

**Sections 239, 240, 246 and 260**

**Highways Act 1980**

**Acquisition of Land Act 1981**

**THE WARRINGTON BOROUGH COUNCIL (OMEGA TO  
BURTONWOOD ACCESSIBILITY IMPROVEMENTS)  
COMPULSORY PURCHASE ORDER 2019**

**REFERENCE:**

**NATTRAN/NW/LAO/194**

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**Summary proof of evidence of  
KEITH JEFFREY SANDERS  
(Technical Highways Engineering)**

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## **1 INTRODUCTION AND QUALIFICATIONS**

- 1.1 I am Keith Jeffrey Sanders and I am a Principal Project Manager at Warrington Borough Council and have been employed here for a period of 29 years. I am an Incorporated Engineer with the Chartered Institute of Highways & Transportation (I.Eng. MCIHT).
- 1.2 I have 29 years' experience in municipal engineering. The primary purpose and scope of my role is to take a lead role in the implementation of Environment & Transport Directorate projects, ensuring that they are delivered on time, within budget, and to the required standard.

### **Scope of Evidence**

- 1.3 This proof of evidence has been prepared regarding the technical engineering aspects of the Scheme, the need for the Order Land and the modifications relating to the Order [**document 1** to the Council's Statement of Case ("SoC")] for the improvement of Burtonwood Road and Clay Lane to extend the highway in order to incorporate a cycle lane with pedestrian rights of way on foot. This proof of evidence has been prepared in connection with the Public Inquiry.
- 1.4 The purpose of my evidence is to explain the technical highway engineering aspects of the Scheme, the need for the Order Land, the proposed modifications to the Order and the statutory objection.
- 1.5 My proof of evidence should be read in conjunction with other separate but interrelated proofs of evidence submitted on behalf of the Council: John Nichol; Kate Okell; and Catherine Thompson.

## **2 DESCRIPTION OF THE SCHEME AND ORDER LAND**

### **Overview of the Scheme**

- 2.1 The technical elements of the Scheme and the works that it comprises are set out in Section 4 of the Council's Statement of Case and are not repeated again in this proof of evidence, save for where those elements may have changed as a result of modification of the Scheme, as further described in Sections 3 and 4 of this proof of evidence.

### **Need for the Order Land**

- 2.2 Section 2 of the Council's Statement of Case sets out the extents of the Order Land (subject to modification, as shown in the Revised Order [**document 6** to the SoC] and on the Revised Order Map [**document 7** to the SoC]).

### **Summary**

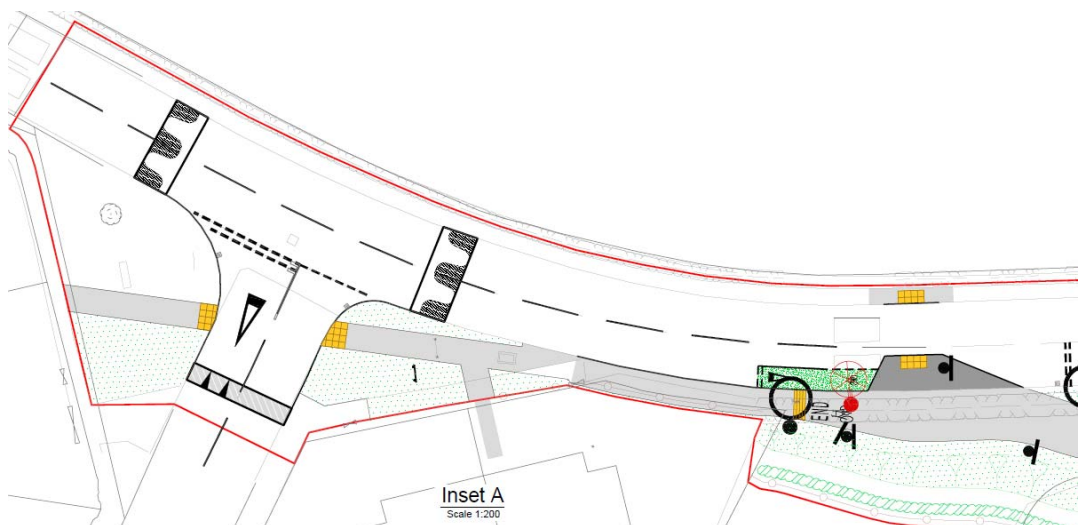
- 2.3 The Council's proposed Scheme, includes the Order Land. The Order Land comprises only land strictly required to facilitate the Scheme.

