

- 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

Response to Objector's Questions

Mr Walton

Response from Lincolnshire County Council to questions from Mr Walton

1. Convenience of Existing Alternative Routes

- 1.1 **Question:** In Dr Gary Billington proof of evidence clause 3.2.2 regarding the 2 alternative routes proposed in relation to the stopping up of Hawthorn Road states:

“In order to provide an indicative assessment of what in reality would be the multitude of individual trips with a variety of origins and destinations”.

a. Please can Dr Gary Billington provide the evidence to show how the indicative routes and destinations have been derived in reality?

b. Please can Dr Gary Billington, explain as all routes have a different destination point how they are comparable in relation to safety, time/distance, reliability and availability to the current route utilising Hawthorn Road as the inclusion of Outer Circle road seems to have been omitted?

c. Please can Dr Gary Billington explain why none of the assessed selected/alternative routes specified do not include the Bunkers Hill/Hawthorn Road junction which is a material access route to the Carlton Centre?

d. Please can Dr Gary Billington explain why Outer Circle road has been omitted from the assessment of these routes as to access the conveniences specified in his report in table 3.3 (Tesco or the Carlton Centre, this would form a material section of the journey?

Answer: In Dr Billington’s proof of evidence, it is stated *“In order to provide an indicative assessment of, what in reality would be a multitude of individual trips with a variety of origins and destinations, representative start and end points for three sample routes have been identified. Distances and journey time data between a location at the centre of the area of interest and junctions on Outer Circle Road have been surveyed. The three routes considered have one common end point at the eastern end, but different end points on Outer Circle Road. This is because Outer Circle Road provides a number of destinations in its own right but also affords access to many destinations within the city, which can be reached via a number of onward routes.” It is also made clear that “it is recognised that each individual trip on any given day will have a specific origin and destination and will follow its own specific route. It would be impossible to map all of these for every trip originating in the Cherry Willingham, Reepham and Carlton estate areas and so the routes identified should only be considered as being representative of the wider range of movements.”*

It is clear that the routes and end points chosen are representative of the large variety of journeys that could be made to and from Cherry Willingham and Reepham and are not intended to be definitive in any way. Other start and end points could have been chosen which lengthen or shorten the alternatives, but the conclusion regarding the relative distances and times would remain the same.

In deciding which routes to compare, the County Council has taken account of a variety of journey purposes and issues raised in previous discussions and also the need to consider both east and west bound travel. The Hawthorn Road/Carlton

Boulevard route was identified as the most direct route between the villages and Outer Circle Road and hence the most advantageous for objectors wishing to promote maintaining the Hawthorn Road over bridge. This route had previously been identified by objectors as important for driving from Carlton estate to the schools in Cherry Willingham and Reepham and, indeed, this route is identified by Mrs Lidbury as *“the most convenient route for Carlton Estate residents travelling to Cherry Willingham and Reepham.”*

It is agreed, and indeed, made clear in Dr Billington’s proof, that the three routes considered do not have a common end point at the western end. This is because Outer Circle Road provides a number of destinations in its own right but also affords access to many destinations within the city, which can be reached via a number of onward routes. It would be possible to artificially fix a common end point but as the traffic on the routes will have a variety of destinations, and these will vary on a daily basis, the County Council does not accept that not having a common end point suggests that the conclusions should not be accepted as a valid indication for comparative purposes. As concluded in Dr Billington’s proof of evidence, *“the distances and times shown above are only representative and individuals’ journeys will vary considerably. However, I conclude that currently, there are reasonably convenient alternative routes which allow movements to be made between Cherry Willingham and Reepham and Outer Circle Road, and then onward to many destinations in and around Lincoln, without incurring excessive additional distances or time.”*

With regard to the inclusion of the Bunkers Hill/Hawthorn Road junction: of the three routes assessed in Dr Billington’s evidence, Route 2 (Junction of Hawthorn Rd / Kennel Lane to Outer Circle Road via Kennel Lane, Wragby Road and Bunkers Hill) includes the section passing through the Bunkers Hill/Hawthorn Road junction.

