

Proof of Evidence Scheme Promoter

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On behalf of Lincolnshire County Council

Public Inquiry in respect of the Lincoln Eastern Bypass and the following Orders and Application:

1. The Lincolnshire County Council (A15 Lincoln Eastern Bypass) (Classified Road) (Side Roads) Order 2014
2. The Lincolnshire County Council (A15 Lincoln Eastern Bypass) Compulsory Purchase Order 2014
3. Application In Relation To Proposed Compulsory Purchase Of Land Held By The Canal & River Trust

Department for Transport Reference: NATTRAN/EM/LAO/0084

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1. Introduction.

1.1.I, Lee Thomas Rowley will say as follows:-

1.2.I, Lee Thomas Rowley am an Incorporated Civil Engineer with the Institution of Civil Engineers. I have held this qualification since 1999.

1.3.I currently hold the position of Senior Project Leader for Lincoln Eastern Bypass (the 'LEB') at Lincolnshire County Council ('the County Council') and have done so since January 2012. I have been aware of the LEB through the various public consultations and planning applications in previous years, both professionally as part of the same office that managed the processes and as a member of the general public as a resident of Lincoln. I am employed by Mouchel through their Highways Alliance with the County Council. Prior to working on the LEB I was Senior Project Leader for the A1073 Spalding to Eye Improvement Scheme since 2003 and worked on a number of other schemes for the County Council, both with Mouchel and prior to that with Jacobs.

1.4.My duties include the project management of the delivery of the LEB, including the day to day decision making process for the scheme, finance, programming, third party liaison and other duties as required. I act as liaison between the Executive Board for the scheme and the delivery teams tasked with progressing the design of the LEB.

1.5.I have been involved in the LEB since January 2012, following the granting of Programme Entry by the Department for Transport. The LEB moved from a strategic funding phase to a delivery phase and there was thus a different focus for the project delivery team. I was involved in the preparation of both the planning application for the LEB submitted in December 2012 and following the grant of planning permission in June 2013 the previous Orders submitted in July 2013 including the Public Inquiry held in February 2014. I also lead the team which reviewed the position in light of the Inspector's recommendation and the Secretary of State's decision in July 2014 (Documents CD1 and CD2) and have been responsible for the Orders submitted in October 2014.

1.6.I am aware of the Statement of Reasons, the Statement of Case and proofs of evidence submitted by the County Council in connection with the promotion of the Lincolnshire

County Council (A15 Lincoln Eastern Bypass) (Classified Road) (Side Roads) Order 2014, the “SRO” and the Lincolnshire County Council (A15 Lincoln Eastern Bypass) Compulsory Purchase Order 2014, the “CPO” (collectively the SRO and the CPO will be referred to as the “Orders”). I have reviewed the Best and Final funding bid documentation submitted to the Department for Transport in September 2011 (Document CD46). I am aware of the previous planning application and funding submissions for the dual carriageway scheme. I am aware of the previous Orders for the scheme and acted in a similar role at the previous Public Inquiry held in February 2014.

1.7. A Scheme to bypass Lincoln on the eastern side of the city (‘the LEB’) has been an aspiration of the Council, supported by the various Local Authorities and the members of the public for a considerable period of time. The LEB had originally been developed as a dual carriageway and had been granted planning permission in 2005 and 2010 (Documents CD89 and CD30), but the dual carriageway option had to be reviewed in the light of the controls on public spending. The LEB has therefore been developed with a lesser provision for which funds are available and following the grant of planning permission for the Scheme it is the supporting Orders and the Application by the CRT which are before these Inquiries for examination. The CPO and SRO are required to enable the Scheme that has planning permission (granted in June 2013 and subsequently amended by a Section 73 application in October 2014) (Documents CD34 and CD42) to be built. (The Lincolnshire County Council (River Witham Bridge) Scheme published in July 2013 was confirmed by the Secretary of State in July 2014 and remains extant). The Application is before the Inquiries following the objections by the CRT, which the Council is actively seeking to address.

1.8. The LEB is well supported by the general public but for essentially one local issue which is the absence of Hawthorn Road which arises as a consequence of the grant of planning permission to which the Orders themselves must relate. In addition the LEB is well supported by local business, landowners, emergency services and other stakeholders who are all aware of the current traffic issues in and around the City, and the growth agenda for the area.

1.9. All the necessary authority is in place to bring the LEB forward.

2. Structure of the Evidence

2.1. My evidence will cover the background to the development of the LEB. It will include the case for the LEB, its development and its context in planning policy terms, although more detailed planning issues will be dealt with by others.

2.2. Other witnesses to be called on behalf of the County Council are:-

- David Chetwynd, LCC – Highway Engineering Issues
- Paul Smith, Mouchel – Transport Modelling and Traffic
- Gary Billington, Mouchel – Transport Strategy
- Marc Willis, LCC – Planning issues

2.3. Other witnesses may be called as required for example in relation to any issues relating to drainage or environmental matters. A landscaping witness has not been proposed as the LEB has planning permission and any landscaping issues were dealt with as part of that permission. The County Planning Authority will be dealing with the discharge of any conditions imposed as part of the planning permissions through the normal channels. As part of the preparation for the Inquiry the Inspector raised certain questions in respect of the information contained in the ES which was published as part of the application for planning permission. That planning permission itself is not before the Inquiry for examination but rather provides the justification for the Orders which are being considered. As such it was not the LCC's intention to provide an updated ES but given the request made the Council has sought to supply additional information. I deal with that in greater detail in Section 8 below.

2.4. My evidence is presented in support of the case advanced by the County Council in promoting the Orders to enable delivery of the LEB. The broad case of the Council is set out in the Statement of Reasons and the Statement of Case and I am familiar with and endorse the contents of both documents. There are matters that I will not be dealing with in the evidence. These relate to matters of law, although the powers relied on to justify the LEB are set out in the Statement of Reasons and Statement of Case, and also questions relating to compensation as they will be dealt with in another place. Government policy is also a matter that I will not be dealing with other than to identify it.

2.5. I can confirm that the contents of my proof of evidence are my professional opinion and are true and gained from my own direct knowledge except where indicated.

3. Background

- 3.1. On the 10th June 2013 planning permission was granted for the Lincoln Eastern Bypass (“LEB”) pursuant to an application made on the 5th December 2012 (Document CD34). The planning permission is subject to a condition requiring that the work should commence within three years of the relevant grant. On 13th January 2014 planning permission was granted for the additional NMU footbridge at Hawthorn Road (Document CD36). On 6th October 2014 planning permission was granted for the relocated NMU footbridge at Hawthorn Road (Document CD42) and at the same time a Section 73 application to amend some limited elements of the main planning consent, although it remains largely unchanged, was also granted planning permission (Document CD43). All necessary planning permission therefore exists for the LEB.
- 3.2. On the 16th October 2014 the Council made the Lincolnshire County Council (A15 Lincoln Eastern Bypass) (Classified Road) (Side Roads) Order 2014, the “SRO” and also the Lincolnshire County Council (A15 Lincoln Eastern Bypass) Compulsory Purchase Order 2014, the “CPO”; collectively the SRO and the CPO will be referred to as the “Orders”. The Orders were made pursuant to the Council’s resolutions passed on 7th October 2014 and were submitted to the Secretary of State for confirmation on 21st October 2014. The Orders were published in the Lincolnshire Echo on 23rd and 30th October 2014 and the SRO was also published in the London Gazette on 23rd October 2014. The consultation period for the Orders ended on 5th December 2014.
- 3.3. The Orders have been made to enable construction and operation of the LEB.
- 3.4. The Council considers that there is a compelling case in the public interest for the making and confirming of the Orders to secure ownership/control of outstanding land interests (the “Order Land”) as described in the schedule to the Order and shown on the map referred to in the Order (the “Order Map”) and for the purposes of implementing the LEB.
- 3.5. The LEB has had a long history of development, which is described in detail in the Statement of Reasons. The LEB originally was granted planning permission in April 2005. The route of the LEB was reassessed following the City being granted growth status which meant that it would be expected to accommodate further growth. A second assessment investigated additional route alignments and ultimately the route furthest east from the City was selected as the best option necessary to accommodate the anticipated growth.

- 3.6. That route was selected following public consultation and it was developed as a dual carriageway option for which planning permission was granted in 2010. In 2010 the matter was reviewed following the central government spending review and it was indicated that the dual carriageway option would not be able to proceed. The need for the LEB remained and following the indication being given that funding would be available for a reduced option it was developed into a single carriageway but including aspects that would otherwise hinder any realistic upgrade to a dual carriageway at a later date should funds come forward.
- 3.7. Dr Gary Billington and Mr Paul Smith deal with the transport and traffic implications of the LEB and their evidence describes the clear benefit of providing the LEB, for which the Orders are required.
- 3.8. The LEB is an integral part of the Lincoln Integrated Transport Strategy, (the “LITS”) (Document CD18), formerly known as the Lincoln Transport Strategy, which contains a number of ambitions and identifies the range of interventions that are connected to the local and regional economy, regeneration and the environment. The LEB is an integral part of the plan to achieve the objectives. The LITS underpins Lincoln’s economic, regeneration and growth ambitions and the range of interventions contained within the strategy (including the LEB) will facilitate these ambitions through removing the constraints caused by the existing transport problems. The LEB along with the other transport and highways schemes detailed within the LITS will act as a catalyst for development opportunities located within the Lincoln Policy Area including the North East Quadrant (NEQ), South East Quadrant (SEQ) and Western Growth Corridor (WGC). The locations of NEQ and SEQ are shown on the plan attached at Appendix 2.
- 3.9. In particular the LEB, as a pivotal part of the LITS objectives, is an essential element in the continued growth and development of Lincoln. Lincoln currently suffers from a number of longstanding transport related problems and issues that have a significant impact on journey reliability, journey times and network reliability throughout the city. These, in turn, have a negative impact on the wider Lincoln economy and act as a restraint to regeneration and the city’s development aspirations.
- 3.10. As part of the preparation for expecting to submit a Final Funding bid to the Department, a review was carried out in 2013 of the Progress on items included in LITS.

This resulted in a draft Progress Review report and Supporting document (Documents CD103 and CD104). The report presents the output from a Progress Review, which has assessed progress made in delivering LITS since 2008 and provides a more detailed programme of delivery, of both established and emerging transport improvements, over the short and longer term. The report answers a number of key questions, which enable progress to be assessed and identify what needs to be delivered. The report was reviewed by the Council's Highways and Transport Scrutiny Committee in September 2013. At this point it remained in draft form. In April 2014 it was submitted in draft to the three partner authorities for discussion, with the intention of holding a joint workshop to finalise the document for wider distribution, including as part of the funding submission to the Department. Unfortunately due to internal workloads not all of the partner authorities have been as yet able to review the document.

- 3.11. In order to give other stakeholders a 'feel' of the content of the review in March 2015, the draft version approved by the Council's Scrutiny committee and issued to the three partners was publicised in draft on the Council's website. The Council remain committed to finalising this document with the partner authorities.
- 3.12. In the interim, an update note to cover any potential changes between the 2013 approval and currently has been produced and is included in Appendix 6.
- 3.13. Further details of the LITS is expanded upon by Dr Gary Billington.
- 3.14. The result of the 2010 Central Government Spending Review meant that the dual carriageway LEB was not taken forward to Programme Entry. However, DfT announced that funding would be available through the development pool process for schemes that looked to revise the total cost required from DfT. As a result, a value engineering process was undertaken to look for opportunities to reduce the overall scheme cost of the LEB.
- 3.15. The exercise looked to assess all possible changes in scope and all potential value engineering options in order to develop the most effective solution. Specifically, the exercise looked at changes to highway design, earthworks, structures, drainage, lighting, construction and environmental measures. It evaluated each option in relation to the impact on overall scheme objectives, the wider aims of the LITS, the value for money objectives and whether it was achievable. The exercise resulted in considering the following options:
 - i. A partial dual carriageway,

- ii. Removing the proposed NMU route;
- iii. Reducing/removing lighting along the length of the route;
- iv. Reducing the length of the route,
- v. Single carriageway with future proofed structures; and
- vi. Single carriageway with single carriageway structures.

3.16. An assessment was undertaken for these options but all except 'v' were discarded on the basis of feasibility, value for money, or contribution to scheme objectives. Option 'v' was taken forward as the revised LEB scheme which received Programme Entry and subsequently planning permission.

3.17. The section below describes the rationale behind the key design decisions made during the preparation of the LEB Best & Final Bid (BaFB) (Document CD46) and following the LEB being granted Programme Entry status (Document CD47). All design decisions made prior to this were justified during the dual carriageway scheme planning application and have not been detailed below. It should be noted that the Department accepted the concept of a single carriageway scheme with the traffic flows indicated in the BaFB and granted Programme Entry to the scheme on this basis.

Scheme Programme Entry Key Design Decisions & Rationale

Ref	Design Decision	Rationale
Route & Layout	To reduce the main carriageway to a single carriageway way road.	<p>DfT advised that funding would not be provided for a dual carriageway LEB and as part of the value engineering process the LEB was redesigned to a single carriageway to reduce the overall scheme cost.</p> <p>The delivery of the successful Best & Final Bid Business Case demonstrated that the single carriageway LEB would still deliver stated scheme objectives.</p> <p>The single carriageway design also includes future proofing measures to ensure future upgrading is not prevented with minimum disruption and cost.</p>
	To introduce a northbound overtaking lane between River Witham Bridge and Greetwell Road Roundabout.	Following a review of the design it was decided that an overtaking lane was required to ensure that there are overtaking opportunities along the northern sections of the route.
	To remove the Greetwell Road Improvement Scheme from the LEB scheme	LCC decided as part of the value engineering process that the scheme should no longer form part of the LEB scheme to reduce the overall scheme cost.
	To introduce a climbing lane from Washingborough Road Roundabout on southbound route	In line with national standards for a single carriageway the gradient of the route south of the roundabout justifies the inclusion of a climbing lane.
Junction	Hawthorn Road: To provide a left in/left out junction on the eastern side of the bypass and stop up the western side	The left in/left out junction was proposed as part of the value engineering process to remove the need for an underbridge and associated earthworks.
	Greetwell Road/Washingborough Road/ Lincoln Road/Sleaford Road roundabouts: To incorporate larger roundabouts into LEB design	The roundabouts are larger than for a standard single carriageway design to provide additional capacity to enable the road to carry higher traffic flows and allow the carriageway to be widened with minimum disruption and in the most cost effective way.
Structures	Non Motorised User Bridges: The bridges will be built to a dual carriageway width.	This will ensure that the structures are future proofed and any expansion of the LEB can be completed with minimum disruption and in the most cost effective manner.

Ref	Design Decision	Rationale
	Single Carriageway River Witham Underbridge	A single carriageway structure remains the most cost effective solution.
	Lincoln to Spalding Railway Overbridge	The bridge carries the proposed carriageway under the Lincoln to Spalding rail line. It was decided that due to complexities and cost in constructing under this rail route that the structure be future proofed by including a two span box structure.
	Heighington Road Overbridge	The bridge has been designed to accommodate a widened LEB carriageway.
	Lincoln Road Subway: To design the structure to accommodate any widening of the LEB.	It was decided that providing a single carriageway structure would offer little benefit as the cost saving for this would be minimal compared with the cost of future widening of the carriageway.

3.18. As can be seen from above, the decision to remove the bridge at Hawthorn Road was one of a number of decisions made to significantly reduce the overall scheme cost (from approx. £139M to £96M) whilst still achieving the overall objectives of the LEB. The assessment of the decision included a review of current and proposed traffic flows and what other routes were available for those users of Hawthorn Road who wished to travel to and from north east Lincoln.

3.19. As part of that assessment for the Hawthorn Road arrangement the existence of reasonably convenient alternatives was taken into account as it was the basis on which the justification for the road to be closed would arise. Details of those alternative routes can be found in the evidence of Dr Gary Billington and Mr David Chetwynd, and traffic flows in the Cherry Willingham and Reepham area can be found in the evidence of Mr Paul Smith. The review has concluded that the correct decision has been taken regarding the changes to Hawthorn Road.

3.20. At the time of writing a total of 548 objections have been received by the Department for Transport in relation to the Orders, of which 6 are from Statutory Objectors. In addition 63 letters of support have also been received by the Department.

3.21. Consistent with the LCC experience at the previous inquiry, there is a great deal of support for the proposal. The main point of objection relates to the treatment of Hawthorn Road. The number of objectors in that respect has increased when compared with the

previous inquiry due to greater local activity but the case that is being made remains essentially as presented to and rejected by the previous Inspector. It is based on very similar if not identical arguments which were considered by the previous Inspector and nothing material has changed since that time to lead to a different judgement being reached. The majority of the objections raised in respect of the SRO relate to the effect of the LEB in the vicinity of Hawthorn Road. As stated above the LEB was granted planning permission on the 10th June 2013 (Document CD34) and the Orders now being promoted will provide the means by which that proposal can be constructed and used. The LEB for which planning permission was granted severed Hawthorn Road and sought to accommodate the traffic, both vehicular and the non motorised users, the “NMU”, by means of alternative provision. The motor vehicles are being encouraged to follow an alternative route and then use the new bypass and the NMU’s to follow the diversion provided within the proposals. Following objections to the previous Orders a NMU bridge to the north of Hawthorn Road was incorporated in to the scheme. This was granted planning permission in January 2014 (Document CD36).

