

**North  
Lincolnshire  
Council**

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**Barton Link Road  
Consultation Report**

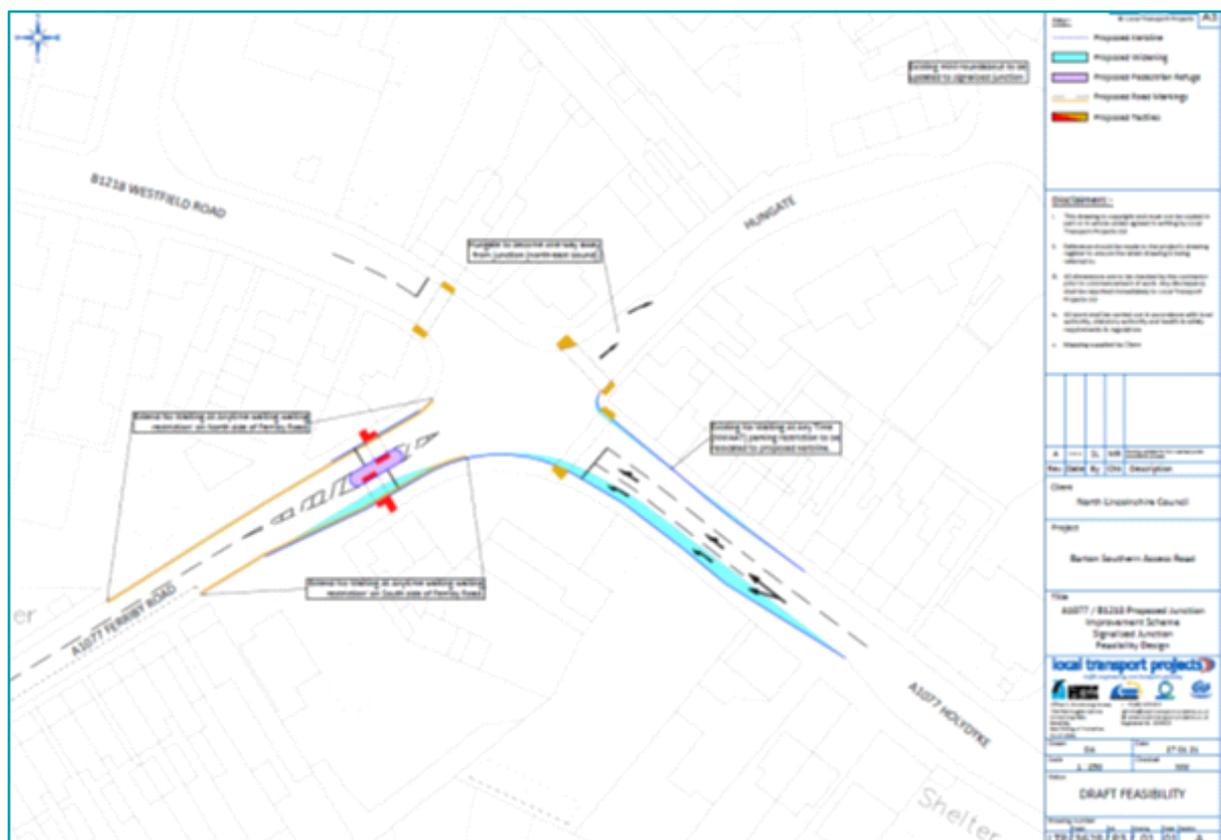
**November 2021**

1	Background .....	3
	Plan 1: A1077/ B1218 Proposed Junction Improvement scheme .....	3
	Plan 2: Proposed A1077 Barrow Road/ Falkland Way Roundabout .....	4
	Plan 3: Access Road Option (Eastfield Road One Way Southbound at Access Road) Full Route Overview .....	4
	Objective.....	5
	Methodology .....	5
	Who.....	5
	What.....	5
	Why.....	5
	When .....	5
	How .....	5
2	Responses .....	6
	Barton Link Road Consultation Response .....	6
3	Support.....	6
	Main reasons of support.....	6
	Support Responses .....	7
	Supporters main queries / concerns .....	8
4	Objections .....	8
	Main reasons of objection .....	9
5	Not Stated/Further Information Requested .....	10
	Key themes from 'not-stated' consultees .....	10
6	Conclusion .....	10
7	Next Steps.....	10
8	Appendix A – Consultation Comments .....	11

# 1 Background

- 1.1 North Lincolnshire Council have been working with a consultant, Local Transport Projects, to consider options available to improve the traffic flow in, around, and out of Barton Upon Humber. To do this a 'Link Road' or 'Relief Road', has been identified as an option, in addition to several measures to make improvements to the A1077 corridor. The proposed route for the Link Road, which is the basis for this report, is based upon comments and suggested routes by members of the public, from a previous in-person consultation event held in February 2020.
- 1.2 The proposed route seeks to provide a direct connection to the A15 in order to create an attractive alternative option to the A1077 for road users travelling either north or south from Barton Upon Humber. Previous options considered the creation of a new junction at Falkland way and the A1077 through the construction of a roundabout and a new road that would lead south and connect to Caistor road. Traffic from that point could then flow to the B1206 and head to the A15 or connecting the new road to Caistor Road and through Deepdale to the A15, however resident comments were that it would only benefit traffic wanting to head south out of Barton Upon Humber.
- 1.3 The consultation included the following plan to showing the proposed improvement to the existing junction on the A1077 through the town and the new link road.

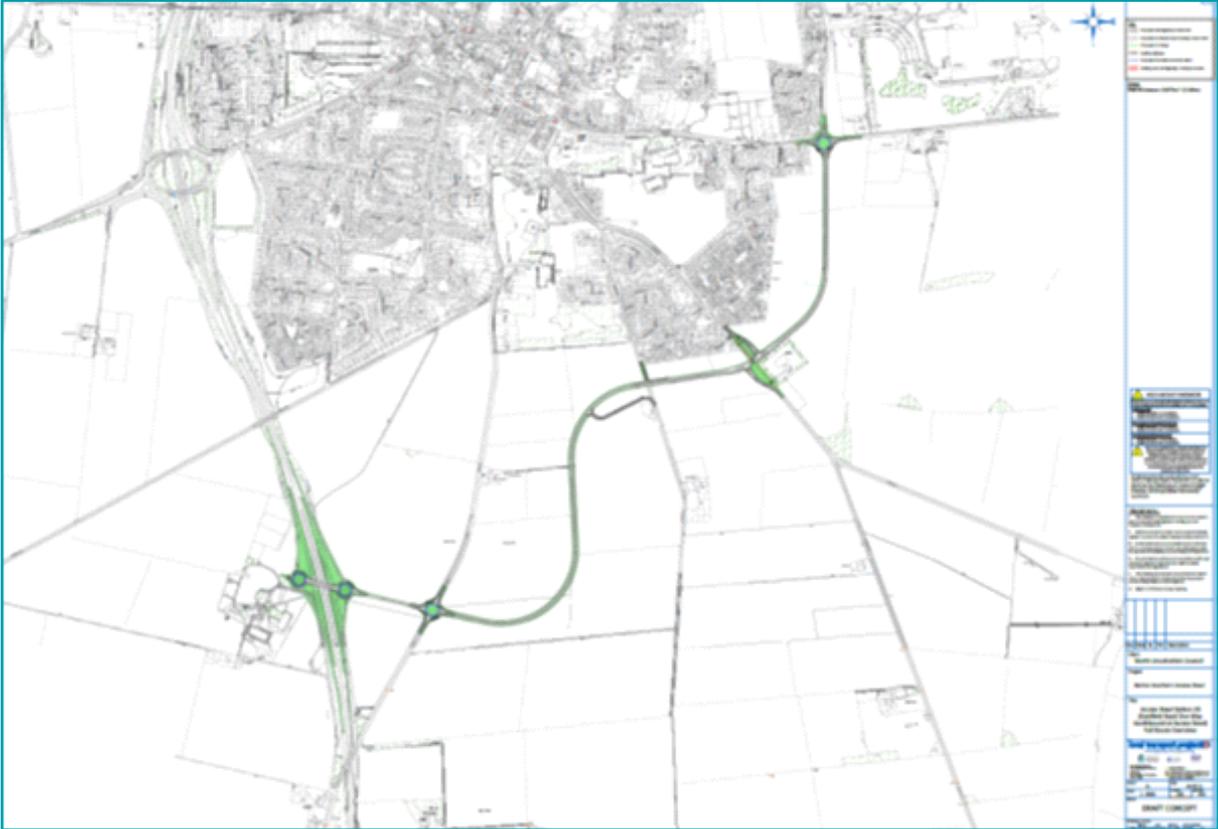
## Plan 1: A1077/ B1218 Proposed Junction Improvement scheme



**Plan 2: Proposed A1077 Barrow Road/ Falkland Way Roundabout**



**Plan 3: Access Road Option (Eastfield Road One Way Southbound at Access Road) Full Route Overview**



## **Objective**

- 1.4 This report examines the responses of the Barton link road online consultation undertaken by North Lincolnshire Council from 1 June until 2 July 2021.

## **Methodology**

### **Who**

- 1.5 This consultation was open to all members of the public, businesses and other stakeholders with an interest in the management of traffic within Barton upon Humber.

### **What**

- 1.6 This consultation was on a junction improvement on the A1077, and a specific option for the delivery of a link road in Barton upon Humber, which would see the creation of a new junction on the A1077 with Falkland way, with a new road leading south before connecting into junctions at Caistor Road, Eastfield Road and Brigg Road, before a new interchange connection with the A15.

### **Why**

- 1.7 North Lincolnshire Council have committed to consulting residents of Barton upon Humber on any proposals relating to provision of a link road, with a further consultation event to be held in early 2022.

### **When**

- 1.8 The consultation took place 1 June – 2 July 2021.

### **How**

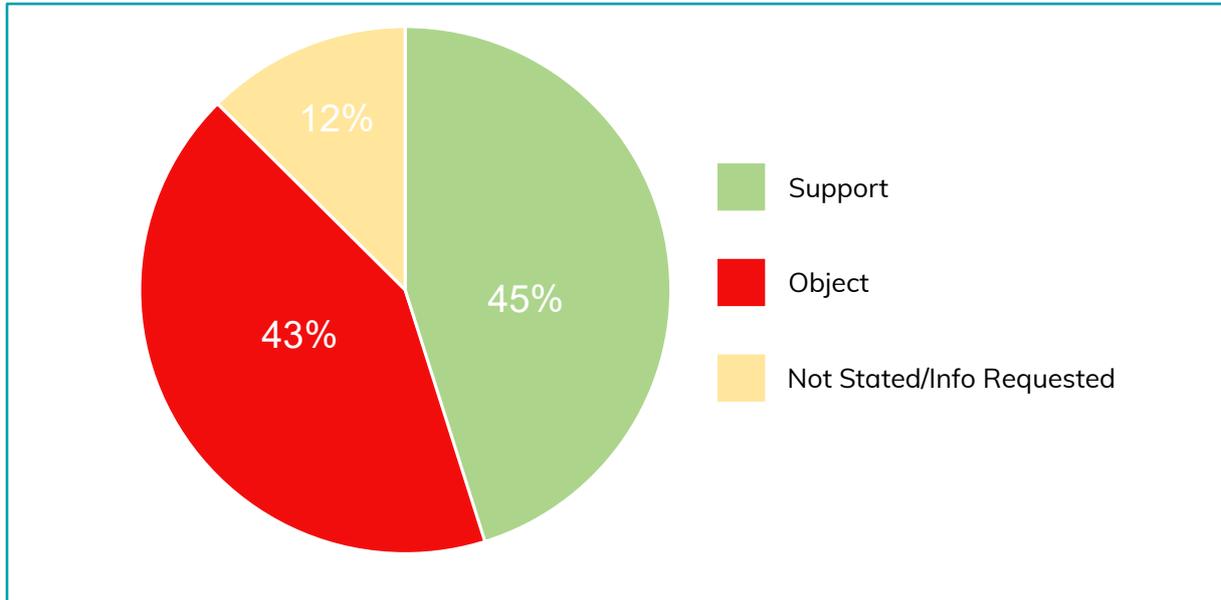
- 1.9 The consultation was primarily held online, but residents were also able to view the proposal and provide written comments at Baysgarth Hub.

## 2 Responses

2.1 There were 319 responses received, of which 38 (12%) did not voice an objection or support, but rather asked for additional information, poised queries to be explored or were unsure what the plans were detailing so felt unable to comment at this point.

2.2 The below chart shows the outcome of the consultation responses;

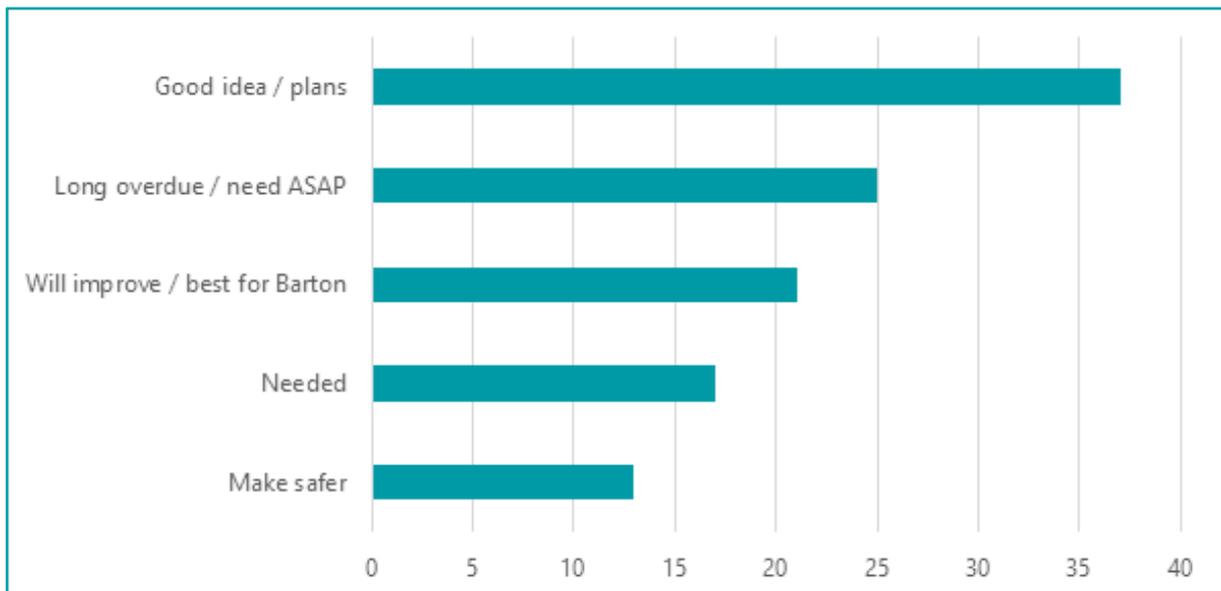
### Barton Link Road Consultation Response



## 3 Support

3.1 There were 144 responses in support of the Barton link road, 45% of the consultee response. The positive themes arising can be seen displayed in the chart below;

### Main reasons of support

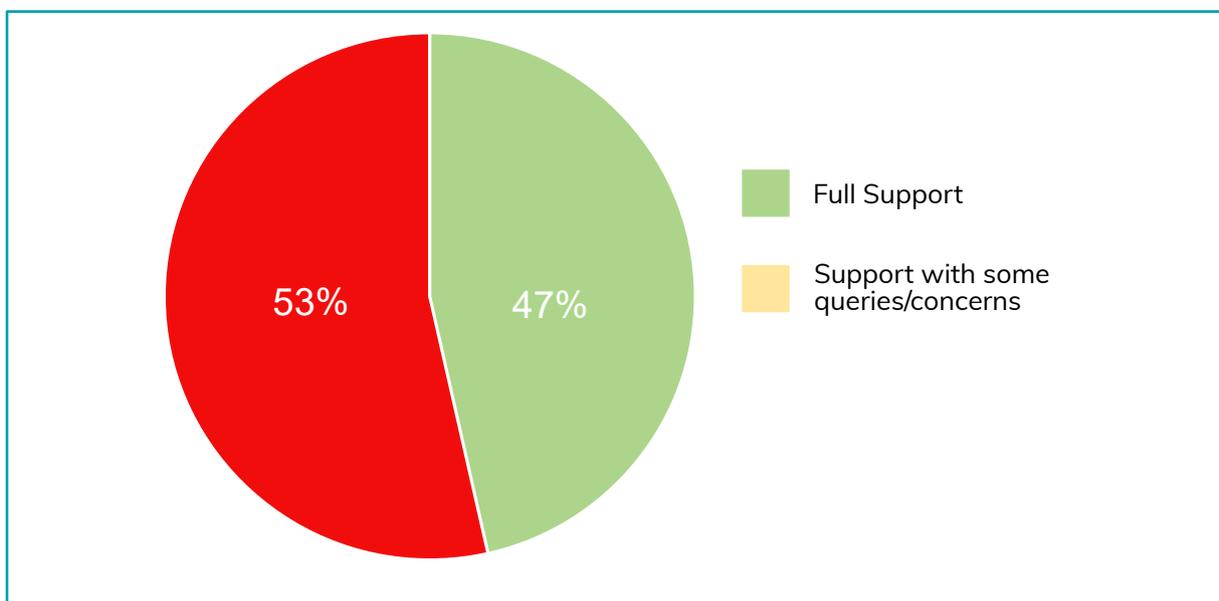


3.2 Some of the positive remarks arising from the comments were as follows;

- Exactly what Barton needs
- Fantastic opportunity
- Will improve Barton immeasurably
- Bloomin' brilliant idea
- Can't come soon enough
- Huge difference to the safety of others
- Positive impactful changes
- Benefits outweighs disadvantages
- Game changer!
- Keep up the good work

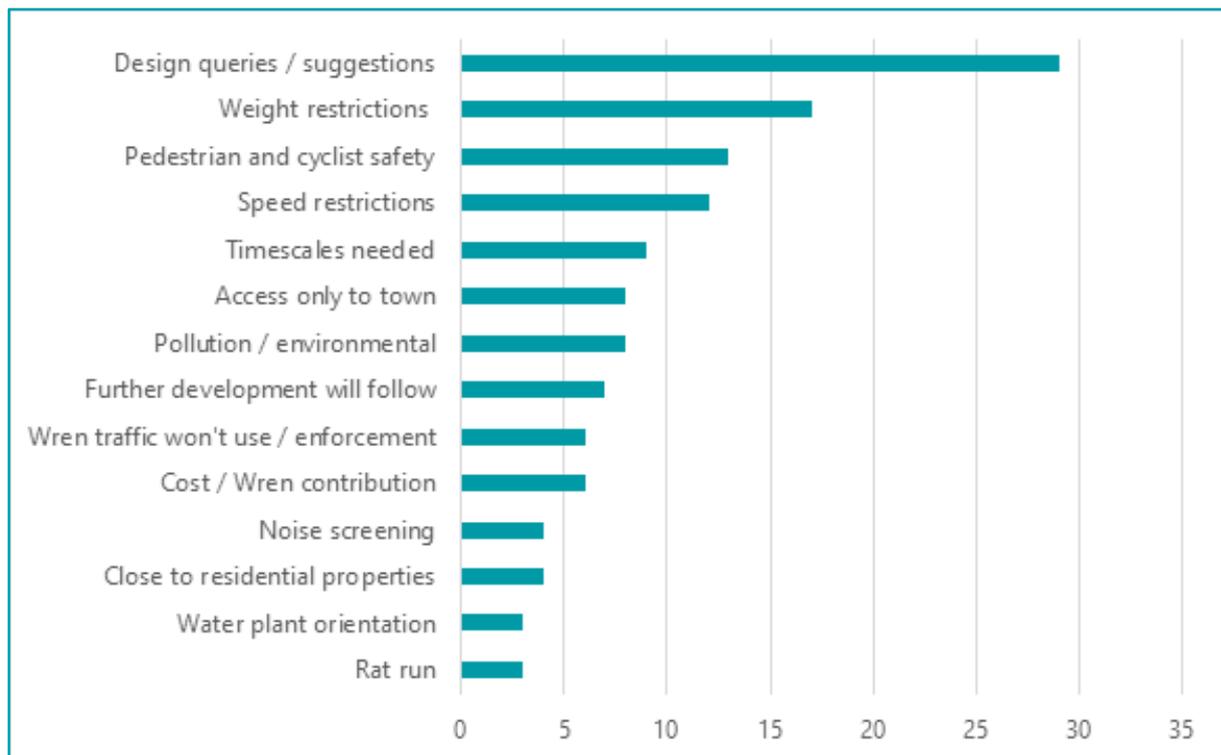
3.3 However, of the 144 residents in support of the Barton link road, over half (77) still had some queries or concerns they would like raising.

### Support Responses



3.4 The general concerns of those in support are detailed in the below chart;

### Supporters main queries / concerns



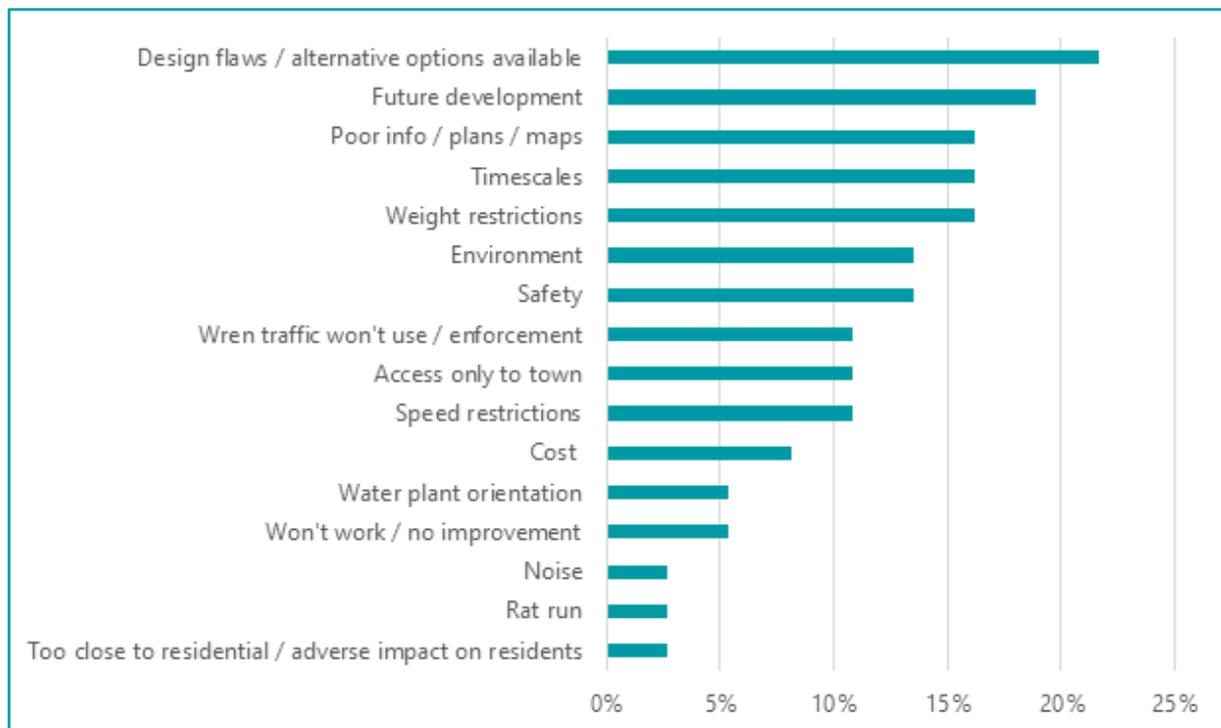
3.5 Therefore, whilst support is being offered towards the scheme there is still concerns that a number of residents would like addressing and communicating back to them.

## 4 Objections

4.1 Similarly, 138 responses also resulted in objections for the proposed Barton link road, 43% of the consultee response. The clear reason for this being the close proximity to a number of residential properties adjoining the route of the link road. 86% of objectors raised this concern, as did some supporters. It has been suggested that this will decrease quality of life for those residents through factors such as pollution, noise, safety, diminishing of views, devaluing of properties, amongst other reasons.

4.2 A number of other objection reasons are also highlighted below;

### Main reasons of objection

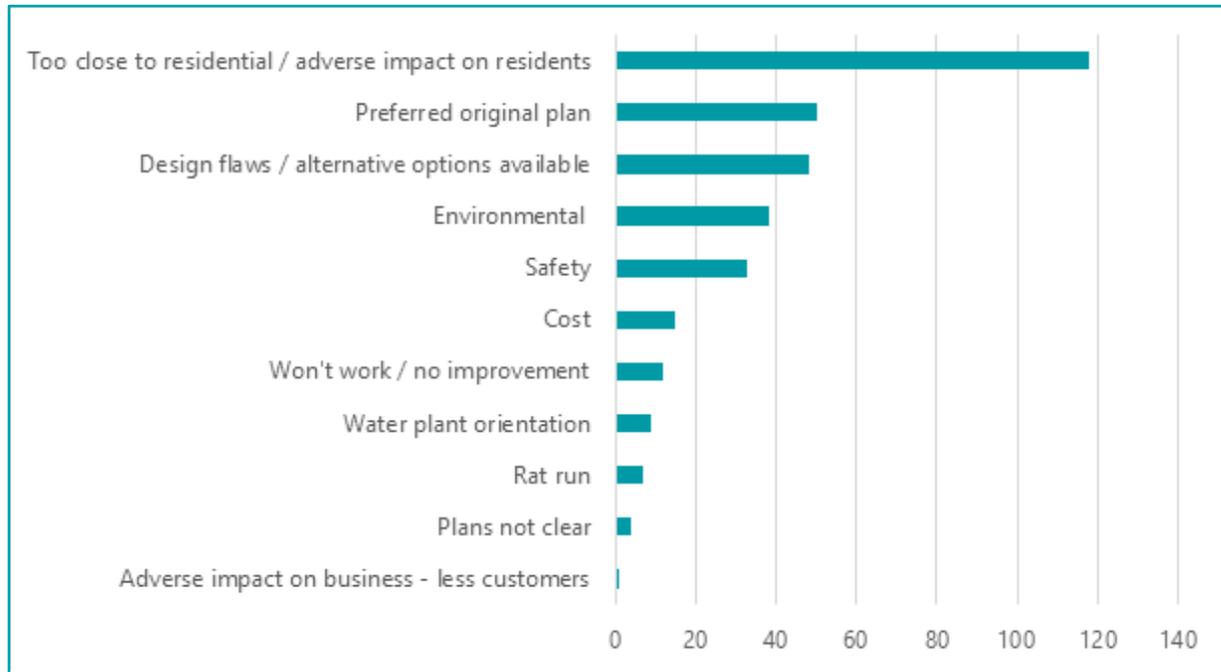


4.3 The second highest reason for objection, 'preferred original plan', followed closely by 'design flaws / alternative options available' highlights that residents are not wholly objecting the idea of a Barton link road, but the current location proposed. Of the 138 objectors, 91 either directly stated that they are not opposed to the link road or offered other alternative routes with the anticipation of less disruption to residents. This results in a total of 83% of the 235 support / objection responses supporting the need for a Barton link road.

