A1073 Spalding to Eye Improvement Scheme

Lincolnshire COUNTY COUNCIL · **PETERBOROUGH** CITY COUNCIL

FREQUENTLY ASKED QUESTIONS—OCTOBER 2010

What is Car Dyke Bridge and why do we need a bridge in the first place?

Car Dyke is a Scheduled Ancient Monument protected by the Monuments Act. The monument is administered by English Heritage. The original planning application for the new road was submitted in 2002 and had a pipe (culvert) under the new road to allow water to flow in Car Dyke. English Heritage were therefore consulted as part of the planning application, and objected to the proposals for a pipe within the Monument. The Monument includes the grass verges either side of the watercourse, to keep the road completely clear of it therefore required a 73m long bridge. A further planning application for the bridge to cross Car Dyke was submitted in August 2003, which was accepted by English Heritage.

What has happened to delay the road opening?

In late July 2010, cracks were discovered in the slope of the embankment on the northern side of Car Dyke. Subsequently cracking appeared in the surfacing in the same location. It is not possible therefore to open this section of road as it is currently unsafe to use.

Why has the section in Lincolnshire opened?

Had the cracks not appeared, the whole road would have opened in early August. After discussion with Peterborough City Council it was agreed that on balance it would be in the overall best interest of the residents and visitors of both Lincolnshire and Peterborough to open as much of the new road as possible, to provide at least some of the benefits that the road will give to the public.

How long is it until the remainder of the road opens?

Once the cracking was discovered, we started to measure how much the embankment was moving. In the last few weeks we have installed equipment which passes into the ground below the embankment to record the movement more accurately. These readings will enable us to determine the exact cause of the failure and therefore the remedial works needed to stabilise it. We need to be certain that both cause and cure are understood so it will be several more weeks before the remedial works begin. In the interim however we will begin to move some of the embankment to make it more stable.

Has this increased the number of cars and lorries using the old A1073?

The County Council have had equipment to monitor traffic flows installed on the existing A1073 for a number of years. This is located south of the new roundabout at Crowland and can therefore be used to compare with flows on the new road. This shows that, compared to March 2008, September 2010 traffic over a 5 day average decreased by 1% northbound but increased by 6% for southbound traffic. Compared to March 2008 the percentage of heavy vehicles using the road has remained fairly constant, at about 9% to 12% in both directions.
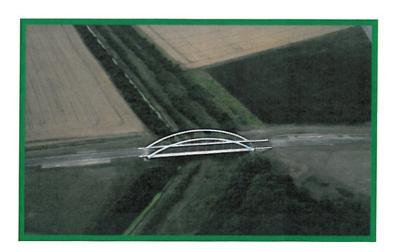
Is anything being done to deter traffic, especially HGV's, using this route?

We appreciate that this is a problem, and have therefore not signed the new section of road as the A16. The road is being treated as a diversion of the A1073 for the time being. We have placed temporary signs at the northern end of the scheme asking HGV's to continue to use the existing A16 and A15 as their route to Peterborough and the A1. It is difficult to legally enforce this request however.

Can HGV's be diverted on to the A16 and A15?

Should the number of HGV's using the route rise to levels considerably higher than before we started building the road, we will look at measures to restrict access. This could include a temporary weight restriction. Any form of legal orders however will take a number of weeks to put in place.

Will this increase the cost of the road?

At present as we don't know the extent of what we will need to do to resolve the embankment movement; we cannot therefore say at this time whether the scheme will become over budget.

For further information please visit www.lincolnshire.gov.uk/A1073
or contact Lee Rowley, Senior Project Leader on 01522 782070