

Newark & Sherwood’s Consultation Responses and assessment of how the Preferred Route Addresses Them

NSDC Comments	Response
<p>Grade separation of the Cattlemarket Junction a priority along with more of the junctions along this stretch of the A46 being grade separated to facilitate free flow of A46 traffic, delivering improvements to journey times.</p>	<p>A flyover junction at Cattle Market with the A46 elevated to pass over the roundabout.</p>
<p>Upgrading of the strategic road network should not be done in a manner that compromises future potential to enhance the strategic rail network (i.e. removing the flat crossing at the intersection of the East Coast Main Line and the Nottingham to Lincoln line).</p>	<p>NH have worked with Network Rail and the Department for Transport to identify and understand any conflicts between the A46 Newark Bypass scheme and potential rail schemes, and to discuss opportunities for working together.</p> <p>As a result, NH identified a location immediately to the east of the sewage works underpass where the schemes would be very close together. NH have changed the layout of the eastbound off-slip to Brownhills roundabout to increase the space between the railway and the road so that a future rail scheme would not be prevented by the A46 scheme. NH will continue to work together as the design of both schemes is developed.</p>
<p>Recognition of other highways proposals in and around Newark and the need to ensure that traffic impacts are, as far as possible, minimised during construction and therefore urge Highways England to carefully assess modelling work underpinning the A46 proposals in order that traffic management approaches reflect the difference scenarios that may arise from different combinations of works occurring at different times.</p>	<p>The Council has entered into extensive discussions with NH on this matter and NH are involved in regular Newark meetings with all interested parties to ensure a good understanding of timings</p> <p>The committed developments have been captured in the traffic modelling, therefore any cumulative environmental effects arising from changes in operational traffic (air quality and noise) will already be factored into those assessments.</p>
<p>Invite Highways England to financially support the SLR delivery at the earliest opportunity as its implementation will provide network resilience during the pending construction of the A46 and its operation. The SLR could, subject to funding, be implemented in advance of the A46 works.</p>	<p>NH have engaged in ongoing dialogue with the Council, County Council and Urban & Civic (the Middlebeck developers) to ensure that the A46/Southern Link Road junction will work with the A46 Bypass as now proposed.</p> <p>This includes NH exploring how to fund additional costs caused by the A46 proposals on the SLR/A46 roundabout.</p>
<p>There is a preference for a 4-arm roundabout under Option 1 at Winthorpe Roundabout, rather than the 5-arm roundabout proposed under Option 2 as the latter is likely to give rise to unnecessary delays as a result of another set of traffic light sequencing.</p>	<p>Enlarging Winthorpe Junction to a five-arm roundabout with traffic lights to connect the new A46 link. Traffic lights will only be used where they are expected to improve the operation of a junction; they may also only be used during peak hours or on some arms of a junction, if assessments should it would improve traffic flows.</p>

<p>Recommended Highways England to publish, at the next stage of consultation, clear evidence on the journey-time and monetary savings of an approach relating to the route options and Winthorpe village.</p>	<p>Currently seeking clarity regarding this from NH</p>
<p>In relation to the impact on Winthorpe village in respect of road noise, air quality and visual impacts of the different carriageway options, it was suggested that a possible alternative solution may be considering excavating earth along the section of road to the east of the new A1 overbridge connecting to the existing carriageway, thereby lowering the road level. Excavated material could be used to create an earth bund on the northern side of the road or recycled elsewhere within the project area while additional benefit may be found in an overall lower road level requiring less elevation for the Option 1 flyover from the Friendly Farmer roundabout.</p>	<p>NH have modified the route to be further away from Winthorpe, and partially back onto the existing A46, between Friendly Farmer roundabout and Winthorpe junction. They state that this would reduce the overall environmental impact of the scheme by:</p> <ul style="list-style-type: none"> • Reducing the view of the scheme from the Winthorpe area; • Reducing noise and vibration impacts for local residents by moving the road further away, whilst keeping it close to ground level; • Minimising the impact on Winthorpe Conservation Area; • Reducing the impact on biodiversity by minimising the overall area covered by the scheme. <p>Silent on excavating earth along section of road to the east of the new A1 overbridge.</p> <p>The next stage of the scheme's development will carry out assessments to consider what environmental mitigation measures may be needed. Another consultation will be undertaken to include more detail about the scheme design and environmental mitigation.</p>
<p>The overbridge structure will have significant impacts on the openness of the landscape that currently forms the Winthorpe Open Break and it is important that the inevitable harm the engineering works will have on the Open Break are explored and where possible mitigated, notwithstanding that the A46 Northern Bypass itself has always been identified as a priority and likely intervention in the Open Break.</p>	<p>Open breaks not mentioned in any report. It does however state at paragraph 7.6.49 of the Staged Overview of Assessment Report that they will publish more details about how they will manage environmental impacts during construction before work is started on the scheme.</p> <p>The next stage of the scheme's development will carry out assessments to consider what environmental mitigation measures may be needed. Another consultation will be undertaken to include more detail about the scheme design and environmental mitigation.</p>
<p>Both options for the road result in substantial loss of existing mature trees currently forming part of the linear belts running north-south near to Lowwood and The Spinney and these are of value in terms of landscape character and in habitat. Mitigation and replanting will be required should a preferred option require removal at location.</p>	<p>The next stage of the scheme's development will carry out assessments to consider what environmental mitigation measures may be needed. Another consultation will be undertaken to include more detail about the scheme design and environmental mitigation.</p>

<p>The 'hamburger' roundabout solution proposed at Cattlemarket junction under Option 1 is not a realistic option that effectively delivers the strategic aims of the scheme.</p>	<p>Option 2 modified does not propose a 'hamburger' roundabout.</p>
<p>Sought additional evidence on the Options Summary Report which suggests that <i>'additional traffic during construction would be expected to be less than that of operation and would be temporary and is considered unlikely to affect air quality'</i>, however given the A46 is already an operational busy road evidence was requested to support this claim.</p>	<p>Unclear if this is addressed, but the next stage of the scheme's development will carry out assessments to consider what environmental mitigation measures may be needed. Another consultation will be undertaken to include more detail about the scheme design and environmental mitigation.</p> <p>Currently seeking clarity regarding this from NH.</p>
<p>Consider A1 Slip Roads arrangements to ensure they are not prejudiced</p>	<p>Replacing the existing A1 slip roads was considered and discounted. It would require additional works to create longer slip roads and provide an additional junction with the A46. Significant alterations to the A1 junction are therefore beyond the scope of this project. However, NH have undertaken microsimulation of the forecast traffic movements at these junctions in order to understand how the new flows and turning movements at these junctions would impact their operation. This modelling will be further developed as the scheme is developed and used to inform modifications to the roundabouts to optimise their operation such as changes to signing and road markings.</p>
<p>Ensure the proposals do not worsen the connections across the A46 for cyclists, walkers etc.</p>	<p>The area around the scheme has been the subject of a Walking, Cycling and Horse-Riding Assessment. This records the findings of the design team's work gathering information regarding the existing conditions for pedestrians, cyclists and equestrians, including the routes of existing facilities and their condition, other related factors such as local policies, public transport provision and recorded usage. The assessment also identifies a number of opportunities for improvements to facilities for these users for the design team to consider as the scheme design work starts.</p>