- 3.22. The proposed Hawthorn Road junction design includes a left in left out junction which will allow vehicles travelling from areas east of the bypass to continue west into Lincoln via the LEB. In addition there are a number of other routes from Fiskerton, Bardney and the villages located to the east of Lincoln that will continue to allow direct access into Lincoln. These include Fiskerton Road, Greetwell Road, Wragby Road via Kennel Lane and the B1190 all of which provide an appropriate route into the city. The traffic impacts of the Hawthorn Road junction on vehicular traffic can be found in the evidence of Mr Paul Smith and a geometric assessment is set out in the evidence of David Chetwynd.
- 3.23. The decision of the Secretary of State in respect of the previous proposals, following the recommendation of the Inspector, was to confirm the Scheme to cross the River Witham [namely the Lincolnshire County Council (River Witham Bridge) Scheme 2013] as being required and justified to allow for the provision of the LEB but not to confirm the Lincolnshire County Council (A15 Lincoln Eastern Bypass) (Classified Road) (Side Roads) Order 2013 and the Lincolnshire County Council (A15 Lincoln Eastern Bypass) Compulsory Purchase Order 2013. (Documents CD1 and CD2).
- 3.24. Following this decision the Council re-examined the scheme in the light of that decision, focussing on the only outstanding issue raised by the Inspector. LCC reviewed the position in respect of the NMU provision at Hawthorn Road and following consultation

with the Parish Councils of Cherry Willingham and Reepham and also the newly created Hawthorn Road Residents Group (representing the same two Parish Councils and Mrs Louise Carder, Mr Alex Lake and Mrs Anne Welburn) LCC decided to adopt a different alignment for that proposal. Planning permission for that alteration was sought on the 26th August 2014 and was granted on the 6th October 2014 (Document CD43). The new alignment will be located to the south of the existing Hawthorn Road and will therefore remove the need for the majority of Non Motorised Users to cross Hawthorn Road on the eastern side of the Bypass and will therefore remove that potential conflict which the Inspector found to be harmful. In addition those wishing to cross Hawthorn Road would be able to make use of a designated crossing point located further to the east than previously shown. Taken together those measures address the previous Inspector's only remaining concern in full.

3.25. The planning permission granted for the LEB allows for the construction of a road along with associated highway infrastructure between the A158 Wragby Road East roundabout and the A15 Sleaford Road. The new road will be 7.5 Km long and will provide all movement connections with Greetwell Road, Washingborough Road, and Lincoln Road with a restricted left in/left out connection with Hawthorn Road east of the bypass. The planning permission granted in June 2013 (along with subsequent additional planning consents) provides for all the necessary works to be undertaken providing the new highway.

4. Description of the Scheme

4.1. General Description

4.1.1. The proposed LEB (to be classified as the A15 on opening) will provide a new 7.5km single carriageway relief road that will link the junction of the A15 and A158 Wragby Road East to the A15 Sleaford Road. The new route will have a design speed of 100kph (with the understanding that there will be a 60mph speed limit) and a separate 3m wide combined cycle and pedestrian right of way (located on the western side of the carriageway) will be provided along the full length of the LEB, to link up with existing public rights of way.

4.1.2. The LEB was assessed through the Environmental Assessment process and the full details of the findings of that assessment were published in the Environmental Statement (Document CD31).

4.1.3. A more detailed general description of the LEB was highlighted in the Statement of Case and further details are provided in the engineering evidence of Mr David Chetwynd.

4.2. Lincoln Eastern Bypass – Hawthorn Road NMU Bridge

4.2.1. The Scheme for which planning permission was granted in June 2013 included for a non motorised user (NMU) route that took users north from Hawthorn Road up to Wragby Road roundabout, crossed the LEB and then headed south to Hawthorn Road.

4.2.2. This was a change to the dual carriageway scheme which included a road bridge that took Hawthorn Road over the Scheme. A need to reduce the cost of the Scheme whilst meeting the scheme objectives resulted in the road bridge being removed and replaced with a left in/left out junction on the eastern side, with the western side stopped up.

4.2.3. Orders were published in 2013 on this basis.

4.2.4. A number of objections were received to the 2013 Orders. As a result an enhancement was proposed, to include a non motorised user bridge just north of Hawthorn Road. This was to be at approximately the same level as Hawthorn Road. Users then crossed over Hawthorn Road East to rejoin the existing cycleway/footway that runs along the southern side of Hawthorn Road.

4.2.5. The bridge proposal fell within the current planning boundary for the main scheme, and within the landtake proposed for the main scheme. The bridge received planning permission in January 2014 and as a result a modification to the 2013 Side Roads Orders was required which was submitted to the February 2014 Public Inquiry.

4.2.6. The bridge at that time was located on the north side of Hawthorn Road as the bypass is cut furthest into the ground at this point. This minimised the visual impact and removed the need for significant embankments.

4.2.7. Following the Secretary of State's decision to not confirm the Orders in July 2014, a review of the NMU provision at Hawthorn Road took place.

4.2.8. A meeting was held with Cherry Willingham and Reepham Parish Councils on 22 July 2014. Subsequent to that meeting the decision was taken to investigate a number

of options to address both the concerns of the Parish Councils and those raised by the Inspector in her report on the Orders.

4.2.9. As a result 4 options were produced:

- A Northern Option with the NMU bridge in the current location but with an additional footway on the northern side of Hawthorn Road to move the crossing point eastwards away from the Hawthorn Road\LEB junction. This was the minimum change that could be provided to deal with the concerns of the Inspector.
- Southern Options 1 and 2 had the NMU bridge relocated to the south of Hawthorn Road. Option 1 had the bridge crossing perpendicular to LEB and slightly further south, Option 2 was at a skew and hence slightly longer.
- Option 3 was a much more southerly option which the LEB team would not support but was included as evidence of it being considered. It did not have the same amount of investigation as the other three options.

4.2.10. The Options were issued to the Parish Councils and other attendees of the meeting on 29 July, asking for comments and a preferred option.

4.2.11. Revised versions of Options 1 and 2 were issued to the same parties on 7 August, following further design development.

4.2.12. Reepham Parish Council responded on 12 August with a number of queries and comments and general support for Option 2, whilst maintaining that a roadbridge was their preferred option. Where possible the parish councils suggestions were incorporated into the design.

4.2.13. Cherry Willingham Parish Council responded on 22 August with similar comments to Reepham PC and also generally supporting Option 2, whilst maintaining that a roadbridge was their preferred option.

4.2.14. Following this initial consultation a planning application using a version of Option 2 was submitted on 26 August. This application was consulted on by the planning team using the list of regular consultees and also including those stakeholders who responded to the previous planning applications.

4.2.15. In addition the highway authority consulted those stakeholders who objected to the 2013 Orders or provided comments on the alternatives publicised during the Orders process.

- 4.2.16. A press release was also issued outlining the current proposals and how to comment on the new application.
- 4.2.17. The application was considered at the Planning Committee on 6 October 2014 and was granted consent (Document CD43).

4.3. Transport Issues

- 4.3.1. As noted previously, Lincoln currently suffers from a number of longstanding transport related problems and issues that have a significant impact on journey reliability, journey times and network reliability throughout the city. These, in turn, have a negative impact on the wider Lincoln economy and act as a restraint to regeneration and the city's development aspirations.
- 4.3.2. Lincoln's city centre currently suffers from high levels of congestion from local and strategic traffic movements which impacts on the quality of life for local residents, acts as a constraint to the economy and reduces the attractiveness of the city for visitors and investors. The LEB scheme is an intrinsic part of the Lincoln Integrated Transport Strategy and is an integral part of the plan to help alleviate the high levels of congestion that currently affect the centre of Lincoln.
- 4.3.3. The transport problems and congestion within central Lincoln are exacerbated by a lack of route choice for north-south movements and lack of alternative river crossings. At present several key strategic north-south routes converge on the city centre and with few viable alternative routes, this results in significant levels of strategic traffic, including large numbers of long distance HGVs, being channelled through the centre of Lincoln.
- 4.3.4. The LEB scheme will provide an additional crossing of the River Witham and an appropriate route for strategic traffic removing the need for much of this traffic to travel through the centre of the city.
- 4.3.5. The scheme is fundamental in providing the necessary infrastructure improvements that will unlock the city's development potential, as significant housing and economic development is targeted for the Lincoln area. In July 2008, Lincoln was afforded Growth Point status by the Government. The emerging Central Lincolnshire Local

Plan (Document CD38) is expected to set out targets of between 22,000 and 29,000 additional dwellings for the Lincoln Area over the period 2011-2036. The North East and South East Quadrant development sites, located to the east of Lincoln and to the north and south of the LEB are key to the delivery of these growth aspirations. These urban extensions have the potential to accommodate a significant level of development within the Lincoln area and the LEB and LITS will be necessary to facilitate and support their delivery. The location of these sites is shown in Appendix 3.

4.3.6. A number of the transport problems and challenges already facing Lincoln are expected to increase over the mid to long term. This will place further stress on the highway network and have a significant impact on the local economy and Lincoln's development aspirations.

4.3.7. Traffic levels are forecast to continue to grow within the Lincoln area heightened by population growth and increased economic activity. Much of the network, including the A15 Bunkers Hill and the A15 Broadgate already operates above capacity during peak periods, resulting in little scope for increased demand to be accommodated on the existing network. A continued lack of route choice will also exacerbate the problems on existing routes.

4.3.8. The housing and development targeted for Lincoln is an important part of the city's continued economic development. The sustainable urban extensions including the North East and South East Quadrants have the potential to accommodate a significant level of development within the Lincoln area and the implementation of the LITS, especially the LEB will be necessary to facilitate and support their delivery in a safe and acceptable manner.

4.3.9. Transport issues and traffic modelling are covered in more detail by the evidence of Dr Gary Billington and Mr Paul Smith.

4.3.10. This information was presented to and accepted by the previous Inspector and the Secretary of State and nothing material has changed since then.

4.4. Scheme Objectives

4.4.1. The Scheme has three clear objectives, they are as follows:

- **Objective 1:** To support the delivery of sustainable economic growth and the Growth Point agenda within the Lincoln Policy Area through the provision of reliable and efficient transport infrastructure.
- **Objective 2:** To improve the attractiveness and liveability of central Lincoln for residents, workers and visitors by creating a safe, attractive and accessible environment through the removal of strategic through traffic (particularly HGVs).
- **Objective 3:** To reduce congestion, carbon emissions, improve air and noise quality within the LPA, especially in the Air Quality Management Area in central Lincoln, by the removal of strategic through traffic (particularly HGVs).

4.4.2. The LEB will have an important impact on Lincoln and will achieve the objectives listed above by:

- Facilitating sustainable development by improving access to potential growth areas and underpinning the LITS, which will deliver more sustainable and reliable transport options in the area.
- The LEB is forecast to remove up to 26% of traffic from key routes in the city centre (including HGV traffic) and allow LCC and its partners to 'lock in' benefits for sustainable transport and the environment in the city.
- The LEB will remove up to 26% of traffic from city centre (including HGV traffic) and analysis concludes that there will be benefits to air quality within central Lincoln.

4.4.3. This information was presented to and accepted as relevant and positive by the previous Inspector and the Secretary of State. The objectives remain unchanged and the scheme continues to meet them.

4.5. CPO and the Land Required

4.5.1. The Order Land extends to 104 hectares and is held in approximately 25 separate ownerships. At present the Council does not own any of the land other than that forming part of the public highways crossed by the LEB.

4.5.2. The land is required for a number of purposes. Specific plot references and landowners are outlined in the evidence of Mr David Chetwynd. Attached to the engineering evidence is a full schedule setting out the detailed reasoning underlying the acquisition of each of the plots in the CPO. I would point out that modifications to the Orders are required for the reasons I set out in Section 9 below.

4.5.2.1. Land to allow construction of the LEB

This land is for the construction of the highway including any environmental mitigation.

4.5.2.2. Land required for mitigation of the LEB

Plot 1\9A is a severed corner of a field which is being used for a habitat pond to enhance the environmental mitigation associated with the LEB.

4.5.2.3. Land for which rights are required

These rights are connected to:

- The diversion of Greetwell Fields drain and creation of a culvert north of Lincoln Road Branston
- Creation of an outfall for balancing ponds
- The construction of bridges over watercourses, and over and under railways
- The permanent regrading of land adjacent to the LEB. This is required to provide a location of disposal of surplus topsoil from the LEB that would otherwise have to be removed from site. A specification for the reinstatement of these fields will be agreed with landowners and their tenants.

4.5.2.4. Land to be dedicated

Plots 1\5D, 2\12E, 2\12G and 2\13F are to be dedicated as Public Rights Of Way.

4.5.2.5. Land for which a licence is required for a period of time

As part of the acquisition there are parcels of land that the Council needs to acquire to enable the LEB to proceed but which will not be needed permanently once the LEB has been built and is operating. Those uses consist of

Topsoil Storage

These areas are required for the storage of topsoil from the LEB for a period of time. The topsoil will be either placed in a similar location to where it was removed from upon completion of the works or moved to another part of the site for re-use. Some of these areas may be used for the storage of other materials prior to incorporation into the LEB.

Site Compound\Construction Area

These areas are required for either working space adjacent to the works to allow the LEB to be constructed or for use for a period of time as site storage compounds and offices by the contractor appointed to construct the LEB.

Land Connected to Private Means of Access

These areas are required to provide access for landowners and their tenants to fields severed by the LEB, and for working space required for a period of time to construct the accesses.

The Council needs to ensure that those areas are acquired for a period of time to enable the LEB to be built but the land will, on completion of the LEB be offered back as has been made clear in the Statement of Reasons and Statement of Case, subject to the highway authority retaining any necessary access rights to enable it to be able to maintain the highway. In addition every effort will be made to enter into a licence to enter this land temporarily as opposed to permanently acquiring it and then seeking to return it upon completion of the works.

- 4.5.3. The Order Land is located within the Parishes of Greetwell, Washingborough, Canwick, Branston and Mere and Bracebridge Heath and part falls within the Abbey Ward district of Lincoln.
- 4.5.4. Discussions have taken place with landowners affected by the LEB and where appropriate with their tenant farmers. Drawings outlining the accommodation works that are required to mitigate the impact of the LEB on farming operations have been discussed and agreed with all farming landowners and their tenants. Although not formally before the inquiry a schedule of agreed Accommodation Works is included in Appendix 4.
- 4.5.5. As noted in the Statement of Resons, some of the land previously in the ownership of British Railways Board (BRB) (Residuary) Ltd was transferred to the Secretary of State for Transport following the dissolution of BRB in September 2013. That land therefore now falls to be considered as Crown Land and accordingly it is not intended to acquire title to that land through the use of the CPO. The plots of land, namely Plots 2/11 to 2/11H inclusive and Plot 2\15 remain within the CPO as there are other interests which need to be acquired to enable the LEB to proceed. In respect of the Crowns interests discussions continue with the relevant authorities to enable LCC to acquire the land by agreement. The agent for the Crown has accepted the acquisition by agreement in principle, it remains however to agree final terms.
- 4.5.6. The Council has not currently acquired any of the land needed for the LEB from owners and accordingly the land that is contained within the CPO is that land, including any outstanding interests in the land that still needs to be acquired to permit the LEB to

proceed. Discussions and negotiations with landowners affected by the proposals will continue in advance of the public inquiry. The approach of making the CPO and, in parallel conducting negotiations is in accordance with the guidance given in Circular 06/2004.

4.5.7. The Council has given careful consideration to the need to include each parcel of land shown on the Order Map and the new rights identified in the Order Schedule. There is a compelling need in the public interest for the LEB to proceed and for the making and confirmation of the CPO.

4.5.8. The parts of the Order Land which are in the ownership of the Council are included in the Order Land to ensure that any third party interests or encumbrances existing in respect of such land are acquired pursuant to the Order ensuring that the LEB can be constructed and subsequently occupied.

4.5.9. The Council considers that the Order if confirmed would strike an appropriate balance between public and private interests. The rights of owners of interests in the Order Land under the Human Rights Act 1998 (including the rights contained in Article 8 and Article 1 of the First Protocol) have been taken into account by the Council when considering whether to make the Order and when considering the extent of the interests to be comprised in the Order. In addition, having regard to the provisions of the guidance within Circular 06/2004, the Council considers that the acquisition of the Order Land will facilitate the carrying out of development, redevelopment and improvement and will make a positive contribution to the promotion or achievement of the economic, social and environmental well-being of its area.

