

25/02/2025

NCC'S COMMENTS AT DEADLINE SIX

A46 Newark Bypass Scheme

Scheme No. TR010065



**Nottinghamshire
County Council**

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Transport Modelling

Nottinghamshire County Council requested to see AM and PM hour peak junction modelling (ARCADY) for the following junctions [REP4-029]:

- Great North Road/Bar Gate
- Great North Road/Ossington Way (Waitrose junction).
- A17/Stapleton Lane/Beckingham Road and;
- A17/Long Holloway/Godfrey Drive.

Following receipt of the ARCADY input sheets, NCC requested that the applicant make geometry and lane allocation adjustments.

The applicant's response was provided 13 February 2025 and upon review, NCC has accepted the comments and sensitivity testing for the following junctions: Great North Road/Bar Gate, Great North Road/Ossington Way and A17/Stapleton Lane/Beckingham Road.

Access to observe the Vissim Modelling was provided 18 February 2025. There are two points of concern as follows:

- **Great North Road Southbound**

The VISSIM model structure does not include the Mini Roundabout junction at Ossington Way, junction at Tolney Lane or the Great North Road River Trent Bridge. These junctions and narrowing's create a flow restriction that will reduce the traffic discharge rate in the area and will affect congestion on Great North Road.

However, NCC does note that the ARCADY modelling outputs as requested above for the Great North Road junctions, do provide a level of comfort on this matter.

- **A17 / Godfrey Drive / Long Hollow Way**

The VISSIM model structure does not match the current junction lanes and approaches. Godfrey Drive has not been included in the model. The A17 Eastbound exit from the roundabout should be modelled as a 2 into 1 lane merge.

NCC's proposed solution to this matter would be to enter into an agreement with the applicant to adopt a monitor and mitigate approach at this junction.

Pelham Street

Given forecast increases in modelled traffic flows on Pelham Street, NCC and the Applicant agreed to enter into a side agreement whereby the Applicant would monitor the situation and if necessary, undertake mitigation.

The Applicant has provided the County Council with a draft agreement. This has been reviewed by NCC's Highway Network Manager and there are no concerns with the contents of the agreement at present. It is to be reviewed by the County's legal team within the week, initial feedback suggests no major issues are anticipated and a follow up with the Applicant is being scheduled for early week commencing 3rd March to finalise.

Outline Traffic Management Plan [REP5-038]

Subject to the OTMP being updated, to reflect discussed agreements as outlined below, the Council has no further outstanding matters on the OTMP.

Subject of Query	Via Comments 18/02/25	Applicant's Response 20/02/05	21/02/25 Via/Applicant discussion update
Table 2-4 Anticipated temporary speed limits			
Line 3 - A46 400 metres south of Farndon roundabout to 90 metres north of Farndon roundabout. No reduction proposed.	Via's understanding is that this existing speed limit was still Temporary or had actually run out and there was currently no order in place.	<p>The A46 Trunk Road (Farndon, Nottinghamshire) (40 Miles Per Hour Speed Limit) Order 2019 [2019 No.1565] came into force on the 29th November 2019.</p> <p>The A46 Trunk Road (Saxondale to Newark-on-Trent, Nottinghamshire) (Temporary Restriction and Prohibition of Traffic) Order 2025 [2025 No.130] comes into force on the 21st February 2025. This is the temporary order required for the construction of the new roundabout for the Southern Link Road.</p>	
Line 7 - Drove Lane from Newark Showground junction to Winthorpe Roundabout	This description is a little vague as there are multiple accesses to the Newark Showground, however it is assumed that it is the main access. This is part of the NCC Network managed by Via who would have to agree and make the TTRO – However we do not anticipate a problem with this	<p>Description in line 7 has been amended. It now reads: Drove Lane from Newark Showground main access junction to Winthorpe Roundabout.</p> <p>The OTMP will be updated for the Deadline 6 submission.</p>	

