

- 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 Proof and Questions

Mrs Lidbury

Response from Lincolnshire County Council to letter/proof of evidence from Mrs Lidbury

1 Issues Raised by Mrs Lidbury

- **Consultation with schools is a material change**
- **Inconvenience and costs for families in Lincoln with children attending schools in Reepham and Cherry Willingham**
- **Safety and reliability of Alternative routes**
- **Access to Christ's Hospital School from Cherry Willingham and Reepham**
- **Access for children to sporting activities and clubs in order to maintain health and well-being**
- **Reported views of residents**

2 Response from LCC

2.1 Consultation with schools is a material change

2.1.1 In paragraph 1.3 of Mrs Lidbury's proof of evidence, she states that the consultation with schools undertaken by the County Council in May 2015 represents a material change since the last Public Inquiry in 2014. This Council does not believe that this represents a material change to the scheme before the Inquiry.

2.1.2 Cherry Willingham Community School and Cherry Willingham Primary School were aware of the plans for LEB and the Hawthorn Road junction in 2013 and objected to the Orders in September 2013. During the Inquiry in 2014, Mr Snee, the deputy head teacher of the Cherry Willingham Community School, and others, gave evidence regarding the impact of the scheme on journeys to school. The Inspector considered the evidence before her and concluded "*The journey to school for many pupils and parents living in the surrounding area would be unaffected or may be improved. Trips for those travelling by car from the Carlton estate to the schools in Cherry Willingham, particularly the Community School, would be less direct using the available alternative routes. When account is taken of trips to and from after school activities and other community activities, plus tight time schedules around family and work commitments, some parents understandably consider the alternatives are not reasonably convenient. However, the marked reduction in traffic on Hawthorn Road west and Bunkers Hill, which appears not to have been taken into consideration in the objections, would bring a significant improvement to the journey.*"

2.1.3 Lincolnshire County Council undertook consultation with individual schools and the Council's Children's Services Department in advance of the current Inquiry to ensure that the relevant information was available to the Inspector and could be considered during the Inquiry.

2.2 Inconvenience and costs for families in Lincoln with children attending schools in Reepham and Cherry Willingham

2.2.1 The County Council's home to school transport policy states that "*The County Council will provide transport to the school within the designated transport area (DTA), or to a nearer school if the distance between the child's home address and the school is more than:*

- *3,218 metres (2 miles) for primary school children*
- *4,827 metres (3 miles) for secondary school children (aged 11 to 16)*
- *These distances are measured using the shortest available suitable walking route from the gate of the student's property to the nearest gate of the school.*
- *Transport is only provided at each end of the school day. The type of transport can change during the period of entitlement for operational reasons but you will be told about this should it happen."*

2.2.2 Those pupils living inside these distances are not eligible for free school transport provided by the County Council. In relation to the Cherry Willingham Community School, there are 96 entitled pupils with 54 receiving free school transport as a result of their home being more than three miles from the school and 25 on the basis that the route between their home and the school is designated as unsuitable for an accompanied child to walk; the remaining 17 receive transport for a number of miscellaneous reason. Of the 96 children identified above as receiving free school transport, the majority live in areas to the east of the scheme and will be unaffected by the LEB and Hawthorn Road junction.

2.2.3 Of the pupils that attend the Cherry Willingham Primary School only two children are entitled to free transport and no pupils are entitled to transport to Reepham Primary School. It can be seen that the vast majority of pupils at these primary schools are assumed to live within an acceptable walking distance of their designated schools and the majority of those who receive free school transport will not be affected by the scheme.

2.2.4 The information above suggests that there are very few 'entitled' pupils attending those schools from the Lincoln area, and any such pupils are essentially attending out of parental choice. Where this is the case, it is the parents who are responsible for the transport when no entitlement is established.

2.2.5 Notwithstanding the above, the County Council accepts that some journeys to schools will be longer and may take more time, however other journeys to schools will be shorter, quicker and safer with the scheme in place. Overall, the county Council does not accept that there will be significant detriment in terms of travel to school resulting from the Scheme.

2.2.6 Mrs. Lidbury's proof discusses the number of individuals who would be inconvenienced by the partial closure of Hawthorn Road, and the extent of the inconvenience caused. The County Council considers Mrs Lidbury's analysis to be flawed for the reasons given below.

2.3 Number of Individuals Affected

2.3.1 In Paragraph 1.5 of Mrs. Lidbury’s proof, it is stated that ‘over 400 children from the eastern side of Lincoln (Glebe Park, Bunker’s Hill and the Carlton Estate) attend schools in Cherry Willingham and Reepham’. This figure is repeated in paragraphs 2.5 and 2.6. The source for these figures is unclear; however, analysis by Lincolnshire County Council’s Children’s Services Department shows that the figure is much smaller. The table and map below show the number of children attending schools in Cherry Willingham and Reepham in each of four zones identified in the North East of Lincoln. (This is a subset of a full set of data which is set out in Appendix A).

