

## **Appendices to Proof of Evidence Transport Strategy**

**Gary Billington PhD, C Eng, MICE**

On behalf of Lincolnshire County Council

### **Public Inquiry in respect of the Lincoln Eastern Bypass and the following orders:**

1. The Lincolnshire County Council (A15 Lincoln Eastern Bypass)  
(Classified Road) (Side Roads) Order 2014
2. The Lincoln 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

10<sup>th</sup> July 2015

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**Appendix A:  
Plan Showing Locations of North East Quadrant and  
South East Quadrant Development Sites**



**North East Quadrant**

**South East Quadrant**


LINCOLN

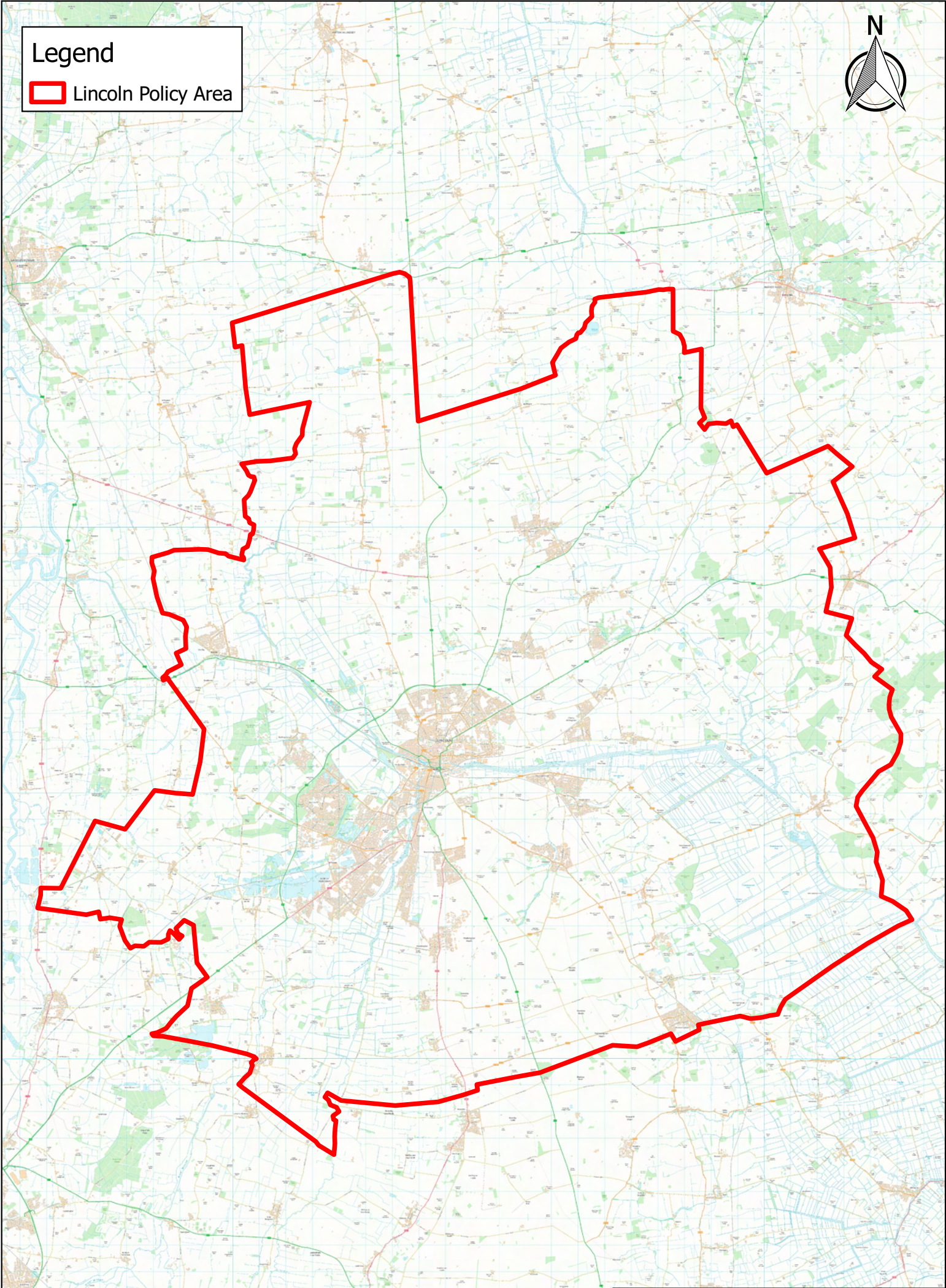
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**Appendix B:  
Plan Showing Lincoln Policy Area**

