



A46 Newark Bypass - Secretary of State Submission

1.1 Newark Town Council supports in principle the dualling of the A46 as set out in the National highway proposals now submitted.

1.2 Notwithstanding that broad support, the Town Council does hold a number of concerns relating to the scheme which we would ask that the examiner carefully considers during the examination process.

1.3 Newark Town Council understands that all of our concerns are in different ways recognised and referred to within the large volume of documentation that sits behind the application.

1.4 Newark Town Council however is not a Planning Authority and does not employ professional planning staff that are able to confidently navigate the large number of application documents and be assured by the content of such documentation.

1.5 We have detailed our concerns below and would ask the examination process seeks to ensure that all reasonable and relevant steps will be taken to address our concerns.

1.6 NTC supports the grade separation of Cattle Market roundabout.

Pre - Construction Phase

1.7 The widening of the A46 will incur the loss of the Lorry Park at Newark Cattlemarket roundabout. Currently there is insufficient money available to the District Council to fund a land purchase for a new lorry park in the area. It is valuable to businesses in the town to have customers from the lorry park using their services.

1.8 It is very dangerous for cyclists to use most roads in the Newark area. There is no safe way to cycle to Lincoln along the current A46 because at various key points the cycle path disappears. Country lanes are very narrow and many motorists drive on them very fast because the national speed limit applies. It cannot be right for such a modern scheme to be executed without properly considering the needs of cyclists attempting to carry out local and long-distance journeys safely. Cycle maps with safe cycle routes need to be made available on line and on paper to encourage safe use of this form of transport in a flat rural area where it should be pleasant to cycle.

We have particular concerns with regards to cyclists being able to utilise both the A617 and A616 routes.

Construction Phase

2 Traffic Congestion

2.1 Newark already suffers with regular periods of significant traffic congestion through the town centre and beyond. Arterial roads linking to the A46 regularly see long queues of stationary traffic. There can be particular difficulty during the frequent closure of the level crossing on the Great North Road at Newark Castle Station. It is essential that the construction phase in the area around the Cattle Market Roundabout does nothing to add to the congestion challenges already created by the level crossing.

2.2 Lincoln Road in Newark on its approach to the Brownhills roundabout also suffers heavily with serious congestion caused by difficulty for cars heading out of Newark to get onto the roundabout due to traffic already on the A46 navigating the roundabout. Traffic control measures during construction to regulate the flow of traffic and ensure a regular movement of traffic from Lincoln Road onto the A46 will be critical to avoid a complete standstill of traffic on Lincoln Road.

2.3 It is unclear what impact the new second roundabout South of Newark will have on traffic queues on the A46 in both directions. It is understood that the work on the dualling will not start until the new roundabout is complete so that the new road South of Newark can relieve some of the traffic congestion caused by the planned years of road works to complete the new scheme. It would seem to make sense to give the new road and new roundabout time to bed in for up to two years before starting the work on the road past Newark.

3 Local Economy

3.1 There is a genuine fear that the construction process will, despite mitigation efforts, result in many people being deterred from visiting Newark due to the potential difficulties navigating construction phase roadworks.

3.2 Newark is an economic centre that serves a wide rural hinterland of villages and settlements. Residents of those settlements may opt to use neighbouring towns and cities for the provision of goods and services if there are actual or perceived challenges travelling into Newark. This could have a devastating impact on the town's many independent businesses. During what is already an incredibly difficult fiscal environment for those businesses we are insistent that meaningful compensation schemes are available for businesses that suffer a clear loss as a consequence of the construction process. Compensation schemes must be fair, easy for businesses to access, and with payments made in a way that ensures that businesses are not forced to wait long periods for payments to be made. Cashflow challenges for businesses are such that any delays in payment could mean the business being unable to survive until receipt of payment.

3.3 Newark Town Council would insist on National Highways funding and delivering a marketing campaign that ensures communities and villages that rely on Newark as a

service centre are encouraged to continue to visit Newark during the construction period. National Highways are asked to ensure that all relevant communities and stakeholders know that Newark is 'open for business'. This may involve distribution of leaflets, social media promotion, signage, newspaper articles, village magazine advertisements and any other suitable means of communicating a clear message that Newark will remain 'open for business' during the construction period.

4 Noise and Light Pollution

4.1 There are many residential properties that are located close to the A46. Whilst we appreciate that noise and light pollution especially during any overnight construction work is unavoidable, we wish to be assured that every reasonable measure is being taken to minimise the negative impact on nearby properties. The scale of the project is such that construction will continue for a number of years and therefore it is essential that residents are not forced to unreasonably suffer over such long periods.

5 Dust and Air Pollution

5.1 The construction process will likely generate significant amounts of construction dust and debris. It is essential that all reasonable steps are taken to mitigate the impact of this on the nearby community.

6 Biodiversity, Environment and Ecology

6.1 The loss of hedgerows, verges and some agricultural land is unavoidable in delivering the scheme. We do however wish to see that the scheme can demonstrate a clear biodiversity net gain by way of a range of on and off-site mitigation measures being employed within the Newark area.

6.2 It is essential that works to remove and destroy existing habitat is done in such a way that existing wildlife is professionally relocated with assistance where necessary or given chance to do so by itself.

6.3 New trees planted must be locally sourced native species that require little support to become established.

7 Flooding

7.1 Newark has seen significant and unprecedented flooding events in the last 12 months. The route of the A46 is in the very heart of areas that have been devastatingly impacted by flooding.

7.2 The Town Council asks that consideration is given to making use of the construction phase to incorporate additional or enhanced flooding mitigation infrastructure in the construction area. Again, the Town Council are not experts in highway construction, hydrology or flood mitigation however if the scheme can be considered not only for highway purposes but how its design and integration into the landscape can help with flood mitigation it would seem sensible to take the opportunity to incorporate appropriate flood mitigation works during the construction phase to avoid further disruption at a later date.

8 Local Suppliers

8.1 To the fullest extent possible we are keen to ensure that the project employs the services of local businesses within the project supply chain and provides employment opportunities within the project workforce. Newark is home to many businesses that can positively contribute to the project and procurement processes for the project should be weighted in favour of local businesses wherever possible.

10. Conclusion

NTC confirms its general support for the proposed dualling of the A46 around Newark. We do however hope that our concerns outlined in this document will be given due consideration by the examination process and if and where necessary appropriate steps are taken to address those concerns.

11th October 2024