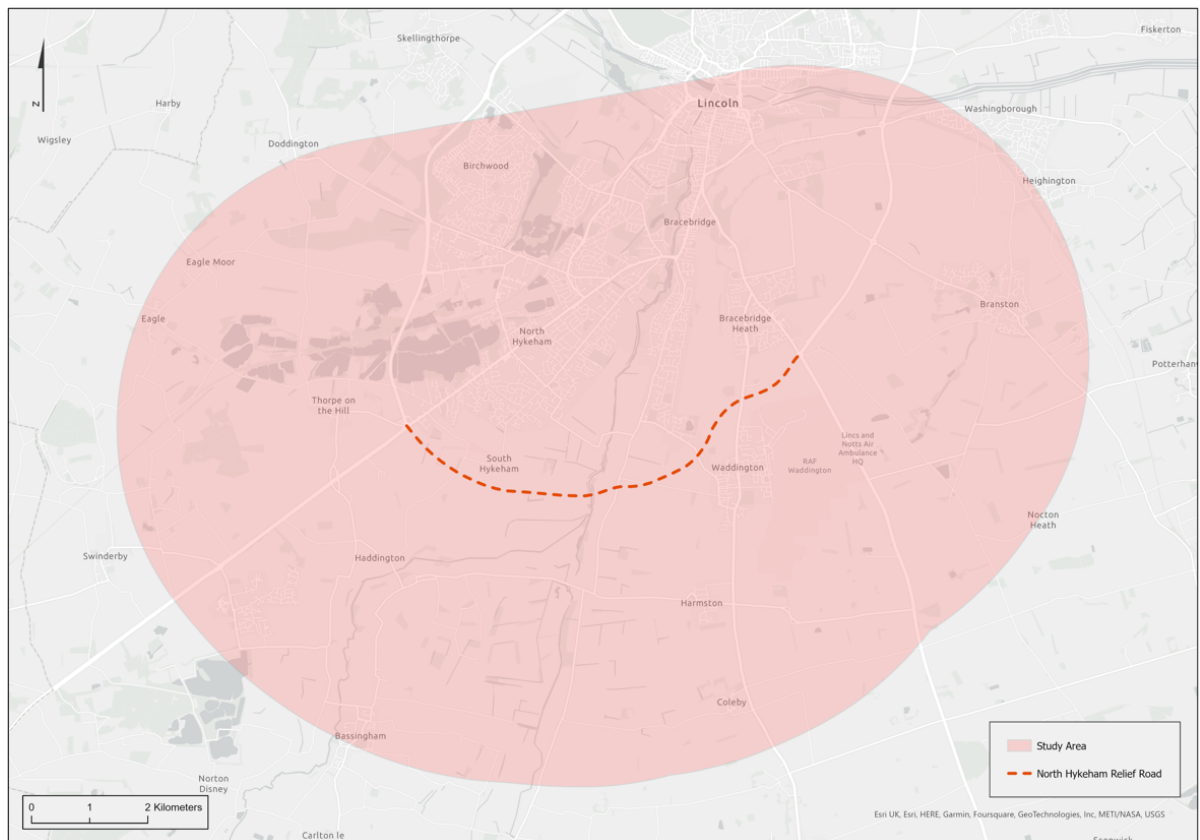
New footway on A15 adjacent to the northbound carriageway to link to existing footpath.

New crossing facility on Sleaford Road (northern arm) with cycle/footway provision on eastern side, with new footway provision to the north of Bloxholm Lane.

## **1.3 Study Area**

The approximate study area for this highway scheme is extended to 5km surrounding the scheme area and is shown in Figure 1.2.

All the PROWs and bridleways within the 5km study area are presented in Appendix 2.



**Figure 1.2: Study Area**

## 2. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

This chapter summarises the findings of the assessment as set out in Section 4 of GG 142. The findings under each topic area are summarised below and any potential opportunities for improvements are noted and summarised in Chapter 3.

### 2.1 Review of Walking, Cycling and Horse-Riding Assessment

This section provides an overview of relevant walking, cycling and horse-riding local and national policies and the information contained in the documents below will help to inform the identification of opportunities and incorporate them into the scheme through the WCHAR process. The documents reviewed are:

- National Planning Policy Framework (July 2021);
- Gear Change (2020) and Gear Change: one year on (2021);
- The Second Cycling and Walking Investment Strategy, 2022;
- Lincoln Transport Strategy 2020-2036; and
- Central Lincolnshire Local Plan, 2017.

Commitments on walking and cycling also forms a significant part of the Transport Decarbonisation Plan<sup>1</sup> (2021) and Net Zero Strategy<sup>2</sup> (2021), which recognise the role of walking and cycling in delivering net zero transport system and meeting UK climate ambitions.

#### 2.1.1 National Planning Policy Framework (July 2021)

At the national level, the key relevant policy consideration is the National Planning Policy Framework (NPPF), which was updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

Section 9 of the NPPF states that transport issues should be considered from the earliest stage of plan-making and development proposals so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Also, Paragraph 110 states that "applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; and
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards."

<sup>1</sup> [Transport decarbonisation plan – GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/91212/transport-decarbonisation-plan.pdf)

<sup>2</sup> [Net Zero Strategy: Build Back Greener – GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/91212/net-zero-strategy-build-back-greener.pdf)

### **2.1.2 Gear Change (2020) and Gear Change: A Year on (2021)**

Gear Change (2020) sets out the vision to make England a great walking and cycling nation with cycling and walking the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. It sets out the actions required at all levels of government to make this a reality and sets out four themes:

- Better streets for cycling and people;
- Cycling at the heart of decision-making;
- Empowering and encouraging Local Authorities; and
- Enabling people to cycle and protecting them when they do.

Gear Change: One Year On reviews the progress that has been made towards achieving the goals of the Gear Change walking and cycling plan. Cycling has increased by 46% since the initial Gear Change report, with the delivery of new school streets, low traffic neighbourhoods and segregated cycle lanes. The review sets out new and continuing commitments with a 30% increase in funding.

Active Travel England (ATE) is a new commissioning body and inspectorate which will hold the cycling and walking budget. It will act as a statutory consultee on larger development planning applications to ensure that they provide for walking and cycling.

### **2.1.3 Second Cycling and Walking Investment Strategy, 2022**

The second Cycling and Walking Investment Strategy (2022) is based upon the original Cycling and walking investment strategy published by the Department for Transport (DfT) in April 2017. The strategy outlines that the ambition is for England to “make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040.”

The Strategy outlines the ambition for walking and cycling, sets out the financial resources available to support these objectives, governance and performance monitoring arrangements, as well as the actions planned to support delivery of the ambition and objectives.

The Strategy realises that this ambition will take sustained investment in cycling and walking infrastructure. It will take long-term transport planning and it will take a change in attitudes – amongst central Government, local bodies, businesses, communities and individuals. Walking and cycling should be seen as transport modes in their own right and an integral part of the transport network, rather than as niche interests or town planning afterthoughts.

A revised set of four objectives to be achieved by 2025 are:

1. Increase the percentage of short journey in towns and cities that was walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
2. Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;
3. Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025; and
4. Increase the percentage of children aged five to 10 who usually walk to school for from 49% in 2014 to 55% in 2025.



#### 2.1.4 Lincoln Transport Strategy 2020-2036

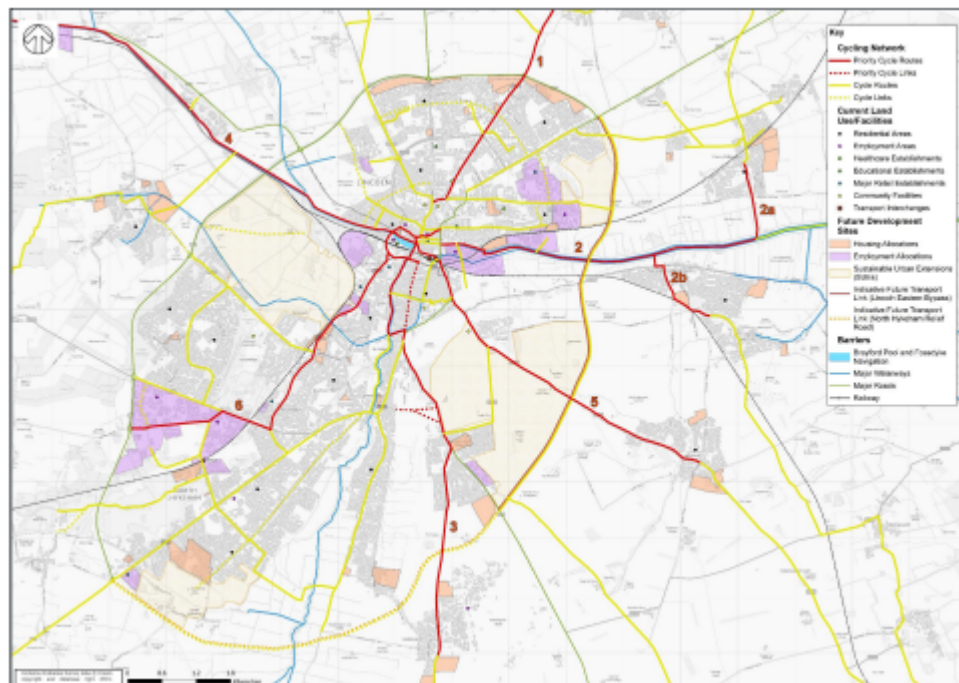
The new Lincoln Transport Strategy has been developed by Lincolnshire County Council, City of Lincoln Council, North Kesteven District Council and West Lindsey District Council. It aims to provide a clear vision for the future of transport across the Lincoln area up to 2036. The strategy will help deliver modern, sustainable and future-ready transport and travel options and transport in and around Lincoln so the area can continue to grow sustainably, meeting challenges and taking advantage of opportunities.

#### 2.1.5 Central Lincolnshire Local Plan 2017

The Central Lincolnshire Local Plan was adopted by the Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) on 24 April 2017 replacing the Local Plans of the City of Lincoln, West Lindsey and North Kesteven District Councils. The plan outlines the vision of a prosperous, stronger and sustainable Central Lincolnshire and the objectives to help achieve this vision.

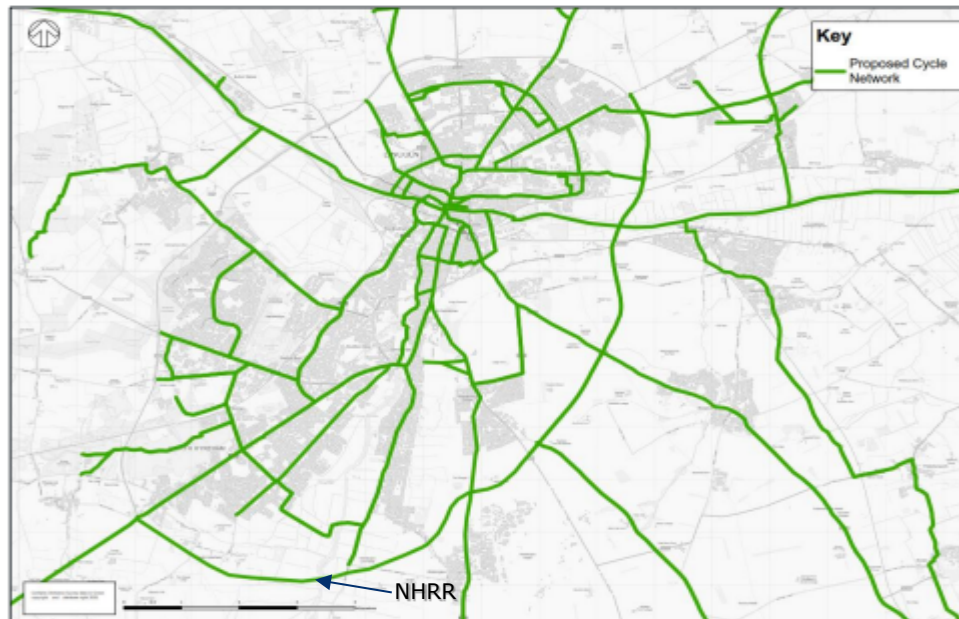
The Lincoln Cycling and Walking Network Plan has been produced as part of the Lincolnshire Council Technical Services Partnership and seeks to identify an infrastructure network plan and identify early network investment priorities and potential interventions. It provides also a summary of key aspects to consider when designing for cycling and walking.

The Plan identifies the following (Figure 2.1) Draft Cycling Network Plan – Urban Area.



**Figure 2. 1 : Draft Cycling Network Plan – Urban Area**

The Draft Cycling Network Plan – Urban area – Cycle Network Only (Figure 2.2) is also identified. This includes the proposed shared cycle/footway adjacent to the NHRR scheme and also shows cycle routes running from Lincoln to NHRR up to Brant Road/Somerton Gate Lane junction and Mill Lane/Claudius Road roundabout.



With regards to the Walking Network Plan, the Plan covers the town centre of Lincoln (Core Walking Zone). The Core Walking Zone covers pedestrianised areas and footways up to 800m from the centre point (High Bridge) and a map can be identified as Figure 5-1 in the Plan.

## 2.2 Collision Data

Accident data on and around the North Hykeham Relief Road has been obtained for the most recent five-year period available (2018-2022 inclusive). Figure 2.3 shows the locations of the accidents that occurred within close proximity to the proposed scheme alignment.