Mr Walton asks *“why none of the assessed selected/alternative routes specified include the Bunkers Hill/Hawthorn Road junction which is a material access route to the Carlton Centre.”* As explained earlier, the routes considered are not intended to only provide distances and times to or from the Carlton Centre, but are to junctions on Outer Circle Road. This is because Outer Circle Road provides a number of destinations in its own right and also affords access to many destinations within the city, which can be reached via a number of onward routes. The route using Hawthorn Road and Carlton Boulevard was chosen as one of the alternatives as it provides the most direct to access the Outer Circle Road from the eastern start point.

1.2 **Question:** In Dr Gary Billington proof of evidence clause 3.2.3 regarding the alternative routes, the report states:

“However, it was considered that avoiding coincident sections would make analysis clearer and that the routes chosen would be representative of local movements”

a. Please can Dr Gary Billington provide explanation of the term local and the area this covers around the stopping up of Hawthorn Road?

Answer: In this context, the term “local” was used to refer to movements in and around Cherry Willingham, Reepham, Carlton Estate and areas to the west of LEB such as the city centre. It was used to differentiate from longer distance movements to destinations outside Lincoln.

1.3 Question: b. Please can Dr Gary Billington provide evidence by means of consultation of the communities surrounding the stopping up of Hawthorn road to demonstrate that these chosen routes are representative of local movements from the eastern villages and the Carlton Centre?

Answer: There has been no consultation with the “communities” on this issue, although the County Council has had on-going discussions with Cheery Willingham and Reepham Parish Councils regarding the issues around the alternative routes and there was much discussion on this topic at the 2014 Inquiry. Additional consultation to establish that the routes are representative of local movements could have included selective roadside interviews of drivers or home interviews, but these would have been costly to undertake and it is not clear what additional information would have been gained. Mr Walton focuses his question on the Carlton Centre but this is only one of the possible destinations for local traffic and Dr Billington’s evidence makes it clear that other destinations are also considered as follows *“This is because Outer Circle Road provides a number of destinations in its own right but also affords access to many destinations within the city, which can be reached via a number of onward routes.”*

1.4 Question: In Dr Gary Billington proof of evidence clause 3.2.5 regarding journey times:

a. Please can Dr Gary Billington confirm based on the alternative routes selected, that effectively the journey times for persons making their way to the conveniences and health care etc. on the Carlton Centre will in reality increase and will be longer than those specified in table 3.1 for the dark blue and light blue as the journeys would involve additional junctions and the traveling distance of Outer Circle road?

Answer: Dr Billington’s proof makes it clear that *“In order to provide an indicative assessment of, what in reality would be a multitude of individual trips with a variety of origins and destinations, representative start and end points for three sample routes have been identified. Distances and journey time data between a location at the centre of the area of interest and junctions on Outer Circle Road have been surveyed. The three routes considered have one common end point at the eastern end, but different end points on Outer Circle Road. This is because Outer Circle Road provides a number of destinations in its own right but also affords access to many destinations within the city, which can be reached via a number of onward routes.”* It is also made clear that *“it is recognised that each individual trip on any given day will have a specific origin and destination and will follow its own specific route. It would be impossible to map all of these for every trip originating in the Cherry Willingham, Reepham and Carlton estate areas and so the routes identified should only be considered as being representative of the wider range of movements”.*

Based on the above, Mr Walton is correct that neither the dark blue nor the light blue routes shown in Dr Billington’s proof have an end point at the Carlton Centre and so journeys to the Carlton Centre would be longer than the distances shown in Table 3.1. However, the table is not intended to illustrate distances only to the Carlton Centre, which is only one of many destinations available. The additional distances and any consequential effects on journey times, either beneficial or otherwise, for any other trips using the Red route which would then have to travel north or south on Outer Circle Road to reach destinations other than the Carlton Centre have also not been included.

Any choice of origin and destination for such an exercise can only be representative of a wide spectrum of locations. This is illustrated in Mr Walton's own proof of evidence in which he discussed the Carlton Centre as an important local destination, but then calculates distances to and from St Barnabas Hospice, which is actually 1.3 km distance from the Carlton Centre.