## 5 Not Stated/Further Information Requested

5.1 There were 37 consultee responses that did not offer either support or objection for the Barton relief road, mainly due to requiring further information in order to make an informed opinion. However, many still offered similar views on the key themes highlighted already in this report as shown in the chart below.

### Key themes from 'not-stated' consultees



## 6 Conclusion

- 6.1 At first glance it appears to be an equal division amongst those that support the Barton link road and those who oppose. However, at further exploration there is an overwhelming agreement amongst consultees that a link road is needed, and would be hugely beneficial to Barton. It is the actual route that the current proposal takes that is the contention.
- 6.2 Whilst there is a lot of support for a Barton link road due to the expansion of Wren and subsequent increase of HGV vehicles, there is evident concern regarding the proximity of the proposed route to residential housing for several reasons. This location is the greatest concern for those opposing the scheme but is also seen to be echoed in the comments of some supporters and those yet to make an informed decision.

## 7 Next Steps

- 7.1 Comments from this consultation process will be used in shaping further options for consideration by stakeholders in early 2022. Residents will be informed of the confirmed date for the consultation in due course.

## 8 Appendix A – Consultation Comments

Ref No.	Comments
Electronic Online Responses	
1	<p>Improvements to the bottom of Ferriby road are much needed. The one way system to Hungate will make the junction much safer. Will pedestrian crossings (pelican crossing) be included at the traffic lights?</p> <p>The new junction on the A15 is an improvement to previous plans but will this not require excessive work? The area it joins the A15 is a cutting, so surely blasting will be needed to bring roads to the right level. How will noise for local residents close to the new junction (Horkstow Road and Clipson crest) be reduced during the build and also from traffic after the build?</p> <p>Resurfacing work recently was very disruptive at night to local residents and this was just for one week. Building a new junction will take months.</p> <p>Will land between the relief road and Horkstow Road be classified as green belt so planning for house building can't be granted?</p>
2	<p>This is very much needed. The Towns roads get bunkered during Wren shift change times and I imagine they are only going to get busier with the ongoing expansion. The Route seems reasonable and the shortest possible to join the A15. I for one am all for this.</p>
3	<p>Could you consider making Vestry Lane no parking</p>
4	<p>Definitely favour the relief road. Just hope that the several new roundabouts are made with due consideration for HGV vehicles. Tight roundabouts &amp; lorries give concern for the risk of rollover. Thanks</p>
5	<p>What is the rationale for building a roundabout at Falkland Way and not opposite the new Wren entrance on Barrow Road to keep the traffic away from residential properties. This will be a massive disruption for residents on Meadow Drive, Eastfield Road, and Caistor Road, some of whom are elderly. Surely utilising Barrow Road more effectively would be more appropriate?</p>
6	<p>This is a good route to get not only trucks and traffic from the Falklands Way industrial area out of the town but also the trucks heading to and from New Holland and Goxhill. However to ensure this happens there must be a weight limit west of the Falkland Way / Link road junction and also a weight limit on Brigg Road heading back into Barton and also at the top of Ferriby Hill. If trucks are still allowed to pass through Barton using the A1077 the link road will become a white elephant.</p>
7	<p>Fully Support the Link Road scheme however would like to see long term plans for residential proposals on the same scheme layout and any future areas designated for retail.</p> <p>I would strongly oppose any residential proposals adjoining Horkstow Road - the vista to these houses should remain</p> <p>The Southern Access Road scheme however I have concerns: Whilst I fully support some form of pedestrian crossing around this area is required, to signalise the junction is going to lead to traffic issues, especially if Wren traffic is still using the town as a cut through - mainly coming down Westfield Road.</p> <p>I use Westfield Road daily and getting out on the bend is sometimes an issue now never mind when it is signalised - if the bend was chevroned - no waiting box then this may help to keep traffic moving.</p> <p>Can you also confirm if Wren traffic are been told not to use the town and only the proposed new link road when and if constructed??</p>
8	<p>This road is desperately needed. Rush hour traffic around Barton is horrendous roads being small and unable to cope. Lots of cars from wren workers avoiding the queue to join barrow road and instead going down butts road and up Fleetgate. Creating congestion in most areas</p>
9	<p>This is a fantastic idea, Barton has needed this for many years now, this will reduce the traffic through the town massively making it a lot safer for the people that live there</p>
10	<p>I believe this is a fantastic opportunity to better manage the current traffic and congestion complications the town faces.</p>

Ref No.	Comments
Electronic Online Responses	
11	A very long awaiting improvement to the traffic system in and around Barton.
12	The plans look very good, both plans to the current traffic flow will improve Barton immeasurably! The traffic signalling system at the bottom of Ferriby Road is much needed
13	Bloomin brilliant idea just what the village needs
14	I think this proposal is exactly what Barton needs. The new junction on the A15 is great as it gives a more direct route to Falklands way. The sooner this happens the better.
15	Plans look great! Will be a relief on the traffic going through the lovely town we have. People will hate the town expanding but I love the fact we have Wren. When I was at school at Baysgarth there wasn't great job prospects in the town other than minimum wage jobs. At Wren you'll get a career!
16	These are the best plans I have seen put forward, what a positive difference this will make to the town. We have needed this for years, the traffic at present is horrendous, the roads system and roads we have at present aren't designed for it. They were ok many many years ago, but with an increasing town size, population, traffic numbers we need this change. The council themselves know this, so I hope for the life of me they get approved. It's common sense and if they aren't approved there is something seriously wrong with those who have the final say. The community say YES to this over and over again, just approve it. There are no negatives to the plans, it will disperse the traffic, reduce the potholes that are being caused by excessive traffic, lorries etc and we will have better flow. There won't be jams like we've seen over the years, wait times to get out of the town. I hope this is taken into account. Just PASS the plans and get the ball rolling.
17	I 100% back this proposal, it is a much needed relief for Barton town, far too many vehicles pass the main school and cause gridlock and problems, let's hope the wren traffic follow this relief road not just the lorries, the added 1 way on Hungate is a welcomed addition too.
18	The plans look excellent, exactly what Barton needs and we'll overdue. The sooner this is passed the better.
19	The bypass is the best solution to ease congestion because the new roundabout layout for Ferriby Road is just a temporary fix and false economy as it will only slightly ease congestion temporary until Barton expands further and more companies will come to the area with the new free port legislation
20	A brilliant change to the road into Barton. The congestion at the moment is absolutely diabolical.
21	Fantastic, going to make a huge difference to the safety of others in the town and less heavy vehicles going through the centre had got to be a good thing
22	The roundabout and bypass at Falklands Way is long over due. The plan look good, however, this is all dependent on whether WREN use this for its obscene amount of freight and also workforce traffic. I think the issue with the mini round about at the bottom of Ferriby road is, and will continue to be, a complete lack of road sense, a lacking common courtesy between drivers. All in all I think these will be welcome changes to the town.

Ref No.	Comments
Electronic Online Responses	
23	I feel the relief road is too close to existing housing on the streets off Caistor Road. The previous plans showed the road further up and in between proposed housing. I'm sure residents who live with their gardens bordering the fields through which the new road is planned to go and bought their houses having that view would rather have housing in between them and the new road rather than just the road. People buying the proposed housing would know before purchasing that a road is due to run nearby but the poor people who for years have enjoyed views of rolling fields are having a busy road running along their gardens forced upon them. I certainly agree a relief road is needed but not to the detriment of householders enjoyment of their homes and gardens. I feel moving the road to the south side of the reservoir would be a more practical option
24	A relief road is definitely required but placing it so close to existing housing will have a negative impact on the residents of Barton. With Wrens new extension it would make sense to start the road from that new junction to completely remove the road traffic noise and congestion from the local community and town. Congestion on Falkland Way is already extremely bad, it wouldn't make sense to push more traffic onto this road. A road starting at the new entrance to there site at Barrow Mere and passing along the south side of the reservoir on Caistor road would minimise impact to the greatest degree.
25	Further to an earlier objection I made has any thought been given to reducing the amount of traffic already trying to get out of Falkland way daily. We have work premises on the estate and getting out of that junction at certain times of day is horrendous. This will only get worse when the new part of wren opens. Why can the relief road not start from their new junction thus filtering the majority of the traffic away from Falkland way housing and existing business thus easing that junction. The new plans seem to impact very badly on existing residents and business on Falkland way and residents along the Caistor Road housing estates, and Princess drive housing . The original position highlighted at the last planning meeting which took the road further out of the town made much more sense.
26	Look like it would help and also slow cars on approach to Barton
27	Best thing to happen in Barton in decades, safer for the children going to school and better for the residents having to deal with large amounts of traffic including careless non resident drivers. Hope it goes ahead
28	Great idea. Long overdue.
29	Best thing that could happen to Barton. Reducing traffic and risk, providing safer faster routes to the motorway via the new proposed link road, and providing many local jobs.
30	Good Afternoon, how close will the plans come passed Princess Drive/Caistor Road? As theses plans are not to clear. As I feel this will cause alot more traffic and noise pollution right passed my house, which I moved to this end of the town as it was so much quieter and close to the countryside and fields. I also feel that this may reduce the value of my property, over time. Is there anything put in to allow for this for residents?
31	I have concerns over the position of the new relief road. Yes I agree we desperately need one but it should not be at the expense of home owners in Barton. The plan submitted at the last consultation made more sense as it avoided residential areas. This plan takes traffic up Falkland way (already an impossible junction for residents at wren shift change which will not improve as their new premises open) over fields bordering homes between Barrow Road and Caistor Road and is especially close to housing on Princess drive. After having rolling fields as your view for many years to have a by pass at the end of your garden with commercial vehicles using it 24/7 must be devastating not to mention the issue of devaluing their property. Keeping the road further away from existing dwellings and using the new junction built by wren made much more sense. I'd like to know why the original plans have been changed and we now have plans that impact badly the daily lives of home owners and the enjoyment of their property.
32	These plans look like a great move for the town and would provide much needed relief to the traffic issues in the town.
33	These plans will be great for Barton and will make coming out of Falklands Way so much easier and take the big lorries away from the centre. Hope the plans happen

Ref No.	Comments
Electronic Online Responses	
34	When the new road is finished will there be a weight limit through Barton to stop lorries going through.
35	What will happen to the public bridal way access back to Barton from Deepdale just north of Eastfield Farm? I cannot see how this is catered for on the plans.
36	They are good plans, a good solution to the horrendous traffic problems in the town. Please let's not take years to make a start on them. Thank you.
37	I think the proposals will make the town less congested but let's be frank, this would not be needed were it not for Wren. The company is, on the whole, good for the town in terms of jobs being available to local people but they are responsible for this need and should therefore pay for at least some of the cost.
38	Much needed for the town
39	I think that will really help with reducing congestion and increasing safety in Barton
40	The current volume of traffic in Barton is ridiculous. The towns road infrastructure, was not built to accommodate the size, weight or volume of current traffic. This relief road is essential.
41	I am all for the relief road, as the town was not built for the amount of traffic passing through and cannot wait for it to be implemented. I have one concern however on seeing the proposed plan for the top of Falkland Way. My concern is that on a morning when I have to head to Barrow, at peak times I am going to have no chance of getting across the roundabout, as all Wren staff is going to be coming in on the relief road and turning right, there will also be reduced traffic coming in off Barrow Road, due to the new Wren entrance, reducing my chance of getting across the roundabout even further. It would be preference for the junction to be traffic lights, this would then also give the Wren staff, coming in from the Barrow direction, chance to get across the road into the new Wren entrance, reducing any blockages on Barrow Road and reducing any chances of accidents, with the junction being so close to the corner and the waiting box only being able to hold a small number of vehicles.
42	Who in thought putting this 50 metres approximately from the most expensive property was the best idea, think someone need to come out and explain the thinking, it's took 40 years for the trees around that section of the A15 to mature and block the noise out from the road, could someone please arrange a meeting with us
43	Can't come soon enough!! Get it built ASAP please
44	Whilst I agree it will relieve traffic in Barton, I believe it will cause even more congestion on Falklands Way, an area that when Wren staff are leaving is already heavily congested, making it difficult for residents like myself to get into the Keigar estate to go home
45	This plan is the answer to Bartons traffic problems very ambitious and very expensive but i am sure it will be a winner lets get it up and running
46	Looks like a sensible plan.
47	I have to wonder if the person(s) proposing these plans have actually been and surveyed the area. To put a huge interchange within 50m of residential dwellings and cutting down a large number of mature trees rather than using open farmland seems ridiculous
48	Overall a good plan for a relief road. Can you include weight restrictions on Brigg Road to prevent bypassing this new road with other deterrents such as speed restrictions? Would suggest as much noise screening as possible because the current A15 traffic noise is lowering the quality of life in housing adjacent to it. Will Ferriby Road also have weight restrictions?
49	I think that this is an excellent plan, well thought out. It still allows people on Ferriby road to park - of course there should be much less traffic affecting this. The filter arrangements on Holydyke are well overdue (particularly at 4.00pm when the people leave Wren Kitchens). That could be done without waiting for the relief road. I hope that work on the relief road can start as soon as possible please!

Ref No.	Comments
Electronic Online Responses	
50	This cant come soon enough; Barton needs this so badly. The town is so clogged up at times, when it shouldnt be.
51	I would like to know if there are plans for new housing in Barton alongside the new road?
52	<p>I think it would be more cost effective to use a route which joined the A15 at either the existing junction near the Humber Bridge or the junction for Barrow and New Holland. The proposed route goes through a private residence at the southern end where there is a 70ft chalk banking to get through to create a new slip road which would be more expense. Also the environmental costs would be huge as it will mean destroying acres of meadowland which have not been ploughed for 50+ years, a small woodland where there are owls, badgers, foxes, hedgehogs, varied birdlife including woodpeckers and buzzards. There are also many other mature trees which line the A15 at this point which would be torn down destroying the habitat. On a personal note the property in question Barton Hill Farm will be rendered unviable for the use it was purchased which was training and breeding Olympic prospect showjumping horses as there will not be enough grazing land and the disruption and noise will make it unfit for highly strung horses to live and train in.</p>
53	<p>The route for the relief road looks very good, makes absolute sense to link directly with the A15. I also think the improvements proposed for the Ferriby Road/Holydyke/Hungate junction make sense.</p> <p>However there are some key pieces of information missing:</p> <p>Will the improvements to the Ferriby Road/Holydyke/Hungate junction be made fairly quickly? When are these improvements planned for? They don't need to wait for the relief road?</p> <p>What is the timeline for the approval, construction and completion of the relief road? Wren's new factory construction is being done very quickly, all the time we are waiting for this the traffic through Barton will increase further. Let's stop the dither and delay.</p> <p>Is the land required available and landowners will sell, or will it be compulsory purchase?</p> <p>What is the cost of the project and has funding been secured? If not, what is being done to secure it and when will this be confirmed?</p> <p>At the previous consultation the plans showed that housing would be built along the route, this isn't shown on these current plans. Has this been removed, or just not shown?</p> <p>Will any development be residential only, or will there be commercial development, another primary school or anything else?</p> <p>All in all, a good route, but for me doesn't answer all the questions</p>

Ref No.	Comments
Electronic Online Responses	
54	<p>1 Relief Road At last a workable solution. However I would make the following points</p> <p>A) the route should not be taken in isolation to future Barton housing/development plan. My recollection from earlier proposal is that housing development is proposed either side of the road. In which case this becomes a busy and potentially dangerous road through a big housing estate. To overcome this the road should loop further east from Falklands way and loop round to join the A15 some 800m south of the Brigg road Bridge over the A15. This will then eliminate the need for a roundabout/intersection on Brigg Road and define the boundary for future housing development. Land inside /next to the link road could then be earmarked for a continuation of the parkland that currently runs from Starbucks alongside the A15 providing a buffer to traffic noise and a valuable amenity for the residents of Barton</p> <p>B) to ensure traffic uses the link road a weight limit other than for access needs to be applied at entrances to Barton ( particularly Top of Ferriby Road and at the new roundabout Barrow Road to stop heavy through traffic. Consideration to a 20mph permanent speed limit should given from the new roundabout down Barrow road to the western side of Market place. This will discourage boy racers using the loop as a race track and other motorists to use the link road rather than coming through Barton. It will also increase safety outside a major school site.</p> <p>Holydyke A1077 improvement Whilst not convinced this proposal is necessary I believe the following would be necessary to make this work.</p> <p>A) lights will back traffic up particular coming down Ferriby Hill. With the residents parking at the bottom of Ferriby hill traffic going through the lights up the hill will not be able to pass if a lorry/wide vehicle is coming down the hill - I predict chaos unless resident parking is moved off road to a suitable closed by reserved site and no parking stopping needs imposing outside the properties.</p> <p>B) Hungate 1 way is workable but consideration needs to be given to traffic flow coming to the junction of High Street/Hungate/Chapel Lane. This needs to be re thought to a mini roundabout. A one way system needs introducing on High street flowing from This to Fleetgate. As with the roadside parking there is not room for two was traffic now and the Hungate change will force more traffic this way. Similarly Chapel Lane needs to be made one way flowing from Cottage lane to Hungate again as the road is not wide enough to take increased two way traffic . Vestry Lane should be 1 way flowing from Chapel Lane to Holydyke.</p>
55	<p>We are surprised &amp; confused by the change in the new Barton Link Road. It is now coming the Barton side of the waterboard pumping station &amp; not through the councils own land at the other side of the waterboard pumping station. This will now bring this very busy road closer to Barton &amp; all the existing houses. This will be detrimental to the residents already there &amp; will prevent the building of new houses so badly needed in Barton. I was told at the last public meeting I attended that the proposed new houses to be built in that area would be paying for the road, why has this changed!</p>

Ref No.	Comments
Electronic Online Responses	
56	<p>Utterly inadequate documents for the purposes of the consultation. Just a map -- no indication of actual distances nor any indication of how the road will fit in the landscape (e.g is it to be elevated at any point as the land that it goes across is undulating)</p> <p>No explanation as to why it has been proposed to build a new interchange onto the A15 rather than enhance the existing one. No explanation as to how the route of the relief road has been designed -- why cut off the two houses on the extension of Eastfield Road and have to build them their own roadway at considerable public expense?</p> <p>No costing or justification for the costs that must be involved in such a mammoth road-building scheme. No comments on the environmental impact or air quality alongside the housing estates it passes.</p> <p>No clarity over what happens at the junction with Eastfield Road (is it going to be an access point?) No clarity over the public right of way that runs along Eastfield Road (how will pedestrians be expected to cross this road?). No indication of speeds to be allowed along the road and how this will affect its environmental impact.</p> <p>No indication as to why the road appears to follow field boundaries (presumably at greater cost than a more direct route).</p> <p>The map is drawn to a very small scale so hard to inspect, plus it does not show the existing interchange off the Brigg Road - so it is shown out of context.</p> <p>My comments would be that this appears to be ill-thought out at the moment because none of the decisions about the route or the expensive interchange are justified by any reasoning.</p> <p>You cancelled the consultation event at very short notice for no reason so it appears that you regard public consultation as worthless and unnecessary. This is not a consultation as it is there is insufficient documentation for a member of the public to understand why the route has been proposed in its current form.</p>
57	<p>1] The proposal for the route of the relief road would, I think, be more costly to build than necessary. Building the connection to the A15 with two roundabouts and having to quarry away all that chalk to be able to descend the necessary height difference seems unnecessary. There is an existing bridge across the A15 slightly south of the proposed connection which could be used as part of a roundabout on the Barton-Brigg road, and south of that bridge there would be no quarrying necessary to build slip roads. This would halve the amount of chalk needed to be removed for slip roads - two instead of four. The only downside to this proposal is the tight angle (~30degrees) it would create coming off the A15 southwards where there would be a sharp turn, for lorries, heading towards Barton. This could then be overcome by directing lorries round the roundabout.</p> <p>2) The Holydyke - Ferriby road diagram does not show a roundabout. Will there still be one? Roundabouts are the most egalitarian solution to busy crossroads and, in my opinion, should remain at this junction which, after the relief road is built taking a lot of the traffic away from this roundabout, should be much less busy or dangerous.</p>
58	<p>Should join up at Maslam Hall interchange. Absolutely poor choice of planning to take it across the fields and put more roundabouts in and around access roads to Barton. Why not take the new road south and access the Barrow Road / Maslam Hall interface.</p>
59	<p>The plan is well thought out and should work well to reduce the amount of heavy goods and other traffic using the road through Barton upon Humber. I feel that the change to the road layout on Caistor Road will have a traffic calming effect and would reduce the number of speeding cars. The change to the layout at the bottom of Ferriby Road would work better with traffic lights, instead of the mini roundabout and pedestrian refuge, due to the speed at which drivers approach that junction, poor visibility for all road users and the number of near collisions there are. I like that pedestrians and cyclists have been considered in the plans.</p>
60	<p>I feel having the new roundabout placed at the top of Falklands way is going backwards and wouldn't solve any problems. It is placed too close to residential properties and it will not ease the traffic problems currently happening with fewer cars on the road nevermind when the new factory opens. I think the relief road plans worked better with the first set of plans (where the road was further out of Barton) the road seems to run very close to houses, with the road been a 24/7 commercial bypass this will ruin current home owners quality of living. Also having the road so close to the current boundary of Barton restricts and more growth and development of the town.</p>

Ref No.	Comments
Electronic Online Responses	
61	This looks like a very good plan which will remove traffic from Barton. The proposed work on the A1077 junction is long overdue too.
62	<p>The new Link road looks feasible and should definitely reduce the amount of Wren Lorries coming through the town every day.</p> <p>However we feel the removing the mini roundabout in favour of a signalised junction at the bottom of Ferriby Road will create more traffic delays in the town than we currently have, so is not a good idea.</p>
63	<p>I like everything about the relief road. Especially the location of the interchange with the A15 which will encourage northbound vehicles to still use it and not go through the town. The sooner you can get implementation underway the better.</p> <p>Regarding the modifications to the roundabout at the bottom of Ferriby Rd. I think making Hungate a one way is a good idea and will slightly reduce traffic using the roundabout. However I am not in favour of making this a signalised junction. Such junctions are very inefficient at controlling traffic flows, and currently the traffic build-ups are not excessive, and only at peak times. Most of the time this roundabout works well. Signalised junctions are expensive and disruptive to install and need maintenance. The previous comments are especially relevant when the traffic flows will be substantially reduced upon the opening of the relief road.</p> <p>I like the extra width created for 2 lanes where there is room, and the crossing islands where room permits. But please leave as a mini roundabout which is very efficient.</p>
64	I approve the plans in their current form, and sincerely hope a weight limit will be put on through town center traffic
65	<p>I have viewed the plans and proposals, thanks.</p> <p>1) When is the link road going to start being built?</p> <p>2) When it is estimated to be finished and opened. Given that Wren appear to be well on with the enlargement construction of their factory.</p> <p>The proposed extension no waiting restriction on Ferriby Road south side, just moves the traffic restriction problem a bit further up the hill?</p> <p>Hungate one way NE is a good idea.</p>
66	I live on Eastfield Road. I am worried that traffic along Eastfield Road will increase with traffic into and out of Barton using Eastfield Road to join the new bypass. Eastfield Road is very residential and has a problematic junction with Caistor Road that make crossing for pedestrians, wheelchair users and mobility scooters difficult as it is ( no pavement on the eastern side). The left turn into Eastfield Road from Caistor Road is difficult for motorists with poor visibility for them and pedestrians.
67	Plans look good please progress as soon as possible Barton really requires this completing.
68	<p>Do you have any timescales for this work I couldn't find any? Has the land been purchased yet? And how long would you anticipate works would take? Would the road be constructed and then any housing follow?</p> <p>Sorry - a few questions rather than comments!</p> <p>Thanks</p>
69	The slip road leading from Caistor Road to the bypass is directly outside our house. Construction work will impact upon us in terms of access to our property, noise and dust/debris. It will also have an adverse impact on the value of our property which we purchased less than two years ago. Our view of the fields and hedge rows opposite will be ruined - and we await to see plans showing the elevation of the slip road before commenting further. We object to the current draft of the proposal. We note that there is no indication on this form concerning privacy or publication of comments made. We would appreciate clarification of the whether our comments will be made public prior to any such publication