4.5.10. The current status of the land owning statutory objectors is as set out in the following table.

Item objection	Objector	Comment – Current Position
1	National Grid	Discussions with National Grid (NG) regarding diversion of their plant are ongoing under the usual NRSWA process. A legal agreement has been finalised and is in the process of being signed by both parties. At present the Council are awaiting

		an engrossed copy of the Agreement from NG. It is hoped that this will allow NG to withdraw their objection.
2	J A Ward	Discussions with Mr Ward regarding accommodation works have been completed. Meetings have taken place to discuss requirements and drawings have been submitted to both the tenant and his agent. These works have been agreed. Joint discussions with the landowner have taken place regarding a new set of undertakings and a licence for the entry of land for temporary uses. Discussions have been positive and it is hoped that this objection can be withdrawn.
3	Church Commissioners for England	Discussions with Church Commissioners and their tenants regarding accommodation works have been completed. Meetings have taken place to discuss requirements and drawings have been submitted to both the landowner and their agent. These works have been agreed. Joint discussions with Mr Ward have taken place regarding a new set of undertakings and a licence for the entry of land for temporary uses. Discussions have been positive and it is hoped that this objection can be withdrawn.
4	Western Power Distribution	Discussions with Western Power Distribution (WPD) regarding diversion of their plant are ongoing under the usual NRSWA process. Orders have been placed with them for diversion of plant. A legal agreement is very close to being finalised and is expected to be signed by both parties. It is hoped that this will allow WPD to withdraw their objection.
5	Canal & River	Legal documents have been drawn up by the

	Trust	Trust's solicitors which are currently being engrossed. Discussions regarding valuation of the impact on the Trusts property have been included and terms have been agreed in principle. Note that no physical land is required from the Trust, only airspace for either permanent (Plot 2\10) or temporary purposes (Plots 2\10A and 2\10B). It is hoped that this objection can be withdrawn.
6	Railway Paths Ltd	Railway Paths Ltd are long term tenants of the former British Railways Board Ltd land, now owned by the Secretary of State for Transport and managed by Highways England (HE). The transfer in ownership in 2013 means that the land is Crown Land and cannot therefore be compulsorily acquired. Discussions have taken place with the Agent of Highways England regarding acquisition by agreement. In addition meetings have also been held with representatives of both Railway Paths and Sustrans, who have an interest in the land as it forms part of their cycling network. Discussions are currently focussed on the temporary diversion of the network during construction. It is hoped that this objection can be withdrawn.

4.6. Side Roads Order

4.6.1. The purpose of the Side Roads Order is to maintain access to all land and property directly affected by the LEB and to make necessary changes to the highway network. In order to build the new road, it is necessary to improve, or stop up existing highways and construct new highways to link into the new road. It will also be necessary to stop up some existing private means of access to land or premises and to replace those where necessary with new means of access. To enable it to carry out those works the Council is promoting the Side Roads Order. The detailed provision to be made in respect of each of the access points affected is set out in the SRO.

4.7. The Bridge Scheme

4.7.1. The Bridge Scheme was confirmed by the Secretary of State in July 2014 and the position was described in the Statement of Reasons.

5. Funding and Scheme Implementation

5.1. The estimated overall cost of the LEB is £95.858m. A Best and Final Bid (BaFB) application was made to the Department for Transport for funding in September 2011 (Document CD46). The BaFB scheme was successful and achieved Programme Entry status in November 2011, with central government contributing £49.950m to the LEB (Document CD47). The Council will contribute £11.914m and there will be third party contributions from District Councils of £33.994m, currently underwritten by the Council. Following the General Election the Department have confirmed that the Scheme retains its Programme Entry status and awaits submission of the Final Funding approval documentation to meet the conditions of the grant of funding.

5.2. The third party contributions were intended to be recovered from Community Infrastructure Levy (CIL) funding allocated to District Councils as part of the Central Lincolnshire Joint Planning Committee's Core Strategy process. The LEB was included in the associated Infrastructure Delivery Plan.

5.3. On 6th January 2014 the Central Lincolnshire Joint Planning Committee (the "JPC") resolved to withdraw the Core Strategy from the Examination in Public process on account of housing land supply and strategic policy issues that had been raised by the Inspector. On 6 January 2014 the JPC also endorsed a proposal to prepare a Local Plan for the Central Lincolnshire Area for adoption by 2016.

5.4. As a result of the withdrawal there will be a delay to the formalisation of the CIL contributions that will be recovered for LEB. The LEB however remains fully supported by the three District Councils that are part of the JPC and a Memorandum of Understanding to formalise the funding approach to LEB in advance of an agreed CIL schedule was signed by all parties in 2014 (Document CD49). It is expected that the recently submitted planning application for circa 500 houses (forming Phase 1 of the NEQ development) will conform to this approach.

- 5.5. Further details of the Central Lincolnshire Local Plan process can be found in the evidence of Mr Marc Willis.
- 5.6. The LEB will be implemented by the Council. The current intention, subject to completing the relevant procedures to acquire the land, is to start work on site in the summer of 2016 in accordance with the 2013 planning permission. The works are currently programmed to take approximately two years from starting on site to completion.
- 5.7. I am of the view that summer 2016 is the earliest possible start date allowing for an Inquiry into the Orders and that is the timescale that the Council has been using in discussions with land and business owners affected by the LEB.
- 5.8. I on behalf of the Council am satisfied that there are no foreseeable barriers to the implementation of the LEB and that funds will be available to secure the LEB. All relevant considerations are in place to achieve a summer 2016 start date subject to the successful outcome of the consideration of the Orders.

6. The Planning Position Of The Scheme

- 6.1. As set out in the introduction the necessary planning permission has been granted to allow for the construction of the LEB. As such the LEB has been assessed against the relevant Planning Policy guidance and has been found to be consistent with that policy. In addition the LEB is considered to accord with the National Planning Policy Framework, the "Framework". There has been no alteration to the planning policy base since planning permission was granted.
- 6.2. The planning position was set out in both the Statement of Reasons and the Statement of Case. The current planning position is that the conditions connected to the planning permission for the LEB are being worked through with a view to being discharged. I set out a complete list of conditions in paragraph 6.5 below. Mr Willis notes in his evidence at Paragraph 1.7 that he is responsible for ensuring these conditions are discharged suitably.
- 6.3. The planning policy documents remain as set out in the Statement of Reasons and Statement of Case namely as contained within the City of Lincoln, North Kesteven and West Lindsey District Council's Local Plans and the Lincoln Integrated Transport Strategy. The clear support for the provision of the LEB as contained in the relevant Development Plan is clear from contents of the Local Plan policies. (Documents CD11, CD12 and CD13).

6.4. As indicated previously, on 6th January 2014 the Central Lincolnshire Joint Planning Committee resolved to withdraw the Core Strategy from the Examination in Public process. The issues raised do not impact upon the highway network nor upon the promotion of the Orders from a planning point of view as the planning permission had been granted at an earlier point in the Core Strategy process where no weight was given to the emerging document in the committee report or the decision making process. A draft Local Plan has been through an initial consultation phase (Document CD38) and is aiming for a second consultation in Autumn 2015.

6.5. The planning conditions pursuant to the alterations brought forward under the Section 73 application for the LEB are as follows. As indicated above the County Planning Authority will remain responsible for ensuring that all the conditions are met during the development and the construction of the LEB. At the time of writing a number of conditions have been submitted for consideration to be discharged. As indicated in Mr Willis' proof at paragraph 1.7, he will be responsible for the satisfactory discharge of any planning conditions connected to the Scheme.

No.	Condition
1.	The development hereby permitted shall be commenced before 10 June 2016. Written notification of the date of commencement of development shall be sent to the County Planning Authority (CPA) within seven days of commencement.
2.	<p>The development hereby permitted shall be undertaken strictly in accordance with the details contained in the application and in full compliance with the mitigation measures identified and set out in the Environmental Statement (originally date stamped received 8 January 2013), the supporting letters dated 27 August 2014 and 6 June 2014 and the drawings (as set out below) except where modified by the conditions attached to this planning permission or by details subsequently approved pursuant to those conditions.</p> <p>Approved Drawings</p> <p>Drawing No. 1030171-LEB-016 'Planning Boundary'</p> <p>Drawing No. 1030171-LEB-017 'Permanent Highway Boundary' both date stamped received 8 January 2013; and</p> <p>Drawing No. HCMSA0021/LEB/100/101 Rev.A0 'Main Carriageway: Revised Plan & Profile - Sheet 1'</p> <p>Drawing No. HCMSA0021/LEB/100/102 Rev.A0 'Main Carriageway: Revised</p>

No.	Condition
	<p>Plan & Profile - Sheet 2'</p> <p>Drawing No. HCMSA0021/LEB/100/103 Rev.A0 'Main Carriageway: Revised Plan & Profile - Sheet 3'</p> <p>Drawing No. HCMSA0021/LEB/100/104 Rev.A0 'Main Carriageway: Revised Plan & Profile - Sheet 4'</p> <p>Drawing No. HCMSA0021/LEB/100/105 Rev.A0 'Main Carriageway: Revised Plan & Profile - Sheet 5'</p> <p>all date stamped received 13 June 2014; and</p> <p>Drawing No. HCMSA0021/LEB/100/106 Rev.A2 'Hawthorn Road Junction Alteration'</p> <p>Drawing No. HCMSA0021/LEB/100/107 Rev.A0 'Diversion under the River Witham Bridge'</p> <p>Drawing No. HCMSA0021/01/108/ Rev.A1 'Extents of acoustic fencing'</p> <p>date stamped received 27 August 2014 and 3 October 2014.</p>
3.	<p>No development shall take place until a detailed landscaping scheme, including any proposed fencing, has been submitted to and approved in writing by the CPA. The landscaping scheme shall include information on the species, numbers, spacing and positions of all grasses, trees, shrubs, hedgerows and bushes to be planted as part of the development and include details of the long term maintenance and aftercare proposals to ensure their success for a period of 10 years commencing from the date of completion of the development. Any plants which at any time during the development and/or 10 year aftercare period die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing with the CPA. In respect of fencing, details shall include the type, height, treatment/colour and position of any fencing to be erected as part of the development. The approved scheme shall thereafter be carried out and maintained in accordance with the approved details.</p>
4.	<p>No development shall take place until details of the bunds for noise mitigation and landscaping to be constructed along the boundaries of the development have been submitted to and approved in writing by the CPA. Such details shall include appropriate cross sections of the bunds and include details of the location, size and height of the bund as well as details of the proposed materials and method of construction. Following the construction of the bunds they shall be grass seeded, landscaped and maintained in accordance with the details approved pursuant to Condition 3. Thereafter the bunds shall be constructed and all works implemented and carried out in full accordance with the approved details and thereafter whilst ever the development subsists.</p>

No.	Condition
5.	Unless minor variations are otherwise agreed in writing by the CPA, construction works which are audible at the site boundary shall only take place between 07:00 –19:00 Monday to Friday, and 09:00 – 13:00 on Saturdays, and not at any time on Sundays, Public or Bank Holidays. Construction activities which are assessed as being inaudible at the site boundary (such as electrical work) may be undertaken outside of these times.
6.	All vehicles, plant and machinery shall be maintained in accordance with the manufacturer's specification at all times, and shall be fitted with and use effective silencers. Any breakdown or malfunction of silencing equipment or screening shall be treated as an emergency and should be dealt with immediately. Where a repair cannot be undertaken within a reasonable period, the equipment affected should be taken out of service.
7.	<p>(a) No development shall take place until a written scheme of archaeological investigation has been submitted to and approved by the County Planning Authority. This scheme should reflect the practices and mitigation measures to reduce or avoid impacts on archaeological deposits as set out in Chapter 12, Section 12.6 of the Environmental Statement and include the following items set out below and be in accordance with the archaeological brief supplied by the Lincolnshire County Council Historic Environment advisor on behalf of the County Planning Authority:</p> <p>(1) An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements);</p> <p>(2) A methodology and timetable of site investigation and recording;</p> <p>(3) Provision for site analysis;</p> <p>(4) Provision for publication and dissemination of analysis and records provision for archive deposition;</p> <p>(5) Nomination of a competent person/organisation to undertake the work;</p> <p>(6) The scheme to be in accordance with the Lincolnshire Archaeological Handbook.</p>
	(b) The archaeological site work shall be undertaken only in full accordance with the approved written scheme. The applicant will notify the County Planning Authority of the intention to commence at least fourteen days before the start of archaeological work in order to facilitate adequate monitoring arrangements. No variation shall take place without prior consent of the County Planning Authority.
	(c) A copy of the final report will be submitted within three months of the work to the County Planning Authority for approval (or according to an agreed programme). The material and paper archive required as part of the written scheme of investigation shall be deposited with an appropriate archive in

No.	Condition
	accordance with guidelines published in The Lincolnshire Archaeological Handbook.
8.	(a) No development shall take place until details of the historic landscape survey referred to in Chapter 12, Paragraph 12.6.15 of the Environmental Statement have been submitted to and approved in writing by the CPA. The submitted scheme shall provide for the recording of the identified Historic Landscapes affected by the development (as identified by the Drawing No.1030171-LEBEIA-HER-003a contained within Section 12.7 (Volume 2) of the Environmental Statement) and should include measured survey of any field boundaries to be removed as well as photographic survey of the wider area and long views to and from the Historic Landscape Types. The historic landscape survey shall be carried out prior to any construction works taking place within the identified Historic Landscape areas, in full accordance with the approved scheme.
	(b) A copy of the final report relating to the above shall be submitted within three months of the work to the County Planning Authority for approval (or according to an agreed programme). The material and paper archive shall be deposited with an appropriate archive in accordance with guidelines published in The Lincolnshire Archaeological Handbook.
9.	(a) No development shall take place until details of a scheme of historic building recording relating to the Railway Underbridge (Site 220) as referred to in Chapter 12, Paragraph 12.6.14 of the Environmental Statement has been submitted to and approved in writing by the CPA. The scheme shall provide a written and photographic record of the structure (as appropriate) and provide a permanent record of the structure in its current condition. The historic building recording works shall thereafter be implemented and carried out prior to the structures demolition, in full accordance with the approved scheme.
	(b) A copy of the final report relating to the above shall be submitted within three months of the work to the County Planning Authority for approval (or according to an agreed programme). The material and paper archive shall be deposited with an appropriate archive in accordance with guidelines published in The Lincolnshire Archaeological Handbook.
10.	(a) No development shall take place until full details of all permanent bridges, structures, underpasses, bridge walls, abutments and crossings have been submitted to and approved in writing by the CPA. Such details shall include information on the colours and treatment of all surfaces, finishes and textures associated with these elements (e.g. railings, wing walls, side walls of underpass) as well as exact clearance heights. The bridges, structures, underpasses, bridge wing walls, abutments and crossings shall thereafter be constructed in accordance with the approved details.
	(b) Prior to the installation of any temporary bridges during construction such temporary works will be submitted to and approved in writing by the CPA. Such details shall include information on the colours and treatment of all surfaces,

No.	Condition
	finishes and textures associated with these elements (e.g. railings, wing walls, side walls of underpass) as well as exact clearance heights. The bridges, structures, underpasses, bridge wing walls, abutments and crossings shall thereafter be constructed in accordance with the approved details.
11.	All floodlighting and external site lighting associated with the construction of the development hereby permitted shall be positioned and operated to minimise the potential nuisance of light spillage from the site.
12.	Before the bypass hereby approved is brought into use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridges, underpasses and other circulation areas, etc) shall be submitted for the approval of the CPA. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.
13.	No development shall take place until a method statement, detailed plan and timetable of works to mitigate the impacts of the development on the Greetwell Hollow Quarry SSSI have been submitted to and approved in writing by the CPA. All works shall thereafter be carried out in full accordance with the approved details.
14.	No development shall take place until details of the facilities to be constructed to provide public/pedestrian access to the quarry floor and retained exposures of the Greetwell Hollow Quarry SSSI have been submitted to and approved in writing by the CPA. All works shall thereafter be carried out in full accordance with the approved details and the means of access completed at the date the bypass is open for traffic.
15.	No development shall take place until a method statement, detailed plan and timetable of works to mitigate the impacts to bats, water voles and grass snakes have been submitted to and approved in writing by the CPA. All works shall thereafter be carried out in full accordance with the approved details.
16.	No earthworks, site clearance or ground disturbance works shall take place between March and September, inclusive unless otherwise agreed in writing with the CPA. If these works cannot be undertaken outside this time, they should be evaluated and checked for breeding birds by an appropriately qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependent young have vacated the area.
17.	No development shall take place until a scheme for the provision of surface water drainage, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the CPA, in consultation with surface drainage authorities, including the Internal Drainage Boards and the Environment Agency. The scheme shall reflect the principles, mitigation measures and specification requirements as set out in Chapter 7, Section 7.6 of the Environmental Statement including the provision of level for level floodplain

No.	Condition
	compensatory storage as indicated in the applications Flood Risk Assessment. The approved scheme shall be implemented and carried out before the development is completed and shall thereafter be maintained for the duration that the development hereby permitted subsists.
18.	Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, or the capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and site glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund.
19.	No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the CPA. The Plan shall include details of the development which shall include but not necessarily be limited to the following:
	(a) identify the locations of the contractor's temporary site storage areas/compounds including details of the number, size (including height) and location of contractors' temporary buildings;
	(b) the means of moving, storing and stacking all materials, plant and equipment around the site;
	(c) the measures to be adopted during all works to ensure that dust emissions are minimised (reflecting those practices and mitigation measures set out in Chapter 11, Section 11.6 of the Environmental Statement);
	(d) the measures to be adopted during all works to minimise the incidence and impacts of noise and vibration arising from the development (reflecting the practices and mitigation measures set out in Chapter 10, Section 10.6 of the Environmental Statement);
	(e) the measures to avoid the pollution and discharge of any substances, including surface water run-off, into controlled water during the construction and operation phases of the development (reflecting the practices and measures set out in Chapter 7, Section 7.6 of the Environmental Statement);
	(f) details of any wheel wash facility, use of water bowsers and any other measures necessary to ensure that vehicles do not leave the site in a condition whereby mud, clay or other deleterious materials are carried onto the public highway. The approved plan shall thereafter be implemented and carried out in full accordance with the approved details.