- 1.5 **Question:** Please can Dr Gary Billington confirm, if the junction of Hawthorn Road/Bunkers Hill has not been assessed in the evidence supplied in his report,

Answer: The route westwards along Hawthorn Road and then turning left onto Bunkers Hill (and the reverse) is not one of the options considered in Dr Billington's proof of evidence, which states *"Other routes and combinations could have been assessed; for example Route 1 could continue westward on Hawthorn Road to the junction at Bunkers Hill and then be coincident with Route 2 and also sections of Outer Circle Road could have been included within all of the routes. However, it was considered that avoiding coincident sections would make the analysis clearer and that the routes chosen would be representative of local movements"*.

In deciding which routes to compare, the County Council has taken account of a variety of journey purposes and issues raised in previous discussions and also the need to consider both east and west bound travel. The Hawthorn Road/Carlton Boulevard route was identified as the most direct route between the villages and Outer Circle Road and hence the most advantageous for objectors wishing to promote maintaining the Hawthorn Road over bridge. This route had previously been identified by objectors as important for driving from Carlton estate to the schools in Cherry Willingham and Reepham and, indeed, this route is identified by Mrs Lidbury as *"the most convenient route for Carlton Estate residents travelling to Cherry Willingham and Reepham."*

2 Safety Of Existing Alternative Routes

- 2.1 **Question:** In Dr Gary Billington proof of evidence clause 3.3.1 regarding the safety of Existing Alternative routes the report states:

"The North Division Area Highways Manager for LCC, Alan Brown has supplied the following statement:" Neither Kennel Lane or Fiskerton Road /Greetwell Road are identified as being in need of realignment and are not untypical of Lincolnshire's road network. They are perfectly safe to use."

a. Please can Dr Gary Billington provide any supporting information into the assessment of Mr Alan Browns statement or explain if this statement has been made with no detailed analysis/evaluation against other roads for example in comparison with Hawthorn Road?

Answer: Mr Brown is responsible for the maintenance and safe operation of all roads in his area and has a working knowledge of the conditions of all roads under consideration. He is also advised by the Lincolnshire Road Safety Partnership who monitor the safety of all roads in the County and have not identified any sites of concern on any of the routes considered.

Mr Brown has provided the following supplementary comments:

"My comments were purely in relation to the roads alignments and our maintenance standards and inputs. The only concerns I have had raised with me by the local

community are speeding on the entry to Reepham, which is currently the subject of a review with the Parish Council and some queuing at the Kennel Lane junction onto the A158, which LCC have acknowledged would benefit from a widening to provide a left turn exit lane.

I am not aware of any Road Safety Partnership investigations currently underway on either route. The only recent initiatives I have been involved in were :-

a) the reduction in the Speed limit on the A158 in 2014 to 40 mph from 60mph between North Greetwell and the existing bypass roundabout at Bunkers Hill due primarily to a significant number of minor accidents in this location, mainly rear shunts into stationary vehicles.

b) improved signing on Greetwell Road at its junction with Greetwell Lane following a fatal accident in 2009.

My comments regarding the existing road and the need for realignment must be seen in the context of the many other links across the Lincolnshire highway network which exhibit significantly worse problems than either of these locations. My comments were not given as a direct comparison with Hawthorn Road and were not intended to suggest any route was superior to any other.”

Mr Brown’s additional comments support the statement in Dr Billington’s proof of evidence that “there is nothing in the analysis of the historic data which indicates that the alternatives to Hawthorn Road are inherently less safe either in terms of the risk of being involved in an accident or in likely severity of accidents.”

2.2 **Question:** In Dr Gary Billington proof of evidence clause 3.3.2 regarding the safety of Existing Alternative routes states:

“These roads are currently used on a daily basis by drivers who must include assessment of perceived risk in making their choice of route.”

a. Please can Dr Gary Billington provide any assessment/consultation that has been carried out to support the perceived risks on these roads by road users or on the reasons why drivers utilise these roads over Hawthorn Road to substantiate the level of the perceived risk and the perceived risk of those utilising Hawthorn Road?

Answer: There has been no direct consultation with users of these roads on their perception of safety as it is normal best practice to base decisions regarding safety on the actual safety record rather than on user perception.