Ref No.	Comments
Electronic Online Responses	
70	<p>We live on Eastfield Road and have no real problems with the proposed route. The only comment I have is that this would be a great opportunity to put in some speed bumps, just because with the new road being dead strait from the by-pass to it's junction with Caistor Road there is sure to be a small minority of drivers who will take advantage of that.</p>
71	<p>Can you confirm what the proposal is for access at the top of East field road to the bridle paths towards deep dale? It is not obvious how these will be accessed for local people.</p>
72	<p>I recently moved to Danson Close from Goxhill. Both my husband and I are disabled and albeit wanted to be closer to local amenities still wanted to be close to a rural feel with green fields. So Danson Close was perfect. So imagine our horror to receive a consultation letter from North Lincolnshire Council this morning regarding a proposed bypass which if it goes ahead will run right across the back of our garden.</p> <p>The pollution, the noise and the increase in traffic alone will destroy our forever dream home. The pollution alone will increase the risk of our illnesses getting worse. I suffer from severe depression so the fact that I will hear traffic noise and smell the foul smell of pollution 24/7 will only increase my symptoms and put pressure on my husband and family.</p> <p>Therefore xxxx and I together with the other residents who have all voiced their severe upset at the proposed plans all need your support to make sure these plans do not get approved.</p> <p>I am not a "Not In My Back Yard" as I believe progress needs to happen. However, I do believe Barton, Barrow and surrounding areas have been devoured enough with the Keageresqst developments It's time to say "No More". You need to stop this as greenfield sites are just as important as village environment. Just because there will be more traffic going through Barton the surveys carried out originally said that it could handle it. If it couldn't then Wren shouldn't have been given the go ahead to be able to extend its facility. It should not have been a foregone conclusion that the field behind our properties would be sacrificed without proper due diligence and application process. Or is yet again another example where money talks and pockets have been lined to achieve corporate satisfaction?</p>
73	<p>I firmly agree with the plans to divert traffic around Barton, particularly the Wren lorries, as this will make Barton much safer and also prevent the traffic jams that have plagued the town recently. I would also like to see the roads of Barton repaired in a suitable manner as the potholes are making it dangerous for cyclists and motorcyclists.</p>
74	<p>Further to receipt of your consultation notification.</p> <p>Where I accept that the village may need traffic relief and that the route you propose might be a sensible one where there nobody else to consider I would suggest that this has developed as a result of allowing the development of Wren Kitchen's Extended Facilities without consideration to increase in heavy traffic. However, one has to ask if surveys were carried out prior to the extension planning then a feasibility study would have had to state categorically that Barton could handle the traffic in its current state. If it did then there is no need for the by pass to be undertaken. Whilst I accept in principle encouraging local business development it is wrong giving local residents a fait au complete.</p> <p>If this bypass is forced through as so many other plans have been in the past in true keageresque style then I would suggest that the strip of land adjacent to all the properties next to the fields be set aside for eco friendly development and planting to form a natural noise screen together with natural area that allows carbon absorption.</p> <p>This area of land does not seem viable for farming if planning is forced through as described above and should never be allowed to be developed just because its status changes. It should be assigned for nature and for once give something back rather than taking away for brownfield sites.</p>

Ref No.	Comments
Electronic Online Responses	
75	<p>I strongly object to Eastfield Road been reconfigured to be a through road in this scheme. I am broadly in support of the relief road nonetheless I will do everything in my power to stop Eastfield Road becoming a through road.</p> <p>I will start to canvas support from my fellow neighbours to stop Eastfield Road becoming a through road and will make a formal objection if it requires so and will do everything I can to stop this. The current view of my neighbours I have spoken to on the issue appear to be strongly against reconfiguring Eastfield road in this way.</p> <p>The adjacent through roads of B1218 and Caister road will provide sufficient access to the new relief road and are already through roads so no major change to the road set up and as such no major effect to the area. If this is done on Eastfield Road it will have a significant diverse effect.</p> <p>My main concerns are an increase in traffic to a peaceful area which could result in an increase in crime and also will be detrimental to the road and the pleasant nature of the area. In addition the road will have increased traffic with no consideration for extra works to improve the current infrastructure.</p> <p>The extra traffic will also bring more pollution and noise pollution to what is currently a beautiful road, and is a local beauty spot.</p> <p>I understand that the council recognise the current climate emergency and making this through road would impact badly on the climate and the target to be carbon neutral in the mid to near future.</p> <p>I bought a house on Eastfield road and one of the main factors as to why, was due to it being a dead end, and a peaceful quiet street.</p> <p>The road is currently a dead end and should remain that way as this is a fundamental change to the road network and the infrastructure of the area which will be detrimental to the immediate area.</p> <p>I hope my comments and concerns are listened to and the plans are amended to stop Eastfield Road becoming a through road. I wait nervously for a response and hope that this changes the plans. If it does not I will take whatever action necessary to stop Eastfield Road becoming a through road. Thank you.</p>
76	<p>After we have both studied the proposed plans we are both in full agreement with what has been proposed, We cannot think of anything to add that could improve what has been proposed . Well Done to the designers</p>
77	<p>I am in favour of all the proposals put forward.</p> <p>Replacing the roundabout at Ferriby Road/Holydyke with traffic lights is an excellent idea given the amount of traffic and the amount of people who don't know how a roundabout works! I have witnessed many near accidents there and it would remove all uncertainty.</p> <p>With the amount of traffic at the start and end of shifts at Wren, the roundabout at the top of Falklands Way makes sense as it would keep traffic flowing and avoid large tailbacks.</p> <p>The relief road as a whole is long overdue to reduce the amount of lorries travelling through the centre of Barton. It can't be nice for the drivers having to negotiate narrow roads and traffic, as much as it's not nice for us seeing them in the middle of the town. I would imagine the volume of lorries is only going to increase once Wrens new factory comes on line.</p>
78	<p>Looks like a good plan to me and will certainly ease the traffic going through Barton and up Ferriby Road.</p>
79	<p>I fully support this planning application. The traffic in Barton has seen a significant increase since Wren commenced operations in the town. The Wren expansion will see a further increase. The main road through Barton is unsuitable for the size of lorries currently using it with a significant pinch point near the George pub. This is also near to a zebra crossing. The new road would take heavy traffic away from the school area too. Once built I hope steps will be taken to enforce a ban on lorries going through Barton with an access to Barton only requirement.</p>

Ref No.	Comments
Electronic Online Responses	
80	Our xxx xxxxx xxxxxx, Car Park and Garages are situated north of the north side proposed controlled pedestrian crossing and there is an exit from the car park and garages and an exit for cars from the rear of properties in Hungate. Accordingly, vehicles backed up from the traffic control will prevent egress from our areas which is required at all times apart from post midnight to 0600. There should be placed a road marking across the northern carriageway 'Keep Clear unless we will be caused considerable disruption. I welcome a commitment to providing this
81	This will make little difference. Wren lorries will use new link road but majority of staff come from Hull and shortest and quickest route still through Barton. There roundabout at bottom of Ferriby road does work, no need for traffic lights. Making Hungate one way from the roundabout is a good idea. The relief road needs to link to Barrow road further up by the old road/layby as coming out opposite Falkland way will just shift the problem and cause traffic tailback in to town. Please consider making the new relief road have a proper cycle track not shared pavement. I hope Wren is paying for this!
82	I think the relief road plans are great and can't come quick enough for Barton, since wren has come the traffic is horrendous, even on Butts Road where I live, the workers use it to get up Ferriby Road quicker.
83	I think the road is going to be far too close to the houses on Princess Drive and the streets behind. Why does it have to be so close when there is plenty of land with no houses close by further up the road. Will the road be built with low noise tarmac? Will it be lined with trees and bushes to cut down on noise? Will there be a speed limit of say 40 backed up by average speed cameras to also keep the noise down? Why does there have to be a turn off on to Caistor Road? This is a small road and we don't need more traffic on it. What is the point of the one way turn off on Eastfield Road? I think it would be better to take the road from the roundabout on Falklands Way to a new roundabout at the junction leading to Deepdale, then curve the road round to join the roundabout on Brigg Road. This way there would be less noise for our houses. I have lived here on the peaceful edge of Barton for nearly 30 years and the thought of being in my garden with constant road noise is abhorrent.

Ref No.	Comments
Electronic Online Responses	
84	<p>Finally getting there after 30 years but still do not think these plans fully benefit the town.</p> <ol style="list-style-type: none"> <li>1. Roundabout is the correct option for Falkland Way, but why a staggered junction on Caistor Road. The location appears to be at the crest of this road, would visibility approaching be compromised. Could a smaller scale roundabout (possibly similar to the one on the A1077 at Barrow) be considered?</li> <li>2. Brigg Road roundabout, good solution, but new junction on A15 so close to existing junction? Not a good idea especially if the slip roads are as short as the ridiculous length of the Bonby Lodge junction 2 miles away.</li> <li>3. Instead of the new junction on the A15, could the new road be extended slightly further to cross the A15 either by a new bridge or the existing bridge on Brigg Road, then cross Horkstow Road and join up with the A1077 opposite Gravel Pit Road with a new roundabout similar to the proposed Falkland Way. I realise this may mean no reduction in traffic using the existing roundabout and slightly more on the small stretch of the A1077 to Gravel Pit Road, but would this be better than trying to fit slip roads in an embankment to a suitable length allowing traffic ample time to join the main carriageway before the last exit before the bridge?</li> <li>4. The late Ted Appleyard, a great campaigner for Barton, mooted the idea of traffic lights at the Ferriby Road/Hungate junction but was advised at the time (nearly 40 years ago) the area was too small to accommodate the associated islands and would compromise the turning circle for HGV's, therefore the current lump of paint was put there instead in 1984. Even with the 'borrowing' of the footpaths to widen the area, would this still be a problem ?</li> <li>5. Hungate one way, great, but why stop there. The roads in central Barton just cannot cope with traffic once residents park. Would it be feasible, with consultation with businesses and delivery vehicles, to create a complete one way system in the town centre? eg. entry points via George Street, Vestry Lane, exits via Hungate (reversing the proposal) and High Street/Fleetgate, Chapel Lane one way from High Street to Cottage Lane, Cottage Lane one way from Chapel Lane to High Street, Burgate one way from High Street to Whitecross Street. Other roads could follow, eg Maltby Lane and Finkle Lane running opposite to each other. Other small towns with tight streets have this kind of traffic management (eg. Hedon) and if through traffic is reduced with the relief road, could this be a realistic dream? I realise this would mean 4-way lights at the junction but with sensor technology, surely this can be incorporated as only traffic waiting would call a green light? It is great to finally see the plans as I have been unable to visit previous consultations, especially the last one called off at very short notice with quite a few turning up (including me) unaware of the cancellation. I know budgets rule these kinds of projects and these comments are my opinion. Barton badly needs a new road of some description. The A1077 is the only road through the town and removing traffic will also help events such as the Humber Half Marathon. It will also stop the rat-run through my estate most drivers have found when the A15 is closed, a route posted as the current signed diversion when the half marathon takes place. It will be great to see this road, some short term grief for long term benefit, just hope it is not another 30 years before completion!</li> </ol>
85	<p>Fantastic ideas and love the changes that are being brought forward. Plus changing the roundabout to a four way junction is a smart thing to do. The roundabout is called free for all roundabout or suicide roundabout because of how dangerous it is. Glad to see positive impactful changes being made!</p>
86	<p>The new road out of Falklands Way is a good thing for the town but the top junction should be governed by traffic lights. A roundabout will cause massive tailbacks on the 1077 back to Barrow at home time. Plus most people are utter morons and there will lots of accidents on the roundabout.</p>

Ref No.	Comments
Electronic Online Responses	
87	<p>Comments</p> <p>What is the time scale for this development?</p> <p>As a resident of Eastfield Road.</p> <p>“Slip roads would be added at the intersections with Caistor Road and Eastfield Road to help traffic flow more smoothly.” (From Scunthorpe Live 03/06/2021)</p> <p>Adding a junction to the relief road from Eastfield Road, has the potential to turn the road into a ‘rat-run.’ There are few road markings in Eastfield Road, so additional work would be required.</p> <p>As the path from the south end of Eastfield Road is a public right of way, how will pedestrians and horse riders be accommodated when trying to cross the road?</p> <p>Overall</p> <p>Road junctions and roundabouts are expensive.</p> <p>Assuming the Caistor Road to Barrow Road is a given.</p> <p>Could a more cost effective solution be the upgrading of Caistor Road to B1206, with a four way roundabout there, to provide a direct link to A15 junction near to Brigg Road?</p>
88	<p>It would be good to use this as an opportunity to reduce the amount of HGV traffic currently travelling between Barton and Barrow. The new proposal could see an increase in HGV traffic using the bypass to reach New Holland, this is already becoming a problem with increased traffic without a new access point from the A15. I would like to see a 7.5T weight limit imposed on the A1077 from the new entrance to Wren kitchen, preventing HGV traffic from going through Barrow-Upon-Humber, there is already good access from the A15 via the B1206. Likewise, a weight limit from the B1206 to prevent HGV traffic from taking a short cut through Barrow-Upon-Humber to reach the new access road.</p>
89	<p>its a brilliant idea, but will it prevent Wren's LGV,s using the A1077 via South Ferriby as a short cut to Scunthorpe will they utilise the A15 and the M180</p>
90	<p>I welcome these plans, which will go a long way towards answering issues raised by Bartonians for many years. The plans are quite difficult to see clearly, either on paper or online, but as far as I can tell, the proposals for the Ferriby Road junction will mean it will be controlled by traffic lights, which should be far better than the existing miniroundabout. Hungate being made one-way will also be a huge improvement, and the reductions in waiting with running engines will improve the air quality and carbon production in the area.</p> <p>The plan for the roundabout at Falklands Way looks to be exactly what was proposed around 10 years ago, and will greatly improve the flow of traffic in the area, as well as the lives of residents overlooking the junction.</p> <p>And finally, the bypass which will take traffic from the Wren site out to the A15 without having to enter the town itself will save the old buildings in town from being shaken to pieces, reduce the dangers of crossing the road in the Market Place, reduce the time wasted by drivers trying to get through the town, and save time, energy and fuel for everyone concerned. I am assuming, though I can't make it out on the maps, that Eastfield Road will not have an access to the new road; however, I hope the public footpath which crosses the route will still be accessible to pedestrians. The only other thing I would add at present is to consider some kind of weight restriction or 'access only' restriction on traffic entering the town. Obviously it would not need to stop people coming in to shop, but HGVs from Wren, Goxhill and Immingham wanting to access the A15 or other places west of Barton should be diverted onto the new road as soon as possible. It is very slightly further on the new road, but should save time and fuel.</p>
91	<p>The majority of wren staff live outside the area, one single road will not fix the problems they have created.</p> <p>Even with this road in place how certain are you that staff, lorries and wagons at wren will use it, especially if it adds time on to their journey?</p> <p>Will you be addressing the parking in ferriby road as part of this as that can cause congestion, especially when lorries attempt to drive up and down?</p>

Ref No.	Comments
Electronic Online Responses	
92	<p>I am completely opposed to the route of the proposed relief road, as it is far to close to my residential property for comfort.</p> <p>Having lived in the same property for some 40 years it would be heartbreaking to have the peace and quiet taken from us.</p> <p>I also have concerns for other residents who live on the adjacent housing estate in terms of the noise and pollution levels which will be produced.</p> <p>I would also point out that many people including dog walkers,ramblers, horse riders and twitchers enjoy the walk from the southern end of Eastfield road through to deep dale or kingsforth farm,if this route was adopted it would result in them having to cross a very busy road, putting them in a very dangerous situation.</p> <p>I notice that the proposed route avoids the houses on horkstow road by some considerable distance, but no same consideration has been afforded to the residents on Baysgarth view estate, surely if the road were to continue in a straight line through to the A15 from the proposed junction with eastfield road and the new road, a great deal of money could be saved.</p> <p>On paper it looks a very expensive route to construct.</p> <p>I completely understand that Barton needs a relief road and my suggestion would be to continue with the road south of Eastfield farm and link up with the A15 ,this would be a more direct route and be more cost effective with no disturbance to any residential property's.</p>
93	<p>I have concerns about the proposed direction of the one way traffic system on Hungate as it will force more traffic to turn right at junction and along the high street past boyes, where it is already difficult to pass, without additional traffic.</p>
94	<p>Just received the proposal information in the post. Lets get on with it ASAP. We need to cut down on the traffic through town, it is LONG OVERDUE. Like the pans and can not wat for it to happen.</p> <p>Again my only issue is the fact that there has been an huge amount of paper used in order to send this to every house hold when everything is clearly available online??</p>
95	<p>Seems like a reasonable solution to a difficult problem. Perhaps a hatched box at the junction of Holydyke and Bowmandale to keep that junction clear. Another problem that may arise is vehicles trying to enter and leave the car wash close to the proposed traffic lights at the bottom of Ferriby hill.</p>
97	<p>I have been resident in Barton for 32 years. The increased volume of traffic over the previous five years or so has become very noticeable. On some occasions attempting to walk across the road in the Market Place without using the zebra crossing is like trying to cross a busy motorway. The mini roundabout at Hungate really is getting ridiculous, drivers are frequently sat there stopped looking at each other wondering what to do. I have advocated for a long time that Hungate should be made one way taking traffic off and away from the roundabout as per the proposal. I also think parking should be prohibited at the bottom of Ferriby Road, another bottle neck where large vehicles struggle to pass through. Perhaps if residents are banned from parking there a deal could be negotiated for them to use the car park at Herons / Boyes without charge.</p> <p>I am all for the expansion of Wrens and additional employment it brings to the area but the additional traffic it brings has to be planned for, Barton's medieval streets cannot cope with it. I believe the proposed ring road is essential, it could take all the HGV traffic out of town and make a real impact on the volume of town centre traffic. It would be a shame to lose the peaceful tranquility at the top of Eastfield Road but times change and the benefits of a new road outweigh the disadvantages.</p>
98	<p>As a resident of Barton since 1988 I fully support the proposed relief road. I feel this project is long overdue to cut down on heavy traffic using roads not designed for purpose.</p>

Ref No.	Comments
Electronic Online Responses	
99	<p>The proposed plan appears to be very close to many housing estates and single properties, this could be potentially dangerous for any pets or children that get too close to the road not to mention the noise pollution for nearby residents.</p> <p>In turn this will affect property values for many houses that will be close to this new road and affect quality of life of residents who have purchased these homes to have countryside views.</p> <p>The road does not appear to take the most logical route from the proposed round about to the dual carriageway, passing through lots of different fields, when it could go through fewer if straighter?</p>
100	<p>What shall the speed limit be on the link road</p> <p>What scale of noise and pollution should we expect</p> <p>How long would the project take</p> <p>Would we be able to access walks already existing from Eastfield road</p>
101	<p>The sooner the road is in the better, looking at the size of the new Wren factory the congestion is going to get much worse. I am all for it</p>
102	<p>The road segment between Caistor Road and Eastfield Road cuts very close to the houses that are already there. Is there a good reason why this part of the road could not bisect Eastfield Road beyond the last house? If the proposed road crossed Caistor Road further south and as a result crossed Eastfield Road further from the houses, traffic noise to the existing properties on Eastfield Road would be much reduced. Currently the properties on Eastfield Road rarely experience traffic noise - this is the reason why I, and others, live on this Road. Traffic noise would also impair enjoyment of the Park - there has recently been significant works done to the park installing paths in the segment behind the swimming pool, ensuring that it can be appreciated by all, at all times of the year. Why invest in this much enjoyed development, only to ruin it a short time later? This section of the park is now properly linked to the main part of the park and is now used more than it ever has been.</p> <p>Please also note that you may receive more comments on this proposal if it was easier to find.</p>
103	<p>relief road would be welcomed addition to the current road road policy having excess traffic from wrens and the road system unable to cope with the shift change at wrens and many vehicles using many residential roads to navigate a route from Barton apart from the main roads</p> <p>consultation and planning of the addition of the wren factory should have been passed on the basis that the road infrastructure is put in place alongside the wren development therefore between consultation and delivery of such a scheme will place great strain on current infrastructure so my personal view our councillors have failed to place its residents at the heart of any decision making</p> <p>I would understand that such a development by wrens they are placing significant investment into this scheme in order to warrant their expansion scheme and not place the financial burden on local residents who are now being burdened by the volumes of traffic</p> <p>and therefore I agree to this development but greater involvement in future development are given over to the communities than council officials</p>
104	<p>I am broadly for the proposal but would like information about the expansion of housing and other development along the route of the road that was implied by councillors and officials at previous consultation events. It is obvious that such a scheme would require additional investment in infrastructure, including that for education and health services. I am interested in learning more about the thinking behind the current proposal and any assessments made of the impact on cyclists, by the decision to construct a staggered junction on Caistor Road as this is an important cycling route. Is any written commentary available that explains the thinking behind the detail of the proposal? I would also like to know what other actions are proposed to ensure that heavy traffic actually use this road to access the A15, regardless of their eventual direction of travel, rather than continue to route through the town.</p> <p>Thank you.</p>

Ref No.	Comments
Electronic Online Responses	
105	have studied both plans for the relief rd and road improvements at the hungate/ westerfield rd/a1077 and both seem excellent schemes that hopefully will be started asap as these are much needed.
106	Will the reconfigured junction at Ferriby Rd and Holydyke have traffic lights and pelican crossings? It will need them. I am disappointed that the new bypass has not taken a northerly route which would have relieved Fleetgate, Acridge and Westfield Roads; This is as well as joining the A15 at the existing roundabout, thus preventing the need for an extra junction on the A15.
107	<p>Thank you for the update. Is funding available for a start to be made in the near future.? The new Wren development is going to significantly increase the number of lorries going through Barton in the fairly near future.</p> <p>In the future, will there be a weight/size of lorry/truck restriction on vehicles going through the town except for direct deliveries?</p> <p>A traffic light control will be a huge improvement on the mini roundabout on Holydyke and Westfield Road junction. Will this be implemented fairly soon as it is separate from the relief road?</p>
108	<p>Happy with the relief road proposal.</p> <p>Ref A1077 proposal. Making Hungate one way, widening the road and not having HGV's negotiating the junction will dramatically reduce any congestion and confusion at this roundabout. In our experience for much of the day traffic already flows smoothly and these changes will help even more. However to add in 3 way traffic lights in my opinion would lead to more congestion and frustration that exists at the moment,</p>
109	The revised plans May 2021 in my opinion look good and will be just what Barton needs. One comment I would make is there needs to be a weight restriction through the town from Barrow Road to Ferriby Road top. I would like to see better traffic management at Blue Bell junction such as 4-way traffic lights, however if traffic numbers are reduced by the relief road this may not be entirely needed. I assume there will still be access for walking up Eastfield Road south bound, as very popular for walkers.
110	<p>Please think about the communities outside Barton. The 1077 is the main artery for Barrow, Goxhill and all the other villages beyond Barton. We have yet to see the impact of Wren's new access road on our villages but the traffic survey accompanying the original planning proposal (on which the villages were not consulted), authored by Transport Planner Louisa Simpson concentrated on modifications to the Hungate roundabout and noted relatively small contributions from Wren for this purpose. One significant factor in deciding that the 600 extra cars could be accommodated was spreading them over 3 shift changes outside peak hours. None of this has changed so was the original planning permission granted in error? If all the extra jobs require these car journeys then any argument that these are local jobs benefiting local business is also in question</p> <p>How much is the taxpayer expected to contribute to a new road that is chiefly for the benefit of a private company and how much will that company contribute?</p>

Ref No.	Comments
Electronic Online Responses	
111	<p>Changing Hungate to a one way street (northbound) is not going to improve traffic flow. The vast majority of minor accidents, near misses etc, are caused by traffic turning right into Hungate off. Holydyke. The Lollipop Person on that Junction has a nightmare of a job, it is miraculous that no one has been seriously injured.</p> <p>The traffic flow in Barton Upon Humber over the last twenty years or so has deteriorated enormously. Consecutive North Lincolnshire Councils attitudes towards it have been if in doubt do NOWT !</p> <p>They just seem to shy away from making changes that would improve the situation because it might upset some of the Towns Business Community.</p> <p>The only way to do this is by implementing a ONE WAY ROAD SYSTEM ! Continue the one way system from George St, down King st. Left into High St, through Junction Square, up Hungate and out onto Holydyke/Ferriby Rd.A1077</p> <p>In terms of expenditure it should not be overly expensive, Rd Signs and Rd Markings, I am not aware of any necessary major structural changes needed to make it viable.</p> <p>This would also have a very beneficial influence on what is a Parking Nightmare in the Town, many of the Towns Business Community are highly dependent on footfall, a one way system would allow parking on both sides of the road through the one way system, The current car parks in Cottage Lane need to have time limits, I understand this may come under review when the new Transport Hub at the Railway / Bus Terminal is complete. This has been dragging on for years and could well be drawn out much longer with the Governments reorganisation of the Country's Rail Network.</p> <p>The massive expansion at Wrens Kitchen Factory could give a enormous boost to the Barton Upon Humber economy,</p> <p>It would be such a pity if N.L.Council continue to remain in doubt and do NOWT !</p>
112	<p>Approve of all aspects</p> <p>Ferriby Road junction much better</p> <p>Safe cycle lanes required throughout Barton</p> <p>Weight limit through the town to ensure relief road use</p>
113	<p>We are extremely concerned with the routes close proximity to Eastfield road, a residential no through road with a busy pedestrian access to Baysgarth park for children and park walkers alike.The sound of heavy goods passing within, I estimate about 50Metres , of the nearest housing on Eastfield Road would undoubtedly devalue the quality of life and reduce the enjoyment of using ones own gardens. This link road would also be much too close to Baysgarth Park and the peace and tranquillity currently enjoyed by all visitors to this end of the Park. We cannot emphasise too strongly the reduction in quality of life this road would be likely to create. We also are opposed to the opening up of Eastfield Road to traffic in ANY direction into the link road as this would create a danger to our children, grandchildren and others, who have been used to relatively light traffic in a vehicular "no through road"environment that is Eastfield Road.</p> <p>I believe if this route is adopted you may solve one problem but will create as big a problem for others that did not previously exist . The route needs to be taken much further away from housing and the Park for us to consider it a viable alternative.</p>
114	<p>The scheme suggested looks like an expensive, shortest route option from the A15 to the east side of Barton. It is over engineered and runs too close to the east &amp; south east side of town to give proper relief from noise and audible / visual pollution.</p> <p>It is not clear what the design brief is - to facilitate Wren traffic?, general traffic from Humber Bridge heading east? or what. How do you propose to stop the 500? shift change cars from Wren taking a short cut through Barton?</p> <p>A simpler scheme is from the new roundabout on Barrow Road to Caistor Road as planned but then routed via an improved section of Caistor Road (possibly Deepdale) to join the B1206. Traffic can then travel to &amp; from the existing A15 / Brigg Road junction - the B1206 is an established route. This would be much cheaper than the 3 roundabout &amp; bridge over the A15 option proposed.</p>
115	<p>The inclusion of a new junction onto the A15 is a game changer. My only concerns relate to the closeness of the road to existing housing. Could the "gooseneck" shape of it not be changed to a sweeping loop from the new junction on the A15 to Falkland Way putting the road to the south of the old tip and water works on Caistor Road instead of just to the north of them as per the drawings?</p>