### 3 PROPOSED MODIFICATIONS TO THE ORDER

#### Traffic Calming Measures

- 3.1 The Scheme was initially designed to be implemented in November 2019.
- 3.2 In October 2017, the Council began development of a traffic calming scheme to run throughout Burtonwood village and Collins Green, consisting of numerous raised tables and mini roundabouts throughout the village ("the Burtonwood Traffic Calming Scheme"), with a proposed completion date of mid-October 2019. The works intended to be carried out are shown on the Masterplan [Appendix 1].
- 3.3 The original intention was that the Scheme that is the subject of the Order would be brought forward prior to the Burtonwood Traffic Calming Scheme but, due to the receipt of objections and the need for a Public Inquiry, the Burtonwood Traffic Calming Scheme has progressed and, at the time of writing, has largely been implemented.
- 3.4 The Scheme provided for the construction of the off-ramp from the extended and improved integral cycle track with a right of way on foot, at a point close to Burtonwood village. This was identified as the limit of the adopted highway adjacent to No 67 Clay Lane, as shown in green shading at Figure 1 below.

**Figure 1 – Original position of priority give way and off-ramp adjacent to 67 Clay Lane**



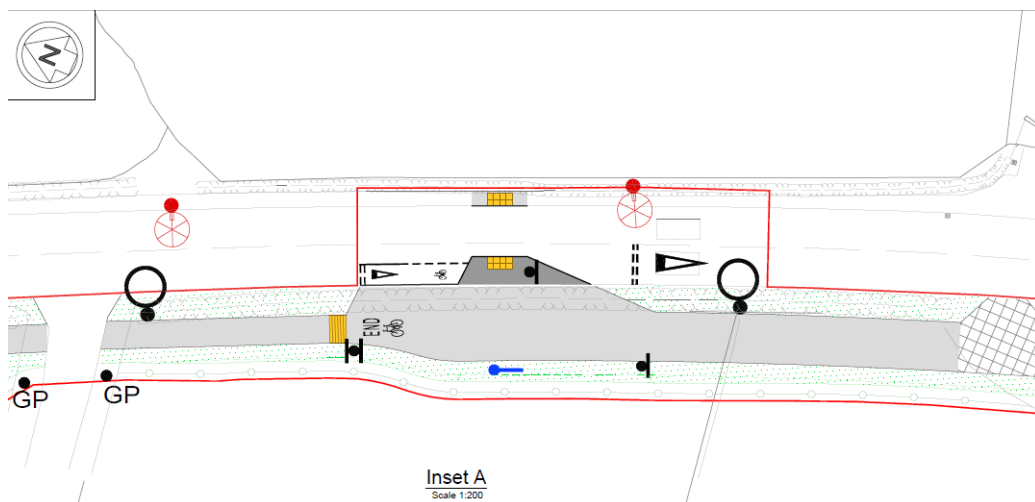
- 3.5 The Burtonwood Traffic Calming Scheme includes the installation of a raised table at the junction of Haley Road South. The junction of Haley Road South and Clay Lane can be seen on Figure 1 above.
- 3.6 The Council considers that the position of the proposed cycle off-ramp and the priority give way in the Scheme would be too close to the ramp of the raised table. The originally proposed location of the Scheme's off-ramp is also prejudiced by the slow bend in the alignment of Clay Lane and reduced vehicle visibility on the approach to the priority give way. Figure 2 below shows the slow bend of the road, the reduced visibility and also the newly installed raised table at the junction of Clay Lane and Haley Road South.

