

- 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**

**Note on TUBA benefits and dis-benefits to Cherry Willingham,  
Reepham and Carlton Estate**

## 1 Introduction

1.1.1 This note has been prepared in order to quantify the TUBA benefits and dis-benefits accruing to movements to and from the villages of Cherry Willingham, Reepham and the Carlton Estate resulting from the LEB. This information is provided following the request of Mr Walton in his response Reference OBJ/485/5.

## 2 TUBA benefits and dis-benefits

2.1.1 Details of the benefits and dis-benefits accruing to movements to, from and between the villages of Cherry Willingham, Reepham and the Carlton Estate resulting from the LEB are shown in the table below. These benefits and dis-benefits have been separated out from the total TUBA analysis for the LEB, presented in Mr Smith's proof of evidence and are accrued over a 60 year evaluation period and discounted in line with DfT advice. They represent two way movements between the areas identified, and also movements between Cherry Willingham, Reepham and the Carlton Estate and all other areas included in the Scheme evaluation area.

<b>Movement</b>	<b>TUBA Benefits (£000's)</b>
Trips between Cherry Willingham / Reepham and Carlton Estate	-1,520
Trips between Cherry Willingham / Reepham and all other zones	49,072
Trips between Carlton Estate and all other zones	11,326
<b>Total Cherry Willingham, Reepham and Carlton Estate Trips</b>	<b>58,878</b>

2.1.2 It can be seen that for two way movements between Cherry Willingham/Reepham and the Carlton Estate it is expected that there will be a dis-benefit of approximately £1.5m. However, for movements between Cherry Willingham/Reepham and all other areas in the evaluation area, there will be benefits of £49m, and for movements between the Carlton estate and all other areas in the evaluation area, there will be benefits of £11m.

2.1.3 These benefits are inclusive of all time benefits and carbon benefits, but exclude accident benefits, which are assessed outside TUBA.

2.1.4 These benefits and dis-benefits reflect the evidence presented by Dr Billington which showed that while some movements between origins and destinations close to the line of the LEB will be longer and take more time as a result of the Scheme, for other movements there will be reductions in travel times and distances.

2.1.5 These benefits should be seen in the context of the total benefits for LEB of £911m reported by Mr Smith.