Ref No.	Comments
Electronic Online Responses	
116	<p>Amount of space behind my back garden fence and the new road?            Are trees going to be planted behind my fence and the road please, to block out noise, pollution, and the dirt from the road.            I don't suppose you care about the lovely view that we have enjoyed!</p>
117	<p>Hi</p> <p>Whilst i agree with the proposed relief road proposal taking HGV's away from the town centre, I have great concerns about the proposed traffic lights and redesign of the mini roundabout. I live at xx xxxxxxxx which is directly on the mini roundabout. The introduction of traffic lights out side of my house will result in unwanted light pollution into my main living and sleeping areas as well as an increase in rise pollution as I will have standing traffic outside of my bedroom and living room windows throughout the day and night.</p> <p>The traffic lights would also lead to greater traffic disruption as seen by the recent KCOM works - the mini roundabout enables traffic to flow 24 hours a day. What is required are measures to slow the traffic down - speed bumps or average speed cameras of 20MPH - cars are often racing up and down Holydyke and without any traffic calming measures this will continue to occur and i fear it may result in a serious accident. A multi-agency approach is needed to help reduce and mitigate this I would like the opportunity to discuss my concerns and suggestions further with the planning officers and my elected members at a mutually convenient time</p>
118	<p>I have lived on Eastfield Road all my life and feel where the road is going to be located is going to have a negative impact on our area. There is the top of Baysgarth Park which have just had foot paths installed which has seen a massive increase in foot fall, especially for young people, and those disabled. The plans are unclear as to if there is vehicle access from Or onto Eastfield but if there is, we will have ,assign problems of increased traffic and speeds, making the road dangerous for those accessing the park. Currently the park is a peaceful and tranquil space but this would be spoilt by the traffic noise from the proposed road. Our homes currently do not have the level of noise that would happen if the road happened. It will impact the value of our homes that we have worked hard to pay for also, spoiling our enjoyment of our homes and outside space. The original plans showed the road to the south of the farm, yet you have brought it nearer to the homes and park. The Road will also impact the public footpath up to Deepdale which is a popular route for walkers. I do not understand why you don't try to link up to the A15 junction at Maslam avoiding Barton completely.</p>

Ref No.	Comments
Electronic Online Responses	
119	<p>A1077/B1218 Junction:</p> <ul style="list-style-type: none"> <li>* Making Hungate 1-way is a terrific idea, but the junction generally works pretty well and will improve further with the relief road.</li> <li>* Would controlled crossing mean that the 'lollipop crossing' will vanish?</li> <li>* The junction of Whitecross Street/Market Lane/Barrow Road is much more in need of improvement: turning right from any direction is tricky and going straight on from either side of Whitecross Street can be impossible at busy times. A new mini-roundabout would resolve and there would seem to be space.</li> </ul> <p>PROPOSED RELIEF ROAD:</p> <ul style="list-style-type: none"> <li>* Round about at Falklands Way is welcome as the junction is a nightmare at times eg. 5.00pm, but why was the new Wren extension now agreed with a full entry/exit further up Barrow Road/Barrow Mere (possibly roundabout)at planning stage.</li> <li>* the route appears very complex, with a new junction on B1218Brigg Road and a very major junction at the A15, where the terrain appears tricky (from a lay-person's view) with the road already cutting through wold chalk..</li> <li>* The road cuts through a very well used walking route at Eastfield Road towards Deepdale and Brigg Road which would affect many local residents</li> <li>* It would be good to understand the reasoning behind the route proposed - I expect there is an underlying agenda</li> </ul> <p>ALTERNATIVES are available: by cutting through from the new junction towards B1206 (New Holland to Bonby Lodge).</p> <ul style="list-style-type: none"> <li>* This road is already used by HGV to and from businesses at Barrow and New Holland Havens.</li> <li>* There B1206 links directly to the existing junction on the A15</li> <li>* The road has recently been subject to major renovations and remedial work.</li> <li>* A new route could join B1206 either at one of the existing cross-roads junctions ar Barrow Vale or Deepdale or a new junction</li> <li>* The might admittedly be work needed on the bends, but if existing HGVs can use it, why not more?</li> </ul> <p>Thank you for reading my thoughts - I hope they might make a difference to your plans.</p>
120	<p>The start of the bypass needs to be at the new junction of the Wren factory. If you don't put it there the cars from factory workers will still use Barton roads as race tracks. Other than that it makes good sense.</p>
121	<p>The link road proposal would appear to be sound, but the signalisation / one waying the junction of Ferriby Road &amp; Holydyke would appear to be overkill given the expected reduction in traffic volumes at that junction.</p> <p>An additional option that could be explored is rerouting the bus services that use Whitecross Street / Beck Hill / Pasture road to reroute via Barrow Road / Falkland Way with additional stops put in before picking up the current route at Pasture road as there is only 1 stop on that part of the current route and it would then encompass the new development on Falkland Way and pass by the Wren factory.</p> <p>Maybe police enforcement of the current racetrack that takes place at the Wren shift changeover may help calm traffic in the meantime.</p>
122	<p>Our property is between Caistor Road and Eastfield Road and the creation of the relief road as per current plans, will come within close proximity to our house. The reason we bought this property, was because we wanted to live close to a designated green belt area, with peaceful surroundings. The construction of this road and the heavy vehicle usage day and night will dramatically change this. Furthermore we are concerned about the impact on our health. We are a family who has asthma/COPD. There are numerous studies illustrating that those living close to main roads exposed to traffic congestion experience a deterioration with their respiratory illness. Obviously, there will be many other residents affected by this as well. Surely a relief road could be planned further away from a large residential area? We also believe that a lot of employees will still travel through the centre of Barton, as this will be quicker to get access to and from the A15 rather than using the planned relief road. By creating a relief road, we are doubtful that traffic will be significantly reduced.</p>

Ref No.	Comments
Electronic Online Responses	
123	Myself and my partner are incredibly happy with all of the proposals made and just wanted to extend our support and approval. We anticipate traffic will improve vastly and the roads will be much safer following the improvements.
124	I think it's a great plan, I can't see that many people leaving wren during 'rush hour' would benefit from cutting through Barton rather than using the slip road. Just a thought would it be more beneficial for wren to exit the works at the new gate at barrow mere picnic area and skirt round further away from the town reducing the noise and making the road shorter and reducing the cost
125	I think if I lived at the top of Caistor Rd I would be worried about noise from the road as it does pass quite close to the houses and bungalows. Could it not go around the water plant? (if that's what it is) to give more space.
126	<p>Whilst a key NLC aim is doubtless cost effectiveness, it is important that the proposal doesn't merely create a whole new set of problems that will require further remedial reviews and expenditure.</p> <p>(1) It is assumed that Wren will formally stipulate that their own heavy vehicles must use the relief road. Is that the case?</p> <p>(2) Wren has no jurisdiction over its' employees private vehicles or any other road users - including other companies' commercial vehicles. Therefore, subject to (1), through-traffic volume is not guaranteed to be greatly reduced through Barton. Indeed, it may well increase, unless more widespread/coordinated traffic-control measures are introduced and/or reduced weight limits are set (e.g. A1077 through Barton downgraded from "A" status and the relief road becomes the A1077).</p> <p>(3) The new roundabout on the B1218 will (a) create additional accident risk - especially in bad weather/road conditions, (b) create more noise and pollution, due to vehicle deceleration and acceleration, and (c) probably encourage vehicles to travel via the (busy, hazardous, and with restricted visibility to the East) junction adjacent to Barton Market Place. There is already a connection to the A15 at Bonby Lodge. Connecting the relief road to the B1218 appears to be a "lowest-cost solution" that will create other long term problems.</p> <p>(4) Will walking access to the lane/track to the South of Eastfield road be lost?</p> <p>Overall, this seems like a reasonable concept. However, just building a new road is only part of the solution and this must be supported by sensible measures that keep the town alive, whilst (a) discouraging more than just Wren heavy traffic thundering through the town and (b) endeavoring to curtail the proliferation of rat-runs that the roads of Barton were never designed for.</p>
127	It all appears logical and workable to me
128	<ol style="list-style-type: none"> <li>1. We welcome the relief road and hope, if approved, it will reduce the number of HGV's using the existing route through Barton.</li> <li>2. If approved. it would be beneficial to the town for the Barrow Rd / Falklands Way roundabout to completed prior to starting work on the relief road</li> <li>3. It is unclear what types of crossing/junction are proposed on Eastfield Road and Caistor Road. More details are required. Access to the existing Public Footpaths on Eastfield Road must be retained.</li> <li>4. More details are required on the Ferriby Road mini roundabout proposals.</li> <li>5. We agree Hungate should be made One Way but feel it should be the opposite way to that proposed.</li> </ol>
129	I think this plan should take into account the effect that this will have on Barrow upon Humber. The A1077 runs through the village via a very bad corner and a narrow street that has already seen incidents with lorries damaging parked cars. Are they any plans to a weight limit on this road? If not then more lorries are likely to come this way. Also the shortest route to New Holland Docks goes right past the school, again a fairly narrow part of the road which is likely to be used as a short cut, instead of going round by the A15 and the B1206. It would be good to direct traffic away from the centre of Barton, but not at the expense of Barrow.

Ref No.	Comments
Electronic Online Responses	
130	<p>I appreciate the direct consultation via mail - though I think it should not have come from the Conservative Group office, but direct from NLC.</p> <p>I am broadly in favour of the proposed relief road - something that should have been actively pursued many years ago, well before the WREN development.</p> <p>Details will be sorted over time no doubt - one detail I am unsure about is the proposal for a traffic lights-controlled junction at the bottom of Ferriby Hill. The reduced traffic envisaged should be controllable by a roundabout which helps keep traffic moving and avoids needless queues and emissions by standing traffic when the sequencing is unable to cater for the constantly changing ebbing and flow of vehicles. Lights will be expensive to install and service – and they are unsightly street furniture. The problem now is occasional heavy traffic flows - and poor driver use of the roundabout. Perhaps a priority system on the roundabout - say, designating points ranked markings of priority.</p> <p>Hungate is one of the worse traffic calming schemes I have seen - I use it regularly. Traffic travelling south out of town frequently moves too fast and is unwilling to give way. The one way proposal is good.</p> <p>Might changing the one way stretch at the east end of West Acridge (between the mini roundabout on Fleetgate and West Acridge) to two-way help traffic flows?</p> <p>Some concerns about the Eastfield Road proposals and environmental effects and pedestrian crossings etc.</p> <p>But - overall, this is a most welcome and much-awaited proposal.</p> <p>Thank you NLC staff &amp; Councillors for moving forward with the project.</p>
131	<p>Excellent idea to divert traffic away from the town centre. The current thoroughfares, Falklands Way, Barrow Road, Butts Road, Feriby Road are overwhelmed at peak times. This is causing danger for traffic and pedestrians alike and causing the surfaces to deteriorate rapidly.</p>
132	<p>I am very concerned by the new plans for the new link road. What is wrong with last years plans? The new plans are near a residential area, will affect all the electricity for Barton, is next to the waterboard holding tanks, &amp; is nearer to Barton causing massive disruption with the high volume of traffic the road will carry. Why on earth can't the plans from last year be implemented, they were further away from Barton, the houses, the waterboard, etc. &amp; involve a lot less disruption.</p>
133	<p>The new road runs so close to the water board boundary my concern is the nearness to the underground tanks making the road the vibration would fracture the tanks this is the water for the hole of Barton area. Even when the road is complete hgv lorries running up and down vibration will still be a very big problem why change the route the old route no problem as it is the other side of the water board's property</p>
134	<p>I have the following comments;</p> <p>To encourage the use of the new bypass I believe it would be advantageous to apply the following;</p> <p>1:- Weight restrictions should be applied to the following;</p> <p>(a) From the proposed Falklands Road roundabout westwards towards Barton to prevent HGVs using the existing roads in preference to the new bypass.</p> <p>(b) Ferriby Road (South end near Lidl) - A1077 into town (except for deliveries to the larger stores).</p> <p>(c) Whitecross street and Barrow road junction</p> <p>(d) Brigg road B1218 and Barrow road junction</p> <p>This should ensure that the larger vehicles which come to/from Bakkavor, Wren, Haworth Timber, etc. do not pass through the centre of Barton.</p> <p>2:- Ask the larger industries located on Falklands way and surrounding towns to encourage their employees to use the new bypass rather than passing through Barton, that includes personal as well as company vehicles. Once built, the Wren factory alone will have a further 1200 employees.</p> <p>3:- Can the council please provide some kind of estimated timeline for the completion of consultation to actually building the bypass if the proposal is accepted.</p>

Ref No.	Comments
Electronic Online Responses	
135	<p>The Committee very much welcomes the proposed route and is in broad agreement with the plan to join a new roundabout on Barrow Road to a new junction on the A15, south of the A1077.</p> <p>Benefits:</p> <ol style="list-style-type: none"> <li>1. By sweeping well to the south it minimises impact on residents, though it is recognised that housing between Caistor Road and Eastfield Road will be adversely affected by traffic noise.</li> <li>2. Being approximately 1.3km south of the A1077 junction and 2.3km north of the Bonby Lodge junction, it should minimise the risk of drivers taking the A1077 route through the Town to the A15 as it will probably take less time for north bound traffic and will be much quicker for south bound.</li> </ol> <p>Concerns:</p> <ol style="list-style-type: none"> <li>1. It is unclear what provisions will be made for pedestrians crossing the relief road on Caistor and Eastfield Road. The latter is a part of a popular walk across to Deepdale and back along Caistor Road. Provision of vehicular access to the south end of Eastfield Road is also unclear and it is, of course, essential for farm access. Provision for Caistor Road vehicles to cross the new road appears to be via two roundabouts – is this correct?</li> <li>2. The rationale for the installation of traffic lights at the Ferriby Road/Holydyke junction is unclear. Is it to handle the current traffic load and so will be installed soon? When the relief road is opened, then traffic lights will probably no longer be required and, of course, traffic idling at a traffic light does cause significant pollution.</li> <li>3. We believe that Hungate would be better with the one-way taking traffic out, rather than in. The current proposal would require traffic leaving the town to turn right to cross the A1077 at such as Whitecross Street or Vestry Lane.</li> <li>4. If the proposed route is accepted, we would welcome a detailed plan, outlining the timetable and financial arrangements. It is vital that residents are made fully aware of the implementation plan and also of the reasoning that has gone into this major traffic management project.</li> <li>5. We would welcome early building of the Barrow Road roundabout to relieve current congestion and the inevitable increase in traffic when the new factory starts production later this year.</li> <li>6. It is assumed that noise barriers will be part of the detailed plan – with banking on the north sides, or tree planting, or both. It would be good if such provisions are shown on future plans.</li> </ol>
136	<p>We refer to the proposed plans for the relief road and feel that the proposed new road is too close to the southern part of Baysgarth View and Baysgarth Park and this will create a lot of noise and pollution to this residential and recreational area. We are also concerned about the connection of Eastfield Road to the proposed new road as this will increase the traffic flow on Eastfield Road. This road has always been a quiet no-through road and this will increase noise and pollution to this quiet residential area. So we would like to see the proposed road come further south in an "L" shaped curve nearer the junction with the road to Deepdale as this would take the heavy goods vehicles from Wren Kitchens further away from the town, together with the noise and pollution that would be generated.</p>

Ref No.	Comments
Electronic Online Responses	
137	<p>The revised plans for the relief are a major improvement on the plans first released. The town centre/market place is a nightmare. We live in Copperfield House our main windows face towards the road and the increase in traffic, pollution and noise has significantly impacted on our quality of life. We have had to install, at a very significant cost to us, acoustic secondary glazing in order for us to have a conversation and or listen to the TV. It really is that bad. No one has at anytime made comment about how the increase in volume of cars and heavy lorries going to and from Wren has impacted on the lives of those people that live along the current route the traffic is taking. I would have thought this would be an important factor as constant noise does impact on people's mental health and the increased pollution affects people with respiratory illnesses. Something needs doing now and not in 15 - 20 years time, The expansion to the Wren factory is huge and a relief road will never be built in time to take even more traffic away from Barton. The impact of the extension to Wren opening is going to lead to gridlock in the town centre and surrounding roads. Plans need to be formulated very quickly that will deal with the extra volume of traffic now and before the relief road can possibly be built. No one has mentioned time-scales for getting the relief road built but experience suggests that any new road is years and years away. Something really does need doing in the interim period in order to maintain the health and safety of residents living along the current route Wren lorries and traffic are taking, I do support the proposed plans but feel they are lacking because there are no time scales given and no interim plans suggested to deal with the traffic situation now and in the months and years ahead before a relief road can be built.</p>
138	<p>The proposed route is too near to housing. Suggest routing it to the far side of the water treatment plant.</p>
139	<p>I'm directly affected by the revised proposed A1077 route.</p> <p>It will negatively impact on the amenity of my property, through road noise. The construction of the road will create smells and dust that I do not want to endure. I am concerned that the close proximity of the new route will mean vibration caused by the volume of large sized vehicles will affect the integrity of my home, causing cracks to the building. At the moment the road isn't busy, but as production at the Wren factory is constant and predicted to increase in volume, I am concerned at the amount of noise and disturbance late and through the night too.</p> <p>The views from my property will deteriorate too, which will affect my ability to sell the property, as it is currently an outstanding feature.</p>
140	<p>The new road to be placed in will effect everyone from noise to hazardous implementations. People walk, cycle and do fitness on Caistor Road where the road will be conjoined to, it'll be too dangerous for the public and will ruin everyone's opportunities to exercise and enjoy a walk, the noise will be over compensating and will annoy us with every intention possible, people also have pets which roam in these planned areas so pets could likely be harmed/killed by the new road in which will be a dreadful act of neglect to the households. Either way this new plan is too dangerous and will cause a lot of mayhem for us residents living next to it.</p>
141	<p>Having been told the relief road is planned to come closer passed my house, than originally planned I would like to register my objection to the new proposed planned Road. I moved to this street (Princess drive) As it was a lot closer to the countryside and a lot quieter than in the centre of Barton-upon-Humber. By this relief road now being proposed to move closer, it is going to have an impact on this and if I wanted to sell my property it would massively impact the value of my house. It will also have an impact on mine and my families health with the extra pollution. The noise will also be a big impact, as with some family working nights the noise is going to have an impact on valued sleep throughout the day and night.</p> <p>The fact that I have not been consulted as a resident that is going to be massively impacted by the closeness of the new proposed relief road is disgusting from our local council. Surely this relief road is to reduce the impact on the Barton population not add to the disruption.</p>

Ref No.	Comments
Electronic Online Responses	
142	<p>1) It is disappointing that the Public Event due to take place on 19 May 2021 was cancelled rather than rearranged. The second of the 3 maps sent out with the letter dated 27 May 2021 is difficult to read in any detail, whilst even on the North Lincs Council website it is not easy to read the magnified plan. I have spoken to Cllr Paul Vickers about this and also Kate Mills at the Planning dept.</p> <p>3) The previous consultation in Spring 2020 emphasised the need to allocate land for potential housing development as well as the new relief road. It is clearly preferable that housing development take place within the area between existing housing and the new relief road. In Spring 2020 the route for the new relief road went South of the Anglian Water covered reservoir on Caistor Road which seemed logical. The latest proposed route is north of the covered reservoir which places a restriction on potential housing development on the Southern flank of the town. I believe that restoring the route of the new relief road to South of the covered reservoir on Caistor Road would be sensible in this respect.</p> <p>4) The covered reservoir on Caistor Road is important in the mains water supply for Barton and vibrations caused by the construction of the relief road, plus vibration from heavy vehicles using the road, could compromise the integrity of the mains supply if the relief road is built to the North of the covered reservoir. Can the Council guarantee that a full environmental survey will be undertaken with the assistance of Anglian Water before a decision is reached on whether to take the route of the new relief road to the North of the covered reservoir rather than to the South of it?</p> <p>5) My property is at xxxxx xxxxx, xxx xxxxxxxx xxxx and next to the field that was originally designated for potential housing development. The change of proposed route will take out a considerable proportion of that field, but the owners of that field were not consulted about the latest proposal. The landowners are not happy about the lack of consultation and I have informed Kate Mills to that effect.</p> <p>6) It is unclear whether the latest proposal would leave the remainder of the land in that field for potential housing development or other use. It does appear, however, that the current access to that field from Caistor Road has been omitted from the map provided. Also, as far as I can tell, there is no access provided to this field under the new proposals. This field has been, and continues to be, used as agricultural land. How will tractors and other farm equipment get into the field if the proposed route does not revert back to being South of the covered reservoir?</p> <p>7) The new proposed staggered junction from the existing Caistor Road to the new relief road seems unnecessarily complicated. A straightforward crossroad or roundabout, as envisaged for both Barrow Road and Brigg Road, would seem more logical - especially if the relief road is reverted back to South of the covered reservoir.</p> <p>8) Caistor Road is currently part of Sustrans National Cycle Route No.1, and if the cycle route is re-routed via the proposed staggered junction it may well increase danger to the cyclists using that route.</p> <p>9) Caistor Road is also used by a lot of heavy duty farm machinery and negotiating the proposed staggered junction may well cause problems for this type of traffic.</p> <p>10) The proposed staggered junction to the North of the covered reservoir will directly affect access from my property onto the public highway. There are a number of issues arising from this including how it would work in practice and potential problems with the newly created dead end.</p> <p>11) I have requested a site visit in my telephone conversation with Kate Mills on 17 June 2021, and I repeat my request that such a visit be arranged between Council representatives and myself, plus neighbours who are affected, before any decisions are finalised on the proposals for the route of the new relief road.</p>
143	<p>I feel that the link road passed much too close to houses at the top of Eastfield Road. There is a large amount of farm land where the road could be taken away from houses. Why build another intersection with the A15 when the current Barrow intersection could be used.</p>
144	<p>No issue with the road, only the route. Too close to existing housing. Route it south of the water works and old tip on Caistor Road, job done.</p>

Ref No.	Comments
Electronic Online Responses	
145	<p>Just had a pamphlet pushed through my door about the new relief road. the usual "wont someone think of the children" type stuff.</p> <p>I live on Baysgarth View, road looks like it will improve traffic in town and make it easier getting to and from where I am to Tesco and the other side of town. plus its improving the road up out castor road way and hopefully stopping some of the speeders up there.</p> <p>I'm glad they pushed the pamphlet through, reminded me to share my support in favour of the new road. please get building asap.</p>
146	<p>Absolutely unacceptable, there are many children on our estate and this development will bring an unacceptable amount of noise and pollution to a quiet and peaceful environment.</p>
147	<p>I don't understand why this new proposal has changed from the previous one, and is closer to houses. It is far too close to housing.</p>
148	<p>I oppose the newly proposed route much closer to housing. This is close enough to my home that I will be exposed to the noise and pollution from the HGV's. I do not oppose the idea but feel it should be where it was originally proposed. I purchased my home 3 years ago because it was on the edge of town and away from large volumes of traffic.</p>
149	<p>I believe this is going to be too close to the houses and residents on Eastfield Road. I think there is plenty of farm land to be able to move this road and link it with the Brigg Road and Barrow Road.</p> <p>It will have a big impact on noise and pollution in the area and safety.</p>
150	<p>My house backs onto the field and my grandson who lives with me is autistic with mental health issues and I was moved here as the fields cows and the lane calms him so it would be of great detriment to me and its unfair that I should have to uproot my grandson who is settled and cause him more anxiety and I can't afford to! I work for the NHS nights at school and need to sleep during the day this would not help me or my grandson and cause us more stress and put my grandson back to square one</p>
151	<p>I am writing concerning the proposed 1 way system for Hungate.</p> <p>Whilst I appreciate that there is some problem on occasions with traffic flows in Hungate, I feel that if it becomes 1 way the only 2 alternative routes to Holydyke also have their own problems.</p> <p>The route to the Right at Junction Square i.e. the continuation of the High St to Fleetgate is often narrow when cars are parked on the North side and the exit onto Fleetgate is virtually blind. It is difficult to see northwards into Fleetgate.</p> <p>The route down Chapel Lane is equally difficult when cars are parked on the northern side. Any cars wishing to reach Holydyke would have to turn R down Vestry lane which is also narrow and attempt to join Holydyke which is also difficult. I there are more than 2 cars waiting on Vestry Lane to enter Holydyke, then cars waiting to enter Vestry Lane have wait on Holydyke itself.</p> <p>Would a better solution be remove the ability to park on Hungate and to make Hungate 2 way. There would need to be some facility available for safe crossing of pedestrians such as traffic lights.</p> <p>I'm obviously not an engineer but Holydyke seems wide enough for 2 way traffic.</p>
152	<p>Far to close to my dads house and places where families live with young children and pets ..... pollution will effect health</p>