**Legend**

 Lincoln Policy Area

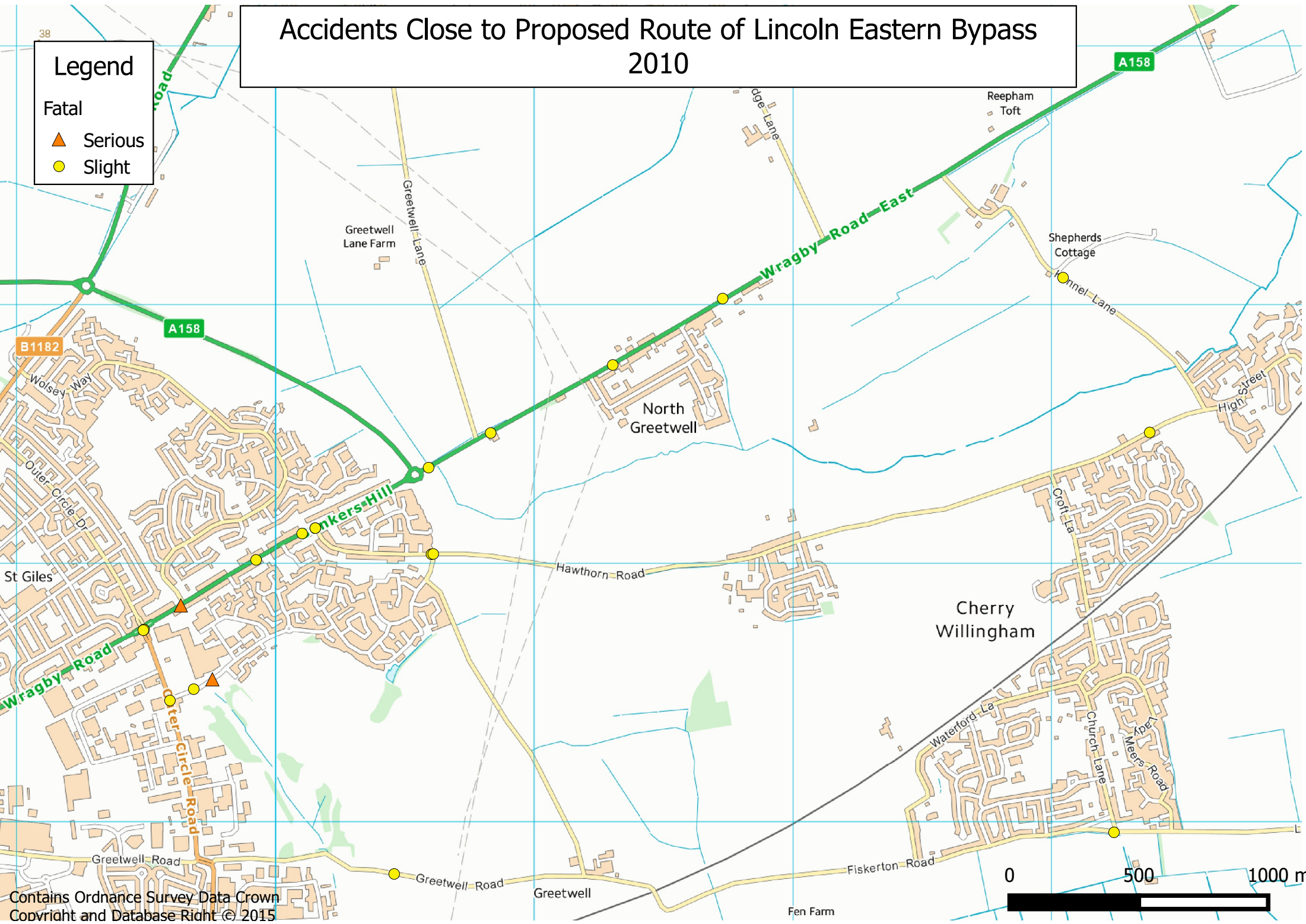


**Appendix C:  
Location of Accidents 2010-2014**

# Accidents Close to Proposed Route of Lincoln Eastern Bypass 2010

**Legend**

- Fatal
- ▲ Serious
- Slight

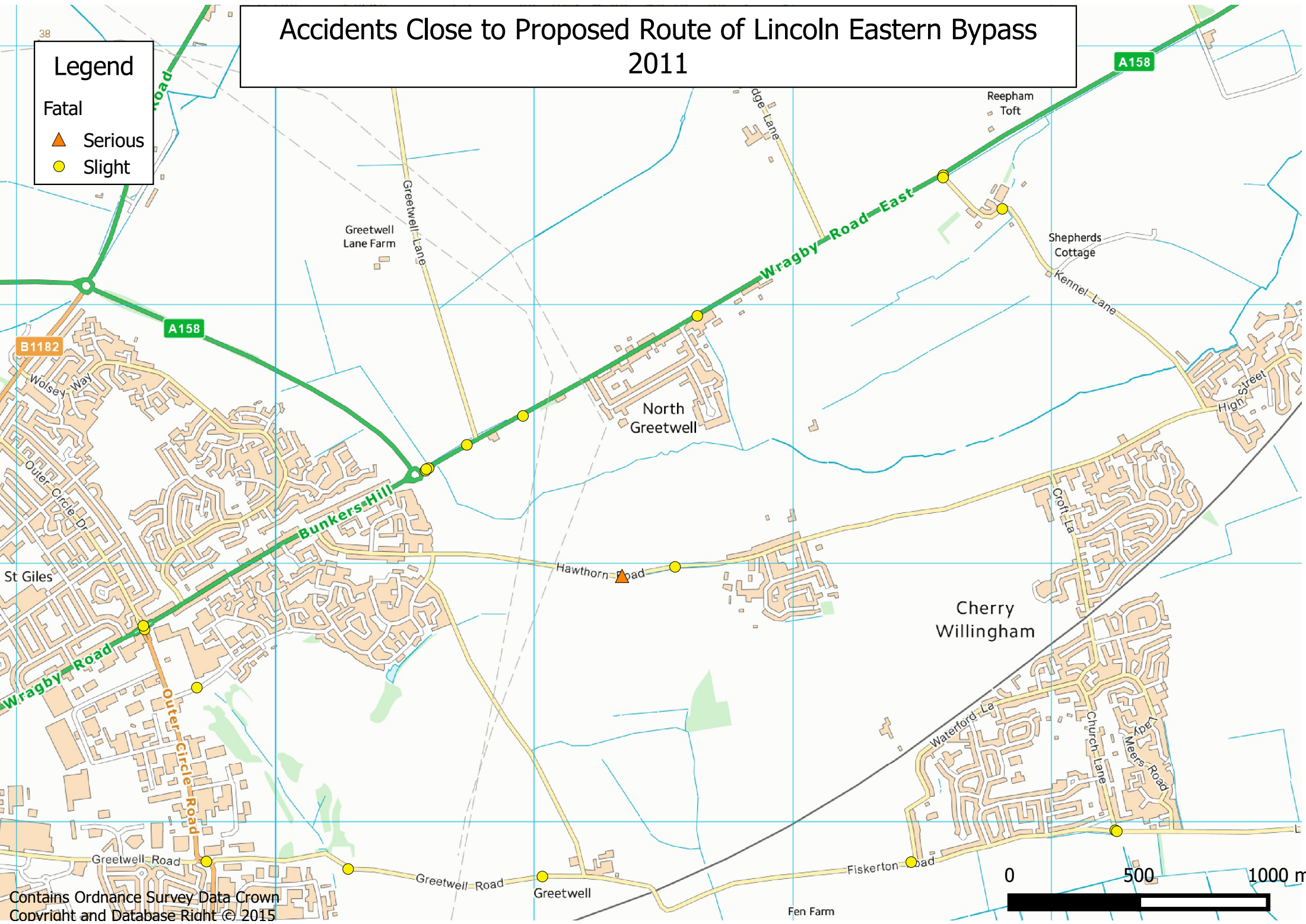




# Accidents Close to Proposed Route of Lincoln Eastern Bypass 