No.	Condition
20.	No development shall take place until a detailed strategy and method statement for minimising the amount of construction waste resulting from the construction of the development shall be submitted to and approved in writing by the CPA. The statement shall include details of the extent to which waste materials arising from construction activities will be reused on site and demonstrating that as far as reasonably practicable, maximum use is being made of these materials. If such reuse on site is not practicable, then details shall be given of the extent to which the waste material will be removed from the site for reuse, recycling, composting or disposal. All waste materials shall thereafter be reused, recycled or dealt with in strict accordance with the approved strategy and method statement.
21.	No development shall take place until a scheme to assess the nature and extent of any contamination on the site and the methods proposed to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the County Planning Authority. The scheme shall include:
	(1) A preliminary risk assessment which has identified:
	· all previous uses;
	· potential contaminants associated with those uses;
	· a conceptual model of the site indicating sources, pathways and receptors;
	· potentially unacceptable risks arising from contamination at the site.
	(2) A site investigation scheme, based on (1), to provide information for a detailed
	assessment of the risk to all receptors that may be affected, including those off
	site;
	(3) The results of the site investigation and detailed risk assessment referred to in
	(2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
	(4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
	Any changes to these components require the express written consent of the

No.	Condition
	County Planning Authority. The scheme shall be implemented as approved.
22.	If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the County Planning Authority detailing how this unsuspected contamination will be dealt with and obtained written approval from the County Planning Authority. The remediation strategy shall be implemented as approved.
23.	The development hereby permitted shall not be brought into public use until the acoustic fence as shown on Drawing No. HCMSA0021/01/108/Rev.A1 has been erected in accordance with details which have previously been submitted to and approved in writing by the County Planning Authority. Those details shall meet the minimum height parameters of 2.3m for the section shown in 'blue' and 1.8m for the section shown in 'green' on the attached plan HCMSA0021/01/108/Rev.A1. The design, specification and colour of the proposed fencing shall meet DMRB standards or that of its successor document. The acoustic fencing shall thereafter be maintained and retained in a condition fit for purpose whilst ever the development hereby permitted subsists.
24.	No development shall take place until details relating to the translocation of the Giant Bellflower have been submitted to and approved in writing by the County Planning Authority. Such details shall include the findings and results of a survey conducted to identify the locations of any stands affected by the development hereby permitted, details of the proposed methods to be adopted to translocate those species, the locations where those stands/ species are to be relocated, a timetable for carrying out such works and details of the measures to be adopted to ensure the successful establishment and maintenance of those translocated species. All works shall thereafter be carried out in accordance with the approved details.

6.6. In response to the 2013 Orders the Council made an application for an additional non motorised user bridge to be constructed in the vicinity of Hawthorn Road where that road will be severed by the LEB. As an enhancement to the planning permission already granted for the LEB, that bridge was intended to carry NMU's across the bypass to the north of Hawthorn Road and accordingly would separate those users from the new road. The application was considered by the Council at the Planning and Regulation committee on the 13th January 2014 and planning permission was granted (Document CD36).

6.7. Subsequent to the Secretary of State's decision to not confirm the Orders in July 2014, a further planning permission which relocated the NMU bridge to the south of Hawthorn Road was considered by the Council at the Planning and Regulation Committee on 6th

October 2014 and planning permission was granted (Document CD43). There are only two planning conditions connected to this consent; the first being that the scheme shall be commenced within three years of the permission and the second being that the bridge should be in accordance with the drawings submitted as part of the application.

6.8. In parallel to the application for the relocated NMU bridge, an application under Section 73 of the 1990 Town and Country Planning Act was considered at the Planning and Regulation Committee on 6th October 2014 and planning permission was granted (Document CD42). Further details of the Section 73 application can be found in the evidence of Mr Marc Willis.

6.9. Further details on planning policy issues are covered in the evidence of Mr Marc Willis.

7. Other Individual topics for Consideration

7.1. Flooding and Drainage

7.1.1. Most of the LEB is located in an area at low risk of flooding however the new bridge and associated embankments over the Witham Valley, partially sit within the River Witham floodplain.

7.1.2. The road will have a comprehensive drainage system to remove surface water from the carriageway. This will drain into holding ponds to ensure too much flow doesn't reach the local watercourses. Measures will also be put in place to ensure that any pollutants such as oil from the road surface do not affect the local water environment.

7.2. Geology and Soils

7.2.1. The historical maps indicate that apart from a disused landfill site near the Washingborough Road junction, the route chosen for the Proposed LEB has generally been occupied by agricultural land and farms with no significant industrial uses being identified and therefore no other sources of contamination are likely to be encountered. Once further studies of the disused landfill have been undertaken, measures will be agreed to ensure there will be no impact on the environment from construction close to this site.

7.2.2. The route of the road does require construction across a small section of Greetwell Hollow Quarry, although now disused the rock layers exposed by the quarry workings contain important geological features so the area has been designated as a Geological Site of Special Scientific Interest (SSSI). About 18% of the rock outcrop will be covered

by the road and its embankment. However, to help mitigate for this loss improved access to the remaining geological features will be provided making future scientific investigation easier and safer.

7.3. Landscape and Visual Impact

7.3.1. The road passes through a number of Local Landscape Character Areas from the Upland Plateau to the north, through the Valley Slopes of the Witham Gap to the Fenland to the south. The road will have an impact on the landscape but for much of it the use of measures such as earth bunds and landscape planting means that this impact will be minimal, with the exception of the actual crossing of the Witham Valley. Here it will not be possible to mitigate the impact of the bridge on the wider landscape.

7.3.2. Mitigation measures for the Proposed LEB will include Landscape Planting and Habitat Creation.

7.3.3. An assessment was undertaken of the visual impact of the road on views from houses, local footpaths and the city of Lincoln. The impact on people's views will be most significant during the construction phase and the few years immediately after its completion.

7.4. Noise and Vibration

7.4.1. The impacts from noise and vibration will be felt both during the construction phase and operational phase once the road is open to traffic.

7.4.2. The contractor will liaise with the council to agree working hours and working practices prior to construction. These measures will help to minimise noise impact at properties in the study area as a result of construction activities although some temporary disturbance will be experienced during this construction phase.

7.5. Air Quality

7.5.1. Similarly to noise, there will be an impact on air quality during both the construction and operational phases of the road.

7.5.2. The construction phase of the LEB is likely to give rise to dust and to minimise this impact, the contractor will liaise with the council to agree working practices and dust control measures prior to construction.

7.5.3. During the operational phase dust will be less of an issue but smaller particles and pollutants such as Nitrogen Oxides may cause an impact. A detailed assessment has concluded that air quality impacts from traffic will be negligible for those receptors close to the road and beneficial for those close to surrounding roads, such as in Lincoln city centre, where congestion will be greatly reduced by the new road.

7.6. Archaeology and Cultural Heritage

7.6.1. Lincoln and the surrounding area are rich in archaeological features and important cultural heritage assets. Extensive studies have identified many of these but unknown archaeological features may be present under the ground.

7.6.2. To mitigate for those archaeological features that will be destroyed or damaged by the road construction, an extensive programme of investigation and recording will be undertaken.

7.6.3. The Proposed LEB will be only visible from the very top of Lincoln Castle Tower.

7.6.4. The impact of the new road on the historic landscape and setting of important heritage buildings will be mitigated with the use of landscape planting. However, despite this mitigation the road will still be visible within the landscape from some historic buildings both in adjacent villages and from some prominent features such as the Lincoln Castle tower.

7.6.5. An issue has been raised about the historic nature of Hawthorn Road. The Council's Heritage Team have noted that Hawthorn Road is shown on the 2nd Edition OS (1905) and labelled as Stocking Lane. It is also shown on the 1824 map, but not labelled. The fields adjacent are recorded as 'Private Planned Enclosure' and 'Modern Fields' in the HLC.

7.6.6. Hawthorn Road historically links Bunkers Hill farm on Wragby Road to Reepham village, with two T junctions off this road linking to Greetwell village and Cherry Willingham village to the south. (Note the housing development of 'Little Cherry' including Hawthorn Avenue does have 7 or 8 bungalows shown on the 1905 OS but is unlikely to date to much before then).

- 7.6.7. Archaeological records adjacent to the road have evidence for agricultural use in the medieval and post medieval periods, and quarrying further to the south.
- 7.6.8. There is a Roman enclosure at PRN 52832 which is between North Greetwell and 'Little Cherry', and other undated ditches and gullies seen as cropmarks nearby as well as some seen during monitoring during development works at Little Cherry.
- 7.6.9. The triple ditch system runs north-south and is crossed by Hawthorn road near the terminus with Wragby Road.
- 7.6.10. The road has certainly been in use since before 1824, but there is no evidence as to when the route was first used. The fields adjacent to the road were enclosed by private agreement, but it is uncertain if this road/route was altered or clarified when the field boundaries were created / planted. No particular significance has been identified for this road.

7.7. Nature Conservation

- 7.7.1. The area through which the road will pass is largely arable farmland with little ecological value. However, a number of small areas of habitat such as woodland and hedgerows will be impacted by the new road and the River Witham will be crossed by a new bridge. There is only one statutory designated site which is affected by the road and that is the Greetwell Hollow Quarry SSSI. Although this is designated for its geological features it is used by bats.
- 7.7.2. Impacts on species and habitats during construction will be controlled and minimised through adherence to a Construction Environmental Management Plan. Where impacts on protected species have been assessed as likely, mitigation plans and the required consents will be agreed with Natural England to ensure the impact on these species is minimised. The mitigation will include the relocation of some species and the creation of additional habitats including bat boxes (Hibernacula) for the bats.

7.8. Land Use, Community and Private Assets

- 7.8.1. During construction there will be some temporary impact in the form of severance and disturbance to local communities. There will also be some loss of agricultural land to accommodate the road and the impact of this varies from negligible to major, depending on the percentage of the land holding lost.

7.9. Effects on all Travellers

- 7.9.1. The new road will have an impact on travellers using existing roads and public rights of way. During the construction phase this will result in some frustration and stress as congestion may increase and roads and paths are temporarily closed. This will be mitigated with the use of a Traffic Management Plan.
- 7.9.2. Once operational, the road will still cause some delays to users of local roads that will cross the new bypass, but users of the existing A15 and other city centre roads will greatly benefit from a reduction in congestion and therefore frustration and stress.
- 7.9.3. The incorporation of the NMU provision into the LEB will provide benefits to equestrians, pedestrians and cyclists.

7.10. Bridge Design Implications

- 7.10.1. All structures are designed to national standards. The approval process for the structures over and under the railways is ongoing with Network Rail. Clearances for the structure over the River Witham have been agreed with the Environment Agency.

8. Matters Raised by the Inspector through the Pre-Inquiry Process

- 8.1. During the Pre-Inquiry Meeting held on 18th May 2015, the Inspector made the following comment:
- 8.2. *“LCC has submitted an Environmental Statement (ES) as part of its planning application for the road scheme. Although there is no requirement to review this in its entirety, its content could have direct and indirect consequences for the evaluation of the Orders before this inquiry. In particular, the traffic and transport element of the ES is to be reviewed with an update report expected in mid-June. Mr Nixon also asked that the other elements that would merit checking include noise, air quality and ecology in connection with the waterways affected. “*
- 8.3. Clarification of the extent of the review required was sought and further guidance from the Inspector as to the form of the review necessary was received on the 26th of June as follows:
- 8.4. *“As for the PIM minutes, since the ES was prepared, there will invariably have been some environmental creep. Essentially, traffic increases and noise and pollution follows. What needs to happen is that certain key measurements need to be undertaken to validate the*

ES results. If these show no change then nothing further needs to be done. If there are significant differences then this could indicate that this section needs to be revisited in more detail. As for the ecology section, it is normal to review the situation immediately before a contract starts, based on the ES information. Once again this can change as flora and fauna change allegiances and habitat over comparatively short periods. Again some method of validation is needed."

- 8.5. A review of the sections of the ES has been carried out by Mouchel's Environment Team and the findings are included at Appendix 4.
- 8.6. Mouchel concluded that the Environmental Statement for LEB identified potential positive and negative impacts upon receptors in both the air quality and noise assessments. Having reviewed the 2015 traffic modelling analysis they noted that it is clear that there are no significant variations in traffic flow predicted and therefore the conclusions within the ES (particularly with regard to the Inspector's query regarding noise and pollution) remain valid. The contents of Section 7 on noise and air quality therefore remain valid.
- 8.7. Additionally the Nature Conservation assessment within the ES identified the presence of a number of ecological resources although it concluded that, with mitigation, there would be no significant effects as a result of the implementation of the scheme. To ensure that these conclusions remain valid pre-construction checks by an Ecological Clerk of Works (ECoW) will be undertaken and should any protected species be identified, then the ECoW will ensure that these species are managed in accordance with best practice, and in compliance with all relevant legislation. The information submitted in support of Conditions 13 and 15 secure these measures in advance of construction.
- 8.8. It should be noted that the Section 73 application described previously included a revision to remove low noise surfacing from the scheme and mitigate where beneficial by other methods. A review of the noise levels resulted in an enhancement to the provision of acoustic fencing in the area to the east of Carlton Boulevard, to also protect a section of the Scheme adjacent to future potential development in that area. This mitigation was considered appropriate by the County Planning Authority and the application was granted consent (Document CD42).

9. Proposed Modifications to Orders

9.1. LCC has identified in conjunction with the Department for Transport the need to make certain alterations to the Orders as published. These were noted in LCC's Note to the Pre Inquiry Meeting held on 18th May 2015. The LCC will compile a full list of all such matters and make them available with LCC's view in relation to them at the start of the Inquiry to ensure that they can be considered as part of the inquiry. The list of such changes as it stands at present is as below.

9.2. The Department noted in their letter dated 10th November 2014 the following (LCC response in italics);

9.3. Side Roads Order

9.4. In Schedule 2 the description of the private means of access to be stopped up 'Access to field from a point 34 metres east of the proposed A15 Lincoln eastern bypass for a distance of 174 metres in a westerly direction (a)' appears to be more in the region of 80 metres east rather than the 34 metres stated. Please confirm distance and the Order will be modified accordingly.

9.5. *LCC RESPONSE: The measurement of 80 metres is confirmed and requires a modification to the Order.*

9.6. Compulsory Purchase Order

9.7. The arrows on the plan identifying Plot 5/6A and Plot 5/5D are pointing to the same plot. The plot sizes are also the same. I believe one of these should have been the south western part width of Sleaford Road which is smaller in size. Please confirm which number this south western part should be allocated and its measurement. These will be added to the Order by modification.

9.8. *LCC RESPONSE: The south western part is confirmed as Plot 5/6A and the area of the plot is 2757.50m² and requires a modification to the Order.*

9.9. Whilst a matter for the Council with regard to future Orders the Council may wish to consider amalgamating adjacent plots that have the same land interests. This would reduce the number of plots within the Order.

9.10. LCC RESPONSE: *The comment is noted.*

9.11. As referred to in paragraph 1.20 of the Statement of Reasons Plots 2\11 to 2\11H inclusive and Plot 2\15 are now Crown Land. Should these plots have the "all interests other than interests of the Crown in..." wording (see Appendix N of ODPM Circular 06/2004)? If so the Order can be modified accordingly. Also, it is noted that discussions have commenced with the relevant authorities in relation to the acquisition of the Crown interests. I would be grateful if you could inform me when any agreements required are in place as this is required before we could confirm the Order.

9.12. LCC RESPONSE: *The wording should be modified as suggested to "all interests other than those of the Crown in..." The request regarding notification of agreements with the Crown is noted.*

9.13. In addition to the Department's comments on the Orders, further modifications are also proposed.

- Design development for earthworks quantities and changes to flood compensation areas since publication of the Orders has indicated that Plot 2\3A will no longer need to be permanently regraded to store topsoil material and is therefore not to be acquired.
- Ongoing discussions with Anglian Water regarding the impact of the scheme on their foul sewerage network have resulted in a change to the modifications required to their network. As such a foul pumping station north of Hawthorn Road is no longer required and a small reduction in the area of Plot 1/1 can be made.
- Plot 2\13A was originally intended to provide compensatory flood storage to mitigate the loss of storage as a result of constructing the bridge embankments for the River Witham Bridge. Discussions with the Environment Agency meant that this storage is no longer required. It is proposed therefore that Plot 2\13A now has similar rights attached to it as Plot 2\13B, ie an essential licence for site compound\construction area.

9.14. Plans showing these proposed modifications are included at Appendix 5. These plans are for information at this stage, a full set of modified Orders plans and schedules will be submitted to the Public Inquiry.