<p>Line 5 - A17 between Godfrey Drive Roundabout and Friendly Farmer Roundabout.</p> <p>Line 6 - A1133 from Gainsborough Road junction to Winthorpe Roundabout.</p> <p>Line 8 - A617, Kelham Road between Cattle Market roundabout and a point 200 meters west of Cattle Market roundabout.</p> <p>Line 9 - A616, Great North Road between Cattle Market roundabout and a point 150 meters north of Cattle Market roundabout and a point.</p> <p>Line 10 - B6326, Great North Road between Cattle Market roundabout and the junction with Kelham Road.</p>	<p>These are part of our Network managed by Via who would have to agree and make the TTRO – However we do not anticipate a problem with this</p>	<p>The Applicant notes the response.</p>	
<p>Table 2-7 Adjacent Roadworks</p>			
<p>A614/A6097 Major Road upgrade</p>	<p>Suggest Changing the Duration column to - Autumn 2025 start. Duration TBC</p>	<p>The duration in row 6 of table 2-7 has been amended to Autumn 2025.</p> <p>The OTMP will be updated for the Deadline 6 submission.</p>	
<p>A. Appendix A.1 Proposed diversion routes</p>			

<p>A.1.4 A1 between North Muskham and Brownhills and Friendly Farmer roundabouts.</p> <p>A.1.4.1 A weekend closure between Friday 21:00 and Monday 05:00 would be required on the A1 between North Muskham and Brownhills and Friendly Farmer roundabouts for the installation of the new A1/A46 bridge deck.</p> <p>A.1.4.2 This diversion is detailed in Appendix Figure A-3.</p>	<p>This has the diversion route using the part of the A1 that is stating as being closed, we do not consider this will work. The diversion would have to be A46 – A616 – B6325 (North Muskham)</p>	<p>Thank for the comment. The Applicant confirms that the incorrect map was referenced in the OTMP. The diversion route for the A1 closure is A46-A616-B6325. This update will be included in the Deadline 6 submission of the OTMP.</p>	
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<p>A.1.4 Fosse Road and Farndon Road</p> <p>A.1.4.1 Overnight closures between 21:00 and 06:00 would be required on the Fosse Road and Farndon Road at Farndon roundabout for the tie-ins of the new pavement into the existing and installation of temporary traffic management.</p> <p>A.1.4.2 The diversion route for the Farndon to Newark traffic would be via Hawton Lane, Newark Road and Hawton Road.</p> <p>A.1.4.3 This diversion is detailed in Appendix Figure A-4</p>	<p>The plan shows the A46 mainline closed and part of the A46 Farndon Roundabout. If this plan is trying to show that the access to the A46 roundabout is blocked by the works for Farndon Road, Newark and Fosse Way, Farndon then the diversion route is still not acceptable as it travels over a very narrow bridge in Hawton that is not suitable for this use.</p> <p>If the intention is to link Fosse Way to Farndon Road the diversion route should be –</p> <p>(Old A46) Fosse Road – Lodge Lane – Brecks Lane – Elston Lane – Station Road – Staunton Road – Grange Lane – Bowbridge Lane – Bowbridge Road – Boundary Road – B6166, Victoria Street – B6166, Farndon Road and vice versa.</p> <p>If the intention is just to get the local traffic to the A46 and then could have that dealt with by the A46 diversions which may or may not be in place then it would be: Fosse Way, Farndon - Fosse Way – Lodge Lane – A46 and Farndon Road, Newark – B6166, Victoria Street – B6166, Portland Street – B6166, Lombard Street – B6166, Castle Gate – B6326, Beast Market Hill – B6326, Great North Road – A46</p>	<p>The diversion described in Appendix A1.4 is for the resurfacing and tie-in works between the A46 roundabout and the widened A46. This will require a diversion for both local and strategic traffic. The strategic traffic will use the diversion described in A.1.1. Via are correct that the intention is to link Farndon Road and Fosse Road.</p> <p>The Applicant notes that the diversion route proposed by Via is approximately 12.6 miles against the 3.7 miles via Hawton Lane. The concern is that local traffic will simply use the route that is known to be shorter. The Applicant therefore proposes the following solutions:</p> <ul style="list-style-type: none"> i) The Applicant to install temporary traffic lights on Hawton Lane, at the Hawton Bridge to control traffic during the diversion. ii) NCC/Via and the Applicant to review the feasibility of the Southern Link Road as a local traffic diversion for this closure. <p>The Applicant will include the temporary traffic light control at Hawton Lane bridge in A.1.4 in the Deadline 6 submission of the OTMP and would like the opportunity to discuss with NCC and Via.</p>	<p>The applicant informed the County/Via that this would be for 1-2 nights use only.</p> <p>Via advised that the Southern link Road should be open in 2028 and would direct the applicant to use this as an alternative diversion route.</p> <p>The applicant agreed to update the OTMP for deadline 6 in line with the above, specifying the time periods for closures.</p>