Ref No.	Comments
Electronic Online Responses	
153	The proposed roadway is far too close to the existing housing estates - surely there are regulations on noise pollution, air quality and other environmental effects that would come into play? There is a great deal of land around that would allow a roadway away from the main population in Barton so I'm amazed that this has even got to a proposal state. More worrying is that Wren have been able to make a start on their enormous new factory before service roads were in place- only yesterday we were met by a triple trailer lorry going through the town- how it got past The George I don't know. On paper the number of people affected by the road is small but I think they deserve the right to understand why this route has been chosen and how environmental effects have been taken into account and minimised. On the other hand I do hope that by people objecting it doesn't result in the proposal being shelved indefinitely as the town desperately needs rid of lorries from both Wren and Bakkavor.
154	This is far too close to homes... There is plenty of room to move it out and the first plans seemed to do this... Now you have moved it closer! Ridiculous and dangerous.
155	I'm guessing no local councillors live in the effected area? As much as we need a relief road why does it have to be so close to people's homes? The Wren factory has been allowed to expand and yet the service road is still in very early planning stages. Is this going to be another 'save top field' were it got built on any way. Or is it going to be an excuse not to build the road at all because it's to near homes?
156	I am not happy with how close the new link Road will be to our house the noise and air pollution will be greatly increased
157	This road will be directly behind my garden. I have two small children that have trouble sleeping as well as myself, the noise levels will be significantly increased if these plans become a reality. This is my home and life that you are threatening to disrupt with your plans to build a busy road right behind my house. There is absolutely no need for it, the road will destroy a beautiful and peaceful landscape full of wildlife. In this crappy life one of the only things that I look forward to is having a beautiful view from my back windows and peacefulness when I am in my back garden. The estate at the front of my house is the opposite so my back garden being peaceful is very important to me and my family. These plans are a disgrace to Barton, especially anyone who lives in this area too as well as the wildlife. The traffic situation in Barton is NO issue. Those who complain about it know NOTHING about true congestion and overcrowding. I am from Kent and I DO know what traffic really looks like, some people just like moaning for the sake of it. I moved here to enjoy a life less full of these things and now your plans are just going to ruin everything that I enjoy about living in Barton. You can't do this.
158	This is disgusting the new plan will run right out side my back garden where my 2 young children play in, this will have HGV going pasted all night (wren drivers speed thought Barton all the time) I am not happy with the new plan at all, why does it have to be so close to halls Court? Yet again the government are bending over to make rich people (malcom healy) happy while the working class have to have a road meters from there garden and have to listen to HGV going passed meters from their bedroom...!!! I have just spent over 10k getting this house nice and the garden to a good standard for my kids to enjoy just to ruined by this new road I AM NOT happy at all, feel free to come round to my address and see how close this road will actually be to my garden my address is xx xxxxx xxxxx xxxxxxx this is a abosulety disgrace
159	I would not this road and and of junctions running this Close to a residential area
160	I was more than happy with the original proposed road to save traffic from wren through Barton as its needed but i cant be happy with the latest proposal road. It is far too near to our home on eastfield road. We love our home up here we can listen to the birds singing & lovely clean fresh air it is so peaceful thats why we choose to live here & have enjoyed this for 33years. We certainly dont want a busy noisy smelling of road fuel & to be woken up by early morning traffic Please advise me why you have changed original planned road which was ideal as no homes nearby

Ref No.	Comments
Electronic Online Responses	
161	A noise b traffic congestion c I can not think why you propose a change to the original. D it is far to near houses. E the smell from h g v. F it is a nice area quiet and peaceful one can sit outside and enjoy the peace
162	<p>I think the proposal would be a welcome relief to the people of Barton.</p> <p>On this subject a quick easy fix to alleviate the number of HGVs passing through the middle of Barton would be to communicate with Arbor Forest, HES terminal (New Holland) and S J Barricks (Goxhill) and encourage their drivers to use the appropriate route along the B1206 (passing no schools or built up areas) and which they can access the A15 North or South, instead of passing through Barrow past the primary school and then through the middle of Barton, a much slower built up route.</p> <p>If this was stopped I estimate it would instantly reduce the heavy goods traffic through Barton by up to 40% on a daily basis.</p>
163	<p>I am surprised that the new plans place the proposed A1077 link road to the south of Barton-upon-Humber significantly closer to the housing estates to the south of the town than those originally suggested.</p> <p>The main reason for the link road is the reduction of vehicles - in particular HGVs and staff accessing the Wren Kitchens site - and reducing pollution and noise in the town centre.</p> <p>The original plans had the link road much further south, but the new plans now bring these problems to those living in the Eastfield Road and Caistor Road areas.</p> <p>The new plan now also severs Eastfield Road isolating both the residential property and Eastfield Farm which would be unnecessary if the link road was to be just a short distance further south. This means the new plans require the provision of an access road for these properties.</p> <p>The roundabout planned for Barrow Road could perhaps be redesigned so that the link road joins at "4:30" rather than "6:00" so as to bring the link road a little further away from the housing on Glebe Road</p> <p>The plans also appear to include a junction at the southern end of Eastfield Road which will allow for a significant increase in traffic on a residential road - which the link road is supposed to be eliminating. Simply moving the problem from one group of residents to impose the problem on another group when there is a simple alternative option isn't really a solution at all.</p> <p>I think these revised plans are, in their current form, are unacceptable as they appear to have been changed from the original plans for no good reason. Although I note the revised road appears to run along property/field boundaries rather than directly across farmland which I'm going to guess makes things easier for the council's negotiations with the landowners?</p>
164	The blue plan was better. Feel sorry for the people who are going to have their lives disrupted.
165	I am in full agreement with a link road. However, the Wren lorries will not use it - the lorries commute between Barton on Humber and Scunthorpe/Howden. Therefore, when travelling to/from Scunthorpe, they use the A1077 as their warehouse is on the Skippingdale Estate and for Howden, they use the Humber Bridge. They will therefore continue to travel through Barton as it will be quicker than travelling up to the junction on the A15 to connect the link road. All lorries coming into Barton off the Humber Bridge will also continue to travel through Barton.
166	So much fields around why go so close to the homes of the Barton residents ! Not looking forward to the noise and disruption

Ref No.	Comments
Electronic Online Responses	
167	<p>The new proposed route for the link road passes within 150m of the back of my property. This will cause premature damage to my property through road vibration and also huge amounts of noise pollution throughout the day and night, I did not buy this house to have a busy main road next to it! I have a young family and having moved to this house for its location and the quiet pictures location. I purchased my property in 2014 because of the views of farmland out the back of the property and this along with the peace and quiet that living in the countryside gives is what drove me to the area. What will be done by NLC / or Wren in regards to compensation for all the homeowners who will lose tens of thousands of pounds in valuation to their property during and on completion of this newly proposed link road route,, this is going to be an extremely busy road. The whole reason that the original route was where it was to avoid effecting homeowners. The new route may as well be through the center of the town.</p> <p>If NLC council considers this new route they need to put themselves in the position of the homeowner's that live along that route, they should have a hard think if they would be happy to have their whole lifestyle changed for a small expense saving on a road that will effect so many lives.</p>
168	Keep the original proposal, the new proposal is far to close to our houses
169	<p>The new proposed route for the link road passes within 150m of the back of my property. This will cause premature damage to my property through road vibration and also huge amounts of noise pollution throughout the day and night, I did not buy this house to have a busy main road next to it! I have a young family and having moved to this house for its location and the quiet pictures location. I purchased my property in 2014 because of the views of farmland out the back of the property and this along with the peace and quiet that living in the countryside gives is what drove me to the area. What will be done by NLC / or Wren in regards to compensation for all the homeowners who will lose tens of thousands of pounds in valuation to their property during and on completion of this newly proposed link road route,, this is going to be an extremely busy road. The whole reason that the original route was where it was to avoid effecting homeowners. The new route may as well be through the center of the town.</p> <p>If NLC council considers this new route they need to put themselves in the position of the homeowner's that live along that route, they should have a hard think if they would be happy to have their whole lifestyle changed for a small expense saving on a road that will effect so many lives.</p>
170	I am not happy with the revised proposed route of the link road and its proximity to our homes.The noise,pollution and safety hazards for us and our children, which is of the most concern.I am not opposed to the link road but the original proposed route is by far the most acceptable for our development and in particular Eastfield Road.
171	<p>Although Barton may need this bypass link road, i feel it is taking the wrong route, there is no need to cut across all the farm land, the only reason behind this is for development for housing, because as i understand it that's where the funding is coming from. As i have said all along two thousand more houses brings a minimum of two thousand more cars thus what route would they take to the Humber bridge, not the long one, so that's a potential of even more cars traveling through Barton center. I feel it should continue parallel with caistor road and either merge with Caistor approx 500 meters past all housing and make that part of Caistor wider thus utilizing existing roads and not destroying more countryside than necessary or run parallel all the way up to the B1206 . But you probably wont do this because you then cant build houses.</p> <p>The current plans are too close to current housing and with wren running 24/7 the noise pollution and the traffic pollution will affect the areas close by.</p> <p>The damage to wildlife and the close growing crops will be immense and irretrievable. I do feel this is already a done deal between the Barton council and a housing company and i do not think peoples objections will be listened to or taken seriously.</p>
172	I am not happy with the placements of the heavy good road. It is far too close to the houses and will be an eye and ear sore to the local community. The farmland will be ruined, ruining local footpaths and trails and ruining the beauty of the countryside. The noise will ruin the silence that attracted us to move here. It's a big NO FROM MY HOUSEHOLD.

Ref No.	Comments
Electronic Online Responses	
173	This will ruin the countryside. It will be an eyesore, it will be dangerous for local residents, it ruins trails/ walking routes and creates a lot of hazards to the general public. The wildlife will suffer from the noise, light and pollution levels. And the placement of this intended monstrosity will depreciate the value of local properties. NO!
174	<p>Please accept this email as an objection to the proposed relief road from Barrow Road. Whilst I welcome improvements and change these must be on the basis of improvement to health, wellbeing of the Barton residents, in addition to economic benefits</p> <p>My objection is based on the proximity to our property xx xxxxx xxxxxxxxxxxxxx and other dwellings. The associated noise, pollution, associated with speed, disturbance during construction, increased traffic onto the new bypass from Eastfield Road. Will have a detrimental effect to the residents general and mental health.</p> <p>I would appreciate a response to the points below</p> <ol style="list-style-type: none"> <li>1. Why can't the relief road be moved to south of the pumping station on Caistor Road to move the relief road away from the homes.</li> <li>2. What is the expected speed of the relief road?</li> <li>3. Who is expected to use the road?</li> <li>4. What guarantees are there that the new road will take the lorries away from the town centre? I assume this is the main reason for the road?</li> <li>5. Wren as the largest employer in the town. What guarantees are there in place that all their vehicles use the relief road? As they have factories in Goole and Scunthorpe the most direct route is through the town and not via the relief road.</li> <li>6. Wren operate 24/7 what restrictions are in place to keep the noise to a minimum?</li> <li>7. What noise calming measures are being considered?</li> </ol>
175	<p>To Whom it May Concern,</p> <p>We are writing to you to express our sincere concern regarding the proposed plans for the new relief road as per your notice dated 27th May 2021.</p> <p>Having reviewed the outlined works, we are deeply troubled by the detrimental impact they will have on the value, enjoyment and purpose of xxxxxx xxxx xxx xxxxxx xxxx xxxx.</p> <p>Both properties add great historic and environmental value to the local area and the relief road will render both entirely unfit for purpose. In short, the enjoyment of our land and property will be irreparably damaged.</p> <p>It is beyond refute that the potential impact of this plan would be personally and professionally devastating for all parties. Furthermore, it would do irrevocable damage to the value of both sites and their essential function.</p> <p>A full statement of our concerns and distress regarding this notice will follow via email and in writing.</p> <p>I look forward to hearing your response to my concerns, your understanding and cooperation with this matter would be sincerely appreciated.</p>
176	Barton has long needed a relief road. My only concern would be if this were to open up more agricultural land to be built on by developers.
177	I live on Canberra View and we struggle to get in and out of our estate on a daily basis, due to Wren traffic, this would be a game changer and stop the town being a danger hazard with the over load of traffic
178	I live on the Keigar estate and struggle to drive onto this most days, I think it would be very beneficial to the community
179	Can not believe that you intend to put this road so close to houses the noise from traffic at all times of the day and night will be horrendous are you going to offer triple glazing to all that is going to be affected have lived in my house for 51 years and seen many many changes and past and present councils have a lot to answer for the state of the estate but this proposal for the new road tops the lot
180	I object to the new route which is far closer to the houses than the original plans. This new route will cause far too much pollution near to the housing estate off Caister Road.

Ref No.	Comments
Electronic Online Responses	
181	<p>The road comes unnecessarily close to houses up on the baysgarth view area, the original plans put the road further away from the houses and this would be a better solution than so close to houses. The noise from the road works during the building stage would be distressing to some older residents or people with learning disabilities and when complete the road will form an unnecessary hazard to wildlife and house pets such as cats who live nearby. The original plans worked better than the current proposal as it had distance from the housing area. There are better options for the relief road direction and location, such as the deepdale area. It's time to listen to residents and not bow down to big corporations and allowing them to make people's lives miserable and unnecessarily noisy with a road that could be built in a better way, I object to the current plans and will make sure the objection is spread around. You will lose my vote if you don't listen to residents.</p>
182	<p>The junction where the new bypass will cross Caistor Road needs a rethink. This section of Caistor Road is part of route 1 of the National Cycle Network and the staggered junction that seems to have been proposed does not meet the latest government guidelines of keeping cycle routes direct and obvious. Why should vulnerable road users who already suffer enough be inconvenienced for the sake of those using the most inefficient form of transport (that being the private car) that most governments (including our own, apparently) are starting to realise that we need to deprioritise?</p>
183	<p>All these proposals look great, it will improve traffic within the town!</p>
184	<p>This proposal seems to be obsessed with creating as many new and expensive roundabouts as could be possibly thought up. There's a perfectly compatible junction in place on the A15 at the Barrow B1206 location, where all that would be required is a short route of improved A standard road to the West of Deepdale, crossing Caistor Road and on to meet up with Falkland Way. This was the original promise made when North Lincolnshire Council granted Kimberley Clark their planning permission to develop the site years ago.</p> <p>We have too many large and expensive roundabouts in North Lincolnshire where simple Traffic Light Controlled T Junctions or crossroads would suffice, Falkland Way will not benefit from a Roundabout as priority will remain for Traffic leaving Barton towards Barrow at the busy periods. Roundabouts eat space &amp; money and despite speed limitations the average speeds of vehicles is increasing on them as the recent A15 / A1077 is proof. They are no safer than a Give Way Sign. Coupled with a curving approach they are probably more dangerous. Can't North Lincolnshire Council be honest for once and admit that they see £££ signs each time a bypass is proposed to add urban sprawl and Council Tax Revenue. Either that or the Head of Roads and planning needs to visit other local authorities where Traffic Light Controlled junctions work perfectly well like Nottingham as one example and plan for the future, it would make a nice change. On this basis I'm against this half baked idea that looks like the only drawing tool we have in NLC's drawing office is the top off the Coffee Jar!</p>
185	<p>We act for the landowner adjacent to the A15 where the route of the proposed link road is currently planned. Neither our clients nor ourselves have been directly consulted by the Council on the Link Road – however we welcome this consultation.</p> <p>We note that the safeguarded route for the road, which was outlined in Regulation 18 of the Local Plan, connects Brigg Road through to the A1077. Whilst the proposed route for this consultation varies from the previous road proposal, the principle of this connection is logical from a transportation perspective albeit it would be useful to understand how the Council have come to this specific road alignment.</p> <p>Whilst we support the growth of Barton, the need for this road seems to be lacking justification in the current draft Local Plan and with little supporting evidence, we would like to better understand the relationship between proposed new housing allocations and the link road, the related timescales and how the road is proposed to be funded.</p> <p>Barton is a logical location for future growth in North Lincolnshire. We are happy to engage with the Council to potentially assist in the delivery of this road, which without adequate land owner input, will be more challenging to deliver.</p>

Ref No.	Comments
Electronic Online Responses	
186	<p>Me and my young family live in Princess Drive which will overlook this extremely busy new relief road. We bought this house back in 2014 for the QUIETNESS and the VIEWS. This is going to devalue our property MASSIVELY, and not just ours. What would you do about this? Not to mention the noise pollution! This will be in use 24hours a day, would you want to live there? How can you do this to innocent families? We are not the only ones who are not happy with this. How can I play out in the garden with my children with what will be a monstrosity of noise and chaos! This was our forever home. I think you need a long hard think about this, and not just take the easy way out!</p>
187	<p>I object to the new route planned. Notably the new road to the rear of our property. Where there are now fields and open views there will be a new road so close to my household and neighbours. The noise and pollution and constant heavy traffic movement, much of it lorries is going to be horrendous.</p> <p>Not to mention other hidden pollutants like light. We have heavily invested in planning to raise our roof and take advantage of the countryside. The new road destroys this. Devalues the properties in our area. A neighbouring bungalow backing onto the fields has just sold immediately then within days fell through. I should imagine after searches were done and the monstrosity of a new major route designed for lorries came up in searches 150m from the rear of theirs (and our existing) desired new property.</p> <p>Why the close proximity to Princess Drive and neighbouring properties causing such pollution from vehicles to disturb residents, the permanent noise pollution to damage residents health and, all the other destruction caused by close proximity of a major highway when it is not the most viable option.</p> <p>Why the close proximity to cause an eyesore, health distresses and greatly devalue many properties in its line.</p> <p>This road is not designed for light village traffic. It is designed to take heavy industrial traffic to an extremely busy industrial factory and depot. A much needed and revered employer in the town so why when given the chance to build a new bypass do you build it metres away from so many residences causing such animosity between existing residents and yourselves and Wren? When it is not even necessary if you utilise the old design and the road much further back. You couldn't make it up could you?</p> <p>What are the designers thinking?</p> <p>The road needs to be removed and the Existing parallel route further much further back be adapted.</p> <p>The new kink in the road moving it nearer to all the properties as opposed to away is absolutely madness it just makes no sense at all. I wonder what's behind that proposed and stupid move Not properties and their residents looking at the plan.</p>
188	<p>Our address is xx xxxxx xxxxxxxxxx xxx xxxxxx xxxx xxxxxx having moved to this address in July 2020 we have not received any correspondence to the proposed link road. We would like it to be known that the original route proposed would have been acceptable once we had established the noise and pollution levels. So why would we now agree to the route being moved closer to our homes this is not acceptable. I would appreciate any correspondence I am missing and minutes of meetings held sent to me.</p>
189	<p>I fear the interruption to traffic flow on Caistor Road will cause a huge impact on our business. People will find alternative routes to avoid the area and in turn not stop to use our store. This in turn will have a massive impact.</p>
190	<p>I have some serious concerns of the closeness to the new route. I had no issues with the original proposed route but the new route is so close.</p> <p>The wildlife we have will be scared away and we won't see the Foxes and Deers or hear the Owls and the Woodpeckers. This will have a serious effect on Barton and will leave hardly any wildlife.</p> <p>Pollution and noise will be increased 10 fold, which will hurt our children and when playing out they will no longer be safe for them to do so.</p>

Ref No.	Comments
Electronic Online Responses	
191	<p>Maps / plans are good, but there is no explanation whatsoever to go along with it - very poor. Some questions I would like answering please:</p> <ol style="list-style-type: none"> <li>1. How do pedestrians and cyclists travel across the junction with Caistor road? If you have a close-up of the junction can you please send me it?</li> <li>2. How do pedestrians and cyclists travel across the junction with Eastfield road? If you have a close-up of the junction can you please send me it?</li> <li>4. Does the 3m wide shared use footway / cycle track continue along the complete length of the new bypass?</li> <li>5. Considering car travelers coming over the humber bridge to work at Wren: it still looks to me that it would be quicker for them to drive through Barton to get to work - what are you going to do about this? They have absolutely no obligation to use the new road and if it saves them 30sec to go through Barton they will. My suggestion would be to build an offsite car park for them near the junction with A15 and bus them in. This problem needs finalising with Wren before the road is signed off for their benefit or else Barton roads are still going to be full of car traffic.</li> <li>6. Workers at Wren sometimes use Far Ings road as a route into work to try and bypass the middle of barton using the route: A1066 - gravel pit road - far ings lane - butts road - falklands way - Wren. Far Ings Road has a speed limit of 60mph and no pavements from the junction with gravel pit road - please take this opportunity to add a 20mph or 30mph speed limit here to prevent this from happening.</li> </ol>
192	<p>The Relief Road appears to pass very close to the housing estates on the Western edge of Barton - how does this fit with the requirements to reduce air pollution near residential areas? Figures from the Department for Environment Food and Rural Affairs show the average concentration of PM2.5 pollution particles in North Lincolnshire was 9 micrograms per cubic metre in 2019 – below the UK limit of 25, but close to the WHO guideline limit of 10. I understand that the Government is considering lowering the limits to the WHO recommended level. By placing the road so close to the estates and bearing in mind the prevailing winds, what mitigation will need to be put in place to prevent the pollution produced by the concentration of diesel HGVs travelling the relief road from adversely affecting the health of the residents of these estates?</p> <p>It looks like a very expensive route as by creating a new interchange onto the A15 rather than using the existing one (which needs improving regardless of any new interchange), it must add a huge amount to the costs as I understand that roundabouts are very expensive to build and obviously there needs to be a lot of work done to take the relief road down to the level of the A15. Additionally the new route requires for a new road to be built to the remaining 2 houses on Eastfield Road which seems like an extra cost from the previous route. It is not clear if Eastfield Road will join the Relief Road, but if it does, it will become a 'rat run' for traffic in and out of town and this road is not suitable for heavy traffic as it is an ordinary narrow residential road heavily parked on both sides.</p> <p>The proposed route runs quite close to Baysgarth Park thereby reducing the peace and quiet that this public space currently enjoys - the Park is a very well used amenity in Barton so it seems a shame to reduce its value.</p> <p>Why can't the Council propose at least three realistic options for the Relief Road with costings and impact statements for each option so that any consultation is based on fact rather than speculation? This would make it more realistic for residents to make relevant contributions to the location and routing of the Relief Road. The new version appears worse than the previous version because it is closer to the housing estates, and has more bends in it (presumably in order to avoid running alongside the Horkstow Road) and involves building a new interchange with the A15 when there is one relatively nearby.</p>
193	<p>I think the relief road should be further out of Barton towards barrow to avoid the noise of lorries for people living on edge of current plans. Nearer the new entrance to wren because they are causing the extra traffic</p>
194	<p>Plans for the relief road look good but there is absolutely no need to make the mini roundabout into a traffic light junction. It works fine as it is.</p>
195	<p>Will there be weight restrictions or traffic calming obstructions deployed? Otherwise, will traffic continue to take the shorter route through the town centre?</p>

Ref No.	Comments
Electronic Online Responses	
196	I fully support this proposal and every effort should be made to see that it goes beyond consultation and it is adopted/completed as quickly as possible. I would like to see some form of weight limits placed on traffic traveling through the town centre to help enforce the use of the new link road by HGV's and that the speed limit on Falklands Way be reduced to 30mph.
197	We live in a very quite and respectable area, there are a lot of children around this area which then makes it a hazard for this development to go ahead. This development will cause noise pollution and excess air pollution. We have a lot of cyclist around this area also as it is a lovely area to ride around due to it being the country Side, which then makes it another hazard for cyclist and motor vehicles due to excess traffic. I do not wish for this development to go ahead! And disagree, I do hope you will consider our views.
198	<p>Whilst we support the need for a relief road to ease the ongoing traffic congestion in Barton-upon-Humber, we wholly object to the current proposed route. We feel that it is situated far too close to residential properties and will have a huge detrimental impact on the community as a whole.</p> <p>* NOISE AND AIR POLLUTION - from the increased volume of traffic, especially heavy goods vehicles using the proposed route so near to residential properties and to Baysgarth Park. The Eastfield Road entrance to the park is utilised by many people of all ages at all different times of the day enjoying the beautiful tranquil surroundings, especially since the new pathways were laid, and even more so since the Covid pandemic. The noise and air pollution would be harmful to both the physical and mental health of the community. It would also have an impact on the wildlife.</p> <p>* ROAD SAFETY - there would also be an increase in traffic using Eastfield Road as a cut through and this in itself would make accessing the park more hazardous and also for the people who frequently use the proposed route end of this road for dog walking and exercising along the countryside walkways, again vital for our well-being.</p> <p>* OUR HOMES - the majority of people choose where they live based on numerous factors and one reason we as a family chose this area was due to the tranquility and we do not wish to have this peace shattered with the placing of the relief road so near to residential properties. Who will compensate us when the value of our properties depreciate?</p>
199	<p>I wish to register my opposition in regards to the proposed scheme which I see by the revised plans will pass approximately 150 metres from the rear of our residence.</p> <p>My objections are the unnecessary close proximity of the road when placement can easily be pushed back utilising existing road structure.</p> <p>The environmental impact of this road will be immense. With regards to pollution and air quality. There are several young children who reside in and adjacent to Princess Drive and I really feel for their health.</p> <p>Presently it is a quiet rural area, there will be traffic noise, fumes, dust etc throughout the day and night. Light pollution. Unbearable as it will not be just cars but articulated vehicles as the road is purpose built for the expansion of the existing Wren factory and depot.</p> <p>An extra weight of traffic will be placed on the road up from the town up the hill to access the new access to the by pass. On this road many children walk to the park, and to their schools. It will be an increased danger. The idea is to by pass the village not to hug closely around it causing danger to inhabitants.</p> <p>This project should never even be given the green light to get off the ground. It is not a plus for our village it is a massive negative for the village and our area. So much emphasis these days is weighted on the idea of global warming and the environment and here you are proposing to increase massively the pollution in our area. You should be ashamed.</p> <p>This by pass needs to be a bypass not skim the edge of the village when there is so much open land and areas to push it back so as to not cause any concern, incidents or health problems to residents.</p>