### Figure 2. 3: Accident Locations

Table 2.1 summarises the total accidents within proximity to the scheme alignment. The data demonstrates that there have been no fatalities within the last five years within the area assessed, with a total of 21 slight incidents and four serious incidents reported. One reported incident in 2020 involved a cyclist on the A1434/A46 roundabout with no incidents reported involving pedestrians or equestrians during the five-year period.

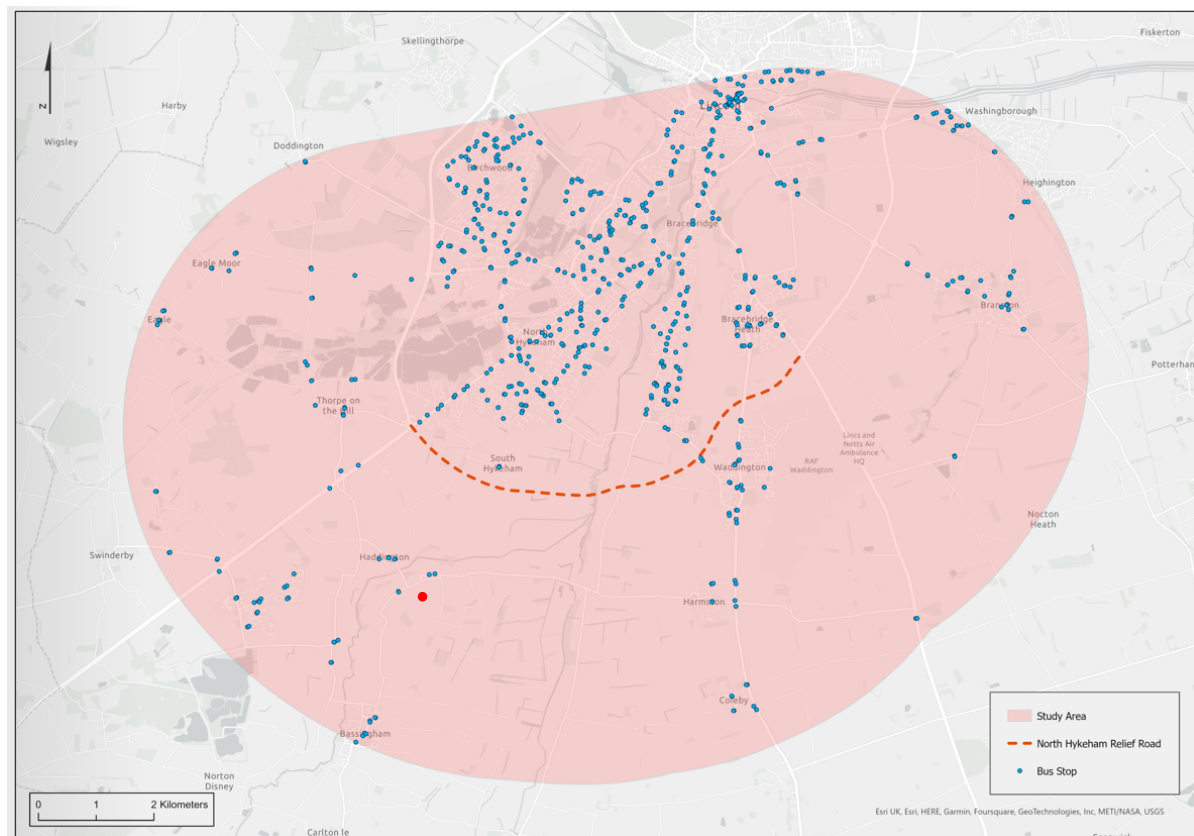
**Table 2. 1: Accident Data by Year and Severity**

Year	Slight	Serious	Fatal	Total Accidents
2018	7	1	0	8
2019	3	2	0	5
2020	5	0	0	5
2021	3	1	0	4
2022	3	0	0	3
<b>Total accidents</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>25</b>

## 2.3 Public Transport Services and Interchange Information

### 2.3.1 Bus

The nearest bus stops to the proposed scheme are shown on Figure 2.4.



**Figure 2. 4 : Bus Stops**

As can be seen on Figure 2.4 there are a number of bus stops close to the scheme, mainly on the A46, Low Road/Brant Road, Lincoln Road and Sleaford Road. These roads act as key north/south vehicular routes into Lincoln from Newark, Sleaford and Grantham in south Lincolnshire.

The nearest bus stops to the A46 Pennells roundabout are located on A1434 Newark Road. The bus stops on both sides of the road are simple posts with no shelters. A bus stop layby is provided for westbound bus services.

The nearest bus stops to the proposed scheme on Station Road are simple posts on both sides of the road, with a small sized waiting area on the verge for passengers using the northbound services.

On A607 Lincoln Road, the nearest bus stop to the proposed scheme for southbound services is a simple post, whilst a bus stop shelter is provided for northbound services.

The nearest bus stops to Sleaford Road roundabout are located approximately 900m north of the roundabout. On both sides of the road the bus stops have raised kerbs, providing safer passenger transition on and off buses.

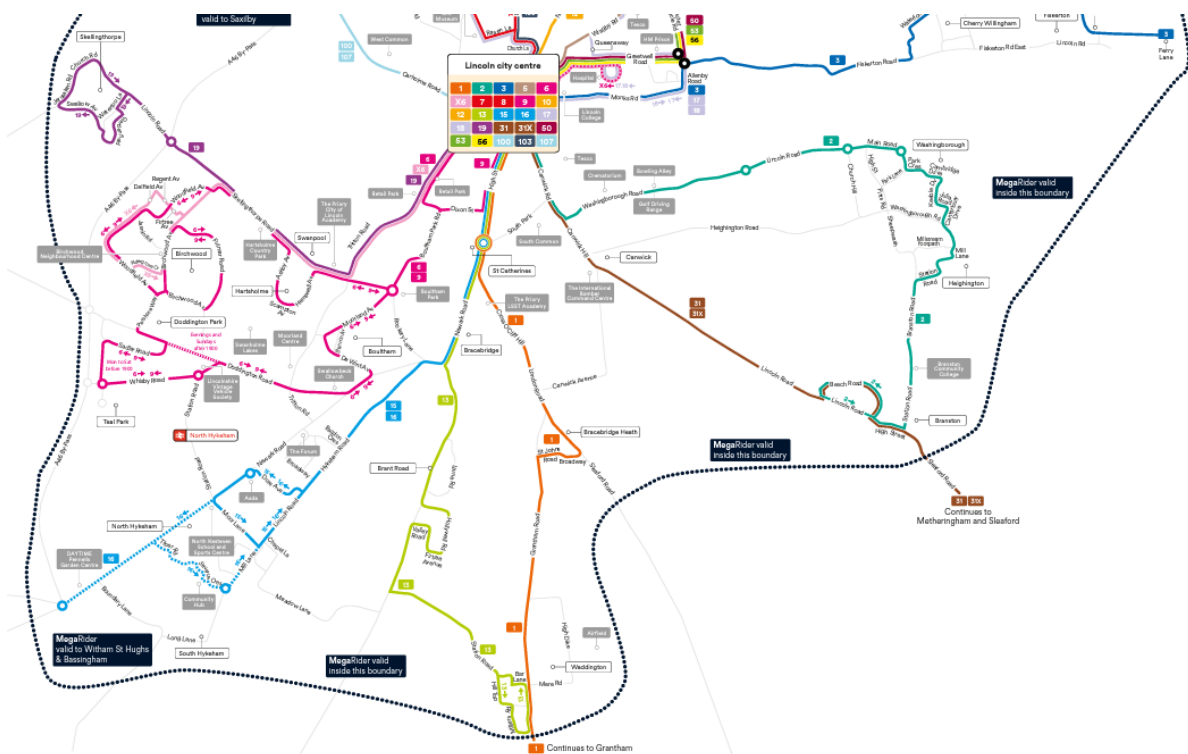
There is no real time information provided at the bus stops.

Figure 2.5 shows the bus routes<sup>3</sup> and services operating in and around the study area serving the bus stops in Figure 2.4. The main services operating through the study area are summarised in Table 2.1.

**Table 2.1: Bus Services**

Service	Origin-Destination	Frequency Mon - Fri	Frequency Sat - Sun
1	Lincoln – Grantham	Every 30 mins 05:15 -19:15	Sat every 30 mins 06:15-19:15 Sun hourly 07:45-16:45
13	Lincoln – Waddington	Every 20 mins 06:10-19:10	Sat every 20 mins 06:30-19:10 Sun hourly 09:15-17:15
15	Lincoln – North Hykeham	Every 20 mins 06:00-18:09	Sat every 20 mins 06:45-18:09 (no Sunday service)
16	Lincoln – North Hykeham	Every 20 mins 05:50 – 21:47	Sat every 20 mins 06:55-21:47 Sun every 30 mins 07:50-18:09

<sup>3</sup> <https://tiscon-maps-stagecoachbus.s3.amazonaws.com/RouteMaps/East%20Midlands/EMID%20Lincoln%20MegaRider%20Boundary%20April%202022.pdf>



**Figure 2. 5: Bus Routes**

### 2.3.2 Rail

The closest railway stations to the scheme are Hykeham (approximately 5km to the north of Hykeham roundabout) and Lincoln (approximately 12km to the north of the scheme). There are no regular bus services directly to the station, but bus stops are located to the south of the station on A1434 Newark Road approximately 10 minute walk, providing connectivity between Lincoln and North Hykeham.

Hykeham railway station serves the town of North Hykeham and is situated on the Nottingham to Lincoln Central Line. The station is owned by Network Rail and managed by East Midlands Railway, which provide all services. The station typically provides:

- One train per hour (tph) to Leicester via Nottingham;
- One tph to Newark North Gate;
- Two tph to Lincoln of which one tph continues to Grimsby Town;
- Two trains per day to and one train per day from London St Pancras International. These services do not run on Sundays; and
- An approximate hourly service also serves the station on Sundays although services run only as far as Nottingham and do not serve stations to Leicester.

There are no ticketing facilities at Hykeham station, with shelters provided on each platform. Platform 2 has step free access via a ramp with a moderate gradient. Access between the platforms is via a level crossing on Station Road, this has an uneven surface due to the tracks.

Hykeham railway station has tactile paving at the edge of platform 1 but not on the edge of platform 2.

Cycle storage is also available at Hykeham railway station with 12 covered cycle stands. There is a cycle route along Station Road and the B1003 Triton Road to the north, and A1434 Newark Road to the south.

Lincoln railway station is the major railway hub in Lincoln and Lincolnshire and is owned by Network Rail and managed by East Midlands Railway. The station has a total of five platforms and East Midlands Railway provides the majority of services from the station, with other services being provided by Northern and London North Eastern Railway. Lincoln bus station is located opposite the railway station providing connectivity to the wider area. There are cycle routes to the north of the station along the River Witham and three routes running north/south bound along the A1192 Triton Road, the River Witham and Sincil Dike.

East Midlands Railway operate an hourly service to Leicester via Nottingham and an hourly service to Peterborough via Sleaford. There are also trains every two hours between Leicester via Nottingham and Newark Castle to Grimsby Town with one train per day continuing to/from Cleethorpes. East Midlands Railway also operate five trains per day to Doncaster as well as a single daily service to London St Pancras International.

On Sundays, the service to Leicester runs only as far as Nottingham and there is no service to Peterborough, Doncaster or London. In the Summer months, there are three trains per day between Nottingham and Cleethorpes but no service on this route in the winter.

Northern Trains operate an hourly service to Leeds as part of their Northern Connect network. This service calls at all stations to Worksop before running non-stop to Sheffield and continuing to Leeds. On Sundays, this service runs to Huddersfield instead of Leeds and calls at all stations between Worksop and Sheffield.

London North Eastern Railway operate direct services every two hours to London King's Cross via the East Coast Main Line. These services do not operate on Sundays.

Lincoln railway station has step-free access to all platforms and 198 secured and sheltered bicycle spaces are provided between station front and St Marys Church.



## 3. TRIP GENERATORS

### 3.1 Existing Trip Generators

The existing trip generators in the vicinity of the proposed scheme were identified subjectively by the assessment team and are identified in Appendix 3. On review it is not considered likely that these will result in notable movements for pedestrian, cyclists or horse-riders within the scheme extents, with the exception of RAF Waddington, which has the potential to generate a number of pedestrian and cycle users along the A607 corridor. Where the proposed scheme potentially dissects key active travel and PROW alternative access will be provided and existing movements permitted. Lincoln City is considered a destination for cycle commuters, who may benefit from the proposed scheme which will seek to connect to the existing cycle network.

### 3.2 Future Trip Generators

The Central Lincolnshire Local Plan sets out the strategic vision for delivering sustainable growth over the period up to 2036.

