

# **LANCASHIRE COUNTY COUNCIL**

## **CALLED IN PLANNING APPLICATION FOR PROPOSED HEYSHAM TO M6 LINK ROAD**

LAND TO THE NORTH OF LANCASTER BEGINNING AT THE  
END OF THE A683 HEYSHAM TO M6 LINK PHASE 1 AND  
RUNNING IN AN EASTERLY DIRECTION TO CONNECT WITH  
THE M6 AT JUNCTION 34 OF THE M6

Planning Inspectorate reference:  
APP/Q2371/N/07/1200928 and  
APP/Q2371/N/07/1200929

LPA reference:  
01/05/1584

### **PROOF OF EVIDENCE - SUMMARY NIGEL JAMES CLEAVE**

Principal Engineer (Traffic)

Traffic Details

June 2007

1. My name is Nigel James Cleave. I am a Principal Engineer employed by Lancashire County Council, acting on behalf of the applicant for the purposes of this planning inquiry. I have a Bachelor of Science (Honours) Degree in Physics and a Master of Science Degree in Transportation and Traffic Planning. I am a Chartered Engineer and a Member of the Institution of Civil Engineers. I have nearly 30 years experience in the field of Transport Planning and, in particular, the assessment and appraisal of major highway schemes.
2. The traffic assessment for the completion of Heysham to M6 Link is based on a comprehensive set of traffic models, covering the weekday morning peak, inter peak and evening peak periods. These TRIPS-based models have been developed using well established techniques and validated in accordance with Department for Transport criteria. A robust traffic forecasting methodology has been employed that, again, has closely followed Department for Transport guidance. Recently, the Department for Transport has judged the traffic assessment acceptable for the major schemes Programme Entry approval stage.
3. Current morning peak and evening peak traffic flows on Lancaster's city centre gyratory system and associated routes are heavy with links close to, or exceeding, capacity. Such heavy flows regularly lead to congestion, resulting in noise and air pollution, and causing delay, frustration and an acute lack of journey time reliability. Consequently, there is rat-running on inappropriate roads and the use of long detour

routes. I would also add that Carnforth routinely suffers from long queues and slow-moving traffic along the A6.

4. Forecast opening year 2010 traffic flows on the scheme, both east and west of A6 Slyne Road, are well within the recommended economic flow range for the proposed dual 2-lane all-purpose standard. For the existing A683 route, between M6 and Torrisholme in 2010 with the scheme in place, significant traffic flow reductions of 12-25% are predicted, and incorporate estimated heavy goods vehicle reductions of 48-54%. Significant traffic relief is afforded by the scheme at many other locations including:

A6 through Bolton-le-Sands and Carnforth;

B5321 through Torrisholme, past Lancaster and Morecambe College and east of Scale Hall Lane;

A589 through Morecambe.

5. I envisage, because of the route standard, shortness of distance and the re-modelled M6 Junction 34, that the scheme will be the appropriate route for journeys between the Port of Heysham and M6. Thus, it will provide a significant improvement in access together with substantial benefits to the urban areas of Lancaster, Heysham, Morecambe, Bolton-le-Sands and Carnforth.

6. Overall, the scheme is forecast to transfer 30,000 vehicles per day off the existing roads serving the peninsula in opening year 2010. This represents a total reduction of 42%. As a consequence, very

substantial savings in Torrisholme - M6 Junction 34 journey times together with increased reliability are predicted for traffic transferring to the scheme. There will also be significant journey time savings for users of the existing A683 route, including users of public transport.

7. Traffic model estimates of congestion reduction, as a result of the scheme in opening year 2010, were undertaken for both an A683 route and an A6 route across the River Lune and through the inter-linking gyratory systems of central Lancaster. For the A683 route, between the A589 Morecambe Road roundabout and Kingsway/Bulk Road signals, the overall reduction in congestion across each direction computed to 49%, whilst the equivalent reduction for the A6 route, between Thurnham Street/Aldcliffe Road signals and A683 Morecambe Road signals, was 33%.
8. The traffic model predicts that the scheme will provide some traffic relief to Lancaster City Centre's A6 gyratory system and the series of parallel residential streets to both east and west. There will be consequent reductions in congestion and delays on A6 together with less rat-running through the residential street systems. More significant relief is predicted across the remainder of the Lancaster built-up area, particularly on the radial routes.
9. Cost benefit analysis for the scheme has been undertaken in accordance with current guidance. It included both an economic

appraisal using TUBA and a road safety assessment employing COBA methodology. Over the 60-year appraisal period – and with the transfer of traffic off urban single carriageway roads onto a high standard rural dual carriageway, plus re-modelling of M6 Junction 34 – 691 fewer personal injury accidents are predicted with the scheme in place. These contribute to extremely large economic benefits overall and a net present value of £749 million. With a first year rate of return of 14%, and a benefit to cost ratio of 7.3, I consider the scheme to provide a very high value for money.