Ref No.	Comments
Electronic Online Responses	
200	<p>I was very shocked with the new plans for the proposed bypass! It will mean the electric supply will have to be temporarily cut off, plus at least 2 water mains , B.T. Ducts &amp; cables &amp; a gas main because that is where the road is now proposed to come! On the original plan the bypass went the other side of the water board property &amp; therefore it would NOT affect the essential supplies for Barton. It makes no sense at all. The new road layout, bearing in mind this is a country road where tractors &amp; trailers &amp; other slow vehicles will be travelling, will present a real danger for such vehicles having to cross 2 lanes of traffic if turning right to carry on into or on coming out of Barton. Plus Caistor Road is frequently used by cyclists &amp; the proposed route holds potential for great danger.</p>
201	<p>Why the change of route so its nearer to Eastfield Road, if a link is put in there with no restrictions in place this will become another rat run .The rason we live up here is because its a no through road and really want it to stay as such.What were the objections to the route further out??. again with no link into Eastfield Road ,can use the Caistor Road link , Eastfield Road is thin, and not safe for continuse 2way traffic without serious alteration .Please take into account this as looking at the new plans its easy to tell that you intend to fill the land around this new road with housing which will then add too much pressure onto this so called relief road so then we then need another road and so on</p>
202	<p>This bypass is far to close to a lot of houses the original plans were to keep the road away from these houses having looked at the new plans this is routing the road closer to houses this is not good as I work nights and will,result in heavy traffic within metres of homes creating pollution,hazard and noise for all residents let alone the dangers for are children this should be moved as far away from homes as possible</p>
203	<p>I have viewed the proposed map for the Barton Link Road. I appreciate the reason why this road is being proposed.</p> <p>I live on Eastfield Road which is currently a no through road. I notice from the plan that a junction will be made from the new link road onto Eastfield Road. I would be strongly opposed to this junction as it will cause Eastfield Road to become a rat run.</p> <p>Eastfield Road is narrow with parked cars along the full length of it. Visibility is poor and congestion often occurs due to stationary vehicles, etc. It is also one of the main access points for Baysgarth Park and is a major route for children for Baysgarth School. The road is used daily by pedestrians, many of whom are children going to school and some of whom are elderly residents who use the route to get to essential shops and amenities. Either side of Eastfield Road are housing estates with young families and elderly residents. In my opinion, a greater through flow of traffic through this residential area would be dangerous for the residents and cause an increase in pollution and noise. Eastfield Road is simply not built to take a lot of traffic.</p> <p>With an additional junction from the new link road to Caistor Road I do not see why a further junction onto Eastfield Road is necessary. It will only serve to create a rat run, causing unnecessary danger to the residents.</p> <p>I am also concerned about the route of the proposed road which is designed specifically to take the heavy vehicles and lorries out of Barton centre. It appears to be just a few yards away from the residential areas of Baysgarth View and Princess Drive. The noise level and pollution levels for the residents of these estates will be high and is likely to be 24/7. What will be done to mitigate this?</p> <p>Finally, if the road is built what safeguards will be in place for the residents of this part of the town that the route of the link road will not become a site for industrial development?</p>
204	<p>I currently live on the Keigar estate on Falklands way Barton upon Humber and am very much in agreement with a relief road and traffic management as all the traffic coming and going from wren throughout the day makes it extremely difficult to leave the estate and this is before the expansion becomes operational. It is not just the estate where I live but the whole of Barton becomes gridlocked and the extra heavy lorries in my opinion are extremely dangerous going through our lovely market town.</p>
205	<p>Great plan. Love it. It'll get the town free of big lorries for wren and the timber yards in barrow.</p> <p>All lorries and hgv should be made to use it unless they're delivering in town.</p>

Ref No.	Comments
Electronic Online Responses	
206	<p>Much as Barton needs a relief road this new plan will have the road too close to present housing.</p> <p>The proposed access from the end of Eastfield Road will lead to an increase in traffic flow which Eastfield Road will not be able to cope with + will cut at least one property off from the town completely.</p> <p>It will impact on the properties at the top of Eastfield Road and Caistor Road with increased traffic noise and pollution.</p> <p>The scheme itself is much larger (and therefore more costly ) that the previous plans with the addition of a new junction on the A15 - Is money ever likely to be available to fulfill it &amp; the scheme will take much longer to complete.</p> <p>The previous proposal was much smaller and would keep traffic away from residential property, so would therefore be likely to be completed quicker.</p>
207	<ol style="list-style-type: none"> <li>1. the proposed new roundabout at falkland way sited far too close to existing houses and moves the footpath closer to houses removing privacy, new layout will result in people walking right in front of our living room window which is unacceptable. The road is already too busy with constant traffic from Wren's pretty much 24 hours a day and you are intending to move them closer to our living room. there is an empty field on the opposite side of the road that is not being used for new road when it would be simple to use this land to accomodate all of the new road layout without inconveniencing the existing residents.</li> <li>2. this will result in lots of noise and disturbance right outside of our house while you are completing the works</li> <li>3. as previously stated the correct location for the relief road is outside of the new Wren's entrance straight across the fields and make all of their traffic use this route - but as always you don't listen to the residents.</li> <li>4. originally we were told that there would be new housing estates along the relief road - no mention of this on the plans - is it now cancelled? If there are to be more houses, then where is the new Doctors surgery, school(s) dentists etc to cope with the additional people as these all seem absent from the plans</li> </ol>
208	<p>Having looked at these proposals I feel that a road designed to carry heavy lorries is being planned far too close to existing housing between the A1077, Caistor road and Eastfield road. I can only assume that the intention is to use this road between the A1077, Caister road and Eastfield road to further develop housing. If that is the case it would clearly be even less suitable for carrying large goods vehicles in future. Since the Wren factory has now been further developed along the A1077 behind the Barrow Mere Picnic area layby. It would seem a more sensible solution to begin the road between Options Barton and the Barrow Mere layby instead of at Falklands way. The road could then go across open countryside and join the B1206 which already has a junction with the A15 which would save the cost of creating a new junction on the A15. I do not feel that your current proposal fulfils the roads intended purpose.</p>
209	<p>Fully support the intention of the new road and bypass facility of Barton town centre. My only concern is what provision is in place to NOT pass the flow onto Eastfield or Caistor Roads? These roads are already pretty much single file due to parked vehicles and would be very congested if additional traffic would start to use them (even though not the overall intention) to get on and off the bypass.</p>
210	<p>I would like to raise concerns over the connection of Eastfield Road to the proposed link road. The traffic increase on Eastfield road would be a concern due to the width of the road currently, couple this with the lack of parking for some of the houses on this road and then becomes a danger. There is also an entrance to Baysgarth park on this road with many children using this daily I would hate to see a fatality due to all the factors above. Is there an alternative option, is it a necessity to have Eastfield Road linked if neighboring Castor Road is going to also be linked? I am in favor of the link road and understand the need for development within the area, this is purely a concern for safety. Thank you</p>
211	<p>The bypass needs building but I also think the weight limit of vehicles going through Barton needs to be limited.</p>

Ref No.	Comments
Electronic Online Responses	
212	Barton is already desperate for a Bypass but with the Wren expansion, this needs to be done as soon as possible. Large lorries and heavy traffic through the market place and up Ferriby Road, paralyse the town and make it dangerous for pedestrians. If the funding is there, let's use it now. A weight limit in the town and restricted access is a must, as Barton is an old town with narrow streets not designed for heavy traffic.
213	A bypass is needed as soon as possible due to the amount of heavy traffic currently passing through this historic town. This will become a greater issue with the expansion currently happening at Wren. There should also be a weight limit in the town except for access for deliveries into the town and a lower speed limit introduced for the safety of pedestrians and to lessen the impact of heavy traffic on the narrow streets and historic buildings. Traffic needs to be diverted away except for access before it's too late for the town or its population.
214	Looking at the relief road plans I notice Eastfield Road is being joined on to the relief road. Eastfield Road is a narrow road with many parked cars, a park access that children and dog walkers use and is a quiet residential street. I feel that adding an Eastfield Road junction is wholly inappropriate and needs to be removed. This narrow street simply would not cope with any additional traffic.
215	Having this new road right next to our houses is ridiculous! Dangerous for our kids and all the dog walkers! These houses are damaged enough without workers digging.
216	Whilst I am wholeheartedly supportive of the proposed link road, I am nevertheless extremely concerned about the 'new' route. In a major change from the original proposal the new route is much closer to the houses at the southern end of the town. I do not understand the reason for this change but the proximity of the new route (and the slip roads leading off it) to the residential areas to the east and west of Caistor Road (where I live) at the southern end of the town, is very disappointing, upsetting and worrying. The noise from the both the construction process and the traffic noise once the project is completed is going to have a negative impact on life in this part of the town. It's not as if the road will only carry light traffic - the vast majority of traffic will be heavy lorries and HGVs. The constant rumble of traffic will be incessant and hard to bear. The other worrying issue is pollution. It is now well proven that pollution from exhaust fumes has a severe and detrimental affect on people's health. This is particularly concerning for the families - many with young children - who live so close to the proposed 'new' route. This cannot be acceptable. I thought the purpose of the link road project was to alleviate congestion in the town and as a result of that - and as a by-product of it - the fumes and noise from all vehicles would be drastically reduced but this proposed 'new' route just moves the problem elsewhere! All I can look forward to as a Barton resident, in the long term, is a deteriorating quality of life.
217	Totally unhappy with the proposed New Relief Road which will be within metres of existing housing adding serious pollution, hazard and noise for myself, neighbours and young children. The original proposal was keeping traffic a safe distance from existing housing. The new proposal does not. The proposed new staggered junction at the entrance to Princess Drive is unjustifiable UNLESS this is to make way for further development i.e. housing. The disruption to residents during construction will be unbearable. After construction for residents to travel out of Barton from Princess Drive very inconvenient and unnecessary if the original plans were to be adhered to. At present, residents are able to open windows letting in fresh air. If this new proposal goes ahead the air will be polluted 24 hours a day and the noise from the new road will be unbearable.
218	I strongly object to the new plans for the link road as it is far too close to the housing at the top of Caistor Road and Eastfield Road. There are a lot of families with young children in this area and the proximity of the proposed road puts children at increased risk of injury due to traffic. The original plan will keep traffic a more reasonable distance away.
219	I do not agree with this proposed link road, it will cause more pollution and noise to us living nearby it will interfere with the wildlife we have i.e deer, badgers etc. We use the country lanes for our walks which will be affected. We have a big enough problem with speeding drivers as it is, this will only make it worse, if this road goes ahead I and my family will be forced to move it will be to much.

Ref No.	Comments
Electronic Online Responses	
220	<p>I am not against progress but planners and politicians should apply common sense and use plain English. The proposed new relief road has many advantages for the community however, it should be constructed as far away as possible for the optimal benefits to the community given the obvious safety and pollution questions. The original planned route is a better option than the revised one, but still not the best option.</p> <p>I wonder how this is being financed?</p> <p>Costs will be a concern, common sense dictates it should join Burnham Road with a roundabout at that junction with Caistor Road utilising the existing infrastructure. By using Burnham Road and the B1206 (roundabout junction) it would eliminate the need to build a roundabout junction on Brigg Road and a complete new junction on the A15.</p> <p>I wonder if the proposed new relief road idea has been hijacked for other development purposes and not for the original purpose or optimum community benefit.</p> <p>The new relief road will generate increased traffic volumes leaving Barton via Caistor Road, this further demands a roundabout junction with Caistor Road and not the proposed staggered junction of the revised plan as the majority of this increased traffic volume will be making a dangerous right turn towards the A15.</p> <p>I do not need to go into the obvious safety and pollution concerns as you will be bombarded with them. I am sure you will be aware of the tragic case of Ella Kissi-Debrah and the probable subsequent claims given the number of residents including children in the very close proximity of the proposed route.</p>
221	<p>THE LINK ROAD IS BADLY NEEDED AND SHOULD HAVE BEEN IN PLACE BEFORE WREN KITCHENS EXPANDED. IT IS A DISGRACE THAT THE TOWN IS BEING WRECKED BY THE CONSTANT FLOW OF HEAVY VEHICLES.</p>
222	<p>While I can broadly welcome the concept route I have some major concerns about details which I trust will be resolved in the next stage. I should like to know the justification for a staggered junction at Caistor Rd, rather than a round about. I am concerned that the road will cut off pedestrian access from Caistor Rd and Eastfield Rd to Deepdale and the footpath network respectively. Asking pedestrians to cross a both way 60 mph limit road to get access to the wider countryside is a disaster waiting to happen, not to mention access for riders to the bridle way. I am puzzled as to why the road goes to the north of the reservoir on Caistor Rd and going south would mean it being further away from the houses and between the two houses on Eastfield Rd. I was horrified to learn that neither the Council nor its consultants had the courtesy to consult with the residents of the farms where the junction with the A15 is proposed. So the question remains , does it have to be just there? Taking to road south to Bonby Lodge would make the route less attractive to people coming from the North to Falklands way, so not relieve pressure from the Town Centre. One alternative could be to take the route across the A15 via the bridge on Horkstow Rd and link up with the 1077 by Gravel Pit Lane to the west of the Humber Bridge roundabout. It would be interesting to know if this has been considered, and if so, why it has been rejected.</p> <p>More details is needed on how to protect houses along the route from noise and pollution as well of course, the carbon footprint of building the road, with detailed mitigation plans.</p> <p>The lack of a public consultation with Highways officers or the consultants who could answer these questions is a major drawback to the effectiveness of this consultation process. I don't accept poor weather as a reasonable excuse as with a bit of foresight a large marquee could have been erected, with no sides, to protect the display, staff and public under the roof, and a queue system could have been operated to make it Covid secure.</p> <p>The changes to the Junction at the bottom of Ferriby Hill are a positive move, but I wonder what consideration has been given to the impact of making Hungate one way to enter the Town rather than leave. If vehicles cannot leave via Hungate, every other option requires a right turn onto a very busy road, either at Whitecross Street, Vestry Lane, or Holydyke by the traffic lights. A justification for this proposal would be welcome as if Hungate allowed people to travel out of the Town there are plenty of left turns to get into the Town. The tactiles at the junction are a good move but while doing this work please consider a tactile crossing at the junction across Westfield Rd around number 2/4. Currently those in mobility scooters/wheelchairs are marooned on that side of the road and cannot get into the Town Centre without a massive diversion or by using the road which is not safe. Note Westfield Rd is wrongly labelled on the plan. That is still Holydyke with Westfield Rd starting after the 3 way junction with Fleetgate.</p>

Ref No.	Comments
Electronic Online Responses	
223	<p>The proposed access at the top of Caistor Rd would be sufficient for this east side of Barton, so why is it necessary to provide further access by extending Eastfield Rd? This proposed access, especially in the way it has been done, viz. by only partly extending Eastfield Rd and then building a completely new stretch which, as far as I can see, provides access only for two dwellings, is unnecessary and adds to the cost.</p> <p>The junction of Eastfield Rd and Caistor Road is a notorious ice hazard in winter.</p> <p>It would be a significant improvement if the route from the proposed new roundabout were changed to intersect Caistor Rd with a roundabout at the existing intersection of Caistor Rd with Burnham Rd. The route would then be due west to intersect the B1218. This would reduce the noise and traffic pollution to the dwellings on the east and south of Barton. This traffic can confidently be expected to increase significantly when the large extension to the factory is finished.</p> <p>In fact the proposed location of the roundabout on Barrow Rd should be moved to the location of a new access road to the Wren factory site, at the Barrow Mere Picnic Site. This would become the main access point for HGV traffic to the Wren factory site. The route would then be approximately south west to intersect Caistor Rd with a roundabout at the existing intersection of Caistor Rd with Burnham Rd.</p> <p>The route would then be south west to intersect the B1218.</p> <p>This would reduce the noise and traffic pollution to the dwellings on the east and south of Barton, including those on the Falklands Way estate.</p> <p>This traffic can confidently be expected to increase significantly when the large extension to the factory is finished.</p> <p>It would also be necessary to prohibit HGVs from the centre of Barton, presumably via a weight restriction, or HGVs travelling along Barrow Road, who wish to cross the Humber Bridge (and vice versa) would not travel the extra distance and time required by using the bypass.</p>
224	<p>PROPOSED JUNCTION IMPROVEMENT SCHEME. Ferriby Road/Holydyke 1077.</p> <p>I believe that if the Relief Road proposal is accepted the majority of these proposals will not be necessary, eg traffic lights and filter lane.</p> <p>To implement these proposals before the Relief Road is in place will create problems. Reasses after if needed. Relief road first.</p> <p>POINTS TO CONSIDER- inclusive of Safety, Pollution and Design.</p> <ol style="list-style-type: none"> <li>1. Definitely a one way system at Hungate - or a no through road allowing more local parking - would help. Large numbers of Wren personnel exit via Fleetgate and Hungate. One less exit to consider at this busy junction.</li> <li>2. Would 20mph limits and one-way systems throughout the town discourage use by factory workers.?</li> <li>3. The footpath around the corner from Ferriby Road left to the southside of Holydyke/ Westfield Road is very narrow and blind. Pedestrians struggle to pass. Why overload via an island crossing so near to Ferriby Road corner? Difficult for prams, scooters to exit.</li> <li>4. The footpath to the north side of Holydyke round to Hungate has similar problems. Widen paths for pedestrian safety. Think prams, motorised scooter passing. If three lanes are implemented traffic will be passing closer to this footpath.</li> <li>5. Standing traffic due to the traffic lights can only add to the air pollution and noise pollution locally. Readings need to be taken.</li> <li>6. Consider the visual impact of the traffic lights and an island crossing on this conservation area of our town.</li> <li>7. The vehicular access to my property is on Holydyke and is not shown on your plan. Have considerations been made regarding this.?</li> </ol> <p>Going forward there is a need for discussion with local residents.</p> <p>RELIEF ROAD</p> <p>I fully support plans for a Relief Road. This is desperately needed for the town.</p> <p>POINTS TO CONSIDER</p> <p>Is it possible for the junction where the Relief Road crosses Brigg Road to be nearer the town.? The further this junction is away from the town the more likely it is that town centre traffic will still use Ferriby Road to access the A15.</p>
225	Long overdue, will this actually happen?

Ref No.	Comments
Electronic Online Responses	
226	<p>On the whole I have no problems with the relief road plans, but I do hope that all Wrens traffic will use it. The plans for the roundabout between Ferriby Road and Holydyke, changing this to a signalised junction is a good idea. It will stop drivers trying to decide who goes into the roundabout first, then everyone going at same time. I have spoken to councillor Paul Vickers and also a lady at North Lincs Council at Scunthorpe who is involved with the plans, both have assured me that the residents parking at bottom of Ferriby Road will continue as it always has been with NO restrictions going forward, as most of the houses now have 2 cars per household.</p>
227	<p>The two brothers who own wrens are developers and have been allowed to develop an unsuitable site with profit as the motive and in the process have wrecked the nature of a beautiful georgian town.</p> <p>This bypass goes part way to re-dressing the balance. Much greater steps should be taken to keep vehicles from other areas of the town eg high street.</p>
228	<p>1, In view of the North Lincolnshire Carbon Management Strategy, building a new road goes against Priority 4 Low Carbon Transport – Reducing energy use and carbon emissions from transport.</p> <p>2, The money budgeted for the new road would be better used to repair existing roads in North Lincolnshire.</p> <p>3, Placing the bypass in it's new position would increase road noise for the houses near it.</p>
229	<p>We are in total support of the new Link Road Proposal. However, my husband, my disabled mother and I live on Eastfield Road close to the junction with Caistor Road. and we strongly oppose the proposal to make Eastfield Road an access route to the new bypass. It seems a crazy idea when Eastfield Road runs through a residential area and is only very narrow, there isn't even room for a footpath outside our house so we are right on the road. It also seems a complete waste of funds when there is a virtual parallel route to the A15 via Brigg Road.</p>
230	<p>I strongly object to the current proposed route for the link road.</p> <p>I grew up on Caistor Road and my elderly parents live at the top of the road. I totally agree that the road is needed. However why has the route been changed? In 2020 it was proposed further up Caistor Road in Barton, away from existing residential homes. The 2021 revision wants to divert heavy traffic, including many HGV's, only a stone's throw from many families' houses. Why?!?</p> <p>The road will produce noise pollution, not just because of the stream of traffic but also the rumbling of the HGV's felt and heard in the nearby area. My additional concern is that excessive air pollution will be on the door step of many local residents affecting all, including the many children living in the nearby family homes.</p> <p>I simply cannot agree to the 2021 route.</p> <p>Please reinstate the 2020 route and protect local people. They should not have to suffer the ill effects of a busy link road right on their doorsteps when other options are available to the Council.</p> <p>Thank you for reading this and for considering the thoughts of local people. Please act in the best interests of the people who live in this lovely market town.</p>

Ref No.	Comments
Electronic Online Responses	
231	<p>Dear Sirs</p> <p>NORTH LINCOLNSHIRE COUNCIL CONSULTATION ON THE PROPOSED RELIEF ROAD BARTON-UPON-HUMBER LINK ROAD</p> <p>DDM Agriculture represent xxxxxxx</p> <p>The principle of a new relief road is generally supported, to reduce congestion within the town, to improve road safety and open up land for development, but we consider it highly desirable that the Council engage with these affected landowners on an individual basis to develop a scheme that can be swiftly and voluntarily delivered. We fully appreciate that there are statutory mechanisms to deliver such projects but as the starting point of landowners is agreement to the general principle, we feel that much more effective progress can be achieved by genuine engagement. Our clients would therefore like to get a more detailed understating of the proposals, and how it will affect them and their retained land.</p> <p>Further information is requested regarding timescales, phasing, detailed design and accommodation works. It is also essential that there is due consideration of the ongoing need for agricultural traffic to safely and efficiently continue to utilise the local highway network, post such works. Furthermore, the changes in traffic flows in the locality are likely to impact on other sections of highway and consideration may need to be given to off-scheme junction improvements.</p> <p>DDM Agriculture will be very pleased to assist in setting up a meeting with our affected clients, to discuss the above in more detail.</p> <p>We look forward to hearing from you, as appropriate.</p>
232	<p>Just to be clear, I am strongly objecting to the new route. This new route is so much closer to the estates than the previous proposal. This cannot possibly be in the interest of all the residents and their families on Caistor Road, Eastfield Road and the associated housing estates. Air pollution from road traffic is a major health issue.</p> <p>According to DEFRA, the major threat to clean air is now posed by traffic emissions. Petrol and diesel-engined motor vehicles emit a wide variety of pollutants, principally carbon monoxide (CO), oxides of nitrogen (NOx), volatile organic compounds (VOCs) and particulate matter (PM10), which have an increasing impact on urban air quality.</p> <p>An MIT study concluded Air pollution from traffic kills thousands each year in UK, showing that the leading domestic contributor is transport, with road transport causing 4900 early deaths per year and other transport causing 2600 early deaths per year.</p> <p>The ONS states Road transport is an important source of both greenhouse gases and air pollutants, being responsible for significant contributions to emissions of carbon dioxide, nitrogen oxides, particulate matter (PM)10 and PM2.5.</p> <p>Road traffic pollution is considered a major threat to clean air in the UK. Local authorities have a duty to protect their residents, monitor the level of traffic on their roads and set traffic reduction targets.</p>

Ref No.	Comments
Barton Leisure Centre Paper Responses	
233	What is the design brief for the relief road - what traffic flow is it being designed to relieve - Wren?, general traffic to Barrow/Immingham/New Holland? This should dictate design. Scheme suggested looks like a shortest route option from A15 to east side of Barton. It looks over engineered and is too close to the east and south east side of town. How will you ensure Wren traffic (including 6 cars) uses Relief Road?
234	Ref: Relief Road Route: Presumably Civil Engineering requirements have played a role in what seems a less than direct route. However, the proposed new A15 junction is close enough to the A1077 to entice traffic, especially shiftworkers for WREN, to use it, maintaining a quicker speed flow negotiating Barton town routes. Difficult from a plan to envision gradients, cuttings, embankments. A road, if built, to be given winter gritting priority. Agree one-way system flow into Huntingate from Ferriby Road. A general 20mph limit to be imposed throughout Barton. In meantime roadside illuminating "your speed" signs to be installed facing both directions on Ferriby Road. More police presence monitoring of reliable speed on Ferriby Road, especially in evenings. Illuminated Crossiby patrol signs A1077 to warn of left turning traffic into Westfield Road. The proposed signal controlled pedestrian crossing too close to domestic property. Why not install a cheaper pedestrian crossing from the island between the entrance/exits of the filling station? No need to narrow pavement/alter drains on road. If and when the relief road is constructed a weight restriction to be imposed down/up Ferriby road to prevent HGV traffic entering the town.
235	I require clarification on the field boundaries that run along my fields, I rely on the hedge boundaries to keep my grazing cattle secure and within the confines of my grassland.
236	The purpose of the relief road is to ease traffic jams and noise from the centre of Barton but that should not mean the noise pollution should become someone else's problem with the relief road being built so close to houses on the outskirts of Barton, especially when there is plenty of room to loop the road around and further away from existing houses (see amended map enclosed). Further up Caistor Road going towards Deepdale is a very bad junction which could be made safer by putting the roundabout at this point in the road. The road surface should be low noise tarmac. All roadsides should be planted with hedges and trees to cut down noise. The speed limit should be set to 40mph to cut down noise, and average speed cameras should be installed all along the relief road.
237	World Leaders, health experts all over the World are telling us that petrol/diesel fumes are killing us. Here you are putting a Relief Road a few feet from my (and many more) back doors. The original plan kept the road away from residential areas and would allow for Barton to expand South and East. I am worried about drainage, light pollution, noise and vibrations to my home.
238	I totally disagree with this new plan, it's too close to existing houses and won't tackle the traffic build up on Falklands Way. The original plan took traffic on a route further away from existing housing, why not use that but start it from WREN's new rear entrance. The new route also passes too close to the water storage unit, passes under low power lines and crosses over underground main supply for Barton. I am very concerned that these new plans are motivated by an opportunity to purchase land that the Council can then build houses on to fund the road, depriving the land owners from doing this since this new route passes over land allocated for building in the new plan. Please rethink your plans.
239	I wish to register my objection to the proposed route of the link road. My reasons are these:- 1. The proximity to existing housing and the adverse effects it would have on residents - noise, pollution and disturbance. 2. The cost of the project would need to be funded by the addition of a considerable amount of new housing on the southern end of Barton. I do not welcome the prospect of such development. 3. I am concerned about preserving the natural environment, and the effect the road would have on local farmers. 4. The southbound public footpath from Eastfield Road is well-used, and should be preserved with safe access. 5. Eastfield Road is a quiet, residential road, and not suited to a flow of through traffic.