The statement in Dr Billington’s proof of evidence is intended to indicate that driver route choice is based on a number of factors, the most significant of which are distance and time, although perception of relative safety may become relevant if a road has a particularly bad safety record. In this case, both of the alternatives to Hawthorn Road considered in Dr Billington’s proof are relatively well used and so it is reasonable to conclude that drivers using these routes do not have significant concerns regarding their safety and again this supports the conclusion that the alternatives to Hawthorn Road are not inherently less safe either in terms of the risk of being involved in an accident or in likely severity of accidents.

2.3 **Question:** In Dr Gary Billington proof of evidence clause 3.3.6 regarding the Accident Analysis Summary for Selected Routes the numbers of slight (minor) accidents has been omitted.

a. Please can Dr Gary Billington explain the assessment carried out on the slight accidents as these must have a significant bearing in the assessment or conclusion how the selected/alternative routes for in relation to Hawthorn Road can be considered as convenient?

b. Please can Dr Gary Billington explain how the assessment has taken slight accidents into consideration when analysing the availability and reliability of the selected/alternative routes

Answer: All of the analysis of accident rates and discussion on accidents included in paragraphs 3.3.3 to 3.3.10 of Dr Billington’s proof of evidence includes slight accidents. In Table 3.2, the accident rates (per million vehicle kilometres) are for ALL accidents (slight, serious and fatal) and the numbers of serious and fatal accidents have been included in the table to demonstrate the small numbers involved. It is accepted that this is not totally clear from the table, however, there was no intention to mislead Mr Walton or the Inquiry over this and this will be brought to the Inspector’s attention.

3 Impacts of LEB and Hawthorn Road Junction on Journey distances and times of Local Vehicular trips

3.1 **Question:** In Dr Gary Billington proof of evidence clause 3.4.11, the report provides an example of differences in journey types, specifically Tesco on Wragby Road.

a. Please could Dr Gary Billington provide evidence to support this statement?

Answer: The statement in Dr Billington’s proof is *“For example, although the travel time from both Cherry Willingham and Reepham to Tesco on Wragby Road is expected to increase in the AM peak, the majority of shopping trips to supermarkets such as this are made in the inter-peak and evening peak periods when much smaller changes are expected.”*

This statement is based on analysis of data included in the industry standard TRICS database which includes surveyed information on the number and timing of trips to various facilities around the UK. This database has been shown to be a very reliable indicator of travel patterns, especially for retail stores and shopping centres for which there are many observations to draw from, and is accepted by most Highway Authorities in the UK as a basis for assessing travel to these facilities. The relevant TRICS output is included in Appendix A.

The data for a typical large food store, open from 06:00 to 23:00, is shown in the Table 1 below

Table 1 – Percentage of Arrivals and Departures by time period (Large Supermarkets)

Peak Period	Time	Percentage of Arrivals and Departures
Before AM Peak	0600 - 0800	2.3%

AM Peak	0800 - 0900	4%
Inter Peak	0900 - 1700	63.7%
PM Peak	1700 - 1800	9%
After PM Peak	1800 - 2300	21%
% of daily arrivals and departures in time period		

It can be seen that the AM peak period accounts for only 4% of the total traffic accessing the store on a typical weekday, whereas the other modelled periods, Inter peak and PM Peak, account for 64% and 9% respectively.

3.2 **Question:** Please could Dr Gary Billington detail why Tesco was chosen over the conveniences located locally on the Carlton Centre?

Answer: The Tesco store on Wragby Road was referred to in Dr Billington's proof of evidence merely as an example of how the nature of a destination must be taken into account when considering the timing of trips. A similar exercise using TRICS to consider the time of trips to and from the Carlton Centre has been undertaken, and, although only two similar sites are represented in the data base, the results are shown in Appendix B and summarised in Table 2 below and demonstrate a similar pattern. :

Table 2 – Percentage of Arrivals and Departures by Peak Periods (Shopping Centres)

Peak Period	Time	Percentage of Arrivals and Departures
Before AM Peak	0700 - 0800	1.9%
AM Peak	0800 - 0900	4.7%
Inter Peak	0900 - 1700	62.8%
PM Peak	1700 - 1800	8.8%
After PM Peak	1800 - 2300	21.8%

It can be seen that the conclusion that fewer trips will be made to the shopping centres in the AM peak than in other periods holds good whether Tesco or the Carlton Centre is used as an illustration.

Appendix A

Appendix B