10. Human Rights

- 10.1. The Council has addressed the implications arising from the Scheme in respect of the Human Rights Act 1998 within section 14 of the Statement of Reasons published to accompany the Orders and the Council relies on the contents of that section as part of this evidence.
- 10.2. The Human Rights Act 1998 incorporated the European Convention For the Protection of Human Rights and Fundamental Freedoms 1950 (the “Convention”) into domestic law. The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.
- 10.3. In resolving to make the Orders, the Council has carefully considered the rights of property owners under the Convention against the wider public interest.

Article 1 of the First Protocol to the Convention

- 10.4. This protects the right of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the interest and subject to the relevant national and international laws.

Article 6

- 10.5. This entitles those affected by the LEB to a fair and public hearing. This includes property rights and can include opportunities to be heard in the consultation process.

Article 8

- 10.6. This protects private and family life, home and correspondence. No public authority can interfere with these interests except if it is in accordance with the law and is necessary in the interests of national security, public safety or the economic well-being of the country.

Article 14

- 10.7. This protects the right to enjoy rights and freedoms in the Convention free from discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, or national or social origin.

The European Court of Human Rights has recognised that “regard must be had to the fair balance that has to be struck between competing interests of the individual and of the community as a whole”. Both public and private interests are to be taken into account in the exercise of the Council’s powers and duties as a local authority. Any interference with a Convention right must be necessary and proportionate.

10.8. In light of the significant public benefit which would arise from the implementation of the Scheme, the Council has concluded that it would be appropriate to make the Orders. It does not regard the Orders as constituting any unlawful interference with individual property rights.

10.9. In addition to the publicity and consultation on the planning application for the LEB, all known owners and occupiers of land within the Order Land have been contacted regarding the Scheme. Further representations can be made by way of objections to the Orders in the context of the public inquiry that the Secretary of State plans to hold in connection with the Orders. Those parties, whose interests are acquired under the CPO, will be able to claim compensation under the relevant provisions of the Compensation Code.

11. Response to Objectors.

11.1. Following the publication of the previous Orders in 2013, 9 statutory objections were submitted to the Department. The current situation regarding these 9 objectors is tabulated below.

11.2. There are 3 statutory objectors that have objected to both Orders

	Objector to 2013 Orders	Current Position regarding 2014 Orders
1	National Grid	Statutory objector to 2014 Orders.
2	J A Ward	Statutory objector to 2014 Orders.
3	Church Commissioners for England	Statutory objector to 2014 Orders.

11.3. There are 4 statutory objectors to the 2013 Orders that have not objected to the 2014 Orders

	Objector to 2013 Orders	Current Position
1	Network Rail	Withdrew their objection. No objection to 2014 Orders.
2	Greetwell Developments	Withdrew their objection. No objection to 2014 Orders.
3	Jesus College Oxford	No objection to 2014 Orders.
4	Mrs Seelig	Withdrew their objection. No objection to 2014 Orders.

11.4. There are 2 objectors that were previously considered by the Department as statutory objectors to the 2013 Orders but are classed as non statutory objectors to the 2014 Orders.

	Objector to 2013 Orders	Current Position regarding 2014 Orders
1	Cherry Willingham Parish Council	Although an objector to the 2014 Orders, CWPC have not been classified by the Department as a Statutory objector.
2	Reepham Parish Council	Although an objector to the 2014 Orders, RPC

		have not been classified by the Department as a Statutory objector.
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11.5. In summary, the 6 statutory Objectors to the 2014 Orders are tabulated below.

	Objector	Comment
1	National Grid	
2	J A Ward	
3	Church Commissioners for England	
4	Western Power Distribution	Did not object to the 2013 Orders
5	Canal & River Trust	Did not object to the 2013 Orders
6	Railway Paths Ltd	Did not object to the 2013 Orders

11.6. At the time of writing 548 Objections have been received by the Department for Transport in respect of the Orders. The Council has considered the letters of objection and remains satisfied as to the justification of the Orders and the extent of the Order Land.

11.7. The points of objection are set out below together with the Council's summary response in respect of each.

11.8. The Council will address the Statutory Objectors first before turning to the other objections and if appropriate will seek to address as a single response a number of objections where the same issue is raised.

11.9. To assist the Inspector I have set out in the evidence the response given to the Objector as set out in the Statement of Case but I have in addition updated the position to reflect that which is current at the time this evidence has to be produced.

11.10. With reference specifically to the objections regarding Hawthorn Road, an electronic petition was set up on 13th January 2014. The target of the petition is a matter that was covered in the evidence produced to the Inspector during the February 2014 Inquiry.

11.11. Statutory Objectors

11.11.1. Objections by National Grid

Grounds Of Objection

- a) National Grid apparatus (low, medium or localised high pressure gas pipes) in the vicinity may be affected. Level of protection currently afforded to apparatus may be diminished.

Council's Response

- a) The Council has sought to protect the existing rights within the Orders and believes that a full and proper provision has been made. The Council will, however continue to discuss this with National Grid to identify the appropriate way forward. In addition the statutory process required through the New Roads and Street Works Act is also being followed. At the time of production of this evidence, a further agreement has been finalised and is awaiting engrossment by the Council and National Grid to ensure National Grid's interests are protected.

11.11.2. Objections by Western Power Distribution**Grounds Of Objection**

- a) Western Power Distribution apparatus (electricity cables, overhead lines and other apparatus) in the vicinity may be affected. Level of protection currently afforded to apparatus may be diminished.

Council's Response

- b) The Council has sought to protect the existing rights within the Orders and believes that a full and proper provision has been made. The Council will, however continue to discuss this with Western Power Distribution to identify the appropriate way forward. In addition the statutory process required through the New Roads and Street Works Act is also being followed. At the time of production of this evidence, a further agreement is intending to be entered into by the Council and Western Power to ensure Western Power's interests are protected.

11.11.3. Objections by Escritt Barrell Golding on behalf of Mr J A Ward

Grounds Of Objection

- (a) Title is potentially being acquired for land where only a licence is required.
- (b) The Council has failed to supply any detailed information to support the areas of land they require.
- (c) The regrading of plot 2/3A. No details have been supplied as to why this is necessary.
- (d) Plot 1\9A should be returned to the landowner.
- (e) Land classified as Higher Level Stewardship has not been covered in the Environmental Statement
- (f) No attempt to negotiate acquisition
- (g) Error on SRO Site Plan 2 Reference A
- (h) Need confirmation that previously agreed accommodation works are still included in the scheme

Council's Response

- (a) The Council needs to acquire title to the land to ensure that there are no impediments to the construction of the proposals for the LEB. The Council has acknowledged that following the construction of the proposals it will not need to retain ownership of the land but that will only arise once all the activities have been completed. As has been indicated the Council would intend offering the land back once the construction is complete and the proposals are in place. In lieu of permanently acquiring the land, a licence to temporarily enter the Land has been drafted and is being discussed between the parties.
- (b) The reasons for acquiring the land have been outlined in both the scheme granted planning consent and the subsequent Orders.
- (c) Following a review of earthworks quantities and design development regarding landscaping and flood compensation issues, this area is no longer required for the permanent storage of topsoil. As such a modification is proposed to the Orders that removes Plot 2\3A.
- (d) Plot 1\9A was identified in the planning permission as a habitat creation site as part of the environmental mitigation identified in the Environmental Statement that was included with the planning application. As such it forms part of the planning consent granted in June 2013.
- (e) The comment in the Statement of Reasons about such matters was a general comment for the full length of the route although it is accepted that some areas the scheme runs

through have more specific classifications. Discussions will take place with Natural England to establish the impact of HLS classification.

- (f) The Council have written offering to negotiate and will continue to do so.
- (g) The SRO Plan shows a connection to the highway boundary, a full connection to Greetwell Road will be provided
- (h) The Council fully intends to honour the agreed accommodation works
- (i) A document listing the Council's undertakings in respect of these matters has been submitted to Mr Ward and his agent for review.
- (j) Discussions have been positive and are close to resolution. It is hoped that this objection can be withdrawn.

11.11.4. Objections by Savills incorporating Smiths Gore on behalf of Church Commissioners for England

Grounds Of Objection

- (a) Plots 1/1A, 1/5C, 1/8A, 2/1A, 2/2A, 2/3B, 2/6A, 2/6B, 2/7A, 2/13B, 3/1A, 3/4A, 3/4B, 3/6A, 5/5A and 5/5B are to be used for temp soil storage or site compounds therefore only temporary right should be sought.
- (b) Require undertaking to resolve any drainage problems arising as a direct result of the scheme
- (c) Plot 2/3A has no explanation given for need to permanently re-grade land.
- (d) Stopping up of Bloxholm Lane will restrict future access arrangements to land that forms part of St Johns Farm.

Council's Response

- (a) The Council needs to ensure that the LEB can be built in accordance with the planning permission granted for it. This land is therefore required to allow that to happen and the land is needed to ensure that there is no known impediment to construction. In lieu of permanent acquisition, a licence to temporarily enter the Land has been drafted and is being discussed between the parties.
- (b) This is agreed to in principle but the exact wording of the undertaking will need to be agreed to limit the council's liabilities to a reasonable level. A draft undertaking has been prepared by the Council for review.

- (c) Following a review of earthworks quantities and design development regarding landscaping and flood compensation issues, this area is no longer required for the permanent storage of topsoil. As such a modification is proposed to the Orders that removes Plot 2\3A.
- (d) The existing access on Bloxholm Lane is being maintained. The undertaking previously provided to ensure that dialogue will continue during design development has been carried forward to these Orders.
- (e) A document listing the Council's undertakings in respect of these matters has been submitted to the agent of the Church Commissioners for review.
- (f) Discussions have been positive and are close to resolution. It is hoped that this objection can be withdrawn.

11.11.5. Objections by Canal and River Trust

Grounds Of Objection

- a) No attempt to negotiate acquisition.
- b) No explanation for acquisition of Plots 2\10A and 2\10B
- c) Plots 2\10, 2\10A and 2\10B is inaccurately described as a watercourse
- d) Acquisition of Plot 2\10 should not be acquired but right to construct should be covered by Deed of Grant of Easement
- e) Council will need authority to close River Witham
- f) Strengthening of river banks may be required as a result of scheme. Council will need authority to do this.
- g) Plots 2\10, 2\10A and 2\10B are classed as open space as defined in the Acquisition of Land Act 1981. No exchange land has been provided.
- h) Acquisition of land will cause serious detriment to carrying on of CRT 's undertaking
- i) Special Parliamentary Procedure will be required

Council's Response to a) to i) inclusive

- a) Discussions regarding entering into a Deed of Grant of Easement, an Options Agreement and a Sundry Works Licence to resolve all of the issues raised regarding permanently acquiring land are close to being finalised. This will be subject to confirmation of the Orders. Terms regarding valuation matters have been agreed. It should be noted that this is an airspace consideration for either permanent or temporary rights.

11.11.6. Objections by Railway Paths Ltd

Grounds Of Objection

- a) Proposed land acquisition is excessive
- b) Will sever ownership
- c) Lack of clarity over reasons for acquiring Plots 2\11 C-H
- d) Permanent acquisition of some plots is unnecessary and could be replaced by licence
- e) Propose alternative NMU solution to use existing bridge over Witham

Council's Response to a) to e) inclusive

- a) The Council intends to enter into deed of grant of easement and temporary licences where possible, rather than permanently acquiring and handing back.
- b) The proposed alternative is flawed as it relies on use of a private means of access to provide NMU access. This is not within the current planning permission and would require a reworking of the design. In addition the condition of the existing railway bridge is uncertain and is likely to be more expensive than the current proposals.
- c) Discussions have taken place regarding temporary diversion of the route during construction of the river crossing. This will require consent by both Highways England and the Environment Agency as the temporary route uses both of their assets. A Flood defence consent application is being prepared by the Council to deal with this issue. The concerns regarding the cost of using the existing bridge also apply to this temporary diversion.
- d) Discussions have been positive and it is hoped that this objection can be withdrawn.

11.12. Non Statutory Objectors

11.12.1. The vast majority of Objections which have been received relate to the closure of Hawthorn road as a through route. The full extent of the objections received were identified in the Statement of Case. There are a number of concerns raised repeatedly by those objections and the Council will respond to those various concerns rather than seeking to respond to all of the objections individually. The objections cover the following matters in respect of the Stopping up of Hawthorn Road:-

- (a) The Closure of Hawthorn Road.

- (b) NMU severance as a result of Hawthorn Road being stopped up and a lack of NMU cycle and pedestrian facilities across LEB.
- (c) Stopping up of Hawthorn Road and impact on traffic flows along Wragby Road, Fiskerton Road, Kennel Lane and in the villages.
- (d) Stopping up of Hawthorn Road and impact on access to Reepham Primary School and Cherry Willingham Primary and Secondary Schools.
- (e) Stopping up of Hawthorn Road and the impact on access to the Carlton Centre, Bunkers Hill and Nettleham Fields.
- (f) Stopping up of Hawthorn Road and lack of NMU access between Bunkers Hill / Wragby Rd and the A158 east of proposed LEB and a lack of crossing facilities at the Wragby Road / LEB Roundabout.
- (g) Stopping up of Hawthorn Road and impact on access to surrounding villages including Cherry Willingham, Reepham and Fiskerton.
- (h) Impact on the Hospice for those travelling from surrounding villages.
- (i) Congestion at Wragby Road Roundabout.
- (j) Emergency Services Response Times.
- (k) Housing Growth not considered.
- (l) Safety of LILLO Junction / Speed of vehicles leaving LEB and trying to get onto LEB
- (m) Cost Differential of NMU and Road Bridge Schemes has reduced
- (n) Public Transport will be less attractive or non effective.
- (o) Historic nature of Hawthorn Road.

If any additional matters are raised during evidence the Council will seek to address those at the Inquiry.

Grounds of Objection

- (a) The Closure of Hawthorn Road

Council's Response

- (a) The proposed Hawthorn Road junction design includes a left in left out junction which will allow vehicles travelling from areas east of the scheme to continue west into Lincoln via the LEB. For journeys towards Cherry Willingham, Reepham and Fiskerton vehicles will instead be able to travel along the A15 Bunkers Hill and join the LEB at its northern most junction before leaving at the Hawthorn Road Junction to continue their journey along Hawthorn Road. In addition the alternative routes of Greetwell Road and Kennel Lane also exist. The current NMU route is maintained

by the provision of the bridge over the LEB. As a result, the overall impact on journeys either by pedestrians, cyclists or vehicles will be minimal.

The scheme has been designed to ensure that the impact of stopping up Hawthorn Road is minimised. Provision was made in the LEB to cater for NMU's and the provision of the NMU bridge will accommodate all NMU movements across Hawthorn Road.

The previous Inspector concluded on this question at paragraph 8.63 of the report which was accepted by the Secretary of State. The Inspector concluded in respect of the legal test which has to be met that *"On balance I conclude that for people travelling by motor vehicle reasonably convenient routes will be available or will be provided to compensate for the proposed stopping up of Hawthorn Road."* Nothing has changed which would lead to a different conclusion being drawn now.

In reaching that conclusion the Inspector took into account all the evidence presented to her during the Inquiry including those claims that the alternative routes were not safe or were subject to adverse weather conditions, the views of the emergency services, the length of journeys and journey times as well as housing growth and the respective costs involved.

Further details of these conclusions are included in the evidence of Dr Billington, Mr Smith and Mr Chetwynd.

Grounds of Objection

- (b) NMU severance as a result of Hawthorn Road being stopped up and a lack of NMU cycle and pedestrian facilities across LEB.

Council's Response

- (b) The scheme has been designed to ensure that any severance caused by the LEB is minimised and mitigated against. As such the scheme design includes a number of bridges and crossing points located along each section of the LEB that will enable cyclists and pedestrians to cross the scheme safely. Specifically it includes:

- The Hawthorn Road Bridge which will maintain the NMU access along Hawthorn Road. This will allow pedestrians and cyclists travelling towards Cherry Willingham, Reepham or Lincoln to cross the scheme unhindered and continue to utilise the cycle and pedestrian route that runs alongside Hawthorn Road;
- The Greetwell Road Footbridge which will provide a safe crossing of the LEB at the junction with Greetwell Road;
- The Heighington Road bridge has a connection to the NMU route;
- The Lincoln Road subway which will provide a safe route under the LEB for those travelling along Lincoln Road;
- The Bloxholm Lane bridge which will link into Bloxholm Lane and provide a safe crossing of the LEB and negate the need to cross at the junction of the LEB and A15.
- In addition although the scheme will not include a direct NMU crossing at its junction with Washingborough Road it will provide access from the NMU route to the Sustrans route which runs in parallel to Washingborough Road. This provides a safe east west route for those travelling into Lincoln from Washingborough.
- The scheme also includes an NMU route that runs in parallel to the single carriageway road. This will provide a new north south route within this area of Lincoln that will link into the Sustrans route which runs in parallel to Washingborough Road. Uncontrolled crossing points are provided at all junctions.
Further details of the NMU provision on the scheme can be found in the evidence of Mr Chetwynd.