Ref No.	Comments
Barton Leisure Centre Paper Responses	
240	<p>Thank you for sending map of the new proposed link road.</p> <ol style="list-style-type: none"> <li>1. We have lived on Eastfield Road for 40 years and watched housing estates being built contributing to the volume of traffic. This road is not compatible for the heavy vehicles required to build and housing estate and new link road.</li> <li>2. The new link road will affect us greatly with continuous noise and pollution. This would be detrimental to all the wildlife in the countryside and to ramblers and including dog walkers like ourselves. Although a link road is a necessity has anyone considered the lack of surgeries and schools which would be needed to cope with the expanding community.</li> </ol>
241	<ol style="list-style-type: none"> <li>1. 6 Eastfield Road does not have the infrastructure for more traffic. It cannot cope with the traffic now at certain times. The road cannot be widened. My neighbour and I live at the bottom of Eastfield Road and if we go post letters in the Wall post box, then we cross the road to go to the park, it's a nightmare (we are both over eighty).</li> <li>2. The Park if a credit to the town, se sit in the Chad Varah Memorial garden and we can hear the noise of traffic going up Brigg Road, so will the new by pass relieve traffic going through the town make us loose the tranquillity in the Memorial Garden.</li> </ol>
242	<ol style="list-style-type: none"> <li>1. Caistor Road is part of the Nation Cycle Route 1 and the proposed junction with the new relief road would be extremely unsafe for cyclists to use. A safe means of crossing this new road, which is designed to carry large volume's of HGV 's is imperative.</li> <li>2. The section of the route between Eastfield Road and Brigg Road will cross several local farmer's land - what provision will be made for access to the fields that are divided by the road. Some parts of the route in this section also appear to follow the line of ancient hedgerows, is this acceptable in this current climate for preserving the natural habitat, which farmers are increasingly being encourage to do.</li> <li>3. The access road onto Eastfield Road for dwelling and farmland to the south side of the relief road will create and area of farmland that would be very difficult to farm productively. This unnecessary road should be substituted for either an underpass or overpass.</li> <li>4. We need a guarantee that the relief road, if given approval, will have the full funding in place so that it does not terminate at the B1218 Brigg Road roundabout due to cost constraints as this would only push the traffic through the town once more.</li> <li>5. The improvements to the A1077/B1218 junction are well overdue and welcome but to further improve the flow of traffic in this area of the town, Chapel Lane and Vestry Lane should also be made one way. The roadside parking on the A1077 Ferriby Road near to this junction should also be addressed with off road parking being provided for the dwellings affected.</li> </ol>
243	<ol style="list-style-type: none"> <li>1. The original route is better. It is not sensible to move to the proposed route because of pollution etc.</li> <li>2. People's health must be of paramount importance.</li> </ol>
244	<ol style="list-style-type: none"> <li>1. I object to the new proposal, go back to the old one. The new proposal is too near houses.</li> <li>2. Would you like it on your doorstep?</li> </ol>
245	<ol style="list-style-type: none"> <li>1. We are concerned that Eastfield Road would become a 'rat run' and have increased traffic. The road can only just cope with the amount of traffic it has now.</li> <li>2. We also think the bridle path along Eastfield Road, going upto Deepdale will be spoilt. A lot of dog walkers use this bridle path, as well as horse riders, runners and people wanting to go to the Deepdale Nursery for coffee ets. Also the increased traffic would increase the noise pollution.</li> </ol>
246	<ol style="list-style-type: none"> <li>1. This is an excellent plan and is the one I hoped for when attending the Consultation at Baysgarth School. The sooner it's approved and completed the better.</li> </ol>
247	<p>I'm afraid the maps you enclosed meant very little to me: I had decided not to comment but I met a neighbour yesterday who told me two things which I agree with him about.</p> <ol style="list-style-type: none"> <li>1. It is felt that the proposed one-way system on Hungate would serve better if the traffic was sent in the opposite direction to that proposed.</li> <li>2. He mentioned a traffic light proposal ( at the Hungate/Holydyke junction) - I can't actually see that mentioned on your maps but I too felt it would be counter productive - the traffic flows quite well with the 'new' mini-roundabout.</li> </ol>

Ref No.	Comments
Barton Leisure Centre Paper Responses	
248	<p>Map 1 - comment: This is the only way to do it.</p> <p>Map 2 - comment: This would be no help at all.</p> <p>Map 3 - comment: This roundabout has been mended for long enough.</p>
249	<ol style="list-style-type: none"> <li>1. Will weight limits be used to ensure that HGV's have to use the bypass or will they simply go through Barton as they do now.</li> <li>2. If WREN triples in size the current situation of it's employees racing through every street in the town will be much worse - can something be done to move employees of WREN onto the bypass or does Barton have to become a congested race track in spite of having a bypass.</li> </ol>
250	<ol style="list-style-type: none"> <li>1. In full agreement with the proposal assuming at least 90% of WREN traffic use it.</li> <li>2. Will there be a weight limit put through the town.</li> </ol>
251	<ol style="list-style-type: none"> <li>1. We strongly object to the present proposal on the grounds that the road would be too close to existing housing i.e. Baysgarth View and nearby residential areas.</li> <li>2. The previous plan which would take the route out towards Deepdale should be revisited.</li> <li>3. Alternatively where the main entrance to the WREN factory is located on the B1077 Barrow Road - build a roundabout there to facilitate the entrance and exit and linking the road access currently to link with the A15. There is absolutely no need to linking this road so close to where people live with noise and pollution it will create.</li> </ol>
252	<ol style="list-style-type: none"> <li>1. We think the plans are OK.</li> <li>2. Think you should stop all new planning applications for houses and factories, and get WREN and Kiegers which are the main cause of the problems to pay 10% of their profits towards the bypass, which should have been done before their 2nd factory.</li> </ol>
253	<p>I have lived on Caistor Road for almost 50 years and have watched the development and expansion but I am bewildered and confused by the plans for the new link road, being so near the existing residential properties.</p> <ol style="list-style-type: none"> <li>2. The plans last year was further up Caistor Road, away from the houses, so why have they been changed? I also notice the road is coming down the side of the Water Boards holding tanks.</li> <li>3. The bypass is badly needed, but having a bypass so near to houses, power lines, the Water Boards holding tanks and other major supplies for Barton seems to be a huge problem. Why hasn't these major factors been considered and why can't it be built further up Caistor Road like the previous plans shared.</li> <li>4. I express the views of many in the area "that we are very concerned and confused".</li> </ol>
254	<ol style="list-style-type: none"> <li>1. The bypass is definitely required.</li> <li>2. The proposed road was fine but the new proposal is far too near a residential area.</li> <li>3. The increased pollution would be very detrimental to residents.</li> <li>4. Noise levels would also increase due to the traffic.</li> <li>5. This is a very pleasant residential area which would suffer greatly if the road proposal is allowed.</li> </ol>
255	<ol style="list-style-type: none"> <li>1. The problem with any diversionary route is that the intervening land between the edges of the built-up area and the new road will be inevitably be subjected to development pressures. This can be seen already in Barton on the West side of the town where in the last 30 years, the land between the A15 road and the town has been filled with houses. This needs to be borne in mind when North Lincs considers whether Barton can stand further building development without expansion to the present level of medical and educational services.</li> </ol>
256	<p>Presumably there will be a reasonable weight limit for trucks/lorries, with exemptions for access, through Barton town centre.</p>

Ref No.	Comments
Barton Leisure Centre Paper Responses	
257	<p>1. This is a long overdue development, needed to reduce the traffic in Barton's section of the A1077.</p> <p>2. The Falkland Way/A1077 roundabout is an essential item in the proposals, although it would be traffic-light controlled to enable vehicles using the A1077 and travelling with Barton service traffic going West will be blocked at the roundabout by WREN traffic missing South and West.</p>
258	1. The proposed route seems to be the best option.
259	<p>On hearing about the proposed new relief road and seeing the plans, xxxxxx xxxx xx xxx x and I canvassed opinion in our local area. We talked to the majority of people living in Eastfield Road, Stowgarth, Park View, Queen Elizabeth Way and Baysgarth View. We encouraged them to make their views known via your website. People who either did not have access to the internet or confidence in using the website have signed the enclosed petition. From our talks with local residents, it was clear that the vast majority have reservations about the proposed route.</p> <p>1. Eastfield Road would no longer no-through road, which would increase traffic. The road could become a 'rat-run' to the relief road.</p> <p>2. Many questioned why Eastfield Road had to join the relief road at all when Caistor road and Brigg Road would link with the road anyway. Eastfield Road is narrower than these two roads, and has housing on both sides, some houses with front doors opening directly onto the narrow pavement. The road is very residential with many families with children as well as many old people. There is poor visibility for both pedestrians crossing and drivers turning into Eastfield Road from Caistor Road as it is, with a pavement on only one side of the road.</p> <p>3. The new route has been changed to bring the relief road, bringing noise and pollution much closer to the houses at the South end of Eastfield Road and particularly Baysgarth View.</p> <p>4. We accept that Barton needs a relief road. Please consider our concerns when amending your plans: What measures will be taken to reduce traffic and traffic speed through our residential area to ensure safety? What measures will be taken to reduce the noise and pollution for those residents nearest the relief road?</p>
260	Proposed Relief Road - Eastfield Road residents: At the moment Eastfield Road is a quiet residential road. It is a narrow road and there are often cars parked at the kerbside. People often have to back out onto the road from their drives, busy traffic would make this difficult and dangerous; similarly reversing into driveways would be difficult. Children sometimes play in the street, that would not be possible if there was more traffic.
261	<p>1. Hungate one-way system. I am quite happy with it.</p> <p>2. Relief Road - I think the proposal is OK. However, it would be considerably cheaper for the Relief Road to go in a straight line from Eastfield Road to Brigg Road to Ferriby Road. This quicker shorter route would also encourage traffic to use the Relief Road rather than continue to go through the town centre. My suggestion would not be valid if the undulating nature of the land between Eastfield, Brigg Road and Ferriby Road would not be suitable for a straight route.</p>
262	<p>1. Barton desperately needs this relief road. Please build it a.s.a.p.</p> <p>2 Total nightmare trying to cross town at any time of the day.</p>
263	1. Please can the work start a.s.a.p. as a matter of urgency.
264	<p>1. I would like consideration given to HGV restrictions, coming into Barton. Allowing smaller delivery vehicles and car only.</p> <p>2. Please stop vehicles using Western Drive at speed to avoid one way system already in place, this will only get worse due to new proposals.</p> <p>3. Some sort of junction control at this junction is essential (lights).</p>

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265	<p>1. The proposed amendments to Ferriby Road junction is very welcome, however suggest that junction square is also included in the scheme otherwise the circulation system problem will only be moved.</p> <p>2. By pass - had hoped that this would have been further East to provide relief for the developing industry and traffic at Barrow Haven and New Holland and help Barrow as well as Barton.</p> <p>3. As for the proposal with no containers shown and no up to date with current Highways Regulations it is hard to comment constructively. It appears to be rather narrow not the dual carriage way that normally comes to mind for a by-pass. But thanks, it is a difficult one.</p>
266	<p>1. We all object to the new yellow route proposal.</p> <p>2. Routing traffic close to our homes on the grounds of noise hazard, pollution and the destruction of wildlife habitat from heavy traffic day and night. 2. Light pollution affect our live, and many residents suffer with disability and mental health conditions and already find it difficult to sleep.</p> <p>3. We are already fenced in, unable to walk beyond our homes.</p> <p>4. We do not dispute we need a link road, but turning onto Caistor Road from Fairfield Drive is already a deadly hazard, with traffic parked up stopping our view of this junction.</p> <p>5. The original route is not in dispute, as it is much further away. Tree planting would screen out some noise.</p> <p>6. The double glazing in these homes is of poor quality and we are woken up already by traffic noise from Barrow - Caistor Road.</p> <p>7. A meeting would be welcome before any decision is taken, with us residents and Sanctuary Housing.</p>
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269	<p>1. The need for the relief road is the over-riding factor, as the amount of large, heavy traffic of lorries is not acceptable in terms of noise, wear/tear on road surface, safety of pedestrians and the narrow sections through the Market Place.</p> <p>2. The plan suggested seems to be the best fit, allowing WREN vehicles in particular to have easier access. The roundabout at the junction of Falkland/Barrow Road is a good solution.</p> <p>3. Hungate: We think the left-hand turn from Holydyke to South Ferriby Road is a very good idea, and children crossing will be safer with a new crossing. Making Hungate one-way only is well overdue, as it was often held up and causes accidents.</p>
270	<p>Barton Relief Road - Caistor Road: The stretch from Preston Lane corner heading southwards:</p> <p>1. Currently there is a danger problem with traffic congestion due to cars being parked over 24 hours daily on both sides between Preston Lane and Eastfield Road. This is aggravated by vehicles using Nightingale Close, joining half way on this stretch.</p> <p>2. The junction with Eastfield Road is particularly dangerous as cars regularly accelerate travelling southwards, often above the speed limit, round this blind bend. Often sharp breaking happens. Also, vehicles joining from Eastfield Road experience blind spots on both directions.</p> <p>3. Pedestrians, both adults, and increasingly children, regularly cross at this junction.</p> <p>4. Currently, traffic using Eastfield Road has to negotiate around numerous vehicles and additional traffic will only increase such hazards.</p> <p>5. We believe opening Eastfield Road to through traffic will provide little or no improvement through shortening distance or quickening journey time, and at significant cost.</p> <p>6. We also have reservations with the proposed route running close to the south border of Baysgarth Park, which may increase pollution and noise in this public area, just recently awarded green flag status in encouraging health and wellbeing.</p>
271	<p>1. This is an excellent plan. The sooner it is implemented the better.</p>
272	<p>1. Map: Why can't the road join Caistor Road. Caistor road be upgraded then the lorries would join the road to Barrow/New Holland, avoiding all but 1 or 2 houses. The Barrow/New Holland road is already used by lorries to New Holland so is already ready to take more traffic from WREN.</p>
273	<p>1. Yes, great plan that would work. It is ambitious and expensive and my worry is the cost could mean a long time before completion.</p> <p>2. I would like to know why land owners have not been consulted yet or has it just been taken for granted the land will be taken without too much fuss. So my answer is YES, get it built.</p>
274	<p>1. Well done this proposal is well needed. Some of the writing is too small to read, but keep up the good work.</p>
275	<p>1. WREN kitchens should not have been allowed to build a second factory which is enormous and so near to Barton.</p> <p>2. We do not want the proposed road running right near our house.</p> <p>3. Why has this been altered from the first plan. We do not want the noise or pollution.</p> <p>4. If the Council want this road so bad then why not run it past your houses. See how you would like it. 5. We do not want this road near us. So we object strongly.</p>
276	<p>1. No, I didn't realise the link road would be so close, creating pollution, hazard and noise.</p> <p>2. Surely, this is going to affect the prices of our properties. Are we going to be compensated for this?</p> <p>3. I am an 80 year old widow with health problems, and don't need all of this upset.</p> <p>4. I have lived in Barton for 60 years, and have liked living here, until now.</p>

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277	<p>1. If funding isn't enough for the whole scheme could the section around to Brigg Road be completed first - with the intersection of the A15 being proposed until further funding becomes available?</p> <p>2. Please can the lollipop "person" be removed from the bottom of Ferriby Road? There is a new Zebra Crossing 150 yds away. They cause chaos.</p>
278	<p>1. Once the new relief road is approved and completed will there be a weight limit on vehicles travelling through the town, i.e. down Barrow Road, through Market Place etc.</p> <p>2. Heavy goods vehicles are causing damage to buildings, noise and air pollution. Our roads in the town were not built for the amount of heavy traffic coming through our town.</p> <p>3. The size of WREN is enormous which means the amount of vehicles will increase.</p> <p>4. I found, also the majority of staff from WREN have little regard when leaving the factory, blocking streets and speeding through the town.</p>
279	<p>1. Rather than a roundabout at the top of Falkland Way, how about a box junction with traffic lights and pedestrian crossings. Lots of children crossing the A1077 to the new estate, and the nearest crossing is at the Blue Bell.</p> <p>2. Traffic lights will also slow the traffic coming from Barrow into Barton along the A1077 as the 30mph sign as you enter Barton is ignored by a lot of drivers.</p> <p>3. Hopefully people won't cut through and come speeding up/down Caistor Road as they use it as an alternate route to get to the B1206.</p> <p>4. The proposed plans, if the lorries actually use the new road and by pass Barton/ Market Place instally is excellent and has our full support. Good Luck.</p>
280	<p>1. Whilst on the works: Could it be possible to turn the grass verge on the right had side of Ferriby road (heading uphill) to car parking for the people on Ferriby Road, and make it double yellow lines for the whole of the current, bottle necked due to parked cars.</p> <p>2. Give them permits to park and make it permit holders only if need. Also a general observation for almost all the town these days.</p> <p>3. Pavements could be made narrower to allow wider roads in many places. Not many people are for these days. Especially on residential streets. Make it much easier to get about.</p>
281	<p>1. I am very pleased with the relief road scheme, it is a proper By pass which the town needs. I trust that it is deliverable in terms of land availability and financially. I look forward to seeing more allocated drawings.</p> <p>2. The junction at the bottom of Ferriby Road does not require traffic lights and won't do when the by-pass is built.</p> <p>3. Hungate should be one-way but out of town. The road widening and no waiting lines will help traffic flow if left as a mini roundabout.</p>
282	<p>1. I think the ideas of a relief road and the change at the mini-roundabout at the bottom of Ferriby Road, are very good.</p> <p>2. I couldn't read the minute notes at the side of the plans.</p> <p>3. I hope there will be a safe way for cyclists and pedestrians to cross the roads at the large roundabout in Barrow.</p>
283	<p>Thank you for the opportunity to comment. We are in agreement with the plans submitted, our only comment/suggestion is as follows; 1. On removal of the mini roundabout at the A1077/Hungate/Westfield Road, make the A1077 the priority road at the new traffic lights, meaning only stop the traffic on A1077 when the Westfield Road lights sense that traffic is waiting to exit. This would obviously be on a timed basis, not every time a vehicle pulled up at the Westfield Road lights. This would avoid holding up traffic on the busier A1077, when no Westfield Road traffic waiting to exit.</p>
284	<p>Comment Only: Will hedgerows be replaced where they can be and any extra trees/ hedgerows be planted to compensate any loss? Any kind of hedgerow highway put in?</p>

Ref No.	Comments
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285	<p>The selected route is a good one.</p> <ol style="list-style-type: none"> <li>1. I would like to know the carriage way width and if it is going to have cycle and footpaths or just verge.</li> <li>2. This will be good for Barton HGV's coming through the town as opposed to the relief road will only happen if it is enforced. In addition will it need lighting.</li> </ol>
286	<p>Whilst I acknowledge that there is excessive road traffic passing through the centre of Barton, I feel that an alternative approach to the relief road should be considered to alleviate it.</p> <ol style="list-style-type: none"> <li>1. The current proposal involves the carving up of a vast swathe of Barton's green belt which also happens to be prime agricultural land. In particular, the southern end of Eastfield Road, and the bridleway beyond to Deepdale, is a popular and peaceful rural amenity for horse riders, ramblers and dog walkers alike.</li> <li>2. When the Humber Bridge industrial estate was created to the east of Barton, it was a condition of planning that bulk goods come in and out by means of the adjacent railway line, but this was never enforced. I feel that the time has come to consider the rail option once again.</li> <li>3. A good proportion of the heavy freight through Barton comes from WREN's Kitchens valued facility, and I understand that much of it is destined for it's proposed warehousing facility at Scunthorpe. The Company's Barton site is adjacent to a railway line, and to connect to it just a short spur to a siding would be needed. There is vacant industrial land for this to brought right into WREN's compound. Similarly at Scunthorpe, already a well established, dynamic distribution centre with excellent National links, there is rail access to vacant brownfield sites. So it would be a relatively straightforward undertaking to set up the necessary facilities for rail at each end in order to provide a link between the two and to the wider national network.</li> <li>4. The Barton line has plenty of spare capacity. Indeed North Lincolnshire Council is currently engaging consultants with a view to providing a new direct passenger rail service between Barton and points west via Barnetby. The line also has direct access at Ulceby to the nation's rail freight network. WREN's freight movement would be classed as light (as compared to biomass and iron ore) and hence could be carried on the Barton line without the need for heavy upgrading of the track.</li> <li>5. The recently published Williams-Schapps White Paper demonstrates that the Government is intent on making substantial investment in the nation's rail network and services. Furthermore, the Government has been keen to offer grants for the establishment of private industrial sidings in order to minimise impact on the roads.</li> <li>6. Offering financial incentives to proceed with this environmental rail option would cost a small fraction of that of the proposed relief road while no green belt would be sacrificed. Hence my proposal to you to give this option your serious consideration.</li> </ol>
287	<p>Our thanks goes to our Councillors Messrs: Jonathan Evison, Keith Vickers and Paul Vickers. Their time and commitment is truly appreciated.</p> <ol style="list-style-type: none"> <li>1. This project is what Barton urgently needs and fully supportive of the advised proposal.</li> </ol>
288	<ol style="list-style-type: none"> <li>1. Who will be policing this, when the WREN worker's are tearing about over the speed limit? How will you ensure that they and others use the "Relief Road"?</li> <li>2. Will there be an axle weight limit imposed and access only for deliveries?</li> <li>3. Will there be some type of traffic control, lights at strategic points.</li> <li>4. Therefore roundabout Barrow Road/Falkland Way otherwise, with the standards of the majority of WREN worker's they will not stop for you ever, even if you have right of way.</li> <li>5. I won't hold my breath to see if this turns out to be a success. People being people will still take the shortest route available to them.</li> </ol>
289	<ol style="list-style-type: none"> <li>1. Need weight restriction on Ferriby Road and Brigg Road. 20mph speed restriction on all roads through Barton.</li> <li>2. Proposed relief road looks good. Proposal at bottom of Ferriby Road looks good.</li> </ol>

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Barton Leisure Centre Paper Responses	
290	<p>1. Why has on this plan the new road brought very close to the back of Baysgarth View/ Cottage on the farm track off Eastfield Road?</p> <p>2. The original plan years ago - the road went past Eastfield Farm, then across to join the A15. Also with this plan the hedgerows will be decimated too. I cannot see the timescale and the traffic situation is already unmanageable.</p>
291	<p>1. Why so close to housing when it could so easily have gone further up the road? i.e. land now blocked off and overgrown? Old tip?</p> <p>2. What will be done re noise reduction from traffic?</p> <p>3. Why does the road bend round so much? It's hardly sympathetic to keeping Barton green.</p> <p>3. I would just like to know why the road has to run north or the water treatment works, when waste ground is to the South? Also I am concerned about traffic noise from heavy goods vehicles, with the expansion of the WREN factory - 24/7.</p>
292	<p>I apologise for the lateness of this comment sheet.</p> <p>1. However, I think this is a very good option as far as it goes. I'm a bit unsure of how Ferriby Road junction, widening and reduced waiting will make a great deal of difference; but there is little option I think. Hungate one-way is very sensible.</p> <p>2. As to the Barrow road/Falkland Way junction is concerning, it is the best option we have. Regarding the link to the A15, as long as the best worked out permissible options have been thought out and thoroughly assessed and looked into, I can see that due to all situations around the parameter of the area, is the very best we can achieve.</p>
293	<p>Thank you for the opportunity to give my opinion on the proposed Barton Relief Road.</p> <p>1. As a home owner in Barton for almost 40 years and not a newcomer, I am totally appalled at the proposed plans.</p> <p>2. I fully appreciate the to take traffic away from our lovely town centre, but to place a busy road in an area near homes and families when it could be moved, as initially thought, into the surrounding fields, is quite shocking.</p> <p>3. I am personally concerned at the traffic that will come to the Eastfield Road area this bringing noise and disruption to the community. It is already a busy area. (I will the other areas speak for themselves).</p> <p>4. You the Council recently upgraded our beautiful park, and did an amazing job. A quiet tranquil area, which is used 100 times more than previously. How can you justify spending all of this money - and then bring noise and disruption months later? Then there are the lanes towards the farms and Deepdale, which will see total disruption. A dog walkers paradise. Perhaps like top field? Have you ever thought to take a survey of the people who walk this route? I can assure you there are many. (note I am not a dog owner).</p> <p>5. When I came to live in this area I was assured there would be no further building in the surrounding fields. How can you justify more housing, when the town already cannot cope with schools, doctors and chemists to name a few. I should like to ask all the Members of your Consultation Group to think deeply re this Relief Road, especially those people who's homes will not be disrupted because of this situation. Would you like this on your doorstep? I think not.</p>
294	<p>I am very concerned that the road updates and proposals are still in the "Consultation period". With the massive WREN development happening now, I fear this will be completed - and in full production before any works have been on the roads "gulp".</p> <p>1. The outer relief road will take a very long time to construct. The roundabout itself will be a massive undertaking.</p> <p>2. Yes, I'm in agreement with the Holydyke/Ferriby Road/Hungate one-way proposal.</p> <p>3. With cars parked on Ferriby Road hill very little will be resolved or achieved re "Free Flowing Traffic". Little or no point widening the road, if once cars turn left up Ferriby Road hill, to be greeted by a row of parked cars.</p> <p>4. The town has been allowed to grow with little thought about increased traffic.</p>