The South-West Quadrant (SWQ) Sustainable Urban Extension (SUE) (light orange in Figure 3.1) lies to the south west of the City of Lincoln to the south of the existing built up area of North Hykeham and to the east and north of South Hykeham Fosseway and South Hykeham Village, and is well located for access to Lincoln and the A46. Key features of this development include:

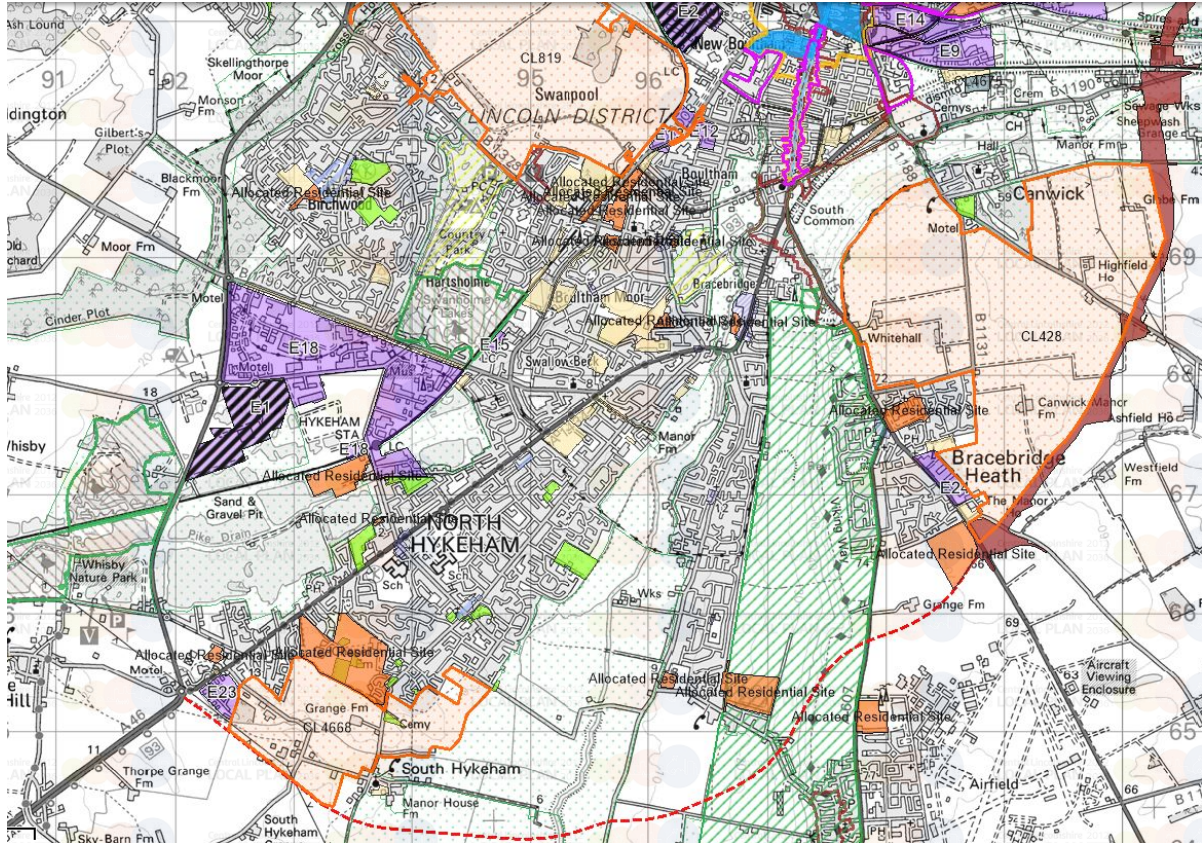
- Approximately 2,000 homes (of which, 1,600 in the plan period) linked to delivery of the first phase of the Lincoln Southern Bypass (Now known as North Hykeham Relief Road (NHRR));
- Approximately 5ha of additional employment land to compliment and expand the existing provision at the Boundary Lane Enterprise Park;
- Community facilities in a Local Centre which will include an appropriate level of retail, new primary school, formal sports pitches and open space that complement and enhance existing provision.

The South-East Quadrant (SEQ) Sustainable Urban Extension (SUE) (light orange in Figure 3.1) lies to the north-east of the on the limestone plateau of the Lincoln Heath between the villages of Canwick and Bracebridge Heath. At its closest, the SUE is within 1 mile (1.6 km) of Lincoln City Centre, with the escarpment of the Lincoln Edge, including Lincoln's South Common, forming an important open area between the development and the edge of the city's existing built-up area. Key features of this development include:

- 3,500 new homes by 2036 (with further potential beyond that date to deliver a total of 6,000 dwellings);
- A range of facilities including the development of a District Centre and a Local Centre; 7ha of flexible new employment development to provide job opportunities;
- Delivery of SEQ (and of North East Quadrant (NEQ)) will be linked and co-ordinated with the construction and completion of the Lincoln Eastern Bypass and other transport infrastructure improvements needed in relation to the site. Direct access from the Eastern Bypass will not be provided.

In addition, to the north-west of the NHRR a Strategic Employment Sites (SES) Teal Park, Whisby Road, (Gross site 36 ha) and Established Employment Area (EEA) LN6 Industrial Area, North Hykeham have been identified in the Local Plan.

The extract below from Central Lincolnshire Local Plan identifies a number of Allocated Residential Sites (dark orange) within the vicinity of the proposed scheme, the employment sites are identified in purple. It is recognised that these future developments will likely generate additional walking, cycling and potentially equestrian trips. However, as previously identified all existing movements will be permitted once the proposed scheme is built, which also includes a shared cycle/footway providing improved accessibility.



**Figure 3.1: Extract Central Lincolnshire Local Plan** [online mapping Aurora (statmap.co.uk) 16.09.22]

It should also be noted that the Royal Air Force Station Waddington is located in close proximity to the eastern end of NHRR, which may benefit from improved walking and cycling accessibility associated with the proposed scheme.



## 4. SITE VISIT

### 4.1 Consultation with Key Stakeholders

Consultation has been undertaken with Lincolnshire County Council Active Travel Officer on 1 August 2022. It was confirmed that LCC do not have any Active Travel schemes planned in the vicinity of the scheme. LCC confirmed that due to the anticipated usage a shared cycle/footway would be considered acceptable, although noting that LTN 1/20 would recommend the provision of a segregated facility. LCC also noted that the form and layout of pedestrian/cycle crossings at roundabouts would need to be compatible with LEB.

Additional consultation was also undertaken with Sustrans on 27 June 2022. It was noted that Lincoln's regional Sustrans route has been removed from Sustrans NCN Maps due to not meeting the required standards. It was also confirmed that Sustrans do not have any routes within the vicinity of the NHRR, with the closest routes being NCR 64 to the west of Thorpe on the Hill and NCR 646 at Bassingham, nor are there any aspirational routes or routes in the planning stages within the vicinity of the proposed scheme.

A number of three day public information events have been held in September 2022, March 2023 and June 2023.

A number of stakeholder groups were identified for these pie's including:

- Residents who live near the area of development
- People likely to be impacted by the proposals
- People with a vested interest in the proposals
- Councillors whose parishes are in the area, and those with an interest in roads, transport and highways

These groups were notified about the events via:

- A leaflet sent to over 27,000 properties within a catchment area identified by the project team
- Adverts in local magazines – Heathcliff View, North Hykeham Gazette and Witham Herald
- Leaflets delivered to all residents who receive the local magazines listed above
- Social media posts and targeted social media adverts
- News stories in local media, including The Lincolnite and Lincolnshire Live
- A website article posted on the Lincolnshire County Council website
- Posters sent to relevant parishes to be displayed and distributed as they saw fit
- A briefing note sent to affected county councillors from Cllr Richard Davies

Correspondence was also issued directly to key stakeholders with a specific interest in walking, cycling, horse-riding and active travel including:

Lincolnshire Walking Group;  
Lincoln Wheelers;  
Cycling UK;  
British Horse Society;  
Railfuture;  
Local Access Forum;

Ramblers;  
Velo Club Lincoln;  
Sustrans;  
Cycling UK Lincolnshire;  
Lincolnshire Countryside Access;  
Mid-Lincs/Lincs Fields Paths and South Lincs;

Lincolnshire Road Safety Partnership;      Local Parish and Town Councils

Various views were expressed during the pie in March 2023 with particular focus around Viking Way, a review of the proposed extinguishments and diversions was undertaken, along with consideration of linkages to other nearby footpaths and Station Road.

Feedback was also received around the pedestrian/cycle provision at A46 Pennells Roundabout and the link into the TOTH/17/1 footpath north of the service station, which is not well used, against a well-used path onto Middle Lane.

Discussions were held around the rights and provision for equestrian use along the NHRR footway/cycleway adjacent to the carriageway, and the route from Wath Lane to River Witham.

Following feedback it was proposed to review provision and proposals to extinguish PROWs across the scheme and to review of north-south provision of footpaths/cycleways at junctions.

A separate meeting was held with a representative from the British Horse Society, where the scheme proposals were presented, and details discussed regarding the accessibility of the route to equestrians. Useful information regarding preferred standards for Bridleways was shared including surfacing, gateways and mounting facilities.

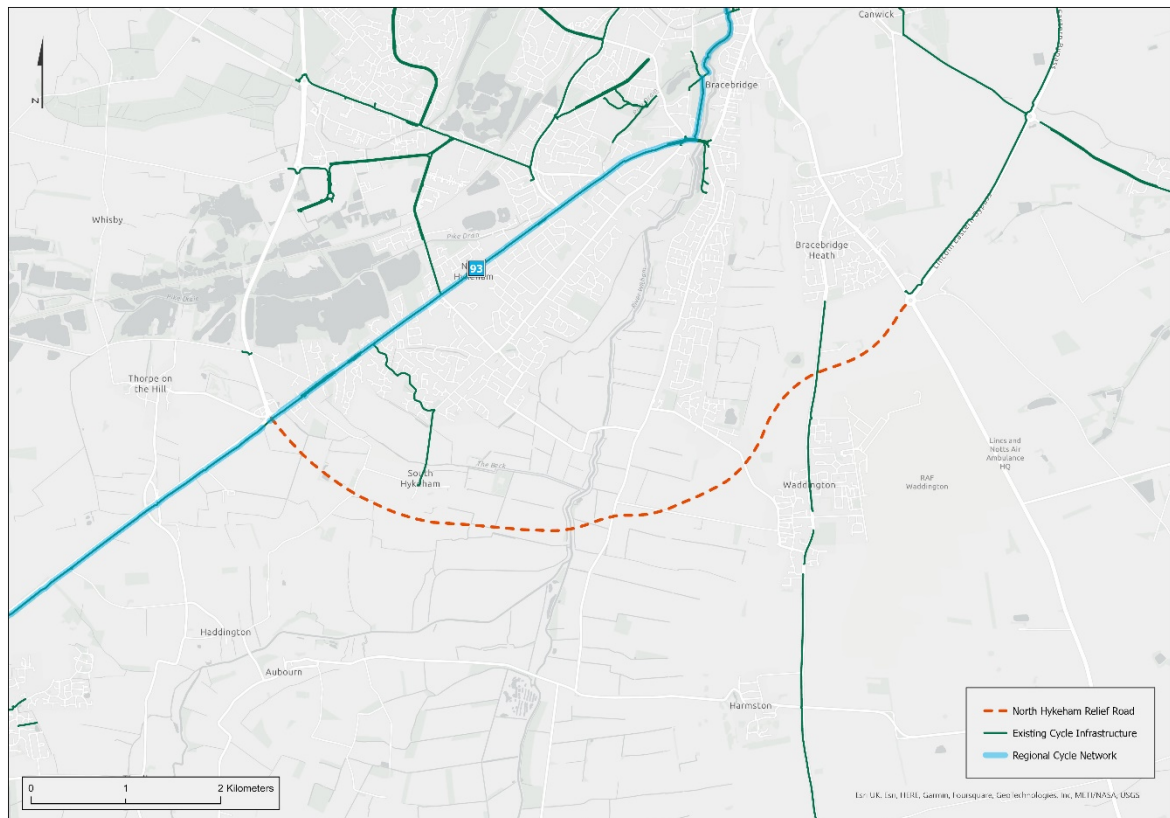
Further comments were received from the final pie in June 2023, and these are currently being complied and reviewed against the scheme proposals.

#### **4.2 Existing Pedestrian, Cyclist and Equestrian Facilities Within the Local Area**

A site visit was undertaken by the Lead Assessor Nicola Evans and Assessor Ioannis Spyropoulos on Tuesday 23 August 2022 between 10:30 to 15:30. The PROWs within the vicinity of the proposed scheme were visited during the site visit and a number of photographs taken to supplement notes. The weather on the day was clear and dry.

The proposed route with 12 locations where the proposed scheme interacts with existing PROWs, is shown in the plan in Appendix 4. These formed the basis of the site visit.

A map showing the cycle infrastructure including the national and regional routes can be found in Figure 4.1.



**Figure 4. 1: Existing Cycle Network**

Two National Cycle Network (NCN) routes lead to Lincoln city centre: NCN Route 1 and NCN Route 64. NCN route 1 is accessible from the east of Lincoln before using cycle lanes and cycle paths along the A46, continuing north-east towards Grimsby.

National Route 64 runs from Melton Mowbray to Lincoln via Newark-on-Trent, where it terminates.

The non-National cycle network is fragmented especially when moving out of Lincoln town centre.

With regards to the existing walking infrastructure south of Lincoln and in close proximity to the scheme, connectivity from east to west and north to south is poor, due to the lack of pedestrian facilities on the road network.

The primary findings of the site visit across all sites were:

- No evidence of equestrian use was observed on the day of the site visit;
- Access some to some PROW is heavily overgrown and routes unclear; and
- Overall, the majority of PROW are signed although there does not appear to be a consistent signage strategy.

A plan showing the locations where the images below for each site were taken as well as the direction of capture can be found in Appendix 6.