Grounds of Objection

- (c) Stopping up of Hawthorn Road and impact on traffic flows along Wragby Road, Fiskerton Road, Kennel Lane and in the villages.

Council's Response

- (c) The change in traffic flows on the existing network with and without the scheme has been assessed and this has included assessing the potential changes on Wragby Road, Kennel Lane, Fiskerton Road and the surrounding villages.

The data identifies that there is expected to be an increase in traffic flows along Wragby Road and Fiskerton Road resulting from traffic routing changes associated with the scheme. However, it is not anticipated that these changes will have any significant detrimental effects. The data also identifies that traffic flows along Kennel Lane are forecast to decrease as a result of traffic using alternative routes including the LEB.

It is important to note that the scheme design includes a left in left out junction at Hawthorn Road that will allow vehicles from villages located to the east of the scheme to continue their journeys into Lincoln via the LEB. For vehicles travelling towards Cherry Willingham and Reepham from Lincoln, they will be able to travel along the A15 Bunkers Hill, join the LEB at its northern most junction and use the left in left out junction to continue their journey along Hawthorn Road. Although there will be an impact on access along Hawthorn Road the overall effect on access to and from the villages located to the east of Lincoln will be minimal.

Overall, following the introduction of the LEB some average traffic flows on local roads are forecast to increase while others will decrease. However, the net impact will be significant overall benefits with many more benefiting than having a negative impact.

Further details of the change in traffic flows as a result of the scheme can be found in the evidence of Mr Smith.

Grounds of Objection

- (d) Stopping up of Hawthorn Road and impact on access to Reepham Primary School and Cherry Willingham Primary and Community Schools.

Council's Response

- (d) In relation to vehicular access the scheme design includes a left in left out junction at Hawthorn Road that will allow vehicles from villages located to the east of the scheme

to continue their journeys into Lincoln via the LEB. For vehicles travelling towards Cherry Willingham and Reepham, they will be able to travel along the A15 Bunkers Hill, join the LEB at its northern most junction and use the left in left out junction to continue their journey along Hawthorn Road. Alternatively, they could use Kennel Lane and Wragby Road. This means that the overall impact of stopping up Hawthorn Road on access to the schools located in Reepham and Cherry Willingham is expected to be minimal. In addition, the Lincoln Carlton Academy (Primary School) on Carlton Boulevard opened in 2014 and as a consequence, in the future, the need for primary age school children living in the north-east part of Lincoln to use Reepham and Cherry Willingham Primary Schools (and hence to cross the line of LEB) will be reduced. Local schools have been consulted about the proposals in 2015 and detail of these discussions can be found in the evidence of Dr Billington.

As part of the design the Council has included a bridge crossing at Hawthorn Road that will allow pedestrians and cyclists travelling toward the schools in Cherry Willingham and Reepham to cross the scheme and continue to utilise the cycle and pedestrian route that runs alongside Hawthorn Road. This will ensure that there is no pedestrian or cyclist severance as result from stopping up Hawthorn Road on the western side of the LEB.

Grounds Of Objection

- (e) Stopping up of Hawthorn Road and the impact on access to the Carlton Centre, Bunkers Hill and Nettleham Fields.

Council's Response

- (e) The scheme design includes a left in left out junction at Hawthorn Road that will allow vehicles from villages located to the east of the scheme to continue their journeys into Lincoln via the LEB. For vehicles travelling towards Cherry Willingham and Reepham, they will be able to travel along the A15 Bunkers Hill or the existing Bypass, join the LEB at its northern most junction and use the left in left out junction to continue their journey along Hawthorn Road.

The resulting impact on vehicular access to Carlton Centre, Bunkers Hill or Nettleham Fields will be minimal. There will be no disruption to traffic travelling

eastwards from Lincoln as the primary access point to the centre is from the B1308 (Outer Circle Road) and this will be unaffected by the stopping up of Hawthorn Road. Traffic travelling from the villages located to the east can currently use Hawthorn Road to join the A15 and then the B1308 or travel through the residential estate via St Augustine Road. The stopping up of Hawthorn Road will mean that vehicles will be able to join the LEB at the Hawthorn Road junction and travel to the centre via Greetwell Road and the B1308. Alternatively, they could use Kennel Lane, Wragby Road and Bunkers Hill to access the B1308, or travel down to Greetwell Road and then return northwards via the LEB. The likely impact on journey times has been assessed as described in the evidence of Dr Billington and, although some journeys during some time periods will take longer than they would without the proposals, others will be shorter.

Grounds of Objection

- (f) Stopping up of Hawthorn Road and lack of NMU access between Bunkers Hill / Wragby Rd and the A158 east of proposed LEB and a lack of crossing facilities at the Wragby Road / LEB Roundabout.

Councils Response

- (f) Provision was made in the LEB to cater for NMU's including the bridge at Hawthorn Road. That provision will allow pedestrians and cyclists travelling towards Cherry Willingham, Reepham or Lincoln to cross the scheme and continue to utilise the cycle and pedestrian route that runs alongside Hawthorn Road. This will provide a safe and convenient crossing and negate the need for pedestrians to cross at the Wragby Road Roundabout. Pedestrians and cyclists will be able to use the NMU route located on either side of the scheme between Wragby Road and Hawthorn Road (this provides a link to Wragby Road) and cross the LEB at the Hawthorn Road Bridge instead of attempting to cross the scheme at the junction with Wragby Road. Users of Public Footpath 140 (severed by the scheme) will be able to use a similar route via the new NMU bridge as a connection is provided to the NMU route on both sides of the LEB.

Grounds of Objection

- (g) Stopping up of Hawthorn Road and impact on access to surrounding villages including Cherry Willingham, Reepham and Fiskerton.

Council's Response

- (g) The scheme has been designed to ensure that the impact of stopping up Hawthorn Road on vehicles, pedestrians and cyclists is minimised. The scheme design includes a left in left out junction at Hawthorn Road that will allow vehicles from villages located to the east of the scheme to continue their journeys into Lincoln via the LEB. For vehicles travelling towards Cherry Willingham and Reepham they will be able to travel along the A15 Bunkers Hill, join the LEB at its northern most junction and use left in left out junction to continue their journey along Hawthorn Road. This means that the impact (including the environmental impact) of stopping up Hawthorn Road on journeys towards Cherry Willingham, Reepham, Fiskerton and Lincoln either by pedestrians, cyclists or vehicles will be minimal. Provision is made in the LEB to cater for NMU's that will allow pedestrians and cyclists travelling towards Cherry Willingham, Reepham or Lincoln to cross the scheme safely and continue to utilise the cycle and pedestrian route that runs alongside Hawthorn Road.

Grounds Of Objection

- (h) Impact on the Hospice for those travelling from surrounding villages.

Council's Response

- (h) Although Hawthorn Road will be closed to through traffic, the Hospice will still be accessible via a number of other routes including Greetwell Road, Kennel Lane and Wragby Road. For those travelling from the hospice towards the surrounding villages, they will be able to join the LEB at its northern most junction and use the left in left out junction to continue their journey along Hawthorn Road. The likely impact on journey times has been assessed and, although some journeys will take longer than they would without the proposals, others will be shorter. Those travelling to and from the hospice further to the south of Lincoln will benefit from being able to use the LEB as opposed to traveling through the city centre.

Grounds of Objection

- (i) Likely congestion caused by the location of Hawthorn Road junction in relation to Wragby Road Roundabout.

Council's Response

- (i) The Hawthorn Road Junction design includes a diverge lane from the LEB which will ensure that the impact of the vehicles slowing to turn left onto Hawthorn Road is minimised. The diverge lane provides the necessary additional capacity at the junction to allow vehicles travelling straight ahead not to be delayed by those turning left. Those wishing to access the LEB will do so via a 'give way' junction from Hawthorn Road.

Grounds of Objection

- (j) Emergency Services Response Times to Cherry Willingham, Fiskerton and Reepham will be increased by the closure of Hawthorn Road

Council's Response

- (j) This is not the Council's understanding. The emergency services were consulted in 2011 with details being submitted to the Department as part of the BaFB submission and have been reconsulted in 2015 and are currently supportive of the scheme and the benefits it creates. Further detail of these discussions and anticipated timings for access can be found in the evidence of Dr Billington.

Grounds of Objection

- (k) Housing Growth not considered.

Council's Response

- (k) Future housing demands have been included in the traffic modelling based on the growth promoted in the development plan, as outlined in the evidence of Mr Smith.

Grounds of Objection

- (l) Safety of LILLO Junction / Speed of vehicles leaving LEB and trying to get onto LEB

Council's Response

- (l) The junction is designed to national standards.

Grounds of Objection

- (m) Cost Differential of NMU and Road Bridge Schemes has reduced.

Council's Response

(m) There remains a substantial cost difference between the NMU bridge and the road bridge. Although the cost differential between the two structures is an important consideration, there are other factors to consider. These include:

- costs arising as a result of the delay to the scheme, particularly the delay introduced by seeking a new planning permission to reintroduce a road bridge
- Construction cost increases following changes in the economy and the construction market
- Any other consequential impacts of introducing a road bridge.

Grounds of Objection

- (n) Public Transport will be less attractive or non effective.

Council's Response

(n) There are currently no scheduled regular bus services on Hawthorn Road between The Carlton estate area and Cherry Willingham and so the proposals for Hawthorn Road will not directly impact on any scheduled regular local bus services. The main bus operators in Lincoln, Stagecoach, PC Coaches and Brylaine have been consulted in 2015 and are supportive of the scheme. Further detail of these discussions can be found in the evidence of Dr Billington.

Grounds of Objection

- (o) The historic nature of Hawthorn Road is compromised by stopping it up.

Council's Response

- (o) Certain objectors have raised the existence of the Hawthorn Road as an historic route as a matter that would support the view that it should be retained in its current state. That suggestion was not raised as a material factor at any time during the consideration of the earlier Orders nor did it appear as part of the environmental assessment despite the fact that a full Environmental Impact Assessment was carried out in accordance with the appropriate requirements. At the previous inquiry the Council did not need to adduce evidence in respect of it as part of the case presented to that Inquiry as that point was not mentioned. In any event given that the route of the replacement NMU bridge will follow a very similar alignment to that which is being removed that general corridor, if it is an historic route is being maintained for all permitted users. In fact the removal of vehicular traffic might more properly be said to reflect any historic use of the road. In addition the Council is not aware of any particular designation or status which that road enjoys when compared with many similar roads in the County and is not aware of the need for any additional provision to be made on that basis. Further details of the consideration of the matter can be found in paragraphs 7.6.5 to 7.6.10.

11.13. There are a number of other Objections raised to the Scheme**(1) Grounds of Objection**

- (a) Downgrading of LEB to a single carriageway.

(1) Council's Response

- (a) The LEB was downgraded from a dual carriageway to a single carriageway scheme as a result of the reduced level of funding available from central government. As a result of the financial constraints placed on the scheme the Council had to look at what measures could be implemented to reduce the total scheme costs. The significant nature of the savings that were required meant that downgrading the

scheme to a single carriageway was the only option that would reduce the total costs to a point that would enable the scheme to be taken forward. The single carriageway will continue to provide the same benefits as the dual carriageway in the short to medium term. In addition a number of items were retained to reduce the impact of dualling the scheme at some point in the future. In granting Programme Entry (Document CD47) to the LEB the DfT were acceptant of the change to a single carriageway scheme.

(2) Grounds Of Objection

- (a) Radial routes (Hawthorn Rd & Greetwell Fields) from eastern villages and Lincoln will be lost resulting in longer journeys and inhibiting cyclists.

(2) Council's Response

- (a) Provision was made in the LEB to cater for NMU's and the crossing at Hawthorn Road will remove the NMU severance resulting from stopping up Hawthorn Road and maintain the existing east-west cycling and pedestrian route. In addition the scheme will include an NMU route that runs in parallel to the LEB that can be accessed from Hawthorn Road adjacent to the current access point with Greetwell Fields. The NMU route will run south to Greetwell Road where a footbridge will provide access over the LEB to a point adjacent to the existing Greetwell Road\ Greetwell Fields junction. In addition the current Greetwell Fields route will be replaced by a new bridleway along the eastern side of the LEB to connect Hawthorn Road to Greetwell Road. Therefore the impact on existing journeys along Greetwell Fields will be minimal. Further details of NMU provision can be found in the evidence of Mr Chetwynd.

(3) Grounds Of Objection

- (a) Impact on congestion at Wragby Road, and Greetwell Road and Wragby Road roundabouts.

(3) Council's Response

- (a) The change in traffic flows on the existing network with and without the scheme has been assessed and this has included assessing the potential changes on Wragby Road. The data identifies that there is expected to be an increase in traffic flows along Wragby Road resulting from traffic routing changes associated with the scheme. The impact of the increased traffic flows on the Wragby Road / LEB junction and Greetwell Road Roundabouts have also been assessed and the analysis demonstrates that the junctions are forecast to operate within absolute capacity within the assessment period.

Overall, following the introduction of the LEB some average traffic flows on local roads are forecast to increase while others will decrease. However, the net impact will be significant overall benefits with many more benefiting than experiencing a negative impact.

(4) Grounds of Objection

- (a) Proximity of LEB to Children's play area and existing houses.

(4) Council's Response

- (a) Fencing will be provided as part of the scheme to restrict access from the children's play area to LEB. The provision of noise mitigation in the form of bunds and acoustic fencing will also limit access. Access to the NMU route will be maintained.

(5) Grounds Of Objection – Cycling Objections

- (a) Radial routes (Hawthorn Rd & Greetwell Fields) from eastern villages and Lincoln will be lost resulting in longer journeys and inhibiting cyclists.
- (b) NMUs from N / NE Lincoln will not be able to access Hawthorn Road footpath to travel towards Cherry Willingham / Reepham.
- (c) No NMU access from Bunkers Hill / A158 Wragby Rd to A158 eastwards without crossing LEB;
- (d) No access between NMU route and Washingborough without crossing LEB;
- (e) No access from NMU route onto Heighington Road;
- (f) At Sleaford Rd Roundabout there is no NMU access west without crossing A15 or east without crossing LEB;

- (g) NMUs will not be able to use Greetwell Fields Rd southeast towards Greetwell Rd;
- (h) NMU travel along Greetwell Rd is hazardous, NMUs will be forced to travel along Greetwell Rd as a consequence of stopping up Hawthorn Rd.

(5) Council's Response

- a) The scheme will include an NMU route that runs in parallel to the LEB that can be accessed from Hawthorn Road adjacent to the current access point with Greetwell Fields. The NMU route will run south to Greetwell Road where a footbridge will provide access over the LEB to a point adjacent to the existing junction between Greetwell Road and Greetwell Fields. Therefore the impact on existing NMU journeys along Greetwell Fields is expected to be minimal as an alternative route will be provided. Provision is made in the LEB to cater for NMU'S which will remove NMU severance resulting from stopping up Hawthorn Road and maintain the existing cycling and pedestrian route.
- (b) As described in a) the Council is committed to providing the bridge crossing at Hawthorn Road that will maintain the existing cycling and pedestrian route along Hawthorn Road.
- (c) As described in a) and b) the Council is providing the bridge crossing at Hawthorn Road that will maintain the existing cycling and pedestrian route along Hawthorn Road. This will allow those travelling from Bunkers Hill to cross the LEB and join the footpath that provides a link to the A158 to the east of the scheme.
- (d) Although the scheme design does not include a direct NMU crossing of the LEB at its junction with Washingborough Road it does enable access from the NMU route to the Sustrans route which runs in parallel to Washingborough Road. This provides a safe east west route into Lincoln from Washingborough for NMUs and will negate the need to use Washingborough Road and the need to cross LEB at this point. Uncontrolled crossing points around the roundabout are provided for those users wishing to join the footway along Washingborough Road.
- (e) The scheme design includes a link from the LEB NMU route to Heighington Road, in addition a footway/cycleway is included as part of the Heighington Road

Overbridge design. This will allow NMUs to continue to use Heighington Road without the need to cross the LEB at grade.

- (f) The scheme design includes a footbridge over the LEB that links into Bloxholm Lane and the existing footway at alongside the A15 at Bracebridge Heath. This provides a safe crossing across the LEB and around the junction with the A15. It is important to note that there is currently no footway southeast of the junction with Bloxholm Lane and therefore a crossing at this point would not be appropriate.
- (g) As described in a) NMUs will be able to access the LEB NMU route from Hawthorn Road at a point adjacent to the existing junction with St Augustine Road / Greetwell Fields. The route runs south to Greetwell Road where a footbridge provides access over the LEB to a point adjacent to the existing junction between Greetwell Road and Greetwell Fields. Therefore the impact on NMU existing journeys along Greetwell Fields will be minimal as an alternative route is provided.
- (h) As described in a) and b) the Council is committed to providing an additional bridge crossing at Hawthorn Road that will maintain the existing cycling and pedestrian route along Hawthorn Road. This will enable NMUs to continue to use Hawthorn Road.

12. Reasonably Convenient Alternative Routes

12.1. As noted in the evidence of Dr Billington and Mr Chetwynd, an assessment of potential alternative routes have been carried out. This includes a journey time assessment of three routes by Dr Billington and a geometric assessment of a number of routes by Mr Chetwynd.