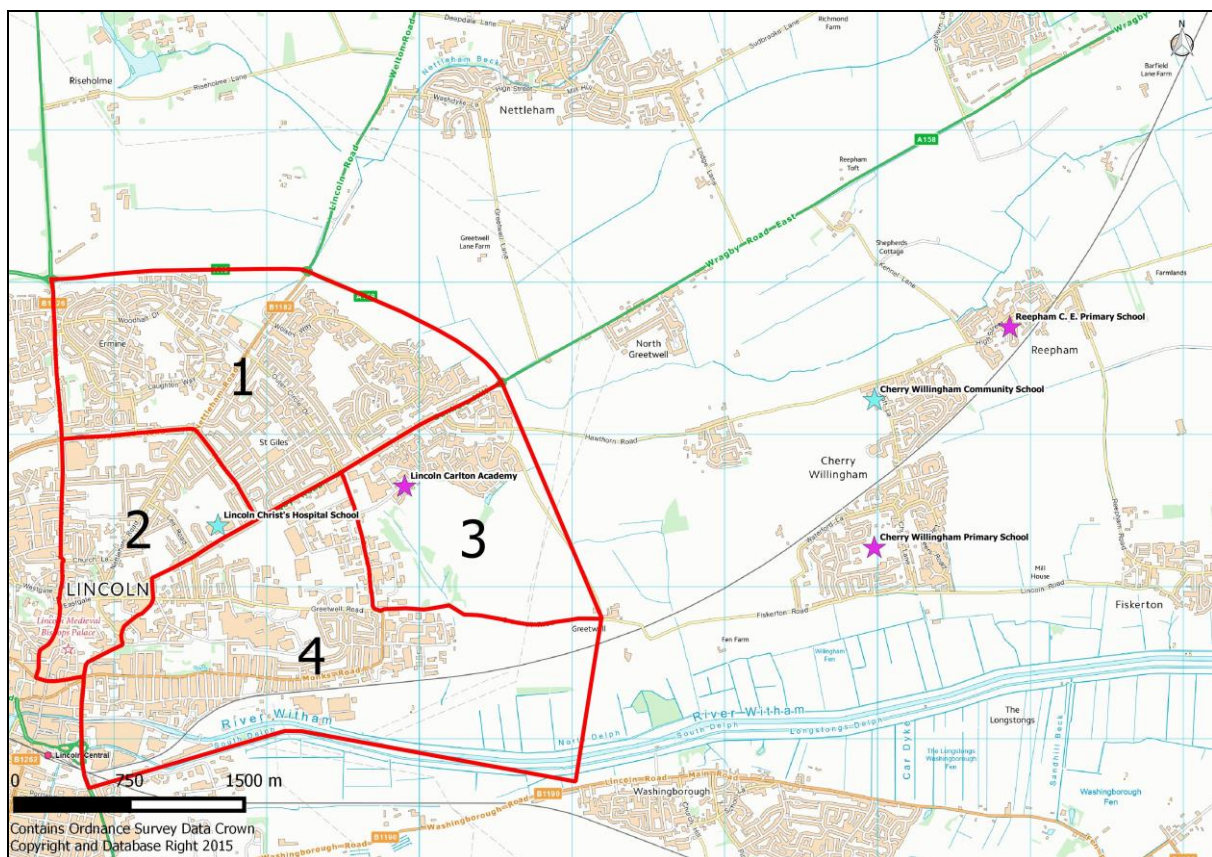
Table 1 – Analysis of Home Addresses of Pupils at Schools in Cherry Willingham and Reepham

| School | Zone 1 | Zone 2 | Zone 3 | Zone 4 | Total |
|------------------------------------|--------|--------|--------|--------|---------|
| Cherry Willingham Primary School | 34 | 0 | 61 | 18 | 113 |
| Cherry Willingham Community School | 31 | <5 | 29 | 28 | 89-92 |
| Reepham Primary School | <5 | <5 | 16 | <5 | 19-28 |
| Total | 66-69 | 2-8 | 106 | 47-50 | 221-233 |

Note that where there are between one and four children living in a zone, for data protection reasons, an exact number has not been provided.

Source: Lincolnshire County Council School Census October 2014

Figure 1 – Zones Used for Assessment of Home Addresses of Children Attending School in Cherry Willingham and Reepham



2.3.2 It can be seen that the total number of children attending schools in Cherry Willingham and Reepham from the areas that Mrs. Lidbury discusses – even

extending this area as widely as possible – is no more than 233, less than the 400 that is claimed.

- 2.3.3 For parents choosing to drive their children to and from school, especially younger children, there are, and will continue to be, a number of route options available. The four zones identified on the map above cover a significant area of Lincoln and different route choices will be available to each. Broadly, there are currently three routes choices on the approaches to the villages from the west; Wragby Road/Kennel lane, Hawthorn Road and Greetwell Road. All three of these routes will remain available following the opening of LEB, however, the Hawthorn Road route will include a diversion southbound onto LEB when travelling westbound towards Lincoln. Travelling towards the schools from Lincoln, LEB will alter the Hawthorn Road route with car journeys from the area of Zone 3 (the Carlton Estate and the surrounding area) immediately west of the LEB alignment needing to travel west on Hawthorn Road and onto Wragby Road. These journeys as well as other journeys that currently use Hawthorn Road or Wragby Road/Kennel Lane will be able to use the LEB and its junction with Hawthorn Road which, in some cases this will provide shorter journeys.
- 2.3.4 Much of the population of the four zones would be expected to continue using Wragby Road or Greetwell Road to get to Cherry Willingham or Reepham. It is only residents of Zone 3 who would have a significantly longer car journey to Cherry Willingham or Reepham as a result of the partial closure of Hawthorn Road. This amounts to only 106 children. Table 3.3 in Dr Billington's proof of evidence shows that journey times from the Carlton Estate, a proxy for Zone 3, to Cherry Willingham will increase by less than 1.5 minutes in the AM peak and less than three minutes in the opposite direction in the PM peak. However, journeys from Lincoln city centre (a proxy for Zone 2) to Cherry Willingham will be over 2.5 minutes shorter in the AM peak and over two minutes shorter in the opposite direction in the PM peak.
- 2.3.5 It is not unreasonable to expect many secondary school pupils to get to school independently (by bus, bicycle or on foot). The stopping up of Hawthorn Road will not affect such pupils. As described in Dr Billington's proof of evidence, bus operators have been consulted and have confirmed that school buses are expected to continue to operate, with only slight alterations to routes where applicable; and the provision of a NMU bridge over the LEB will enable walking and cycling journeys to continue as before (indeed, the partial stopping up of Hawthorn Road is likely to provide a more conducive environment to walking and cycling along this route).
- 2.3.6 However, as Mrs. Lidbury rightly identifies, many of the children in question are in the early years of education. The table below shows the numbers of children attending schools in Cherry Willingham and Reepham and resident in Zone 3 for each school year.