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<p>A.1.5 Kelham Road A.1.5.1 Overnight closures between 21:00 and 06:00 would be required on the A617 Kelham Road at Cattle Market roundabout for the installation of temporary traffic management, tie-ins of the new pavement into the existing and installation of new bridge beams for the Cattle Market bridges. A.1.5.2 The diversion route for the Kelham to Newark traffic would be via Ollerton Road, A616, B6325, A1 and A46. A.1.5.3 This diversion is detailed in Appendix Figure A-5</p>	<p>The diversion route suggested uses an unclassified road between North of Little Carlton to Kelham which is not acceptable. The diversion that Via uses for planned closures of the A617 in that location is: A46 – A6097 – A614 – A617</p>	<p>The Applicant has proposed the use of Ollerton Road, between Kelham and the A616 for this diversion as:</p> <ul style="list-style-type: none"> - Ollerton Road does not have a weight or width restriction. - There is suitable carriageway width over its 1830 meter length. - The surfacing is in suitable condition with clear line markings. - the diversion route from Kelham to the Cattle Market roundabout using this route is 8.26 miles. <p>The route proposed by Via is 33 miles. As this diversion is proposed for local or regional drivers it is unlikely that they will follow such a lengthy route. Driver behaviour, particularly that of the local population in villages such as Kelham, Rolleston, Southwell and Kirklington will not reasonably take a route, when a known, more efficient route is available. The Applicant therefore would challenge the unsuitability of Ollerton Road and would ask NCC/Via as to specific reasons for its unsuitability as a diversion route such that specific mitigation measures can be discussed. Examples include, traffic signal control on the A617/Ollerton Road and A616/Ollerton Road junctions and access restrictions for residents only on Trent Lane and Kelham Lane to prevent rat running</p>	<p>Via: An alternative shorter diversion route includes a bridge – which would make it unsuitable.</p> <p>Applicant informed that the diversion used would be for periods of 2–3-night closures for lifting in bridge beams.</p> <p>Via consider scope acceptable as long as the OTMP is updated to reflect the route is caveat to the above time periods. The Applicant had agreed to resolve this for Deadline 6.</p>
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<p>A.1.6 A1133</p> <p>A.1.6.1 Overnight closures between 21:00 and 06:00 would be required on the A1133 between the Gainsborough Road junction and the Winthorpe Roundabout for the installation of temporary traffic management and tie-ins of the new pavement into the existing.</p> <p>A.1.6.2 The diversion route would be via the A1133, Whitemoor Lane, Brough Lane and the A46.</p> <p>A.1.6.3 This diversion is detailed in Appendix Figure A-6</p>	<p>This route uses a narrow unclassified road and is not suitable. The route that is usually used for a planned closure at this location is either: A1133 – A57 – A46 (Through Lincolnshire’s area) or A1133 – A57 – A1 –A46 (This section also strays into Lincolnshire at certain points)</p>	<p>The Applicant notes Via's points on the condition of Whitemoor Lane and Brough Lane. The Applicant will amend section A.1.6 to include Via's proposed diversion route which will be included within the Deadline 6 submission of the OTMP.</p>	
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ExQ2 [PD-009] Q15.0.2

Does the recent update to the EA flood mapping data, published on 17 December 2024, result in any alterations to the findings of Chapter 13 Road Drainage and Water Environment [APP057] or Appendix 13.2 Flood Risk Assessment [APP-177]. Equally, does this update alter the comments made by the Host Authorities or the EA?

The EA published an update to the National Flood Risk Assessment in December 2024 which incorporated new national flood models combined with detailed local flood risk models. The updated assessment shows an increase in properties at risk from the previous assessment (in 2018). The updated assessment now identifies areas that may be at risk in the future due to climate change. The EA has subsequently released the national flood mapping behind the assessment.

The A46 FRA referenced the EA Risk of Flooding from Surface Water Maps to inform the assessment. These have now been superseded by the new data. A brief comparison indicates the main areas shown are risk of surface water flooding are broadly similar with some locations showing increased risk and others less. The new climate change mapping typically shows a larger flood extent than the superseded mapping, however in similar areas. Considering the limitations of the national surface water flood maps it is considered unlikely these changes will have a significant impact on the previous findings.

The A46 FRA used detailed hydraulic modelling to assess fluvial flood risk to the scheme. The new national flood mapping is unlikely to provide improved information and therefore no significant changes to the previous findings are expected.