#### 4.2.1 Site A

An existing shared cycle/footway runs parallel to the westbound Newark Road/A46 (Image 1). The route is paved, with grass verges, there is no safety barrier between the shared route and carriageway. The shared route provides pedestrian access to SHYK/9/2 and SHKY/20/1. Access to SHYK/9/2 is signed and via an overgrown stile (Image 2), with a cleared route provided across farmland. Access to SHKY/20/1 (Image 3) is 150m further to the west also via a stile, at the time of the site visit this stile was heavily overgrown and almost impassable, the route through the field was also unclear.



**Image 1: Shared Cycle/Footway alongside A46**



**Image 2: Access to SHYK/9/2**



**Image 3: Access to SHYK/20/1**

TOTH/17/2 footpath is located north of the A46/Newark Road/Middle Lane roundabout accessed via A1434 Newark Road (Image 4). The footpath provides access to the A46 and onwards to TOTH/17/1 although there is no formal crossing (Image 5).



**Image 4: Footpath TOTH/17/2 providing connectivity between A1434 and A46**



**Image 5: Uncontrolled Crossing on A46 between Footpaths TOTH/17/1 and TOTH/17/2 (© Google Maps, 2022)**

#### 4.2.2 Site B

Footpaths SHYK/9/2 and SHKY/20/1 both connect to SHYK/5/2 which, according to Lincoln Permissive Map, continues eastbound across farmland. There was a clear route across the first field (Image 6) to a wooden bridge, which provided a crossing point over a ditch (Image 7); in the second field the path route then became unclear although wayfinding signs were present.



**Image 6: SHYK/5/2 route identifiable**



**Image 7: Footbridge followed by ill-defined route**

#### 4.2.3 Site C

South Hykeham Road is a rural, paved highway with no pedestrian, cyclist or equestrian facilities within the vicinity of the proposed scheme alignment (Image 8).



**Image 8: South Hykeham**



#### 4.2.4 Site D

Footpath SHYK/1/1 passes through farmland which, at the time of the site visit, was occupied by sheep. The field was observed to be predominantly grass and the route not clearly defined. The footpath connects to Bridleways SHYK/872/1 and SHYK/2/2 (Images 9 and 10).



**Image 9: Access to Footpath SHYK/1/1**



**Image 10: Unclear Route Across Footpath SHYK/1/1**

#### 4.2.5 Site E

Bridleways SHYK/872/1 and SHYK/2/2 (Image 11) are paved providing access to a local school and residential properties. The bridleway becomes narrower and more uneven with an unfinished surface (Image 12).



**Image 11: Bridleways SHYK/872/1 and SHYK/2/2**



**Image 12: Unfinished Surfacing**

#### 4.2.6 Site F

Brant Road is a rural, paved highway with no pedestrian, cyclist or equestrian facilities within the vicinity of the proposed scheme alignment (Image 13).



Image 13: Brant Road

#### 4.2.7 Site G

Somerton Gate Lane (Image 14) is a rural highway with no pedestrian, cyclist or equestrian facilities within the vicinity of the proposed scheme alignment. The route is a single carriageway, poorly maintained, with informal passing places (Image 14). There is a warning sign for horse-riders in close proximity to the Stud Farm located on Somerton Gate Lane. WDGN/9/1 Footpath can be accessed via Somerton Gate Lane. The footpath only extends as far as Station Road Farm and does not provide connectivity to Station Road to the north.



Image 14: Somerton Gate Lane

#### 4.2.8 Site H

Footpath WDGN/9/1 (Image 15) can be accessed via Somerton Gate Lane. The footpath only extends as far as Station Road Farm and does not provide connectivity to Station Road to the north. On the day of the site visit no clear route across the field was identifiable.



**Image 15: Footpath WDN/9/1**

#### **4.2.9 Site I**

Station Road (Image 16) is a single carriageway road, with a paved lit footway on the northern side. The road is typically bound by residential properties to the north, and rural fields to the south. There are no PROW within the vicinity.



**Image 16: Station Road**

#### **4.2.10 Site J**

Viking Way (Image 17) is a long distance (237km) footpath between the Humber Bridge and Oakham. The route at Site J is typically rural in nature and passing through fields. On the day of the site visit the ground was firm, and a path clearly defined through fields and woodland



(Image 18). Wayfinding signs were also present along the route. Viking Way connects to WDCN/1122/1 Bridleway and WDCN/3/2 – Viking Way and BRAC/3/1 Footpath (Image 19).



**Image 17: Viking Way**



**Image 18: Viking Way**



**Image 19: Signed Connections to other Bridleways and Footpaths**

#### **4.2.11 Site K**

Access to WDCN/1122/1 (Image 20) is clearly signed from the A607 Grantham Road. A shared cycle/footway runs adjacent to the southbound carriageway (Image 21 and 22). Access to BRAC/3/1 is clearly signed, with the route providing connectivity to A15 Sleaford Road.



**Image 20: Signed Access to WDCN/1122/1**



**Image 21: Shared Cycle/Footway A607 Grantham Road**



**Image 22: End of Cycleway on A607 Grantham Road**



**Image 23: Access to BRAC/3/1 from A607 Grantham Road-Sleaford Road**

#### **4.2.12 Site L**

There are a number of footpaths and bridleways located near A15 Sleaford Road roundabout. BRAC/1200/1 and BRAC/1201/1 (Image 24 and 25) bridleways provide a grade separated route across the A15, linking to BRAN/6/1 bridleway. BRAC/3/1 footpath (Image 26) provides connectivity between Lincoln Road and Sleaford Road to the north of the roundabout.



**Image 24: BRAC/1200/1 Bridleway**



**Image 25: Access to BRAC/3/1 from A607 Sleaford Road**



**Image 26: BRAC/3/1 Footpath**



#### 4.3 Pedestrian, Cyclist and Equestrian Facilities Beyond Scheme Extents and Links to County/Strategic Networks

As identified in Figure PROW 1 (Appendix 2) there are a number of additional PROW beyond the scheme extends, within the 5km study area.

#### 4.4 Pedestrian, Cyclist and Equestrian Survey Data

Pedestrian, cyclist and equestrian surveys were carried out over the same 7-day period (11<sup>th</sup> – 17<sup>th</sup> October) between 07:00-20:00 in 15-minute intervals to the south of Lincoln at the following locations. The exact location (red cross) and direction (blue arrow) of the counts can be identified in Figure 4.2:

- 1) Existing cycle/footway on east side of A1434 Newark Road/A46 - directional movements on both cycle/footway on A1434 and SHYK/9/2
- 2) Wath Lane – directional movements on SHYK/872/1 (data on Long Lane/Beck Lane)
- 3) Meadow Lane – directional movements on SHYK/6/1 and SHYK/906/1
- 4) Brant Road/Somerton Gate Lane junction – to collect directional movements on both Brant Road and Somerton Gate Lane
- 5) Far Lane – directional movements on Viking Way (WDGN/3/3)
- 6) Mill Mere Road – directional movements on WDN/13/1
- 7) A607 Lincoln Road – directional movements on WDN/1122/1 (data on cycle/footway on A607 Lincoln Road)
- 8) A15 Sleaford Road – directional movements on BRAC/3/1

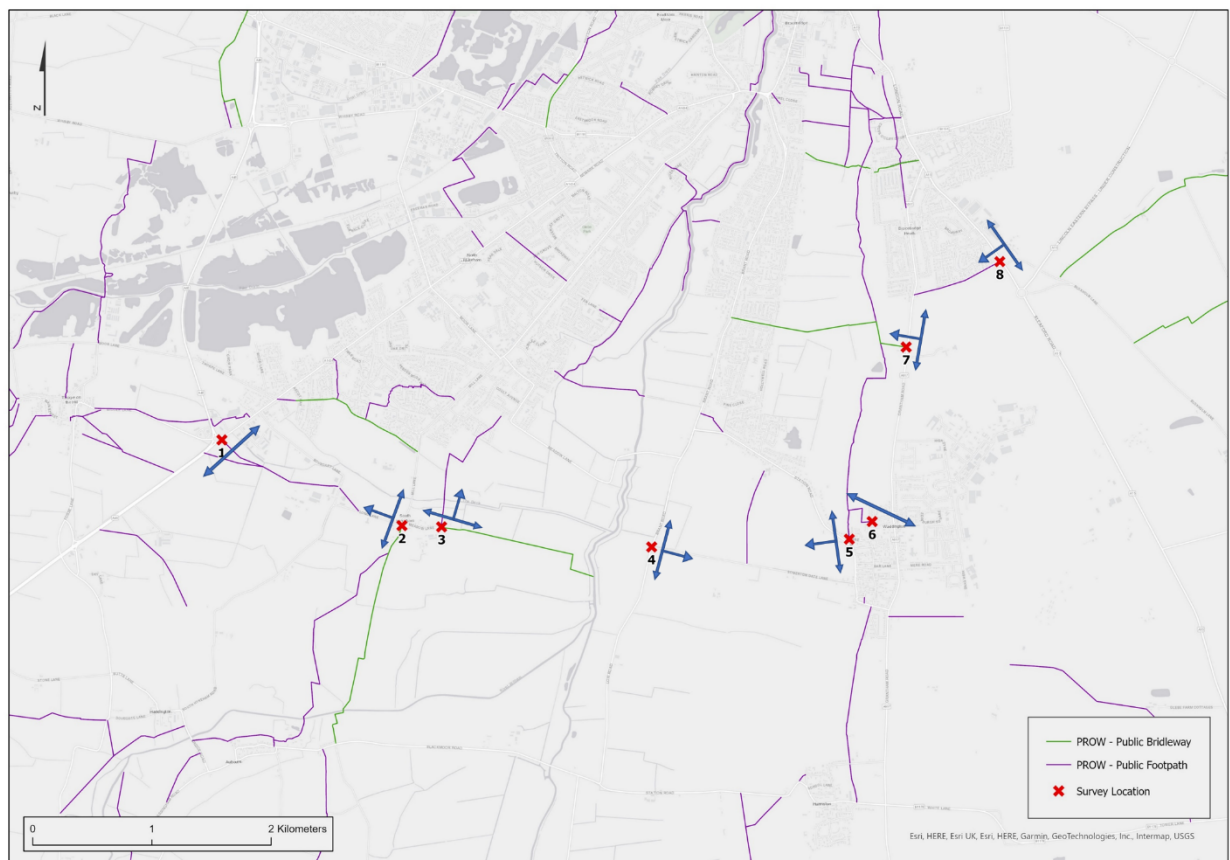


Figure 4. 2 : Survey Locations

The day with the maximum total daily WCH movements for each location are presented in Table 4.1. It should be noted that the day with the maximum WCH movements varies between each survey location.

**Table 4. 1: Maximum Daily WCH Movements (from 7 day survey period)**

	<b>From</b>	<b>To</b>	<b>Pedestrians</b>	<b>Cyclists</b>	<b>Equestrians</b>
Site 1	Footpath alongside A1434 Newark Road	Eastbound	36	36	0
Site 1	Footpath alongside A1434 Newark Road	Westbound	35	37	0
Site 2	Wath Lane	To Long Lane	59	2	0
Site 2	Wath Lane	To Beck Lane	129	9	0
Site 2	Long Lane	To Beck Lane	4	10	0
Site 2	Long Lane	To Wath Lane	50	1	0
Site 2	Beck Lane	To Wath Lane	146	11	0
Site 2	Beck Lane	To Long Lane	3	15	0
Site 3	SHYK/6/1	Left to Meadow Lane (East)	11	1	2
Site 3	SHYK/6/1	Right to Meadow Lane (West)	26	0	0
Site 3	Meadow Lane (East)	Ahead to Meadow Lane (West)	9	3	0
Site 3	Meadow Lane (East)	Right to SHYK/6/1	10	0	2
Site 3	Meadow Lane (West)	Left to SHYK/6/1	31	0	0
Site 3	Meadow Lane (West)	Ahead to Meadow Lane (East)	8	4	0
Site 4	Brant Road North	Left to Somerton Gate Lane	1	3	0
Site 4	Brant Road North	Ahead to Brant Road (South)	0	7	0
Site 4	Somerton Gate Lane	Left to Brant Road (South)	2	0	0

Site 4	Somerton Gate Lane	Right to Brant Road (North)	3	0	0
Site 4	Brant Road South	Ahead to Brant Road (North)	2	8	0
Site 4	Brant Road South	Right to Somerton Gate Lane	1	0	0
Site 5	Far Lane (East)	To Far Lane (South)	48	6	0
Site 5	Far Lane (East)	To Footpath	30	2	0
Site 5	Far Lane (South)	To Footpath	17	2	0
Site 5	Far Lane (South)	To Far Lane (East)	26	2	0
Site 5	Footpath	To Far Lane (East)	35	0	0
Site 5	Footpath	To Far Lane (South)	27	1	0
Site 6	Mill Mere Road	Eastbound	35	1	0
Site 6	Mill Mere Road	Westbound	39	0	0
Site 7	A607 Lincoln Road North	Ahead to A607 Lincoln Road (South)	161	127	0
Site 7	A607 Lincoln Road North	Right to Access	16	0	0
Site 7	A607 Lincoln Road South	Left to Access	11	0	0
Site 7	A607 Lincoln Road South	Ahead to A607 Lincoln Road (North)	131	31	0
Site 7	Access	Left to A607 Lincoln Road (North)	11	0	0
Site 7	Access	Right to A607 Lincoln Road (South)	17	0	0
Site 8	Sleaford Road North	Ahead to Sleaford Road (South)	27	45	0

Site 8	Sleaford Road North	Right to Access	2	0	0
Site 8	Sleaford Road South	Left to Access	3	1	0
Site 8	Sleaford Road South	Ahead to Sleaford Road (North)	26	43	0
Site 8	Access	Left to Sleaford Road (North)	1	1	0
Site 8	Access	Right to Sleaford Road (South)	4	1	0

As can be seen in Table 4.1, the maximum daily WCH movements recorded on the footpath along the A1434 Newark Road (Site 1) were 71 pedestrians, 73 cyclists and no equestrians. The maximum daily WCH movements occurred on Wednesday.