Table 2 – Analysis of Children from Zone 3 Attending Schools in Reepham and Cherry Willingham by School Year

| Primary / Secondary | Year | Number of Pupils |
|---------------------|------------------------|------------------|
| Primary | Reception | 9 |
| | 1 | 10 |
| | 2 | 11 |
| | 3 | 8 |
| | 4 | 14 |
| | 5 | 15 |
| | 6 | 10 |
| | Total Primary | 77 |
| Secondary | 7 | 5 |
| | 8 | 7 |
| | 9 | 8 |
| | 10 | 3 |
| | 11 | 6 |
| | Total Secondary | 29 |

Source: Lincolnshire County Council School Census October 2014

2.3.7 It can be seen from the table above that there are only 77 children currently attending primary school for whom the stopping up of Hawthorn Road could potentially lead to longer journeys to school.

2.3.8 However, this situation will not remain static and the recent opening of a new primary school on Carlton Boulevard, Lincoln Carlton Academy, should be considered when assessing the impact of LEB on access to education. This school opened to reception children in September 2013, and a new cohort of pupils is starting each year. From September 2019 onwards, it will accept children for all seven years of primary school. In future, this is likely to be a much more convenient choice for parents living in the Carlton Estate and the surrounding area than sending their children to schools in Cherry Willingham or Reepham. The County Council's consultation with local schools in May/June 2015 included discussions with the head of Lincoln Carlton Academy, Mrs. Malam. In her consultation response, she stated that:

“Lincoln Carlton Academy opened in September 2013 with a cohort of children from various areas of Lincoln including the Carlton Estate and villages to the east of the proposed bypass route. We are now up to our third year of admission and have found that as time goes on, more of the children we admit live in the Carlton Estate and Glebe Park areas and we expect this to remain the case in the coming years.”

2.3.9 It is understood that there are plans for significant expansion of Lincoln Carlton Academy, which will further decrease any need for children resident in the area to attend schools in the villages of Cherry Willingham and Reepham.

2.3.10 The Lincoln Eastern Bypass is not expected to be open until 2018, therefore, those children who are currently in Year 3 and above are unlikely to be inconvenienced by the stopping up of Hawthorn Road, as they will be at secondary school by that time and more likely to be travelling independently. It is notable in the table above that there is a sharp drop-off in numbers of pupils at Year 7, showing that many children from this area who attend primary schools in Cherry Willingham and Reepham attend secondary schools elsewhere.

- 2.3.11 Therefore, it is those children who are currently in the first three years of education at schools in Reepham or Cherry Willingham (a total of 30 children) who are most likely to be inconvenienced by the stopping up of Hawthorn Road. This inconvenience will last until they reach secondary school age (that is, for between one and three years). After 2021, the cohort currently in reception will have reached secondary school age and Lincoln Carlton Academy provides a local choice for younger children yet to start school.
- 2.3.12 A final programme for the construction of the Scheme, should the Orders be confirmed, has yet to be formed but it is anticipated that Hawthorn Road will need to be partially closed earlier than 2018 in order to allow works to proceed. It is likely that this will take in place in 2017 and so the impacts described above may apply to those in the first four years of education at schools in Reepham or Cherry Willingham (a total of 38 children), which is still significantly lower than the figures provided by Mr Lidbury
- 2.3.13 In conclusion, Mrs Lidbury significantly over states the number of families whose journeys to and from school will be adversely affected by the scheme and in reality the inconvenience that Mrs Lidbury describes will only apply to a relatively small number of families.

