

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

## 1 Introduction

- 1.1.1 This note has been prepared in response to Mr Walton's response (OBJ/485/6).

Mr Walton's response is as follows:

*"Thank you for your note on the TUBA benefits as requested. We note that the disbenefits are for local trips, and the benefits are to the wider area. This appears to corroborate our concerns that whilst the wider benefits of the LEB should remain whether a road bridge is installed or not, the localised dis-benefits arise through the severance of Hawthorn Road. The netting of the benefits and dis-benefits provided appears to mask the fact that the localised dis-benefits could potentially be avoided altogether. It is further assumed that the delay predicted through the modelling exercises carried out by the objectors would only serve to increase this reported dis-benefit quite significantly."*

## 2 LCC Response

- 2.1.1 All of the benefits which Mr Walton describes as "to the wider area " (approximately £60m) will in fact accrue to the residents of Cherry Willingham, Reepham and the Carlton Estate travelling to and from other locations.
- 2.1.2 LCC accepts that set against this will be a much smaller level of dis-benefits (£1.5m) which will only apply to movements between areas immediately on either side of the Scheme.
- 2.1.3 Whilst it is correct that the small level of dis-benefits could be eliminated with an over bridge instead of a LILO, it cannot be assumed that the same level of benefits will still be accrued. This is because much of the benefit which will be enjoyed by residents of the villages and the Carlton Estate will only be achieved through being able to access the LEB via the LILO and without this facility, journeys to and from many other local destinations will be longer. Thus the net impact of an overbridge may well be to reduce the total benefits to movements to and from Cherry Willingham, Reepham and the Carlton Estate
- 2.1.4 It is also noted that the incremental cost of providing an over bridge (as in Alternative 1) compared to the Scheme would be **£3.12m**, not including consequential impacts. Even if the dis-benefits to very local movements (**£1.5m**) could be eliminated and the benefits to other movements maintained, then the incremental benefit would be less than half of the incremental cost, giving a benefit to cost ratio (BCR) of less than 0.5. This would be regarded by DfT as very poor value for money.
- 2.1.5 In addition, the delay in delivering the LEB which would result from the necessary procedures if an over bridge was provided instead of a LILO would be at least two years. This delay would result in the loss of approximately £30m of benefits (assuming an even distribution of the total of £900m of benefits over the 60 year evaluation period). The loss of £30m of benefits in order to avoid a dis-benefit of £1.5m would represent an extremely poor economic decision.

2.1.6 Mr Walton's note also assumes that "the delay predicted through the modelling exercises carried out by the objectors would only serve to increase this reported dis-benefit quite significantly". This is not accepted by LCC and in fact Mr Moore has accepted and stated that the Greater Lincoln Traffic Model which has been used by LCC to derive the benefits and dis-benefits to local movements is an appropriate model for this type of assessment.