On Wath Lane (Site 2) the maximum daily WCH movements were observed on Friday with 391 pedestrian, 48 cyclist and no equestrian movements, out of which 337 pedestrians, 37 cyclists and no equestrians arrived/departed to/from Wath Lane. It should be noted that this would have included movements to/from South Hykeham Community Primary School, with approximately 154 pupils.

At the intersection between SHYK/6/1 and Meadow Lane (Site 3) the maximum daily WCH movements were observed on Saturday with 95 pedestrians, eight cyclists and four equestrians.

At the Brant Road/Somerton Gate Lane junction (Site 4) the maximum daily WCH movements were observed on Thursday with nine pedestrians, 18 cyclists and no equestrians.

At the intersection between Far Lane and Viking Way (Site 5), the maximum daily WCH movements were observed on Sunday with 183 pedestrians and 13 cyclists in total, out of which 109 pedestrians and five cyclists arrived/departed to/from Viking Way. No equestrian movements were recorded.

On Mill Mere Road (Site 6) the maximum daily WCH movements were observed on Sunday with 74 pedestrians, one cyclist and no equestrians arriving/departing to/from WDN/13/1.

At the intersection between the A607 Lincoln Road and WDN/1122/1 (Site 7), the maximum daily WCH movements were observed on Thursday with 347 pedestrians, 158 cyclists and no equestrians, out of which 55 pedestrians entered/exited bridleway WDN/1122/1.

At the junction of Sleaford Road with footpath BRAC/3/1 (Site 8), the maximum daily WCH movements were observed on Tuesday with 63 pedestrian and 91 cyclist movements in total, out of which 10 pedestrians and three cyclists arrived/departed to/from footpath BRAC/3/1.

## 4.5 Consultation with Local User Groups and Wider Public

Public Information Events offer members of the public the chance to provide views and feedback on various aspects of the project including:

- The design of the new relief road and new Station Road connection;
- Re-routing the existing Public Right of Way at Somerton Gate Lane; and
- Environmental considerations and any other ways the route could be optimised.

The NHRR preferred route is currently being optimised and ways to avoid critical infrastructure, including a fuel pipeline, a flood bank, electricity pylons and a biodigester, have already been developed.

Public Information Events were held at the following locations between 15:00 hrs and 20:00 hrs:

- Tuesday 13 September 2022 at Bentley Hotel (Newark Road LN6 9NH)
- Wednesday 14 September 2022 at Waddington Community Hub (High Street LN5 9RF)
- Thursday 15 September 2022 at Bracebridge Heath Cricket Club (Cross O'Cliff Court LN4 2HL)

An online survey was also available at [www.lincolnshire.gov.uk/nhrr](http://www.lincolnshire.gov.uk/nhrr) from 12 September 2022 to 16 October 2022.

In total, 265 responses were received and a summary of the relevant comments/recommendations to the WCHAR Assessment are as follows:

### **Station Road New Link**

- Provision of a pedestrian and cycle bridge crossing NHRR over Station Road;
- Connections with PROWs to be provided to the north and south end of the new link on Station Road;
- Provision of cycleway and footway along the new link on Station Road;
- Bus and school services on Station Road to serve within acceptable distance the two cul-de sac sections of Station Road;
- Provision of safe crossing facility for horse-riders on Station Road;
- Improve connectivity between Waddington and the Secondary schools in North Hykeham; and
- Provision of connectivity between shared cycleway/footway on NHRR and new link on Station Road.

### **South Hykeham Road**

- Provide bridleway connectivity in the Wath Lane and appropriate surfacing to allow usage by horses; and
- Consideration to be given into the construction of the proposed PROWs to allow usage by active modes of travel as well as horse-riders.

### **Brant Road**

- Improve pedestrian/cycle facilities along Brant Road due to increased traffic; and
- Improve connectivity between Brant Road and North Hykeham.

### **Viking Way**

- Improve connectivity between Waddington and Viking Way; and
- Connection of the proposed scheme with Viking Way.

**A46/A1434 Newark Road roundabout**

- Adequate pedestrian crossing facilities to be provided at the A46/A1434 Newark Road roundabout; and
- Improve cycling connection between Waddington and South Hykeham.

Further consultation will be undertaken with key walking, cycling and horse-riding stakeholders as the scheme is progressed. A PIE2 will be held in Q1 2023 to obtain further views and comments on the proposed scheme from stakeholders and members of the public.



## 5. USER OPPORTUNITIES

The needs of all user groups have been identified and evaluated. In accordance with GG142 identified opportunities for improvements to walking, cycling and horse-riding facilities do not always need to be restricted to the highway scheme extents. The opportunities identified below will be considered through the development of the scheme design. Any opportunities identified are not guaranteed and therefore may not form part of the final scheme design. The WCHAR Review will consider which opportunities have or have not been incorporated within the final scheme design.

Indicative locations of the user opportunities are presented in Appendix 5.

### 5.1 Strategic Opportunities

#### 5.1.1 S01

There is opportunity for any new walking, cycling and horse-riding infrastructure to be designed as high-quality routes in accordance with LTN 1/20 that are inclusive and accessible for all types of users appropriate for each route. The design of cycle-routes will be in accordance with CD143 and CD195, any departures from standards will be consulted with LCC.

#### 5.1.2 S02

Ensure signage and wayfinding signs are located in appropriate locations, enabling users to clearly follow routes and to easily locate connecting routes.

#### 5.1.3 S03

Consider providing route adjacent to proposed scheme for all users; pedestrians (including disabled), cyclists and horse-riders.

#### 5.1.4 S04

Consider design of shared cycle/footway crossing points at new proposed roundabouts to prioritise cyclists and pedestrians over road vehicles.

#### 5.1.5 S05

Grade separated crossing to be designed to appropriate standards.

#### 5.1.6 S06

Consider providing separate pedestrian and cycle facilities where possible to avoid conflict between pedestrians and cyclists, whilst meeting LCC requirements.

#### 5.1.7 S07

Consider linkages to Whisby Nature Park and Apex Lake to the north-west of the NHRR for leisure trips.

#### **5.1.8 S08**

Consider providing or improving pedestrian links to bus stops to support multi modal trips.

#### **5.1.9 S09**

Consider provision of alternative PRow routes where routes are severed.

#### **5.1.10 S10**

Consider provision of information points and access to maps for pedestrians, cyclists and equestrians.

#### **5.1.11 S11**

Consider providing or improving pedestrian/cycle links to both Hykeham and Lincoln Central Rail Stations to support multi-modal trips as well as to Lincoln city centre.

#### **5.1.12 S12**

Consider opportunities to maintain or improve existing PRow.

### **5.2 Pedestrians**

#### **5.2.1 P01**

Review provision of crossing facilities at the A46 Roundabout - New crossings and access to shared cycleway/footway and Footpath SHYK/9/2 to be designed to appropriate standards.

#### **5.2.2 P02**

Consider improving connectivity along Long Lane between Footpath SHYK/5/1 and Bridleway SHYK/872/1, including improved wayfinding signage.

#### **5.2.3 P03**

Consider improving connectivity along Meadow Lane between Bridleway SHYK/872/1 and Footpath SHYK/6/1 and Bridleway SHYK/906/1.

#### **5.2.4 P04**

Consider provision of shared cycle/footway along Brant Road.

#### **5.2.5 P05**

Consider provision of shared cycle/footway on Somerton Gate Lane.

#### **5.2.6 P06**

Consider improving connectivity along redundant section on Station Road between Footpath WDG/3/3 and Footpath WDG/9/1 and new shared cycle/footway.

### **5.2.7 P07**

Consider connection of new shared cycle/footway northbound along the realigned A607 Grantham Road to existing footway on southbound side of A607 Grantham Road and Footpath BRAC/3/1 (north of proposed scheme).

### **5.2.8 P08**

Consider connecting Footpath SHYK/5/1 to the provisions at the proposed South Hykeham roundabout.

### **5.2.9 P09**

Consider improving the crossing on the A46 (south of Skellingthorpe roundabout), which connects Birchwood and Skellingthorpe (south of Skellingthorpe roundabout).

## **5.3 Cyclists**

### **5.3.1 C01**

Consider improvements to bridleways to facilitate cyclists, current surfacing typically considered unsuitable for recreational cyclists.

### **5.3.2 C02**

Consider provision of shared cycle/footway on Somerton Gate Lane.

### **5.3.3 C03**

Consider formalised crossing on A15 Sleaford Road North to connect new shared cycle/footway, and Footpath BRAC/3/1 with Bridleway BRAC/1200/1.

### **5.3.4 C04**

Consider improved signage between Bridleway BRAC/1200/1 and new shared cycle/footway and Footpath BRAC/3/1.

### **5.3.5 C05**

Consider provision of cycle facilities along Station Road

### **5.3.6 C06**

Consider introducing weight limit on Meadow Lane to encourage safer route for cyclists, improving connectivity between Waddington and Brant Road with South and North Hykeham.

### **5.3.7 C07**

Consider the feasibility of providing a connection between the NHRR scheme and NCR 64.

#### **5.3.8 C08**

Consider the feasibility of improving/widening the existing facility adjacent to the southbound A46 between Hykeham Roundabout and Witham St Hughs.

### **5.4 Equestrians**

#### **5.4.1 E01**

Consider improving connectivity along Meadow Lane between Bridleway SHYK/872/1 and Bridleway SHYK/906/1.

#### **5.4.2 E02**

Bridleway SHYK/906/1 currently ends at River Witham, access to be provided to shared cycle/footway adjacent to the proposed scheme however no provision for equestrians. Consider provision for equestrians at this location.

#### **5.4.3 E03**

Consider provision of mounting blocks on Bridleways.

## 6. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT TEAM STATEMENT

As Lead Assessor, I confirm that this Walking, Cycling and Horse-Riding Assessment Report has been compiled in accordance with DMRB GG 142 and contains the appropriate information for the wider design team. The Walking, Cycling and Horse-Riding Assessment was undertaken by the following Assessment and Review Team.

### **Walking, Cycling and Horse-Riding Lead Assessor**

Nicola Evans  
Associate Transport Planner  
Ramboll

Signed: 

Dated: 07.10.22

### **Walking, Cycling and Horse-Riding Assessor**

Ioannis Spyropoulos  
Senior Transport Planner  
Ramboll

Signed: 

Dated: 07.10.22

As Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the scheme development and that the wider team has been involved in the process. I confirm that, in my professional opinion, the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

### **Design Team Leader**

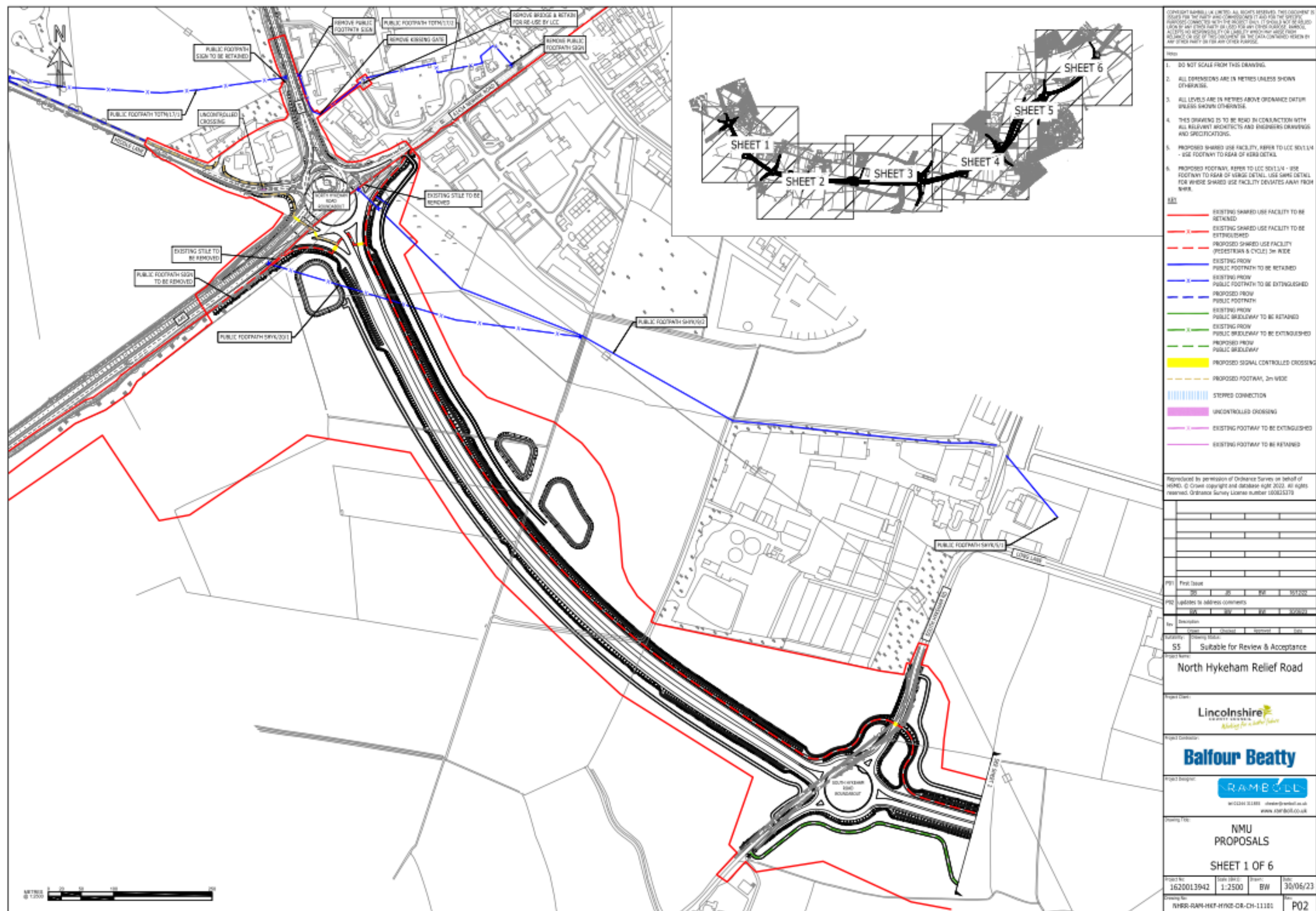
Barry Williams  
Associate  
Ramboll

Signed: 