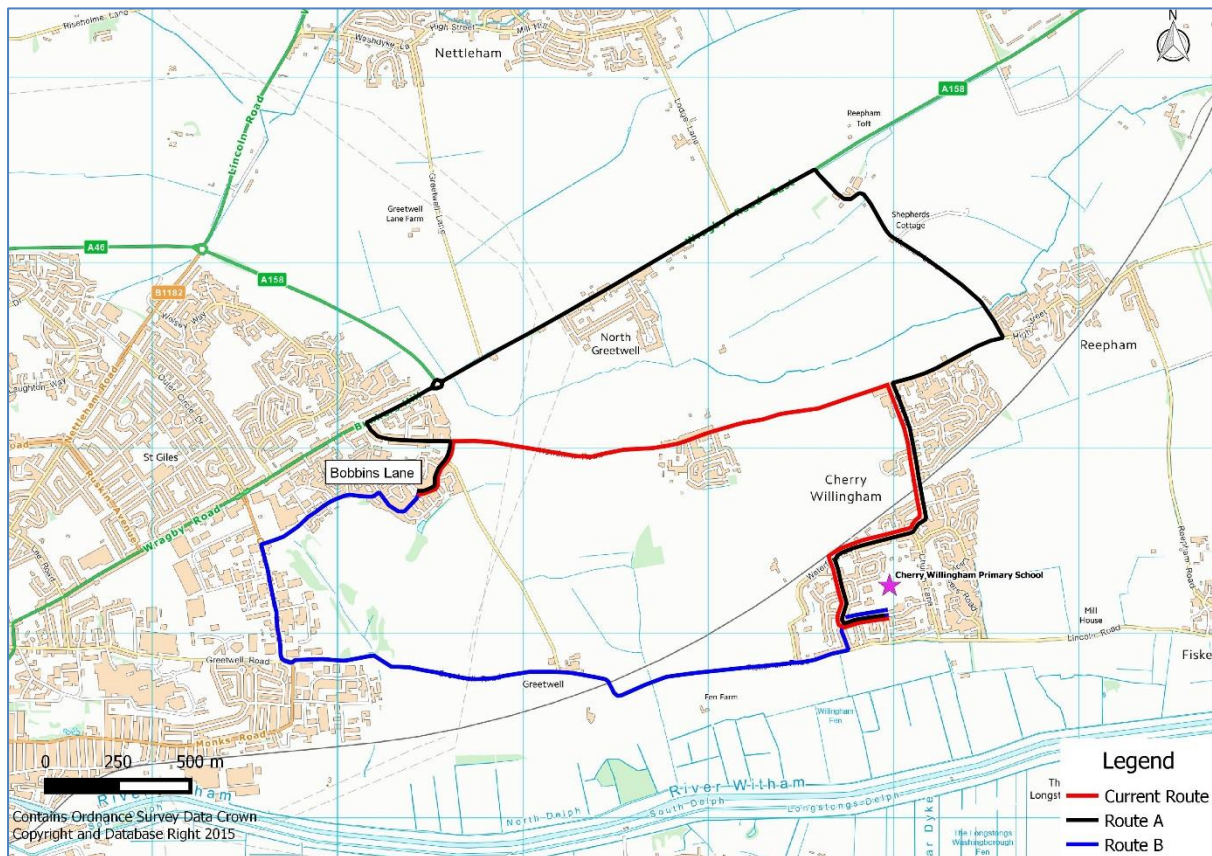
2.4 *The Extent of the Inconvenience Caused*

- 2.4.1 Mrs. Lidbury discusses several aspects of the inconvenience to families from Lincoln with children attending schools at Cherry Willingham and Reepham. These are discussed below.

2.5 *Increased Fuel Costs*

- 2.5.1 In Section 3 of her proof, Mrs. Lidbury discusses the additional fuel costs for families taking their children to school from the Carlton Estate. However, Mrs Lidbury's analysis is partial and selective and hence flawed for a number of reasons described below.
- 2.5.2 Firstly, Mrs Lidbury refers to only one particular journey from Bobbin Lane to Cherry Willingham Primary School, shown at the 'current route' on Figure 2 below. This journey shows potentially the greatest increase in distance (and therefore in fuel cost) as a result of the partial closure of Hawthorn Road of any journey to Cherry Willingham since it is so close to the line of the LEB. It is likely that most journeys from the Carlton Estate will start from west of this point, and additional fuel costs will therefore be lower.

Figure 2 – Routes used in Mrs Lidbury’s Fuel Costs Comparison



2.5.3 Secondly, Mrs Lidbury compares her example ‘current route’ with two routes that could be used following the opening of the LEB; these are shown as Routes A and B in Figure two. However, she ignores the option of using the LEB and the left in/left out junction onto Hawthorn Road to get from Bobbin Lane to Cherry Willingham (a route which is only possible in the eastbound direction, but which is around one mile shorter than the Wragby Road East/Kennel Lane route).

2.5.4 Thirdly, Mrs Lidbury calculates that using Route A would cost £163.40 more per year per family and Route B £45.60, and she then states that “current costs will increase by 50% if Alternative Route B is used”. Even if the basis for her calculations was not flawed (for the reasons given above) it is reasonable to assume that many would choose the cheaper option.

2.5.5 Fourthly, Mrs. Lidbury’s calculation of costs also assumes that every family makes four journeys per day: from the Carlton Estate to Cherry Willingham and back again in the morning, and again in the afternoon. However, in reality, car journeys accompanying children to school are often immediately followed by onward journeys to work or elsewhere, with the reverse being true in the evening. Where this is the case, the additional fuel costs will be much lower. It is likely that they will be around half as much, although clearly calculations will depend upon the onward destination. Costs will also be lower among families where lifts to school are shared.

2.5.6 It can be seen that Mrs Lidbury provides only a very limited and partial analysis of the implications for travel to school of the Scheme. In contrast, the comments below

received from David Robinson of Lincolnshire County Council's Children's Services Directorate provide a wider and more balanced perspective;

"I have looked at the objection and I can understand that the parent and others referred to in the report would regard the stopping up of Hawthorn Road as inconvenient in that it would compel them to take an alternative route to the schools mentioned from where they live.

Set against this is the prospect of much greater ease of movement in and around the East of the City, with parental choice of school (preference is often about ability to get to and from the school as well as the other considerations) being enhanced following the completion of the new road."

2.6 Safety and reliability of Alternative Routes

- 2.6.1 In paragraph 3.5 of her proof, Mrs. Lidbury states that alternative routes are less safe than the Hawthorn Road route. However, Dr. Billington shows in Section 3.3 of his proof 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.'*
- 2.6.2 Mrs Lidbury also states that parents are concerned that LEB and other routes may be unpredictable and draws comparisons with conditions on the A46. However, Mr Smith's evidence has shown that traffic conditions on the LEB will not be similar to the A46 and that the Scheme will provide a good level of service for many years in the future.