Ref No.	Comments
Barton Leisure Centre Paper Responses	
295	<p>The current proposal for the Barton Relief Road appears to be the best practical solution. If it were approved:-</p> <ol style="list-style-type: none"> <li>1. What might be the timescale for the start and completion of it's construction?</li> <li>2. How would the financing of the whole project be raised?</li> <li>3. How can drivers be persuaded to use the diversion rather than drive through the town centre?</li> </ol>
296	<p>Excellent plans, we are in agreement with all proposals. Will make the centre of Barton safer. Pity the one-way system could not be extended to West Acridge and Westfield Road, driving down these streets is a nightmare.</p>
297	<p>Completely satisfied with proposed new highway network.</p> <ol style="list-style-type: none"> <li>1. Any future alteration should consider making West Acridge a One-way system. Parking both sides of the road makes passing a nightmare at times, with vehicles having to mount the footpath to do so. At times there is definitely not enough room at a particular bottle neck to allow emergency vehicles through. This is certainly inconsiderate on the part of the vehicle owners.</li> </ol>
298	<p>New Relief Road - Thanks for the proposal maps.</p> <ol style="list-style-type: none"> <li>1. I think you have chosen the best option. A roundabout and direct link road to the A15.</li> <li>2. Hopefully this will direct traffic away from the town centre and Ferriby Road.</li> <li>2. As for private vehicles for the workers at WREN a roundabout should alleviate some of the heavy traffic along Butts Road/Fleetgate/Ferriby Road which is currently generated because of the difficulty turning right onto Barrow Road.</li> <li>3. For the increased traffic through the Market Place to the island at the bottom of Ferriby Road I can't see a solution unless workers use the relief road. Good to see you've widened that junction, let's hope this facilitates free flow.</li> <li>4. I can see the logic in making Hungate one-way but will this generate a problem either at the junction of Vestry Lane/Barrow Road or at High Street and the B1218 junction? Hungate is quite heavily used as an exit from town. As is Fleetgate.</li> </ol>
299	<ol style="list-style-type: none"> <li>1. The proposed new road from top of Falkland Way joining on to new A15 solves Barton traffic housing problems for next 100 years. Brilliant plan.</li> <li>2. All of the work at the bottom of Ferriby Road is a waste of time. You need double yellow lines both sides of the road because there is not room for two HGV's to get side by side when cars are parked on the side of the road. It is almost single carriage way round there. Map: A1077 road - Not room for 2 HGV's double yellow lines both sides of the road would nearly cure Barton traffic problems. You have to see this problem to believe it. Lorries wait for each other until 300 yards is clear.</li> </ol>
300	<ol style="list-style-type: none"> <li>1. We agree to the plans but surely this by pass should have been approved and built before the approval of the new WREN factory. We would also like to point out that the school bus that parks on the blind bend down Pasture Road is still causing a very dangerous situation and it is only a matter of time before a serious if not fatal accident happens there.</li> <li>2. The amount of traffic that goes down Pasture Road and into the centre of Barton is ridiculous when the WREN worker's are leaving work.</li> </ol>
301	<p>Please see comments on each map profile. Please also call me if needed.</p> <p>Map 1: Bottom of Ferriby Road - One way system at Hunsgate a good idea, however see below.</p> <ol style="list-style-type: none"> <li>2. For traffic leaving town via High Street - this would push traffic from town down Chapel Lane? Already congested small street and parking? Push traffic from town turning right past Heron Foods towards Fletchers Hardware shop. Already narrow road, parking always full on one side. Just moving an issue to another area.</li> </ol> <p>Map 3: Barrow Road roundabout: One relief road in place/all lorries Friday workers banned from entering Barton up Barrow Road. The reason - the roundabout at the end of Ferriby Road (as you come into Barton) at factory finishing times floods the top roundabout often 30-40 vehicles - dangerous driving - rest to next exit.</p>
302	<ol style="list-style-type: none"> <li>1. When it is finished will be a great improvement for all traffic.</li> </ol>

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Barton Leisure Centre Paper Responses	
303	<p>1. We are in full support of the plans submitted for the bypass with a direct connection to the A15. This is a good plan for the future growth of the town and will give residents relief from the heavy traffic generated by WREN, the other town lying to the East of Barton which use roads through Barton to access the A15 and for the future traffic from expanding housing. Some general comments:</p> <p>2. The planned one-way on Hungate is going in the wrong direction. By making the direction come into town you are creating a rat run for the WREN workers who are already coming through residential areas from 5:15a.m. to 8:15a.m. usually at high speed as the road is open. These speeds hit up to 50mph are dangerous and are giving residents a reduced quality of life. Further, you will be creating more traffic for residents as they try to exit their homes. Residents of the Historical Centre will now have to work their way through the small old streets to try to get to the A1077 to exit their town and at the same time will have to cross the very busy A1077 to exit the town. You are unwittingly creating a nightmare to allow more traffic into the Historical area.</p> <p>3. The placing of traffic lights at the bottom of Ferriby Road will again create a bottleneck as cars must come to a stop. They will be left idling and create more noise and pollution for the existing residents. Surely if the Consultants and Councillors were to stand at the corner and watch the traffic it does flow nicely now. I would suggest minor works on the Ferriby Road to allow a slight widening so that traffic could flow a little better.</p> <p>4. Traffic volume off Fleetgate our oldest street: is increasing at an alarming rate. A speed restriction should be placed there for 20mph.</p> <p>5. Your Consultants should have a look at making Castle Dyke West a two-way road again to allow better flow of traffic within this area.</p> <p>6. Looking at the route, would it be considered to swing to the other side of the water pumping station, then to the south of the house on Eastfield, which would save on the construction of the long side road need and would allow development up to that area. Any chance of purchasing the farm building on the Brigg Road so that we do not need to go so far up Brigg Road and hit the A15? Just a thought. All in all a good plan and a good future for Barton Upon Humber.</p>
304	<p>1. We are in full support of the plans submitted for the bypass with a direct connection to the A15. This is a good plan for the future growth of the town and will give residents relief from the heavy traffic generated by WREN, the other town lying to the East of Barton which use roads through Barton to access the A15 and for the future traffic from expanding housing. Some general comments:</p> <p>2. The planned one-way on Hungate is going in the wrong direction. By making the direction come into town you are creating a rat run for the WREN workers who are already coming through residential areas from 5:15a.m. to 8:15a.m. usually at high speed as the road is open. These speeds hit up to 50mph are dangerous and are giving residents a reduced quality of life. Further, you will be creating more traffic for residents as they try to exit their homes. Residents of the Historical Centre will now have to work their way through the small old streets to try to get to the A1077 to exit their town and at the same time will have to cross the very busy A1077 to exit the town. You are unwittingly creating a nightmare to allow more traffic into the Historical area.</p> <p>3. The placing of traffic lights at the bottom of Ferriby Road will again create a bottleneck as cars must come to a stop. They will be left idling and create more noise and pollution for the existing residents. Surely if the Consultants and Councillors were to stand at the corner and watch the traffic it does flow nicely now. I would suggest minor works on the Ferriby Road to allow a slight widening so that traffic could flow a little better.</p> <p>4. Traffic volume off Fleetgate our oldest street: is increasing at an alarming rate. A speed restriction should be placed there for 20mph.</p> <p>5. Your Consultants should have a look at making Castle Dyke West a two-way road again to allow better flow of traffic within this area.</p> <p>6. Looking at the route, would it be considered to swing to the other side of the water pumping station, then to the south of the house on Eastfield, which would save on the construction of the long side road need and would allow development up to that area. Any chance of purchasing the farm building on the Brigg Road so that we do not need to go so far up Brigg Road and hit the A15? Just a thought. All in all a good plan and a good future for Barton Upon Humber.</p>

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305	<p>1. Placing traffic lights at the mini roundabout at the bottom of Ferriby Road will not deal with the main congestion problems. In fact it will make it worse. The main problem is the row of parked cars outside the houses along Ferriby Road just after the petrol station.</p> <p>2. Traffic coming down Ferriby Road, especially commercial (traffic stop traffic passing the parked cars. Traffic then tails back to the roundabout). Traffic lights will make this worse. Traffic turning from Holydyke on a green light will stop at cars parked on Ferriby Road as the traffic on Ferriby Road approaching new traffic lights will be queing at a red light.</p> <p>3. Alternative parking for the houses would clear the blockage and allow traffic to flow.</p> <p>4. Hungate one-way a good idea. Finkle Lane could do with an one-way system.</p>
306	<p>1. I have concerns as I have previously stated about a relief road being close to residential properties. I can see that housing will be built up to the bypass and inevitably, car parking on the relief road will ensue causing hazards, and traffic noise high.</p> <p>2. That aside the relief road is welcomed to move the HGV's away from the town centre. These plans however do not indicate how HGV's will be prevented from using the existing route through Barton, rather than the relief road.</p> <p>3. What will the speed limit be on the new road and how will it be enforced?</p> <p>4. Vehicles exceeding the speed limit tend to make much more noise than those travelling slowly. Falkland Way a prime example. Very few vehicles travel below the speed limit and road noise is atrocious. How will this rectified on Falkland Way and prevented on the new road? Falkland Way is in independent need of repair, not just patching but resurfacing - is this being considered? This will to some extent reduce the road noise. New tarmac construction absorbs more noise than the current surfacing.</p> <p>5. Is all WREN HGV's moving away from Falkland Way? The WREN vehicles make such a noise and travel at speed particularly when empty wagons are returning, with the trailers bounding over every bump/hole in the road. Will they be exiting on Barrow Road in the future?</p> <p>6. So, I welcome the relief road but also see a desperate need to repair existing worn out roads. Speed restrictions need to be enforced, which they are not on any of the roads in Barton, to help reduce noise and pollution levels. Roads are generally dangerous to vehicle drivers and pedestrians without speed control. Trying to cross Falkland Way for example, with school children is extremely difficult when vehicles are travelling at 50/60 mph.</p>
307	<p>1. Of the earlier proposed route for the Relief Road/Link Route is not feasible due to Highways/Civil Engineering problems joining the A15 at the lower point. Then I feel the second amended route should be adopted and get on with said proposals; whilst we still have a town infrastructure left.</p> <p>2. The existing through road with all it's services underground cannot continue to withstand the volume and weight of traffic we are experiencing and likely to expect.</p> <p>3. Should the Relief Road get instant priority then I see no point or need for added expense installing traffic lights A1077 Ferriby Road/Holydyke as the volume of traffic will dramatically decrease.</p> <p>4. Some Observations: Hungate one-way into the town only (North).</p> <p>5. A respectable road surface through the town, stop the rattling and vibration. It is disgusting in this day and age. 5. Make the south side footpath Holydyke/Ferriby Road narrow thus allowing up hill/south traffic easier to position itself and move away.</p> <p>6. Look into how to assist pedestrians how to cross mini roundabout (North/South).</p> <p>7. Widen Vestry Lane East side. 8. I am sure that yourselves and North Lincs Council are aware that the amount of volume of traffic passing through the town is unsustainable especially HGV. Fear that one day there may be a major incident. Post Relief Road most heavy traffic hopefully will be restricted to internal/business access use only.</p>

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Barton Leisure Centre Paper Responses	
308	<p>Thank You for the Consultation plans.</p> <ol style="list-style-type: none"> <li>1. Change is always resisted however this idea and plan would seem to offer a good solution to rescue the sub-structure of this our valuable ancient and historically important township.</li> <li>2. How is it proposed to encourage huge lorries and a vast shift based workforce to use this Relief Road? Perhaps speed restrictions , more traffic lights or crossings especially near to and around, 'rat runs' and schools.</li> <li>3. e.g. Pasture Road/Butts Road/Fleetgate/Castledyke/Millfields/Tofts Road and Bowmandale which are all serious danger zones; (hence lack of courtesy speeding seems to be acceptable as 'normal'). As are Brigg Road and Caistor Road junctions with Market Place hotspots for risky driving and courtesy. We have huge potential for accidents. The A1077 and Ferriby Road/Holydyke proposal - this one-way Hungate solution will effect a major improvement for pedestrians and traffic alike - the sooner, the better please. Question: How many years are envisaged for this all to reach completion?</li> <li>4. 'The 'cart before the horse' scenario that saw the approval and subsequent expansion of the WREN factories has created a huge problem for our town and it's unsuitable roads' infrastructure, let alone it creating a town where the roads are dangerous and often lawless. North Lincs Council have had a massive rates 'income' from the factories and new homes, over recent years - all of which surely provide substantial revenue towards this project. To prevaricate over this decent plan would be foolhardy and may lead to loss of the urgently needed relief road (as occurred previously) thus, it's urgent approval and construction, is paramount.</li> </ol>
309	<p>I have worked with a resident of Barton for 15 years and ever since I have known him he has been 'going on' about how a relief road has been needed.</p> <ol style="list-style-type: none"> <li>1. I have been a resident of Barton myself for nearly 8 years and living where I do, I see this essential need every day. This was never more in evidence than the other day after I left work. One traffic light situated half way up Ferriby Road caused a massive back log that stretched past the cemetery. Three of the four cars along that route had members wearing green polo's and the heavy goods along that road were painted green. (no guesses as to where they came from). If one traffic light can do this, imagine what drama a collision somewhere in the Market Place (which will happen one day) will do. Everyone has an opinion. Everyone talks about it but nothing ever really happens. On the basis then I would suggest that, the people can affect it, get on with it. No more talking - action is what is required.</li> </ol>
310	<p>Congratulation this is a good plan. However I would like to see the area that I have indicated as Area A being designated as a "Green Area," planted with trees as an extension of Baysgarth Park.</p> <ol style="list-style-type: none"> <li>1. Also we need measures to stop vehicles avoiding the town centre. Please make 'King' Street one-way too. Despite the opinion of K. Vickers. 2. No more housing until we have another school - please designate some land for that. The central car park needs to be a 2 hour free zone, pay after that. It's worked well in Brigg. "Thanks".</li> </ol>
311	<p>I cannot see why the road curls round the Southside of Eastfield Road, "cutting off" two dwellings and leaving a crazy small area for re-joining to get into Barton. A staggered junction would be better. Better still would be and Option 2 and Option 2 as sketched on an enlarged map enclosed and that does not restrict the entry into Barton for the last two dwellings on that road.</p>

Ref No.	Comments
Barton Leisure Centre Paper Responses	
312	<p>Limited information provided, requesting more details and a site visit.</p> <ol style="list-style-type: none"> <li>1. Why have there been significant changes to the route compared with the previous proposals? Was a relief road considered prior to Wren.</li> <li>2. The initial proposal was to build the road South of the Anglian Water treatment plant. Now it is too close to residential properties. How will the new road avoid the supply and piping. Already problems supplying water.</li> <li>3. How will the noise and environment factors including airborne pollutants be prevented or effectively managed?</li> <li>4. What is the need for a meandering road crossing Eastfield Road with no resultant direct route to Eastfield Farm the surrounding farmland?</li> <li>5. Having reached Brigg Road how will the traffic reach the A15? Will not be used. Offered alternatives.</li> <li>6. From the end of Eastfield Road, the route running South is a right of way with agreed access for walker, cyclists and runners traveling out of Barton over the fields. Safety of crossing.</li> <li>7. The land being identified for redevelopment is farmland. Need to conserve resources for food production.</li> <li>8. What is the future for Casitor Road? Part of the road becomes redundant.</li> <li>9. Caistor Road is a stretch of the National Cycle Route 1. Needs to be maintained safely.</li> <li>10. What is the cost and how is it to be funded? Are Wren contributing. Request minimum disruption to greenfield. Minimise impact on cycling and walking.</li> </ol>
313	<p>I feel I need to strongly object to the proposed relief road route. I agree the need for a relief road is desperately needed however its placement this close to residential properties is not an acceptable option. At the 2020 consultation at Baysgarth School I saw plans that were further away from housing - why is this no longer the proposed route? Not only was it further from housing but it also involved a more direct route thus reducing the number of agricultural fields required. I also want to object to where the road will start. Is not the Falkland Way junction already too busy with residential and commercial traffic from that estate? I was wondering why Wren traffic cannot use their new access further up Barrow Road and take the relief road from there? Thus leaving residents and smaller businesses on the Falkland Way estate sole access to the junction at the top of Falkland/Barrow Rd thus easing congestion.</p>
314	<p>We strongly object to the new route proposed for the Barton relief road. Barton definitely needs a road but placing it too close to existing housing stock is counter productive. By putting the road too close to the edge of town is just moving the traffic with its noise, pollution and hazards from the town centre to another part of town. We may have a new road and fewer HGV's in the centre but they will be the same nuisance for affected households in the Caistor Road / Eastfield Road area. By moving the road back to or beyond its original proposed route after the waterworks on casitor Road it would a) put the road 3-4 times the distance away from housing b) most of the road will be beyond the crest of the hill on Caistor Road therefore less noise c) it would also result in a straighter road to the junction of the A15 and d) would not require the overcomplicated ludicrous junction of Caistor Road and the new relief road. The new junction looks like an accident waiting to happen scheme! A simple stop signed cross road or roundabout would suffice and would probably be cheaper! We bought our house 8 years ago for its edge of town location and relative quietness and have spent many thousands of pounds renovating a 130 year old period property. We realise a new road is required and an extension of Falkland way to the A15 is the obvious choice but is must not be put too close to houses to be a nuisance to all who live near. As far as I can see moving the road further away will result in a slightly shorter, safer, straighter road, a much simpler junction at Caistor and Eastfield Roads and a more environmentally solution.</p>

Ref No.	Comments
Barton Leisure Centre Paper Responses	
315	<p>First of all I must say I fully endorse the absolute need to reduce the congestion in the town centre, but I must concede that it is reliant upon the continued health of Wren Kitchens and the hope that it does not fall into the trap so common with British entrepreneurs of making a too rapid extension. Given that the Wren premises are in the process of expanding towards Barrow, I trust that the planners have fully explore the possibility of upgrading both Barrow road and the B1206 and joining the two. In common with some of my neighbours, I cannot understand why the proposed route goes to the north and not the south of the water treatment plant on Caistor road. It would appear to give a shorter, more logical link to the junction with Brigg Road, however, I will not make any further comment on this as I am sure that they can their case more succinctly than I could. My only observation is to point out that wherever the route is taken, the road will provide and effective barrier to any further development of the town in a Southerly and South easterly direction and this could result in an enclave between the new road and existing housing such as to create prime sites for future housing or the provision of light industrial units. Given the available space I doubt whether there would be much likelihood of creating a well planned estate like the Falkland Road one. Purely on the application of rational self interest, I must hope that such concerns should remain in the distant future, but with the current government's attitude to planning laws and its need to be seen to be levelling up, I cannot rule out such an outcome. Now if i may, I must consider the proposals as they stand. First of all I need to complain that the planning department has not provided sufficient information. I would expect that any proposed development of such a magnitude would be subject to rigorous environmental appraisal and I would have expected the citizens of Barton to have been provided with a precis of such. In its absence, I can only say the minimum of what I would expect is for a review to include that of the impact of air, sound and light pollution on nearby inhabitants. The planners have provided nothing at all and that's nowhere near enough. I notice from your map that the field bordering the new road to the east and to the south of Barrow Road has been scythed to give only a narrow field between the road and existing housing. It should become unusable as I think that it would be too dangerous to allow agricultural traffic to easily cross the new road. Whether farmed or left fallow, the distance would be too short to provide a useful buffer against pollution, although I must concede that elsewhere both in the town and Scunthorpe houses have been built closer to busy roads. They however were planned before a recent coroners judgement linking the death of a young girl to road pollution. That said, I do not doubt that the local authority will succumb to the temptation to fill all existing gaps with new housing. Instead, I would prefer it to grasp the potential for a green corridor adjacent to the new road extending from Barrow Road to either Caister Road or Eastfield Road (if the planned route is kept). The council ought to be able to create this and to shield it from the road with a high fence, augmented by the planting of trees in line with North Lincs Council's wish to plant 170,000 of them, provided of course, that no resident is deprived of its entitlement to light. That should not be an issue with wise planting and a reliance on trees with a low canopy such as goat willow, hazel and hawthorne. The resulting corridor should resemble the existing one between Horkstow Road and Westfield Road, giving the good residents of the borough a walkway throughout (and the not so good ones too, so long as they take their litter home). It would also give parents of toddlers living on the Falkland Road estate an alternative to dragging their little darlings with short legs all the way to Baysgarth park. The principle benefit however, of such a well thought out corridor would be to ameliorate to some extent, the three forms of pollution I mentioned earlier. (The Council might also recover some of its green credentials sorely damaged by the Top Field fiasco).</p>
316	<p>This is too close to housing topside of caistor road which is a popular route for joggers, cyclists and dog walkers not to mention the adverse effect it will have on house values ie noise pollution 24 hours a day with heavy lorries. The blue route is the best given that it takes traffic away from the housing estate. The NLC should pay more attention to existing roads in Barton ie pot holes, sunken pavements, before considering to build new rods. Caister Road has long had a bad reputation from many years ago, it seems forget about taxpayers in Princess drive and surrounding area. We are the ones subsidising the link road. Which will affect us in every way. It will effect the beautiful countryside we have all become to love. Eastfield road is walked by many, casiter Road countryside will be greatly affected, our house prices will deflate, we will be inundated with traffic. This link road will in our opinion, cause more traffic and not less. Will the council be affected where they live. I think not. Don't do unto others that you wouldn't like doing to yourselves. WE DO NOT WANT A LINK ROAD CLOSE TO OUR HOUSES.</p>

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Barton Leisure Centre Paper Responses	
317	<p>Sirs, when will North Lincs planning department stop insulting intelligent people of this town. Your plans for the new road system is farcical. Why do we need a huge loop in the plans to take the road up Beacon hill with an unnecessary double roundabout and bridge to create slip road on to the A15. It is obvious that once again Councillor K Vickers will not allow the road past the front of his property or his surrounding neighbours. The only obvious route saving millions of taxpayers money. Please find enclosed drawings of how it should be done. Unless stipulated by Wren Kitchens management, it will not stop their employees using pasturer road, butts road, high street, fleetgate as a rat run to exit the town unless wren kitchens install a no right turn inside their premises exit. At the moment on shift change time it is more like a formula 1 race track. With cars bumper to bumper driving well over the speed limit in most cases, putting pedestrians and cyclists into grave danger. Alas all the above words are meaningless because 18 months ago all wording was changed, over the last 10 years and many meetings were headed (proposed bypass) now its relief road. Who changed it and why? The Oxford dictionary states, a bypass is a road which circumnavigates a village, town or city linking both ends. A relief road is a road which takes away pressure from a road hot spot (le bad junction) The good people of this time deserve a bypass. North Lincs council and their planning department once again hoodwinking the citizens of Barton. The whole scheme is to infill spaces with yet more housing estates nothing else. its obvious the new road if built will stop at Brigg Road and go no further.</p>
318	<p>Why has it been decided to move the proposed route nearer to a residential area. This will cause undue noise and fumes for people thus infringing on their welfare. I object most strongly to this new proposal due to the effects it will have on our rights to enjoy our properties peacefully ie protocol 1, article 1 of human rights act. The proposal to link eastfield Road up to this bypass will cause undue stress to the residents as the volume of traffic considerably and being a residential street not suitable for such volumes. It will create a rat run and make access to the likes of dustbin lorries difficult as cars already park on the main road. Whoever thought of this has given no consideration as to how this will impact on the lives of residents in the area. I do not object to a bypass, only this new route being moved closer to homes.</p>
319	<p>We moved into Eastfield Road last year and one of the reasons for our choice was that being a 'no through road' it would be relatively quiet. However if there is to be access to the new relief road we anticipate that this will change the amount of traffic along a road that was not designed for through traffic. There are a number of drives on both sides of the road and increased traffic would make access to properties more difficult. It has been suggested that not many vehicles would use this route except for the people living on eastfield and its side roads. If this is the anticipated outcome I would suggest that the residents are surveyed to see if they consider the benefit of accessing the relief road from eastfield Road outweighs the possible and likely increase in traffic along the road. If any of the other access roads are closed for any reason and traffic diverted down Eastfield it would lead to congestion down a residential street. With regards to the proposed route of the relief road, we are concerned that it is coming so close to the residential areas of Barrow Road and the estate of Eastfield. If the route was altered to go further South before turning west to meet Brigg Road for fewer residential properties would be affected by noise and air pollution which will inevitably occur.</p>