Dated: 07.10.22

## **APPENDIX 1**

### **PRELIMINARY SCHEME LAYOUT**



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**Notes**

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
- ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM UNLESS SHOWN OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- PROPOSED SHARED USE FACILITY, REFER TO LCC SD/13/14 - USE FOOTWAY TO REAR OF KERB DETAIL.
- PROPOSED FOOTWAY, REFER TO LCC SD/13/14 - USE FOOTWAY TO REAR OF KERB DETAIL. USE SAME DETAIL FOR WHERE SHARED USE FACILITY DEVIATES AWAY FROM SH/RS.

**Legend**

- EXISTING SHARED USE FACILITY TO BE RETAINED
- EXISTING SHARED USE FACILITY TO BE EXTINGUISHED
- PROPOSED SHARED USE FACILITY (PEDESTRIAN & CYCLE) 3m WIDE
- EXISTING PROW
- EXISTING PROW PUBLIC FOOTPATH TO BE RETAINED
- EXISTING PROW PUBLIC FOOTPATH TO BE EXTINGUISHED
- PROPOSED PROW PUBLIC FOOTPATH
- EXISTING PROW PUBLIC BRIDGEWAY TO BE RETAINED
- EXISTING PROW PUBLIC BRIDGEWAY TO BE EXTINGUISHED
- PROPOSED PROW PUBLIC BRIDGEWAY
- PROPOSED SIGNAL CONTROLLED CROSSING
- PROPOSED FOOTWAY, 2m WIDE
- STOPPED CONNECTION
- UNCONTROLLED CROSSING
- EXISTING FOOTWAY TO BE EXTINGUISHED
- EXISTING FOOTWAY TO BE RETAINED

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Rev	Description	Author	Checked	Approved	Date
P01	First Issue	SS			10/12/22
P02	Updates to address comments	SS			30/06/23

Availability: **SS** Suitable for Review & Acceptance

Project Name: **North Hykeham Relief Road**

Project Client: **Lincolnshire County Council**  
*Working for a better future*

Project Contractor: **Balfour Beatty**

Project Designer: **RAMBOLL**  
01522 441111 | [ramboll@ramboll.co.uk](mailto:ramboll@ramboll.co.uk) | [www.ramboll.co.uk](http://www.ramboll.co.uk)

Drawing Title: **NMU PROPOSALS**

**SHEET 1 OF 6**

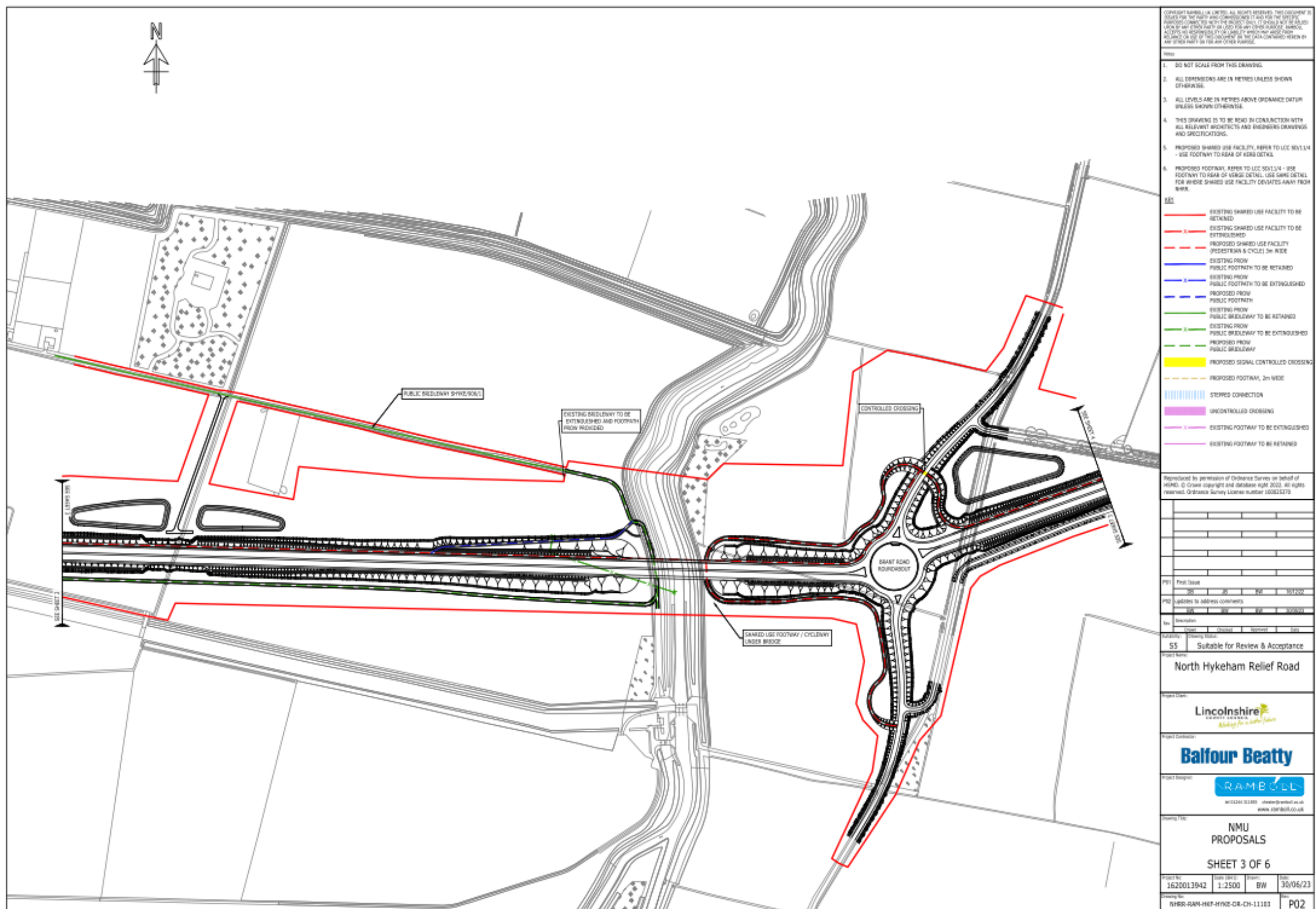
Project No	Scale (H/W)	Sheet	Date
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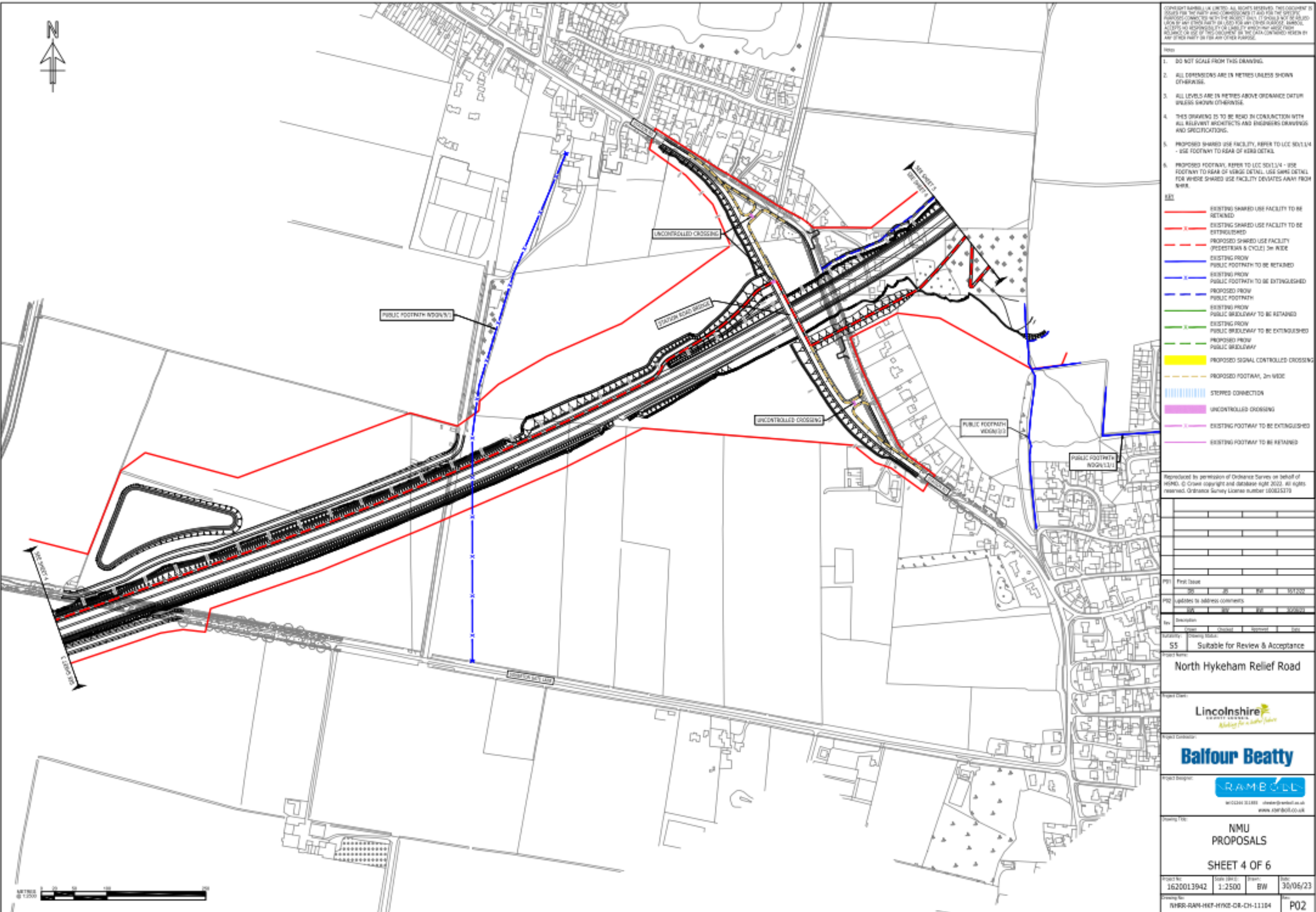
Drawing Ref: **NHRR-RAM-HET-HYKE-DR-CH-11100** | **P02**