2.7 Increased Child Care Costs

- 2.7.1 Section 5 of Mrs. Lidbury's proof discusses increased childcare costs resulting from the stopping up of Hawthorn Road and associated increases in journey times. It is stated that *'parents could encounter delays of between 20-25 minutes when using Greetwell Road and the Wickes Roundabout, causing significant inconvenience.'* However, the analysis of travelling time in Section 3.4 of Dr. Billington's proof shows that typical local increases in journey time are less than three minutes, and that some journeys will show considerable time savings. It is likely in particular that many people dropping their children off at school and making onward journeys to work will see savings to their overall journey time (depending, of course, on their final destination). The impact that journey times will have on childcare costs is therefore expected to be minimal (and, as stated above, this impact will apply to a much smaller number of families than Mrs. Lidbury suggests).

2.8 School Travel Plans

- 2.8.1 Within her evidence, Mrs Lidbury focuses on journeys to school made by car and the impact that the LEB will have on such journeys. Mrs Lidbury also raises the issue of longer journeys potentially reducing attendance rates for childrens' sporting activities and the potential resulting impacts of reduced health and well-being of children. In making these points, Mrs Lidbury ignores the potential benefits of LEB in terms of encouraging school pupils to use modes of transport other than the private car.

- 2.8.2 The stopping up of Hawthorn Road will reduce traffic on the road, which will make it a safer and more attractive environment in which pupils can walk and cycle to school. The provision of the NMU bridge over the LEB will ensure that walking and cycling trips will continue to be possible between Cherry Willingham/Reepham and the Lincoln urban area.
- 2.8.3 Furthermore, as presented in Appendix C, all the schools in Cherry Willingham, Reepham and the Carlton area have school travel plans which actively encourage pupils travel to school by non-car modes of transport. The aims of school travel plans are not only to reduce car-based travel to schools but also to increase the health and wellbeing of pupils by promoting active modes of travel (i.e. walking and cycling).

2.9 Inconvenience and costs to families – Summary

- 2.9.1 Mrs. Lidbury states in her proof that over 400 children who live on the eastern side of Lincoln attend schools in Cherry Willingham and Reepham. However, the analysis above has shown that only 30 children are likely to be inconvenienced by the stopping up of Hawthorn Road. The length of time this inconvenience is suffered for will vary between one and three years, will not start until 2018, and is not expected to affect anyone after 2021. Any inconvenience after this point will be to parents choosing to send their children to school in Cherry Willingham or Reepham despite the more convenient option of a school on Carlton Boulevard.
- 2.9.2 In most cases the impact of any inconvenience is expected to be minor.
- 2.9.3 At the previous Public Inquiry, the inspector's findings supported the views of the County Council in finding that the *"journey to school for many pupils and parents living in the surrounding area would be unaffected or may be improved. Trips for those travelling by car from the Carlton estate to the schools in Cherry Willingham, particularly the Community School, would be less direct using the available alternative routes. When account is taken of trips to and from after school activities and other community activities, plus tight time schedules around family and work commitments, some parents understandably consider the alternatives are not reasonably convenient. However, the marked reduction in traffic on Hawthorn Road west and Bunkers Hill, which appears not to have been taken into consideration in the objections, would bring a significant improvement to the journey. The problems envisaged on Kennel Lane are not supported by the best evidence available on traffic flows and queuing."*

2.10 Access to Christ's Hospital School for Children from Cherry Willingham and Reepham

- 2.10.1 Mrs. Lidbury states that Lincoln Christ's Hospital sixth form is currently attended by 40 children from Cherry Willingham, Reepham and Fiskerton. These children (or their successors, once the LEB is open) would be affected by the partial closure of Hawthorn Road. However, it is to be expected that the majority of children will use means other than the private car to get to school. The most recent data available, which dates from 2009-2010, shows that only 7.6% of pupils used private car to get to Lincoln Christ's Hospital School, with another 0.7% car sharing. Some 24.8% of pupils travelled to school by bus, 62.0% walked, 0.7% by taxi and 4.1% cycled.

School bus provision to Cherry Willingham and Reepham is expected to be continued with minimal change once the bypass is constructed, with services re-routed as necessary.

- 2.10.2 Mrs. Lidbury also discusses the impact that the LEB will have on parental choice (in particular on the ability of parents in Cherry Willingham to choose Lincoln Christ's Hospital School). However, the construction of the LEB is likely to increase parental choice, and will, for example, make Lincoln Christ's Hospital more accessible for families from south east of Lincoln. Similarly, it will make Priory Academy LSST more accessible for families from the north east of Lincoln such as Cherry Willingham and Reepham. The comments below received from David Robinson Lincolnshire County Council's Children's Services Directorate reinforce this point.

"I have looked at the objection and I can understand that the parent and others referred to in the report would regard the stopping up of Hawthorn Road as inconvenient in that it would compel them to take an alternative route to the schools mentioned from where they live.

Set against this is the prospect of much greater ease of movement in and around the East of the City, with parental choice of school (preference is often about ability to get to and from the school as well as the other considerations) being enhanced following the completion of the new road.

In respect of the distances and times given (paragraph 2.4), these are estimated driving distances. The schools are schools chosen by the parents, who will not qualify for free home to school transport since there are nearer schools to them in the east of Lincoln. I would say that the percentages of children attending the schools from the eastern side of Lincoln would be lower than the figure given, but this can be checked.

In respect of sixth form provision, pupils in Reepham and Cherry Willingham can attend Christ's hospital School sixth form or Castle Academy sixth form and receive subsidised transport if their address is over three miles from the school. Lincoln College is an alternative, and the same rule applies."