12.2. The conclusions reached by the two assessments are that the alternative routes are generally reasonably similar to Hawthorn Road in both distance and journey time, and that geometrically they are all of a similar nature to each other and generally to rural roads in Lincolnshire. Further details of the conclusions can be found in the evidence of Dr Billington and Mr Chetwynd.

13. Alternatives to the Scheme

13.1. In the notes of the Pre Inquiry Meeting held on 18th May 2015, at paragraph 25 the Inspector noted "*There is one further time constraint and this relates to any alternative scheme or schemes being suggested by Objectors. To give those that might be adversely affected by alternative schemes a chance to respond with their views, alternative scheme*

suggestions must be submitted to the Programme Officer and LCC on or before 26 June 2015. This would also give time for the LCC to assess, publicise and comment on the proposals.”

13.2. Two alternative proposals were received from Reepham Parish Council (RPC) on 26 June and subsequently slightly amended on 1 July. These were the only alternatives received in accordance with the Inspector's request. In addition however a number of other alternatives have also been identified from the objections which could be assessed and publicised in line with the Inspector's recommendations. At the time of writing the relevant objectors have been contacted to confirm whether their alternative requires publishing and assessing.

13.3. The list of alternatives at the time of this evidence is therefore:

- Alternative 1 - Roadbridge at Hawthorn Road with no direct access to LEB (RPC alternative)
- Alternative 2 - Roadbridge with LILO access to LEB (RPC alternative)
- Alternative 3 - Roundabout at Hawthorn Road (Objection 325)
- Alternative 4 - Replace Heighington Road overbridge with roundabout and construct roadbridge at Hawthorn Road (Objection 478)
- Alternative 5 - Diversion of Hawthorn Road East to roundabout on Wragby Road (Objection 325)
- Alternative 6 – Replace all roundabouts with flyovers or underpasses (Objection 458)

13.4. A number of objectors have suggested the Scheme should be a dual carriageway. Whilst this remains a long term aspiration for the Council, funding constraints dictated that the scheme which has obtained funding from central government, which has planning permission and which relates to these Orders is a single carriageway. As such a dual carriageway has not been assessed as an alternative.

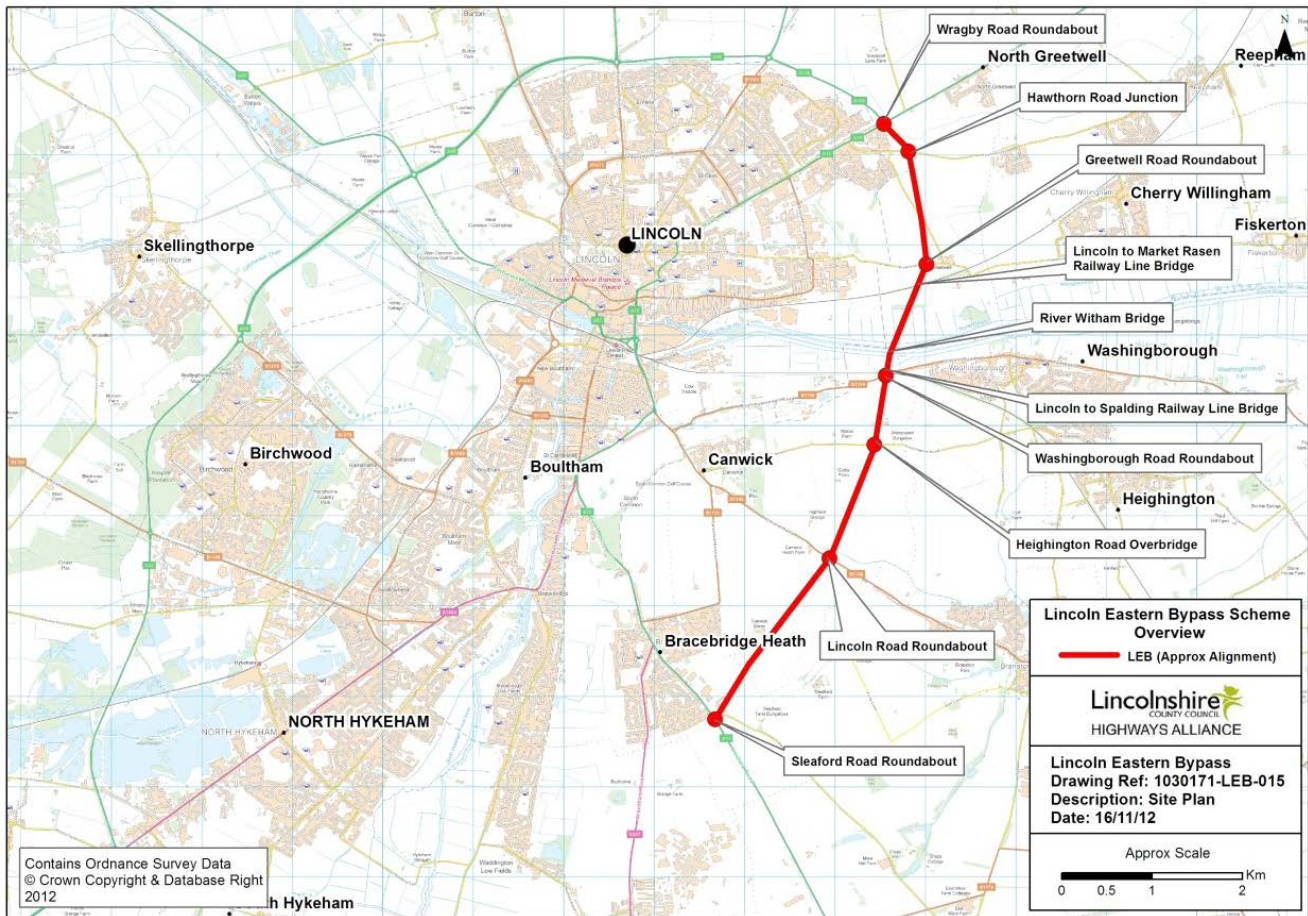
14. Summary and Conclusion

14.1. The Scheme is justified and has successfully completed all necessary stages of the planning process. Planning permission for the main scheme was granted on 10th June 2013. An additional enhancement for the provision of a non-motorised user bridge was granted planning permission on 13th January 2014 and a revised location for the bridge

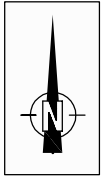
was granted on 6th October 2014, at the same time as a Section 73 application to modify the 2013 planning consent.

- 14.2. The two Orders are required to acquire the land and amend the existing highway network, all for the Lincoln Eastern Bypass scheme. As such one Order cannot stand without the other.
- 14.3. The land identified is necessary and proportionate to the requirements of building out and delivering the Scheme.
- 14.4. The Scheme has support of Central government evidenced by the funding of 50% (circa £50m) of the cost of the scheme, through the Best and Final bid process outlined in the evidence of Dr Billington.
- 14.5. The remaining costs are fully covered, either through direct contributions from the Council or by the Council underwriting third party costs until such time as they become available. Further details are outlined in the evidence of Mr Willis.
- 14.6. The LEB is a key part of the Lincoln Integrated Transport Strategy (LITS), which has the full support of the four partner authorities.
- 14.7. The LEB has a key role to play in mitigating current and future traffic issues, as outlined in the evidence of Dr Billington. As well as delivering benefits in its own right it will facilitate a number of other important transport interventions highlighted in LITS.
- 14.8. The LEB will allow for the Re-routing of strategic traffic away from the City Centre thereby facilitating Economic Development.
- 14.9. The scheme will play a key part in enabling housing growth to take place in both the South East and North East Quadrants up until 2031 and beyond.
- 14.10. Key benefits of the scheme are as demonstrated through the analysis set out in Dr Billington's and Mr Smith's proofs of evidence.
- 14.11. The scheme meets key planning objectives as set out in the evidence of Mr Marc Willis.
- 14.12. The scheme conforms with national highway design standards, as set out in the evidence of Mr David Chetwynd.
- 14.13. Objections to the Orders have either been accommodated or otherwise dealt with (as set out).
- 14.14. There is no impediment to implementation of the scheme. The LEB has planning permission, has funding in place and has the support of the three District Councils. The LEB is well supported by local businesses, landowners, emergency services and other stakeholders.
- 14.15. In conclusion, there is a compelling case in the public interest to confirm the Orders and the Secretary of State is respectfully invited to do so.

Appendix 1 - Lincoln Eastern Bypass Route



Appendix 2 – Location of Potential Sustainable Urban Extensions



LINCOLN EASTERN BYPASS

NORTH EAST QUADRANT
AND SOUTH EAST
QUADRANT SUSTAINABLE
URBAN EXTENSIONS

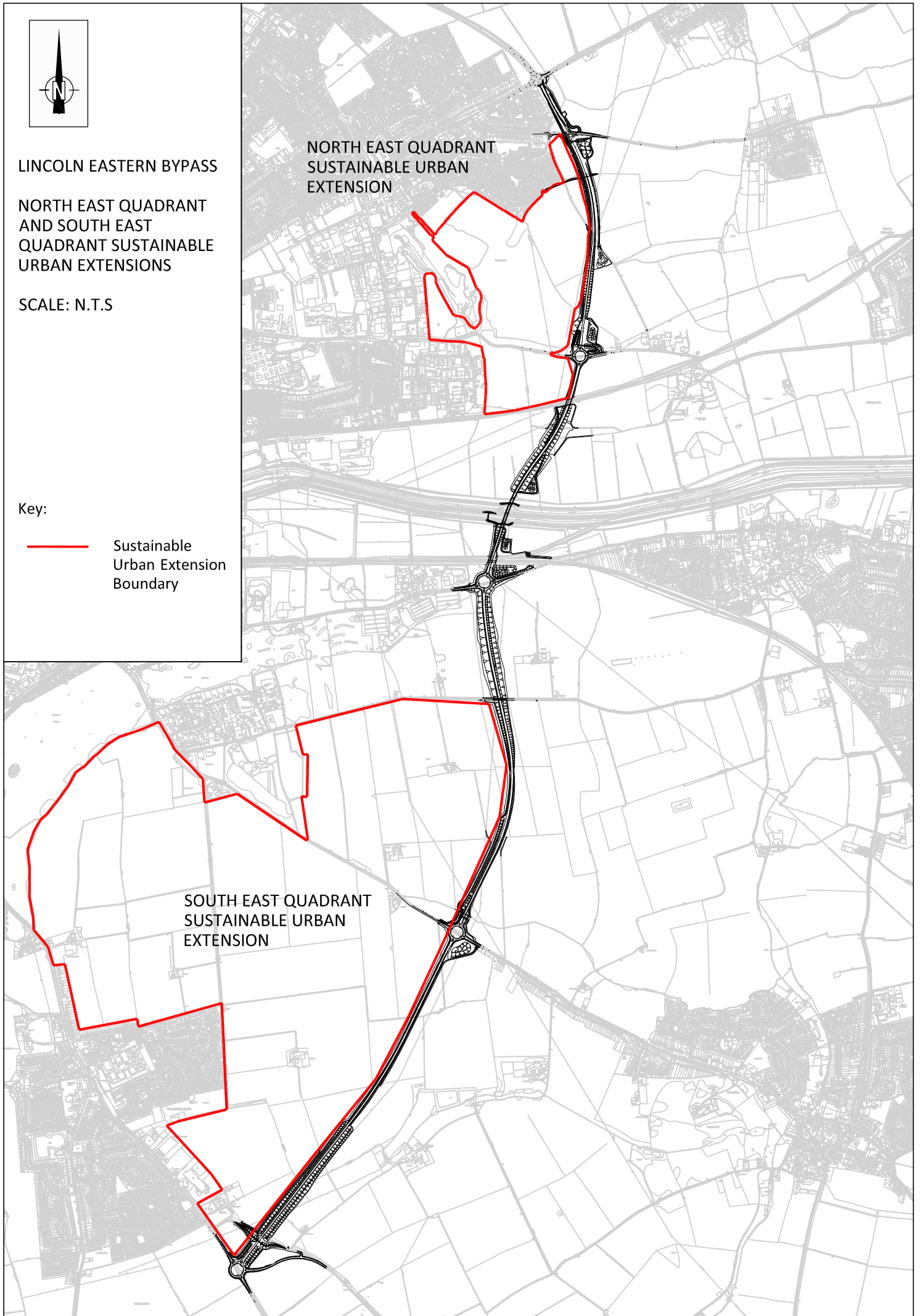
SCALE: N.T.S

Key:

— Sustainable
Urban Extension
Boundary

NORTH EAST QUADRANT
SUSTAINABLE URBAN
EXTENSION

SOUTH EAST QUADRANT
SUSTAINABLE URBAN
EXTENSION



Appendix 3 – Review of Environmental Statement in June 2015

1. Introduction

- 1.1. A review has been undertaken by Mouchel's Environment team of the Environmental Statement submitted in 2012 in support of the planning application for the proposed LEB scheme. Further to the Inspector's notes of the Pre-Inquiry Meeting, this note addresses the following specific request from the Inspector:
- 1.2. *"LCC has submitted an Environmental Statement (ES) as part of its planning application for the road scheme. Although there is no requirement to review this in its entirety, its content could have direct and indirect consequences for the evaluation of the Orders before this inquiry. In particular, the traffic and transport element of the ES is to be reviewed with an update report expected in mid-June. Mr Nixon also asked that the other elements that would merit checking include noise, air quality and ecology in connection with the waterways affected."*
- 1.3. The ES does not include a direct assessment of traffic and transport, however, a number of assessments are directly dependent on forecast changes in traffic flow. Therefore, this review focuses on the three topics mentioned by Mr Nixon; namely noise, air quality and ecology. Further guidance from the Inspector as to the form of the review necessary was received on the 26th of June as follows:
- 1.4. *"As for the PIM minutes, since the ES was prepared, there will invariably have been some environmental creep. Essentially, traffic increases and noise and pollution follows. What needs to happen is that certain key measurements need to be undertaken to validate the ES results. If these show no change then nothing further needs to be done. If there are significant differences then this could indicate that this section needs to be revisited in more detail. As for the ecology section, it is normal to review the situation immediately before a contract starts, based on the ES information. Once again this can change as flora and fauna change allegiances and habitat over comparatively short periods. Again some method of validation is needed."*
- 1.5. It is important to note, however, that the purpose of this note is to identify the assessment that has taken place to date and how the legal mechanisms that are already in place are sufficient to protect environmental resources. Any potential issues have been highlighted.

2. Air Quality

- 2.1. The Environmental Statement identified 60 residential receptors within the study area that would be potentially exposed to the worst case impacts associated with the implementation of the proposed LEB. These receptors were considered for both NO₂ and PM₁₀ exposure

with no impacts being greater than a slight adverse impact in PM10 concentration at one receptor on the A1434 Newark Road.

- 2.2. The change in flow associated with the most recent (2015) traffic modelling analysis have been examined and it has been identified that there are fewer affected links associated with this analysis than identified in the 2012 analysis.(68 and 128 respectively). Of the 68 affected links the change in flow is not considered to be significant and is unlikely to amend the conclusions within the ES. A review of traffic flows in the vicinity of the only receptor to experience a greater than negligible impact (that on the A1434) identified that there are fewer movements in the more recent traffic modelling analysis than that considered in 2012 and hence it is unlikely that there will be any negative change to the impact presented.
- 2.3. The ES also assessed the risk of dust impacts during construction. It is considered that the change in traffic flow is unrelated to construction impacts, so the conclusions within the ES are still valid.

3. Noise

- 3.1. The Environmental Statement identified that 181 receptors were to experience a major adverse impact in the long term as a result of the implementation of the LEB. Having reviewed the 2015 traffic modelling analysis it is considered that, as there is a predominant decrease in flow along most links, especially along the LEB, that the ES therefore presents a worst case assessment and a further update is not required.

4. Ecology

- 4.1. The ES identified the following species that would be likely to be affected as a result of the implementation of the proposed scheme, and mitigation was proposed accordingly.

4.2. Water Voles

- 4.2.1. Field signs of water voles were identified at watercourses crossed by the scheme.

Mitigation specified within the ES is to selectively clear vegetation from stretches of watercourse that would be affected by the development in advance of the works.

Vegetation clearance will continue throughout the works to discourage re-colonisation by water voles. These works will be undertaken under the supervision of the Ecological Clerk of Works (ECoW) who will assess the area to be cleared in advance to identify the presence of any Water Voles. This requirement is secured through planning condition 15.

4.3. Otters

- 4.3.1. No otters were identified in surveys that have been undertaken to date, but they are known to be present in the wider area, and suitable habitat exists within the scheme corridor. The ECoW will search watercourses to confirm that otters are absent and

would not be affected by the works in advance of any site clearance works. This is secured through planning condition 15.

4.4. Kingfisher

4.4.1. Kingfisher was not identified during surveys prior to publication of the ES in December 2012 although as stated in Section 13.7.28 of the ES, should Kingfishers choose to nest in burrows within the works area, there could be adverse effects. The ECoW will undertake a pre-construction check in all suitable habitat within the works area. Vegetation clearance will also be undertaken outside of the breeding window to reduce any potential impact. Both of these are secured through planning conditions 15 and 16 respectively.