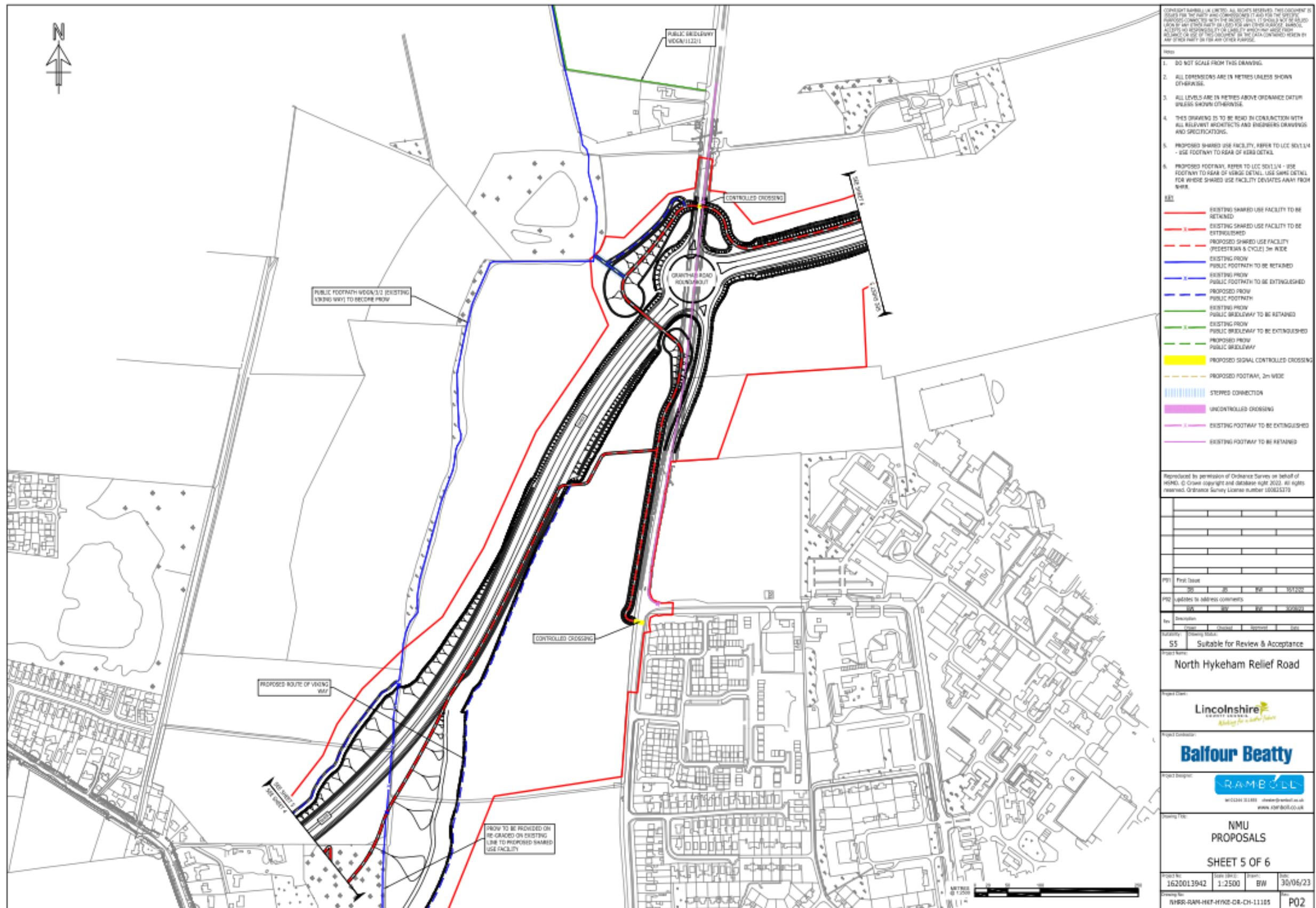


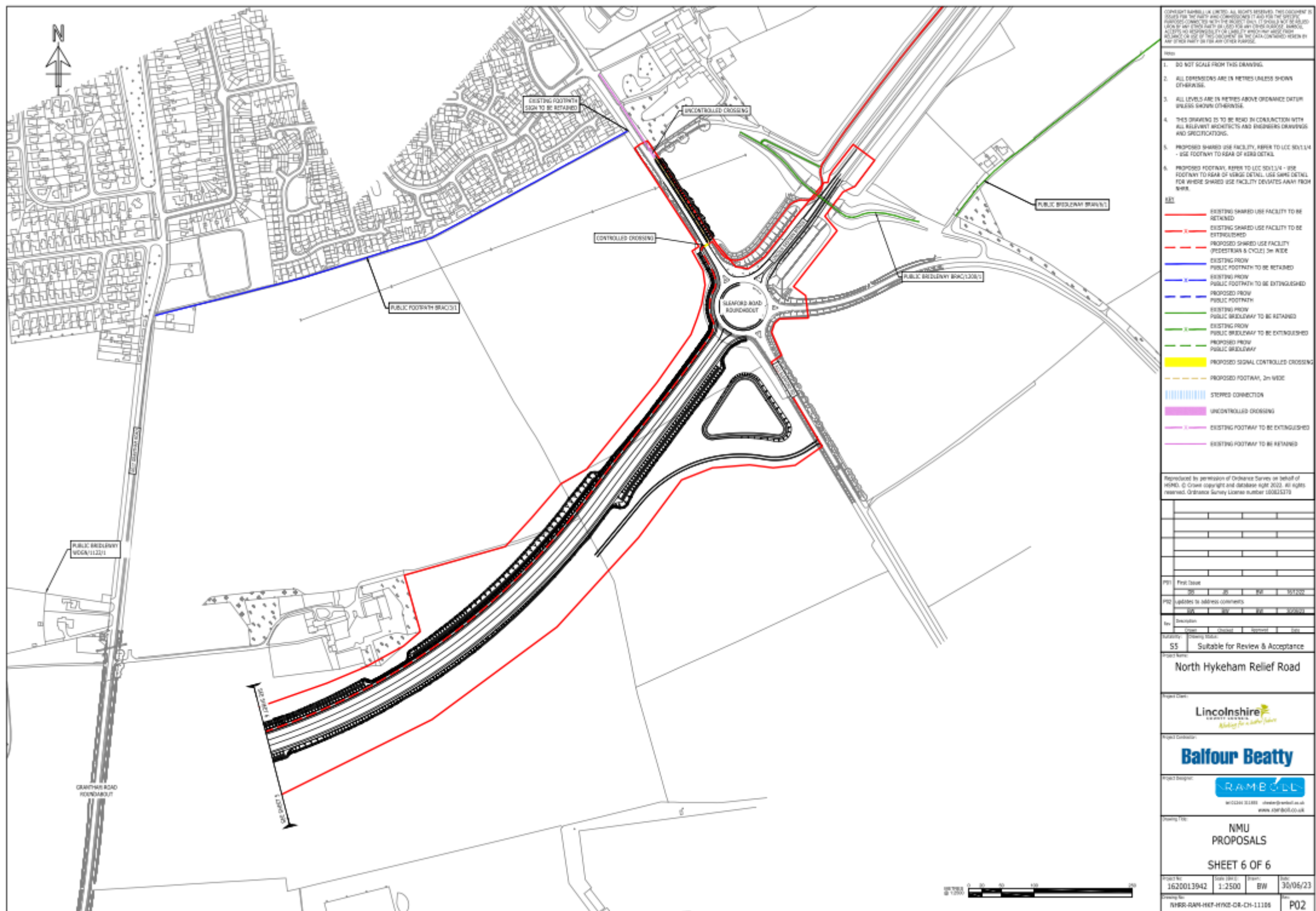






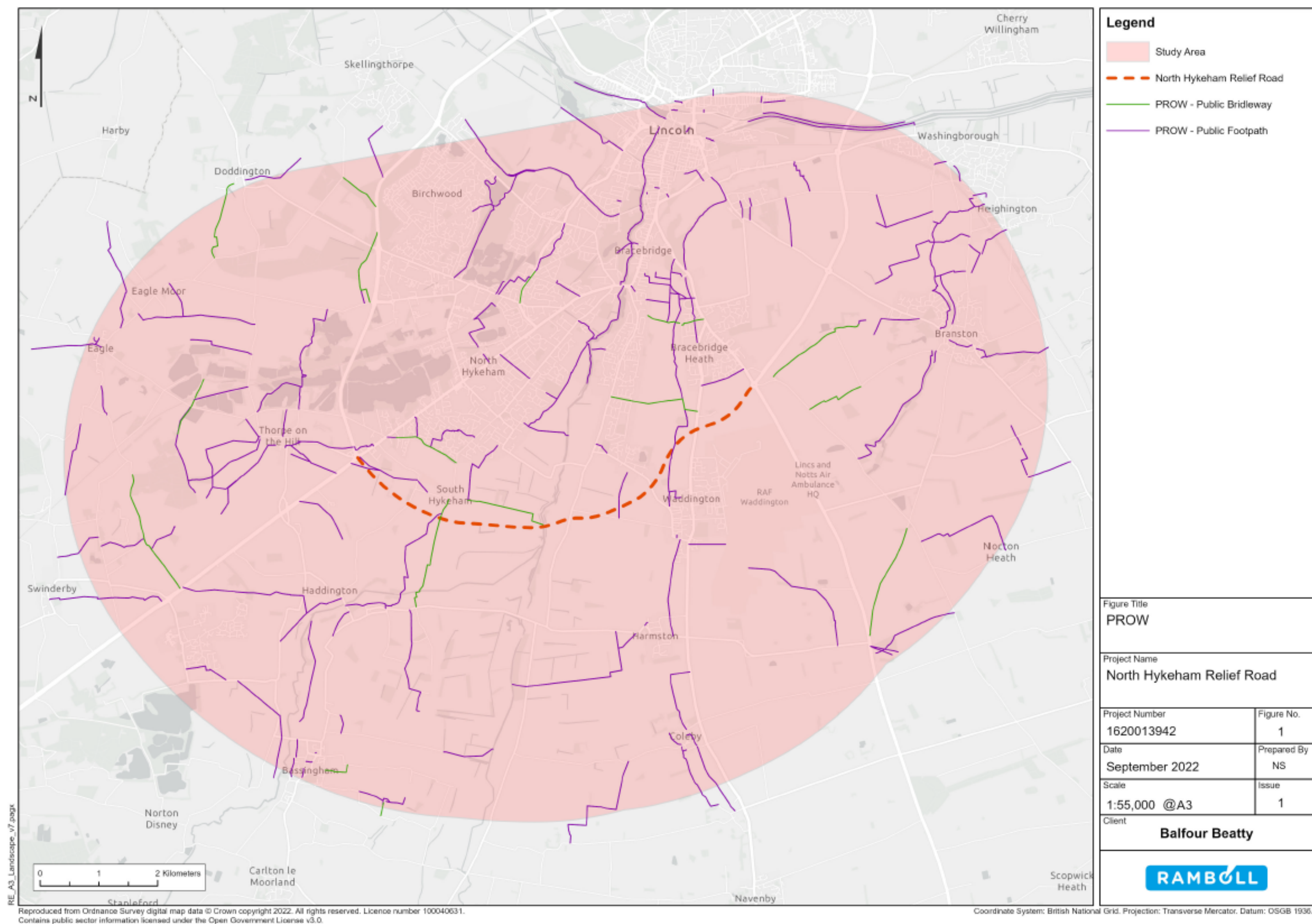






## **APPENDIX 2 STUDY AREA**

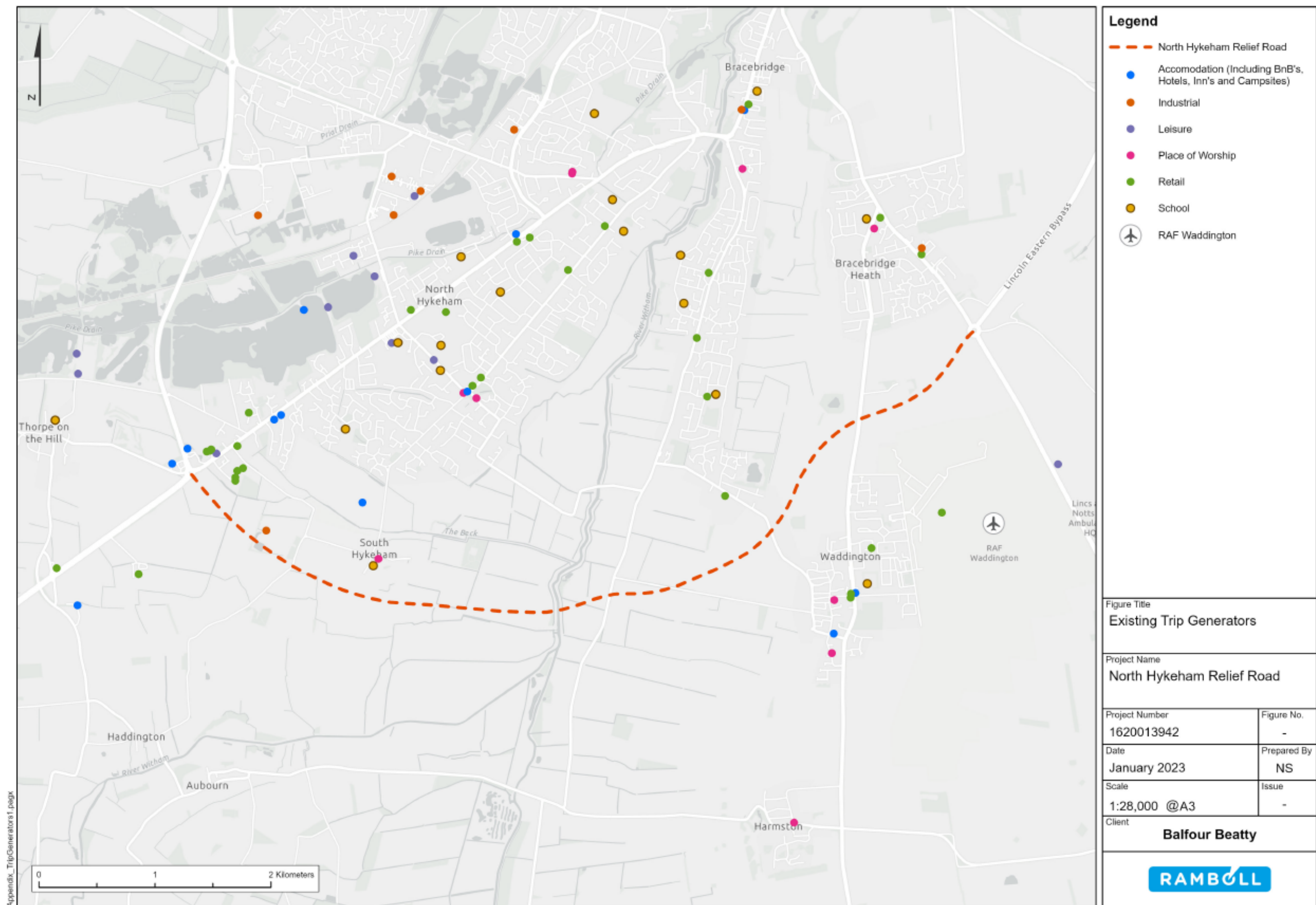






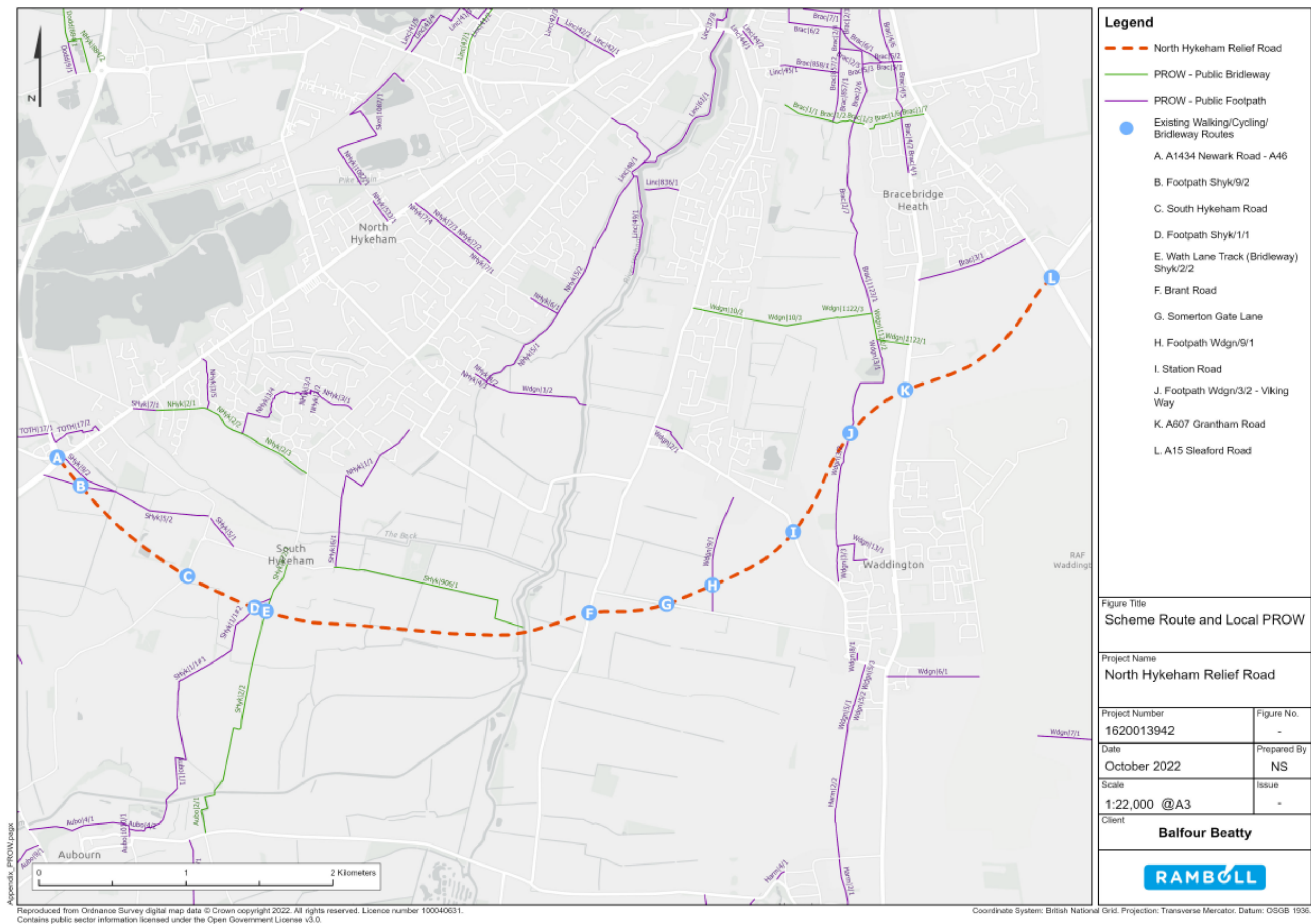
## **APPENDIX 3**

### **EXISTING TRIP GENERATORS**



## **APPENDIX 4**

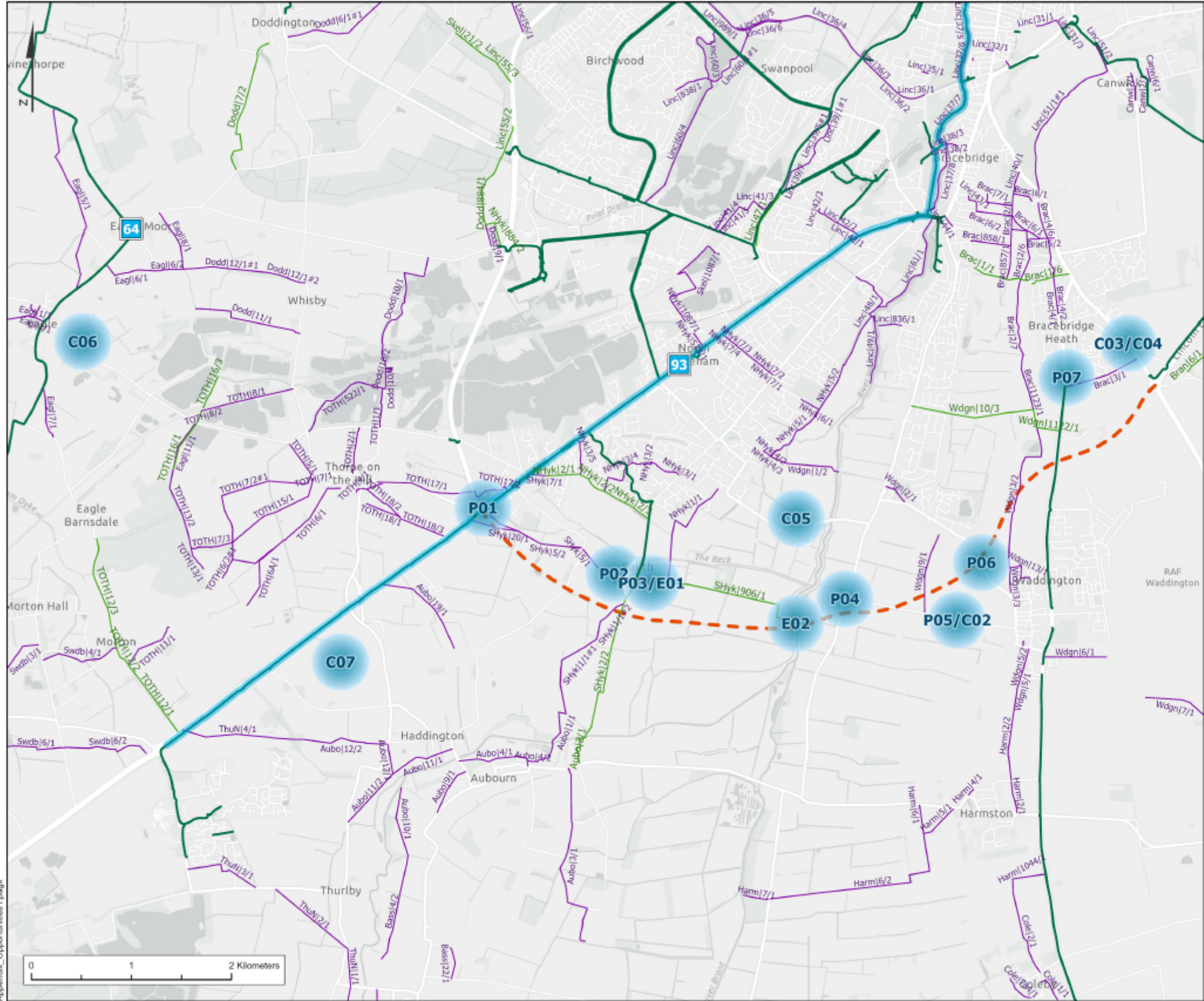
### **SCHEME ROUTE AND LOCAL PROW**



## **APPENDIX 5**

### **INDICATIVE LOCATION OF OPPORTUNITIES**





**Legend**

- North Hykeham Relief Road
- PROW - Public Bridleway
- PROW - Public Footpath
- User Opportunities

**RouteType**

- Regional Cycle Network
- Existing Cycle Infrastructure

Figure Title  
**Indicative Location of Opportunities**

Project Name  