**Figure 2 – Raised Table at Haley Road South and Clay Lane Junction**



- 3.7 A Stage 1 / 2 Safety Audit was carried out, which made the recommendation to omit this section of cycleway [**Appendix 2**].
- 3.8 In order to slow vehicle traffic entering Burtonwood village it was proposed that the location of the priority give way and cycle off-ramp be amended to make it safer and give better visibility on the straight section of carriageway between the existing farm accesses at Clay Lane Farm (northbound) and Old Lodge Farm (southbound), rather than the bend near No 67 Clay Lane. The relocation of the priority give way and the cycleway off ramp is shown on the Revised General Arrangement drawings [**document 9** to the Council's SoC] and extracted at Figure 3 below.

**Figure 3 – Revised position of priority give way and off-ramp further south along Clay Lane**



### **Clay Lane Farm Pond**

- 3.9 The original Scheme also required the removal of the pond within the Ye family land at Plot 1 (as numbered in the original Order and now contained within Plot 1a in the Revised Order [**document 7** to the Council's SoC]) in order to facilitate the construction of the embankment for the Scheme.
- 3.10 As a result of the relocation of the priority give way and cycle off ramp, along with the continuation of the pedestrian footway, the Clay Lane Farm pond is no longer required for the Scheme. The intention is to construct a retaining wall adjacent to the pond to support the higher level of the extended and improved highway. This plot has been retained within the Order Land as Plot 1a to allow construction of the retaining wall but the expectation is that access to the land can be negotiated privately.
- 3.11 The revisions in this area are set out on sheet 3 of 3 of the Revised General Arrangement Drawings [**document 9** to the Council's SoC].

## 4 OBJECTIONS TO THE ORDER

### The Ye Family Objection [document 19 to the Council's SoC]

*“...as yet, satisfactory reinstatement works have yet to be offered to protect their residential amenity and agricultural/smallholding’s interests. In addition there are alternative schemes which would achieve the same objective without affecting the land in their ownership.”*

- 4.1 At a site meeting, and following exchange of correspondence via the Ye Family’s agent it was established that the Ye family’s concerns relate to loss of the pond and the loss of the boundary hedge.
- 4.2 To take these concerns into account and to incorporate the redesign of the layout for the implemented traffic calming scheme, the priority give way has been relocated in order to give protection to the off-ramp for cyclists, better visibility and safer road experience [document 9 to the Council's SoC]. The change in location of the priority give way and off-ramp is further shown at Figure 4 below.

**Figure 4 – Original and revised location of the priority give way and cycle off-ramp**



- 4.3 This has resulted in the land take from the Ye family changing and the pond no longer being a necessary part of the Scheme. It is intended that Plot 1a will be accessed following private negotiation with the Ye family and that there will no need to actually acquire this parcel of land. However, in the event that private negotiation is not possible, the land will be required temporarily for the construction of the retaining wall.

## **5 CONCLUSION**

- 5.1 The modifications to the Scheme became necessary as a result of the passage of time and subsequent need to integrate with the Burtonwood Traffic Calming Scheme.
- 5.2 These modifications have the added benefit of addressing the concerns raised by the Ye family in their objection [**document 19** to the Council's SoC].
- 5.3 The Scheme will provide a safe means of travel for these road users and satisfy the demand of the road users utilising this route.
- 5.4 As such, it is my professional opinion that the Council has revised the Scheme to be the safest possible option and has, in the process, fully addressed the objection of the Ye family.



**6 STATEMENT OF TRUTH AND DECLARATION**

- 6.1 My statement of truth is contained in full within Section 6 of my proof of evidence. I can confirm that the contents of that section apply equally to my summary proof of evidence.

**KEITH JEFFREY SANDERS**

**October 2019**