2011

**Legend**

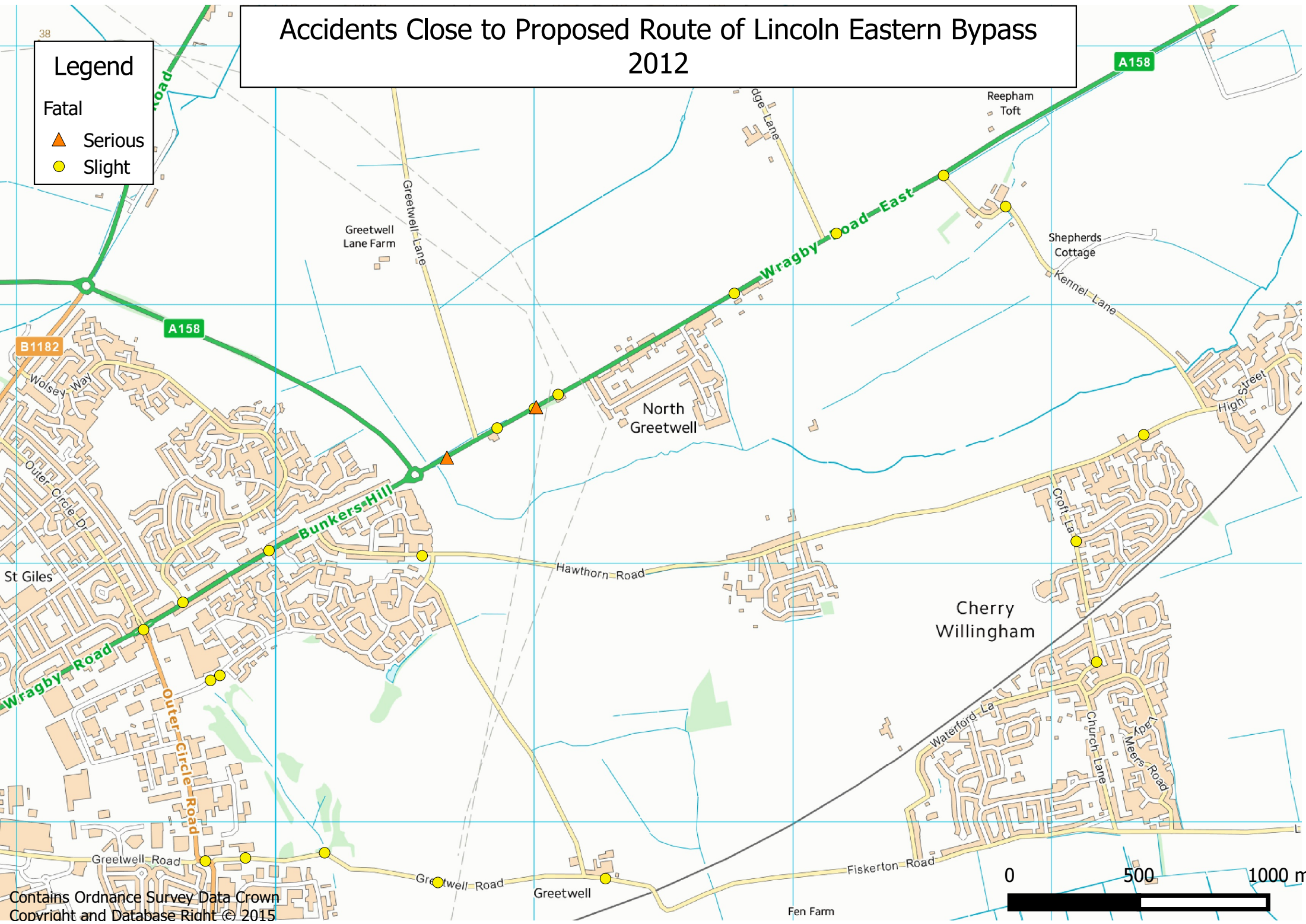
- Fatal
- ▲ Serious
- Slight



# Accidents Close to Proposed Route of Lincoln Eastern Bypass 2012

**Legend**

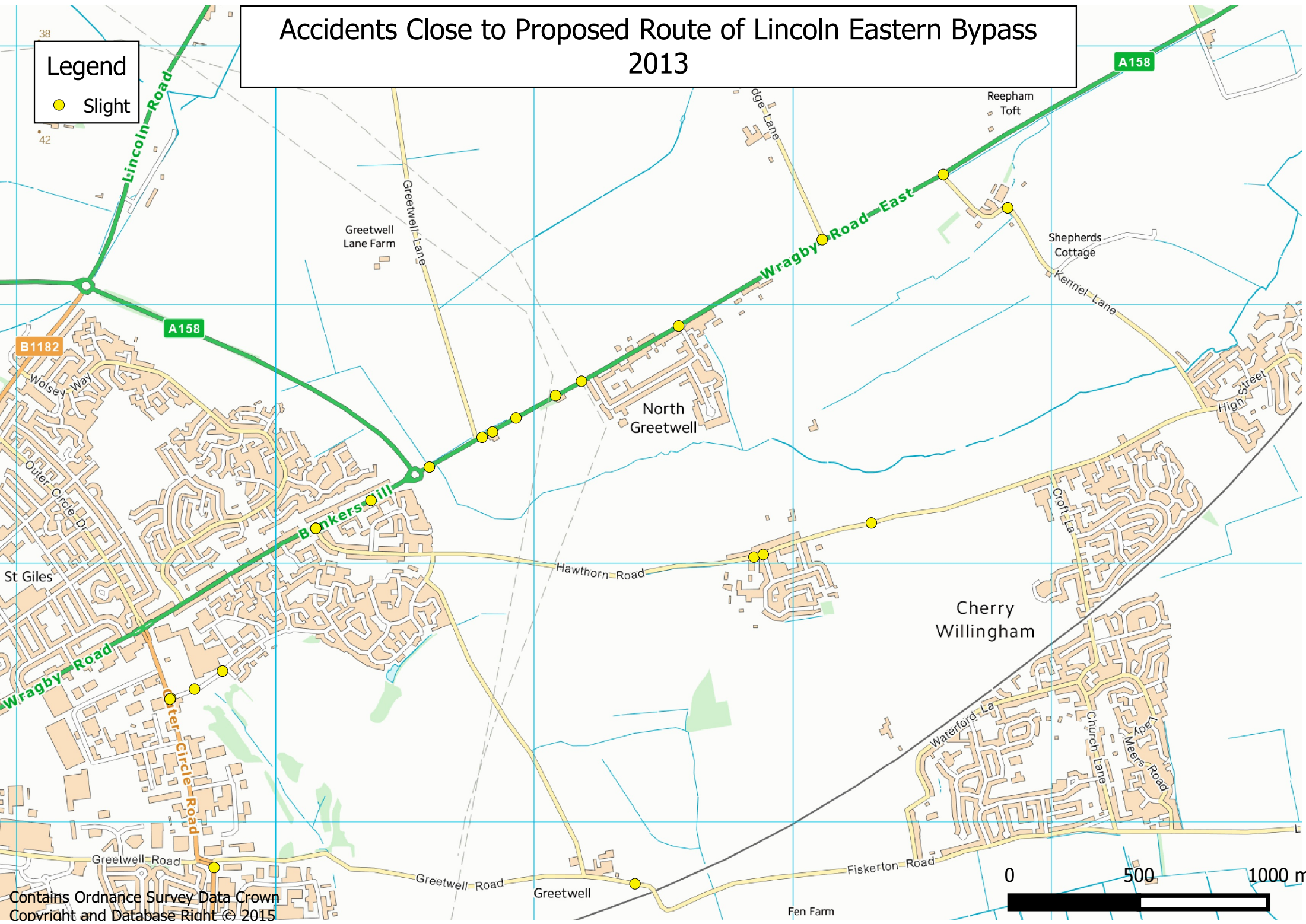
- Fatal
- ▲ Serious
- Slight



# Accidents Close to Proposed Route of Lincoln Eastern Bypass 2013

**Legend**

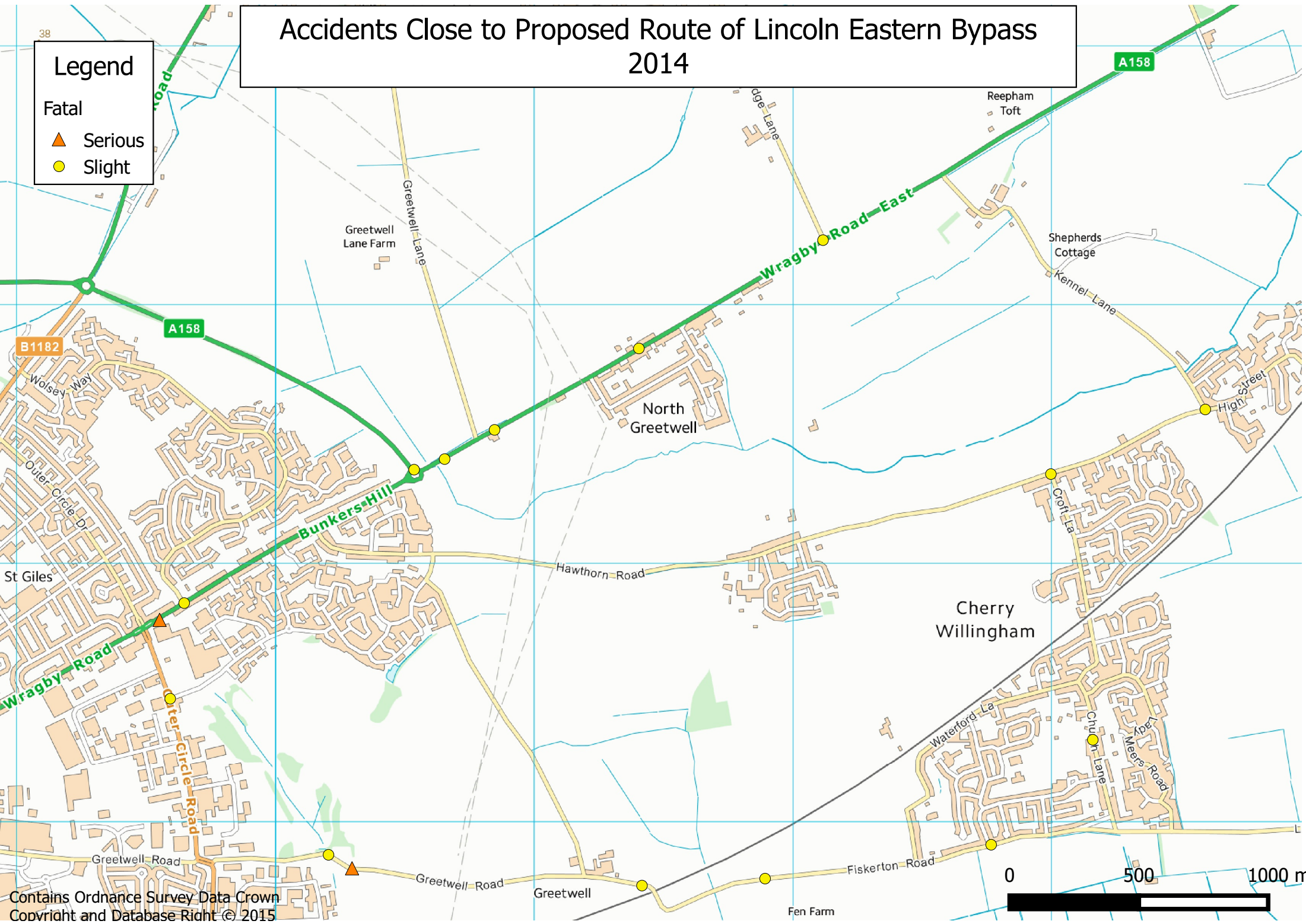
