

FGE Traffic Management Plans 7.18 Rev 3 Feb “026**1.4 Objectives**

1.4.1 The objectives of this Framework CTMP are to set out the principles for the measures that would be developed in the detailed CTMP to:

- a. Minimise the volume of Heavy Goods Vehicles (HGVs) and staff vehicles associated with the construction phase as far as reasonably practicable;**
- b. Maximise the safe and efficient movement of materials and staff required during the construction phase as far as reasonably practicable;**
- c. Minimise the effect on, and ensure efficient management of, the local Public Rights of Way (PRoW) and Claimed PRoW within the Proposed Development during the construction phase; and**
- d. Minimise the impacts both for the local community and visitors to the area using the road network as far as reasonably practicable.**

My Concerns with the FGE Traffic Management Plans 7.18 Rev 3 Feb 26 are that from the plans provided I do not see how they can meet their objectives stated above given the following,

- 1 The plans do not identify the local issues described below or go into any detail of how the traffic will be managed to deal with these local issues.
- 2 They do not provide detail on how the plans will be enforced.
- 3 They do not clarify how any breaches to the CTMP once the detail has been provided, will be dealt with, including repeat offenders.

Since the opening of the A46 dual carriage way to the Pennels roundabout there has been an unprecedented rise in traffic shortcutting through the village. Below I have identified some of the main issues which do not appear to have been considered.

I am concerned that the FGE plans which include plans to create a major access point Ref: C-002 (West Access off Fosse Lane) do not consider in any detail the local traffic issues faced by Thorpe on The Hill and how they can be mitigated to **avoid adding** to the current problems identified below.

Evidence - Local Issues Not considered

- i) Peak Traffic A46 to Pennels roundabout in both directions becomes congested from about 0700 to 0900 hrs & 1600 to 1800 hrs with traffic then opting to short cut or bypass the roundabout through ToH.
 - ii) An accident or Incident on the bypass or A46, in either direction, which might I add, is a regular occurrence at peak times.
 - iii) Road Works which occur frequently at night diverting traffic through ToH.
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- i) **Peak Traffic A46 to Pennels roundabout in both directions becomes congested from about 0700 to 0900 hrs & 1600 to 1800 hrs with traffic then opting to short cut or bypass the roundabout through ToH**

As soon as the traffic backs up from Pennels roundabout in either direction the traffic then rat runs through ToH causing extensive congestion and creating dangerous situations, especially adjacent Feather Garage on Fosse Lane with roadside customer parking creating dangerous passing scenarios. This additional diverting traffic also coincides with school drop off times creating further hazards on Middle and Lincoln Lane with the school run.

Below are a couple of photos taken October 2025 showing how bad the congestion and hazardous conditions can become.

Photo No 1



View on Fosse Lane-Main Street Junction- **Please note that vehicles are having to mount the pathway to pass each other due to customer parking on the road adjacent Feathers Garage.**

Photo No 2



HGV's being diverted though Thorpe traveling up Fosse Lane with a restricted weight limit.

ii) An accident or Incident on the bypass or A46, in either direction, which might I add, is a regular occurrence at peak times.

Accidents and Incidents are a regular occurrence on the A46 especially the bypass section from Whisby to Pennels roundabout. During such incidents all the traffic runs through Thorpe on Hill causing absolute chaos. These incidents often take several hours to resolve with the whole village being impacted and following roads being severely affected. (Station Road, Main Street, Lincoln Road, Fosse Lane)

iii) Road Works which occur frequently at night diverting traffic through ToH

Road Works carried out on the A46 or bypass which occur frequently overnight with HGV traffic diverting through ToH causing excess traffic noise and damage to the curbs, roads and buried services.

During road works circa October/ September 2025 all traffic was diverted through ToH every evening from around 8pm until 5am for many days. It was during this period that an HGV ruptured a water main on Fosse Lane. As such the road had to be closed for several days while repair works were carried out.



Evidence of Traffic damage following HGV's mounting curbs during peak traffic times and or when the A46 is congested can be found throughout Thorpe.

Review of the FGE Report – Contradictions and conflicts

section 7.3.10 States *“In the case of exceptional circumstances where the proposed routing to the Proposed Development is compromised due to an incident or road closure for example, then it is considered acceptable for HGVs to be redirected via an alternative route or to deliver outside of the established scheduling if required”*.

This statement suggests that HGV's can determine that the local congestion, which regularly occurs as described above, enables them to redirect via an alternative route.

Will this alternative route include driving through ToH village? From the photo evidence above it would suggest that most HGV drivers consider driving through Thorpe an acceptable alternative route during congested periods or following incidents.

Section 7.6 Monitoring and Review implies that the Traffic Coordinator will monitor and review but how will any breaches be enforced. **In my experience this does not happen.**

Can FGE provide any examples and evidence of how on previous similar developments contractors and hauliers who have been found guilty of breaching the CTMP have been held to account to change their behaviour and follow the rules of the plan?

I would also point out that the CTMP does not clarify how any breaches will be dealt with or how they will be enforced in any detail. The truth is it just will not happen.

Furthermore, how would FGE or the nominated Principal Contractor police the movement of HGV and LGV vehicles to ensure that they do not travel via the village of ToH under any circumstances?

From the plans data source, it appears that regular congestion events are not really considered in the detail required and as such it would not be possible to achieve the “FGE Traffic Management Plans 7.18” - **Stated objectives listed above**, without the detail and evidence to support the document.

The FGE TMP and CTMP need to provide the detail to show that they have considered the local issues identified above and that their plans make it clear that they will not be adding to the current ToH traffic problems. They also need to be clear on how any construction related traffic impacts will be mitigated, and more importantly visibly enforced.