- 2.10.3 The conclusions of the inspector at the previous Public Inquiry supported the above views in finding that *"In all probability the choice of a school would take account of and balance a range of factors, not only distance and ease of journey. The concern over the impact on school rolls was based on perceived considerably longer car journeys. The technical evidence indicates local schools would not be at such a disadvantage, whilst there would be benefits over the wider school catchment area as a result of the LEB. These factors suggest that the risk of potential closure of schools would be minimal. In any event, the relevant criterion in the 1980 Act is whether another reasonably convenient route shall be available or will be provided. A closure of a school would, at most, be an indirect consequence should suitable alternative provision not be made."*

2.11 Access for children to sporting activities and clubs in order to maintain health and well-being

- 2.11.1 In Section 4 of her proof of evidence, Mrs. Lidbury discusses the impact of the partial closure of Hawthorn Road on access to clubs and activities. A table is presented of clubs and activities attended by local residents. However, it is unclear which of these clubs and activities are attended by families to the east of the proposed bypass, and which by families to the west. Clearly residents in Cherry Willingham and Reepham will continue to be able to access clubs in those locations; and residents to the west of the bypass will be able to access clubs and activities in Lincoln. Moreover, as stated earlier, Dr. Billington's proof demonstrates that most local journeys will take at most three minutes longer, and many will be shorter. The impact will be even less in the inter-peak or off-peak period, when many journeys associated with these activities take place. The impact on residents of Cherry Willingham, Reepham and the Carlton Estate accessing clubs and activities is therefore expected to be minimal. It should also be pointed out that many of the activities identified as available in Cherry Willingham and Reepham are also available in Lincoln.
- 2.11.2 Furthermore, the opening of the LEB will increase the potential catchment population of activities in Cherry Willingham and Reepham, as they become more easily accessible to people living south of the River Witham. The viability of these activities is therefore likely to increase. Similarly, clubs and activities located to the south of the River Witham will become more easily accessible to residents of Cherry Willingham, Reepham and the Carlton Estate.
- 2.11.3 Finally, the stopping up of Hawthorn Road is likely to make walking and cycling a more attractive option on Hawthorn Road, which will have a small positive impact on children's health and wellbeing.

2.12 Reported Views of Residents

- 2.12.1 In her proof of evidence, Mrs Lidbury cites the views of a number of local residents, some of whom are identified by name and others who remain anonymous. However, the number of parents quoted is a very small percentage of the "over 800" residents that Mrs. Lidbury has consulted and so it is not clear how representative they are. It is also difficult to respond to these in detail, since it is not known what information or questionnaire they were presented with in order to elicit these responses.
- 2.12.2 It is worth noting however that all responses quoted refer to the disadvantages anticipated (mostly in terms of journey times), but do not take into account the reductions in journey times on other routes which will result from construction of the LEB.
- 2.12.3 Any individual parent will, of course, respond from their own individual perspective, based on the information available to them. The response therefore need to be set against the wider perspective of Mr David Robinson, the Schools Services Manager from the Children's Services Directorate of the County Council who has provided the following observations:

"The Eastern Bypass Scheme would appear, in general, to offer opportunities for increasing sustainable transport options for families of school-age children and young learners. The Scheme to link the main A15 south of Lincoln to the city's northern ring road is partly aimed, I understand, at allowing the considerable North-South through traffic, including much commercial traffic, to avoid having to negotiate the existing

A15 through the heart of the historic centre of Lincoln using a road system which predates this traffic volume.

It is understood that the bypass will relieve pressure considerably on routes in and around Lincoln. This should make sustainable modes of transport to school and college within Lincoln (principally walking and cycling) more attractive, and it is hoped that more parents and pupils/students will opt for sustainable transport as a result, particularly for relatively short journeys in and around the town, where there is no automatic entitlement to free school transport.

The bypass itself includes, I understand, a walking cycling path along its entire route, separated from the road lane. Access and leaving points to and from this walking/cycle lane are to be incorporated at each of the five new junctions. This would help create sustainable travel choices for people using the proposed new bypass.

The Scheme could positively contribute to parental choices in schools in the following ways:

- 1. by providing a new route between centres of population and schools which are currently significantly disconnected (eg Washingborough, Heighington and Branston to the south of the River Witham and the settlements to the north of the river), and;*
- 2. by reducing journey times on a large number of roads across the greater Lincoln area and thus making it easier to travel between home and a greater number of schools.*

Parents have the right to express up to three preferences of school in the coordinated admissions process, ranking these preferences in order of priority. The Council coordinates with the schools and offers the highest available preference on application of the oversubscription criteria, that is, the criteria used to allocate places when there are more applications for places to a school than there are places.

The Scheme may affect the patterns of parental preference as it will make some routes to and from schools more accessible and practical in various ways. Depending on the criteria (which often come down to ranking on driving distance from addresses to a specific school), it may also change how likely parents are to gain places at some of the preferred schools. These journeys need not be undertaken by road, but could in many cases be effected by means of walking and, particularly, by cycling. If the journeys are by road, shared car arrangements could be used effectively.”

3 Responses to Questions to Dr Billington from Mrs Lidbury

3.1.1 Question: How were schools previously consulted in relation to the scheme?

3.1.2 Answer: Dr Billington does not claim that schools were previously consulted. The purpose of this section of his proof is to report on recent consultation. However, Cherry Willingham Community School and Cherry Willingham Primary School were aware of the plans for LEB and the Hawthorn Road junction in 2013 and objected to the Orders in September 2013. During the Inquiry in 2014, Mr Snee, the deputy head teacher of the Cherry Willingham Community School, and others, gave evidence regarding the impact of the scheme on journeys to school. The Inspector considered the evidence before her and concluded “*The journey to school for many pupils and*

parents living in the surrounding area would be unaffected or may be improved. Trips for those travelling by car from the Carlton estate to the schools in Cherry Willingham, particularly the Community School, would be less direct using the available alternative routes. When account is taken of trips to and from after school activities and other community activities, plus tight time schedules around family and work commitments, some parents understandably consider the alternatives are not reasonably convenient. However, the marked reduction in traffic on Hawthorn Road west and Bunkers Hill, which appears not to have been taken into consideration in the objections, would bring a significant improvement to the journey.”