**North Hykeham Relief Road**

Project Number <b>1620013942</b>	Figure No. <b>-</b>
Date <b>January 2023</b>	Prepared By <b>NS</b>
Scale <b>1:36,000 @A3</b>	Issue <b>-</b>

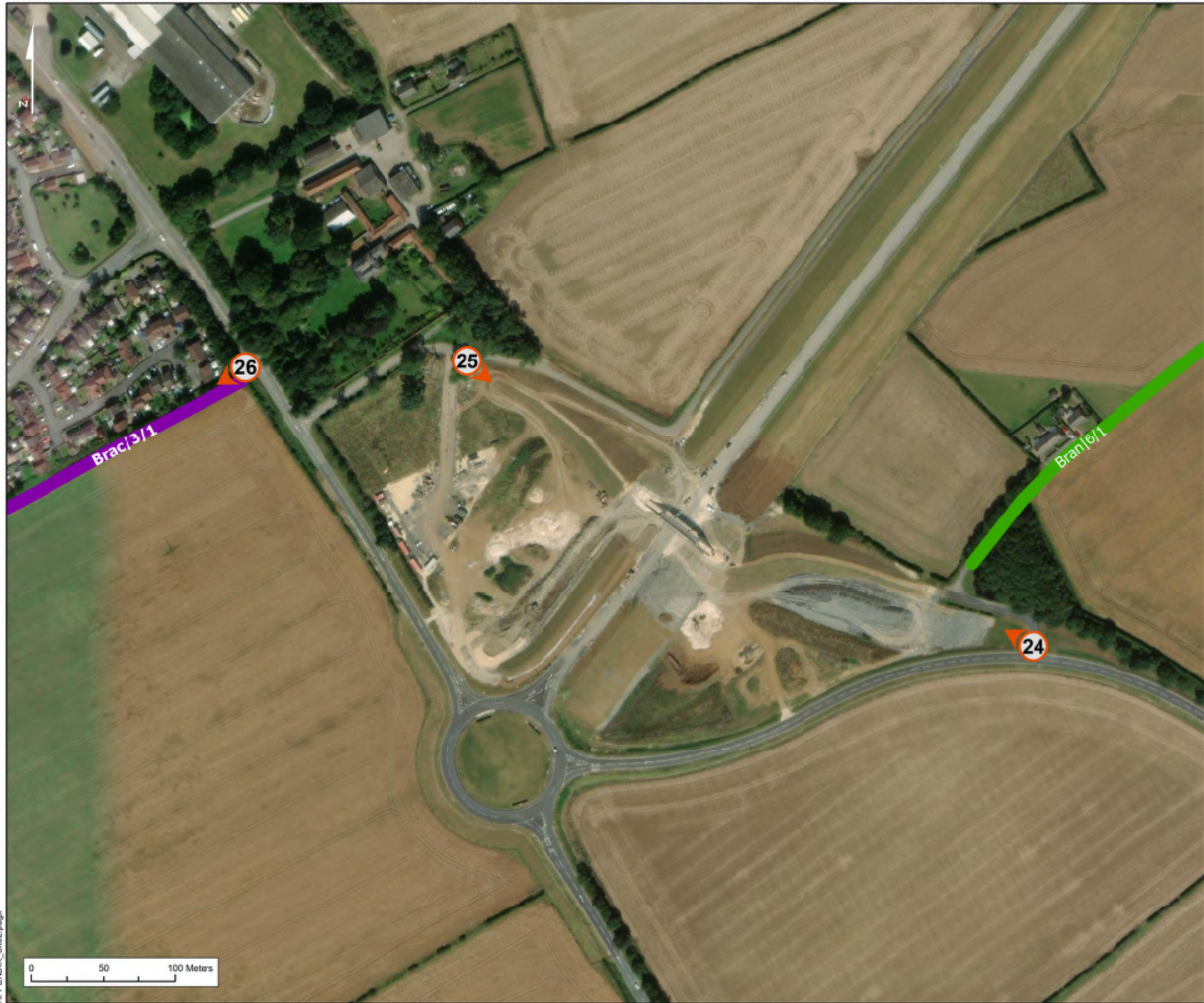
Client  
**Balfour Beatty**

**RAMBOLL**



## **APPENDIX 6**

### **IMAGE LOCATION AND CAPTURE DIRECTION**



# Legend



Viewpoint



PROW - Public Brideway



PROW - Public Footpath

Figure Title  
Site L

Project Name  
North Hykeham Relief Road

Project Number  
1620013942

Figure No.  
-

Date  
October 2022

Prepared By  
NS

Scale  
1:2,500 @A3

Issue  
-

Client  
Balfour Beatty

**RAMBOLL**

APPENDIX\_SiteL\_page

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Coordinate System: British National Grid. Projection: Transverse Mercator. Datum: OSGB 1936.