4.5. Barn Owls

4.5.1. Suitable barn owl habitat exists within the LEB corridor and during surveys prior to the publication of the Environmental Statement, barn owls were identified using ledges for roosting in Greetwell Quarry and foraging along the River Witham. Vegetation clearance will be undertaken outside of the breeding bird window (as secured by planning condition 16) unless otherwise agreed with the planning authority and supervised by the ECoW.

4.5.2. In addition, specific measures would be put in place to enhance barn owls in the vicinity of Greetwell Quarry. These will comprise the placement of artificial barn owl nesting boxes at locations to be identified by the Ecological Clerk of Works to improve the provision of nest sites for this species. This will contribute to the wider nature conservation objectives for this species and provide environmental enhancement measures as a result of the scheme.

4.6. Bats

4.6.1. Bats are known to be present in Greetwell Quarry and following discussions with Natural England in early July 2015 an approach to the assessment for roosting bats was agreed. Vegetation will be removed in the winter of 2015/2016 prior to a survey for roosting bats in spring or early summer 2016. Should any roosting bats be found, then, the roost will be closed under a licence obtained from Natural England. Condition 13 therefore provides protection for bats.

4.7. Badgers

4.7.1. A badger sett has previously been identified along the route of the scheme on the banks of the Lincoln to Grimsby railway line. This outlier sett may still be in use and a pre-construction check will be undertaken and any sett found to be used will be closed under licence. The ECoW will undertake this survey prior to construction and this is secured through Condition 15.

4.8. Great crested newt

4.8.1. Surveys undertaken in 2013 confirmed that no great crested newts were present in the vicinity of the works. No further surveys or mitigation measures are required in respect of this species although the ECoW will undertake a pre-construction check of suitable habitat prior to construction.

4.9. Grass snakes

4.9.1. Specific mitigation for grass snakes is included within the proposals submitted in support of Condition 15 of the planning permission. This specifies strimming of vegetation in a staged manner, as well as the removal of hibernacula (areas of hibernation) during the warmer months when the grass snakes are more likely to be active.

5. With regard to generic impacts from construction section 13.7 of the ES details the measures that will be employed to protect habitats, watercourses and species adjacent to the work sites. These are secured through Condition 2 of the planning permission.

6. Conclusions

6.1. The Environmental Statement for LEB identified potential positive and negative impacts upon receptors in both the air quality and noise assessments. Having reviewed the 2015 traffic modelling analysis it is clear that there are no significant variations in traffic flow predicted and therefore the conclusions within the ES remain valid.

6.2. The Nature Conservation assessment within the ES identified the presence of a number of ecological resources although concluded that, with mitigation, there would be no significant effects as a result of the implementation of the scheme. To ensure that these conclusions remain valid pre-construction checks by an ECoW will be undertaken and should any protected species be identified, then the ECoW will ensure that these species are managed in accordance with best practice, and in compliance with all relevant legislation. The information submitted in support of Conditions 13 and 15 secure these measures in advance of construction.

LCC2

Appendix 4 – Schedule of Agreed Accommodation Works

Landowner	Tenant	Description	Quantity
The Church Commissioners Church House Great Smith Street London SW1P 3AZ	Mr J.A Ward Greetwell Hall Greetwell Lincoln LN3 4NG	Timber badger proof fencing as per appendix 3/1	2072m
		Access track as per appendix 7/1	2878m ²
		Hedging as per appendix 30/6	349m
		Steel 5m wide gates (2.5m each) as per appendix 3/1	3 No.
		Post and 3 rail fencing as per appendix 3/1	3453m
		Drainage works as per appendix 5/1	Varies
The Church Commissioners Church House Great Smith Street London SW1P 3AZ	Mr A Wright Cottage Farm Fen Road Washingborough Canwick Lincoln LN4 1AE	Access track as per appendix 7/1	11m ²
		Steel 5m wide gates (2.5m each) as per appendix 3/1	2 No.
		Post and 3 rail fencing as per appendix 3/1	331m
Mrs H.M Seelig 6 Daniel Gardens Heighington Lincoln LN4 1RA	Mrs H.M Seelig 6 Daniel Gardens Heighington Lincoln LN4 1RA	Steel palisade fencing as per appendix 3/1	125m
		Steel 5m wide gates (2.5m each) as per appendix 3/1	1 No.
Anglian Water Services Limited Anglian House Ambury House Huntingdon Cambridgeshire PE29 3NZ	Anglian Water Services Limited Anglian House Ambury House Huntingdon Cambridgeshire PE29 3NZ	Steel palisade fencing as per appendix 3/1	159m
		Steel palisade 5m wide gates (2.5m each) as per appendix 3/1	1 No.
		Post and 3 rail fencing as per appendix 3/1	96m

LCC2

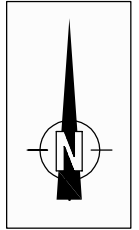
Landowner	Tenant	Description	Quantity
The Church Commissioners Church House Great Smith Street London SW1P 3AZ	John Neesham Farms Limited Whitehall Farm London Road Lincoln LN4 2JW	Hedging as per appendix 30/6	1493m
		Drainage works as per appendix 5/1	Varies
		Post and 3 rail fencing as per appendix 3/1	1505m
City of Lincoln Council City Hall Beaumont Fee Lincoln LN1 1DD	Tinsley Farms Limited Ashfield House Lincoln Road Branston Lincoln LN4 1NS	Steel 5m wide gates (2.5m each) as per appendix 3/1	1 No.
Robert Fletcher Nelstrop Westfield Farm Branston Lincoln LN4 1PZ	Robert Fletcher Nelstrop Westfield Farm Branston Lincoln LN4 1PZ	Steel 6m wide gates (3m each) as per appendix 3/1	2 No.
		Access track as per appendix 7/1	189m ²
		Hedging as per appendix 30/6	345m
		Drainage works as per appendix 5/1	Varies
		Post and 3 rail fencing as per appendix 3/1	1682m
Naverlode Limited Estate Office Ashfield Branston Lincoln LN4 1NS	Tinsley Farms Limited Ashfield House Lincoln Road Branston Lincoln LN4 1NS	Access track as per appendix 7/1	443m ²
		Drainage works as per appendix 5/1	Varies
		Post and 3 rail fencing as per appendix 3/1	56m



Landowner	Tenant	Description	Quantity
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LCC2

The Principal Fellows Scholars of Jesus College Turf Street Oxford OX1 3DW	Robert Fletcher Nelstrop Westfield Farm Branston Lincoln LN4 1PZ	Steel 6m wide gates (3m each) as per appendix 3/1	1 No.
		Access track as per appendix 7/1	3359m ²
		Hedging as per appendix 30/6	498m
		Drainage works as per appendix 5/1	Varies
		Post and 3 rail fencing as per appendix 3/1	2834m
The Principal Fellows Scholars of Jesus College Turf Street Oxford OX1 3DW	John Neesham Farms Limited Whitehall Farm London Road Lincoln LN4 2JW	Steel 6m wide gates (3m each) as per appendix 3/1	2 No.
		Access track as per appendix 7/1	4026m ²
		Hedging as per appendix 30/6	1046m
		Post and 3 rail fencing as per appendix 3/1	2078m
The Church Commissioners Church House Great Smith Street London SW1P 3AZ	M/s. Jill Scoley Company Secretary Flintham and Scoley Limited The Manor House Bracebridge Heath Lincoln LN4 2HW	Steel 6m wide gates (3m each) as per appendix 3/1	2 No.
		Access track as per appendix 7/1	1996m ²
		Drainage works as per appendix 5/1	Varies
		Post and 3 rail fencing as per appendix 3/1	630m

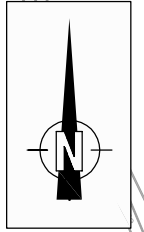
Appendix 5 – Plans showing Modifications to Orders



-  Title Land (Coloured Pink)
-  Plot No Longer Required (478m²)

1/1

LAND PLAN SKETCH
PLOT 1/1
SCALE 1:2500 @ A4
LINCOLN EASTERN BYPASS



Greetwell Road

Stone
Cottage
GP

Path (un)

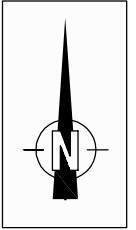


Plot No Longer Required
(41953m²)

2/3A

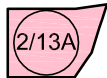
LAND PLAN SKETCH
PLOT 2/3A
SCALE 1:2500 @ A4
LINCOLN EASTERN BYPASS

Drain



Drain

River Witham



2/13A

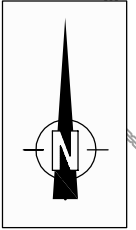
Purpose of which freehold title is required changed from 'Right required for construction and maintenance of the flood compensation area' to 'Essential license for site compound/construction area'



Title Land (Coloured Pink - 645m²)

LAND PLAN SKETCH
PLOT 2/13A
SCALE 1:2500 @ A4
LINCOLN EASTERN BYPASS

The Manor House



5/6A

Referenced Correctly

5/5D



Title Land (Coloured Pink)

Plot 5/5D 4978m²

Plot 5/6A 2757.5m²

LAND PLAN SKETCH
PLOT 5/5D and 5/6A
SCALE 1:2500 @ A4
LINCOLN EASTERN BYPASS

Appendix 6 – Summary of LITS Progress Review

Summary of Lincoln Integrated Transport Strategy (LITS) Progress Review

Introduction

The Lincoln Integrated Transport Strategy (LITS) presents a plan for long term transport investment in the city and its surrounding area. LITS was first published in early 2006 and revised in 2008. It is the product of a partnership between Lincolnshire County Council (LCC), City of Lincoln Council (CoLC), West Lindsey District Council (WLDC) and North Kesteven District Council (NKDC).

Following changes to regional policy and funding, a 'light-touch' review of LITS was published in 2008. This review updated the strategy to reflect progress made and changes to funding and programming of individual transport improvements.

A progress review for LITS was undertaken in 2013, which assessed progress made in delivering LITS since 2008 and provided a more detailed programme of delivery, of both established and emerging transport improvements, over the short, medium and long term. The report answered a number of questions, which enabled progress to be assessed and identified what needs to be delivered, including:

- What did LITS aim to deliver?
- What has happened since LITS was published?
- What may happen in future?
- Is the Strategy being delivered?
- What will the Strategy deliver over the coming years?
- How will the rest of the Strategy be delivered and monitored?

Findings

LITS identified five broad areas through which the Strategy would deliver benefits for Lincoln:

- City Centre
- Accessibility
- Environmental
- Safety
- Economic and Regeneration

City Centre

The progress report found that significant progress had been made towards delivering the two major highway improvements which will have a direct impact on traffic movements within the city centre (i.e. East-West Link and Lincoln Eastern Bypass). At the time of writing the report, planning permission had been secured for the first phase of the East-West Link and works were due to commence in late 2014 with the road opening towards the end of 2016 at the latest.

Also at the time of writing the report, a planning application for Lincoln Eastern Bypass was submitted in December 2012 and was due before the planning committee in June 2013; the road was due to open during the 2016/17 financial year.

The report found that the two schemes will make a significant difference to the city centre, with through traffic, particularly HGVs, moved away from the city centre, or indeed out of the urban area altogether.

The report went on to state that whilst traffic management schemes were being progressed, which will help to lock in the benefits of Lincoln Eastern Bypass, further yet to be identified schemes will need to be brought forward as the Bypass is completed, to ensure that the benefits of this major scheme are fully realised.

The report stated that East-West Link and Lincoln Eastern Bypass will enable road space to be reallocated to other modes and significant steps have already been made. One of the Quality Bus Corridors (QBCs) has been implemented, one partly delivered and a further two will go-ahead once LEB has been completed.

Accessibility

The progress report found that with significant progress being made on the major highway schemes proposed by LITS, opportunities will become available to move space over to other modes on major arterial routes over the next few years, particularly in relation to public transport. Work will need to be undertaken quickly after the opening of Lincoln Eastern Bypass, for example, to achieve significant benefits. Any delay could lead to the opportunities being lost with traffic returning to the city centre. The Council intends to continue to monitor the situation in order to identify and thereafter implement the appropriate measures to achieve these ambitions to avoid them being lost to future traffic growth as identified in the review.

Environmental

The progress report highlighted that work undertaken to develop proposals for the major highway schemes since the 2008 Light-touch Review has continued to show that significant benefits to the environment of Lincoln will be brought about by these projects.

The report stated that whilst 'the Air Quality Management Areas (AQMA) remain in place in Lincoln, the original city centre AQMA plus a city-wide AQMA introduced in February 2008, reductions in traffic in the city over the past few years have resulted in improved air quality. The implementation of Lincoln Eastern Bypass and East-West Link, complemented by other traffic management, public transport and public realm improvements, will help to ensure that further environmental improvements are secured and that air quality will continue improve to a level where the Air Quality Management Areas are no longer required and impact on specific sensitive receptors and the historic areas are reduced.'

Safety

The progress report highlighted that LITS remained 'on course to deliver significant safety improvements over the next few years. Already, smaller scale walking, cycling and traffic management schemes have improved safety at individual locations and the reductions in traffic experienced in Lincoln over the past few years have contributed to fewer accidents (accidents decreased by 7% between 2008 and 2012). However, significant clusters of accidents remain on the highway network and further work will be required to investigate these and identify improvements.'

The report highlighted that the delivery of key LITS schemes, which includes Lincoln Eastern Bypass, will reduce traffic both in the city centre and the wider urban area, which should lead to additional safety benefits.

Economic and Regeneration

The report concludes that the *'statements made in the 2008 LITS report on the economic and regeneration benefits of the Strategy remain valid today. Improvements to Lincoln have benefits that reach outside of the immediate city centre or urban area. Major transport improvements for Lincoln itself will also support the economies of other towns and Lincolnshire as a whole. As the major urban area and service centre for Lincolnshire, the success of the city is vital to the prosperity of the wider county. LITS, as a package of improvements, supports Lincoln's position but individual schemes will also support the wider area. The ongoing implementation of Lincoln Eastern Bypass, for example, will provide improved highway access between areas to the north and south of Lincoln, reducing journey times and improving reliability for both freight and people travelling past the city.'*

The report highlights that the city centre is vital to the prosperity of Lincoln and the county as a whole and that LITS will remove through traffic, reducing congestion and supporting a healthier environment. The report also highlights that LITS has a vital role to play in plans for the expansion of the city, in particular through the Sustainable Urban Extensions. The LEB will facilitate these major developments and future growth plans will not be achieved without it.

Changes Since the Progress Review

Since the publication of the Progress Report in 2013, further progress has been made in the delivery of LITS. In particular the following are of note:

- The Newark Road/Rookery Lane/Brant Road/Hykeham Road Junctions Improvements schemes was completed in late 2013.
- A new Parking Strategy has been developed for Lincoln, jointly commissioned by City of Lincoln Council and Lincolnshire County Council.
- The Canwick Road Improvement Scheme was completed in May 2015
- The East-West Link scheme is currently under construction and due for completion in 2016, following which the High Street will be pedestrianised between the new link and St. Mary's Street.
- New proposals for Lincoln Transport Hub are being developed to include a new bus station integrated with an improved railway station, a new footbridge linking Tentercroft Street and St. Mary's Street and a new 1,000 space multi-storey car park.
- A Lincoln Cycle Strategy is being drafted.

In terms of changes in travel patterns since the Progress Review analysis was undertaken, the following observations have been made (information taken from the Lincolnshire County Council Transport Monitoring Report 2014):

- AM peak period traffic flows into Lincoln city centre, decreased from 21,880 vehicles (weekdays between 07:00hrs and 10:00hrs) in 2012 to 20,953 in 2013, a 4.2% decrease year on year and continuing the long term trend of decreases observed since 2007. However, in 2014, flows increased to 21,331, an increase of 1.8% from the previous year.
- 12 hour counts across the Lincoln screenline (A46 Lincoln Bypass, Brayford Wharf East, High Street, Pelham Bridge and Brayford Way – undertaken annually on a weekday in October) show that total flows continue to decrease. Flows have decline from 94,401 vehicles in 2011 to 94,006 in 2012, to 93,906 in 2013 and 92,916 in 2014 – a decrease of 4.2% since 2011. Of the five count locations, only Brayford Wharf East had increased traffic in 2014 compared to 2011 (an increase from 2,938 vehicles to 3,117 in the 12 hour period).

Conclusion

To conclude, the Progress Review highlighted the importance of LEB to both the Transport Strategy and Lincoln as a whole. The review showed significant progress had been made to deliver LEB which will help to reduce traffic in the city centre, enabling road space to be reallocated to other modes of transport. The scheme will help to deliver improved air quality in the city centre, where AQMAs are currently in place and it will bring safety benefits both within the city centre and the wider area. The scheme will also bring significant economic benefits, not least through facilitating the development of two Sustainable Urban Extensions. The review also highlighted the need to deliver associated transport improvements to help to lock in the benefits to be delivered by LEB.

Minor updates were made to the Progress Review report in 2015 including to reflect the transition from a core strategy to a local plan for the Central Lincolnshire area. These updates have not altered the findings of the Progress Review. Furthermore, no changes since 2013 have occurred which would alter the findings of the Review.