- 3.1.3 Lincolnshire County Council undertook consultation with individual schools and the Council’s Children’s Services Department in advance of the current Inquiry to ensure that the relevant information was available to the Inspector and could be considered during the Inquiry.
- 3.1.4 **Question:** Is it reasonable to suggest that a child of five years walks or cycles over 2 miles to school?
- 3.1.5 **Answer:** The statement from Mr Robinson does not suggest that children of five years walk or cycles over 2 miles to school. The choice of means of travel to and from school is a parental decision.
- 3.1.6 **Question:** How long would you expect the journey on foot to take?
- 3.1.7 **Answer:** Without having a specific origin and destination, this is an impossible question to answer. However, the County Council’s home to school transport policy states that *“The County Council will provide transport to the school within the designated transport area (DTA), or to a nearer school if the distance between the child’s home address and the school is more than:*
- *3,218 metres (2 miles) for primary school children*
 - *4,827 metres (3 miles) for secondary school children (aged 11 to 16)*
 - *These distances are measured using the shortest available suitable walking route from the gate of the student’s property to the nearest gate of the school.*
 - *Transport is only provided at each end of the school day. The type of transport can change during the period of entitlement for operational reasons but you will be told about this should it happen.”*
- 3.1.8 **Question:** Is it reasonable to expect children to walk or cycle over 2 miles to school during the winter months or during bad weather?
- 3.1.9 **Answer:** The choice of means of travel to and from school is a parental decision. With the scheme in place there will reasonably convenient alternative routes to and from the schools for pedestrians, cyclists and for vehicular travel.
- 3.1.10 **Question:** How would working parents manage such arrangements?

- 3.1.11 **Answer:** It is not clear what is meant by “such arrangements”. If this refers to walking to school, the County Council has made no proposal that means children will have to walk to school and with scheme in place there will be reasonably convenient alternative routes to and from the schools for pedestrians, cyclists and for vehicular travel. The choice of means of travel to and from school is a parental decision and working parents would, as now, make arrangements which are convenient for them and their children.
- 3.1.12 **Question:** Have you consulted parents and students to find out if this is a feasible option?
- 3.1.13 **Answer:** It is not clear what is meant by “if this is a feasible option”. If this refers to walking to school, the County Council has made no proposal that means children will have to walk to school and with scheme in place there will be reasonably convenient alternative routes to and from the schools for pedestrians, cyclists and for vehicular travel. The choice of means of travel to and from school is a parental decision and therefore, there has been no need to consult on this.
- 3.1.14 **Question:** How do you know this is an option that is likely to be used by parents and children?
- 3.1.15 **Answer:** The choice of means of travel to and from school is a parental decision. The information provided in paragraph 4.2.5 simply indicates that if parents and children choose to walk or cycle along Hawthorn Road, with the Scheme in place, it will be a safer and more pleasant environment to do so.
- 3.1.16 **Question:** Why have these concerns not been addressed in your report? In particular Mrs Stiles concerns related to the use of “out of school” facilities that the school offers.
- 3.1.17 **Answer:** All of the written contributions from the head teachers of the schools consulted are included in an appendix to Dr Billington’s evidence, as are contributions from other consultees. With regard to the use of “out of school” facilities, the same situation applies to these as for general access to the school for education ie with scheme in place there will be reasonably convenient alternative routes to and from these facilities for pedestrians, cyclists and for vehicular travel. In addition, the Scheme may contribute to the future viability of these facilities by opening up wider catchment areas, particularly south of the river Witham, which will find it easier and quicker to access these facilities.
- 3.1.18 **Question:** Given that this relates directly to the health and well being of children and the access to community services should this not be explored in more detail?
- 3.1.19 **Answer:** With regard to the use of “out of school” facilities, the same situation applies to these as for general access to the school for education ie with scheme in place there will be reasonably convenient alternative routes to and from these facilities for pedestrians, cyclists and for vehicular travel. In addition, the Scheme may contribute to the future viability of these facilities by opening up wider catchment areas, particularly south of the river Witham, which will find it easier and quicker to access these facilities.

- 3.1.20 The Scheme will also make travel to other sports and recreational facilities easier, for example in Lincoln, where traffic flows will be reduced, and locations south of the river Witham.
- 3.1.21 **Question:** How many accidents have occurred on Kennel Lane in the past 12 months.
- 3.1.22 **Answer:** The police records show that in 2014 there was one personal injury accident at the junction of Kennel lane and High Street. However, guidance from DfT indicates that accident data for a minimum of 3 and a maximum of 5 complete years of data should be considered when analysing historic accident data and in Dr Billington's evidence he used data from 2010 to 2014 inclusive.
- 3.1.23 **Question:** How will traffic levels reduce around the Carlton Academy school as a result of the scheme? Q What data supports this view?
- 3.1.24 **Answer:** Mrs Lidbury is referring to the written statement by the head teacher of Carlton Academy School who expressed her own views based on her experience and perception. Dr Billington's evidence refers to the results of modelling work, described more fully by Mr Smith, which concludes that for Carlton Boulevard traffic relief is expected to be in the region of 1,000 vehicles per day in 2018 and 1,500 vehicles per day by 2033 when compared to the overbridge option.
- 3.1.25 **Question:** Having analysed LCC traffic data, it would appear that stopping up Hawthorn Road would not significantly reduce traffic through the Carlton Estate. Is this correct?
- 3.1.26 **Answer:** No. My evidence refers to the results of modelling work, described more fully by Mr Smith, which concludes that for Carlton Boulevard traffic relief is expected to be in the region of 1,000 vehicles per day in 2018 and 1,500 vehicles per day by 2033 when compared to the overbridge option.
- 3.1.27 **Question:** Does this take into consideration those reception age children from the Carlton Estate who travel to the village schools due to a sibling already attending the school?
- 3.1.28 **Answer:** Mrs Lidbury is referring to the written statement by the head teacher of Carlton Academy School who expressing her own views based on her experience and perception. The options for parental choice of school will remain unaffected by the scheme and Mr Robinson, the County Council's schools services manager has stated *"Parents have the right to express up to three preferences of school in the coordinated admissions process, ranking these preferences in order of priority. The Council coordinates with the schools and offers the highest available preference on application of the oversubscription criteria, that is, the criteria used to allocate places when there are more applications for places to a school than there are places."*
- 3.1.29 **Question:** Is this statement misleading as many other concerns were raised within the consultation?
- 3.1.30 **Answer:** It was not Dr Billington's intention to present any misleading information and all of the written contributions from the individual schools are included in full in an

appendix to his evidence. Although other issues were mentioned (especially by Mrs Stiles from Cherry Willingham Community schools who mentioned safety and accessibility to out of hours schools facilities) LCC maintains that the main issue mentioned by all of the head teachers consulted was parental choice resulting in competition with other schools and the impact this may have on school budgets.

3.1.31 **Question:** How has LCC considered the cost of additional child care costs parents will be forced to access as a result of the delays caused by congestion on specific junctions ie Wickes roundabout?

3.1.32 **Answer:** No assessment has been made of the cost of additional child care arrangements. However, with scheme in place there will reasonably convenient alternative routes to and from the schools for pedestrians, cyclists and for vehicular travel and LCC does not accept that any parents will be “forced” to pay additional child care costs. With respect to Wickes roundabout, a full discussion of the issues at this junction is provided in the County Council’s response to Mr Moore.

3.1.33 **Question:** During the consultation with schools, how was the accessibility of local and sporting facilities thoroughly examined? Question: Did any consultation take place in relation to this matter?

3.1.34 **Answer:** The consultation with schools was arranged in order for LCC to explain the details of the scheme, especially the proposals for Hawthorn Road, and to hear the views of head teachers on these proposals. None of the heads mentioned accessibility to local and sporting facilities, although Mrs Stiles at Cherry Willingham Community School did mention use of her facilities by the community “out of school hours”. However, The Scheme will also make travel to other sports and recreational facilities easier, for example in Lincoln, where traffic flows will be reduced, and locations south of the river Witham which will more directly accessible via the LEB.

Appendix A: October 2014 School Census Data Count of Pupils on Roll per Area

| Sector Area | Lincoln Carlton Academy | Cherry Willingham Primary School | Reepham CE Primary School | Cherry Willingham Community School | Lincoln Christ's Hospital School | Branston Community Academy | The Priory Academy LSST |
|-------------|-------------------------|----------------------------------|---------------------------|------------------------------------|----------------------------------|----------------------------|-------------------------|
| 1 | 49 | 34 | < 5 | 31 | 351 | < 5 | 50 |
| 2 | < 5 | 0 | < 5 | < 5 | 77 | 0 | 31 |
| 3 | 37 | 61 | 16 | 29 | 53 | 0 | 27 |
| 4 | 12 | 18 | < 5 | 28 | 195 | 6 | 45 |
| 5 | 0 | < 5 | 0 | < 5 | 6 | 188 | 395 |
| 6 | 0 | 0 | < 5 | 0 | 6 | 5 | 186 |
| 7 | 0 | < 5 | 0 | < 5 | 32 | 12 | 252 |
| 8 | < 5 | < 5 | 0 | < 5 | 8 | 5 | 133 |
| 9 | 5 | 8 | 0 | < 5 | 78 | < 5 | 37 |
| 10 | < 5 | 0 | 0 | < 5 | 149 | < 5 | 51 |
| 11 | 0 | < 5 | < 5 | < 5 | 309 | < 5 | 122 |
| 12 | 0 | < 5 | 0 | < 5 | 8 | 0 | < 5 |
| 13 | 0 | 0 | 5 | 9 | 8 | 0 | 16 |
| 14 | < 5 | 174 | 143 | 150 | 57 | 0 | 61 |
| 15 | 0 | 0 | 0 | 0 | < 5 | 0 | 0 |
| 16 | < 5 | < 5 | < 5 | 33 | < 5 | 0 | 0 |
| 17 | 0 | 0 | 0 | 0 | < 5 | 0 | 0 |
| 18 | < 5 | < 5 | | 37 | 6 | 57 | 6 |
| 19 | 0 | 0 | 0 | 0 | 15 | < 5 | 0 |
| 20 | 0 | 0 | 0 | 0 | < 5 | 317 | 72 |
| 21 | 0 | 0 | 0 | < 5 | 0 | 193 | 49 |
| 22 | 0 | 0 | 0 | 0 | 0 | 96 | 30 |
| 23 | 0 | 0 | 0 | < 5 | < 5 | 175 | 20 |
| 24 | 0 | 0 | 0 | < 5 | < 5 | 9 | 196 |
| 25 | 0 | 0 | 0 | 0 | < 5 | < 5 | 70 |

Appendix B: Map of Sector Areas

Appendix C: School Travel Plans