- Slight



# Accidents Close to Proposed Route of Lincoln Eastern Bypass 2014

**Legend**

- Fatal
- ▲ Serious
- Slight



**Appendix D:  
Details of Serious Accidents 2010-2014**

Route	Location	Accident Reference	Accident Date	Carriageway Type	Casualty Count	Contributory Factor 1	Contributory Factor 2	Contributory Factor 3	Day of the Week	Description	Hazards	Junction Control	Junction Details	Lighting	Pedestrian Involved	Skidding	Speed Limit (mph)	Surface Condition	Time	Vehicles	Weather Conditions
Route 1	CARLTON BOULEVARD, LINCOLN. NO GRID REF	D063010	05/03/2010	Single Carriageway	1	Disability or illness, mental or physical	Vehicle blind spot		Friday	V1 WAS PARKED PARTIALLY ON THE PAVEMENT WHILE MAKING A DELIVERY. ELDERLEY PEDESTRIAN WALKED INTO ROAD BEHIND V1. V1 THEN REVERSED AND KNOCKED PEDESTRIAN OVER.	None		Not at/within 20m of Junction.	Day - No Street Lighting (Historical Data)	Y	N	30	Dry	930	1	Fine (Without High Wind)
Route 1	HAWTHORN ROAD, CHERRY WILLINGHAM. 501848 372984	D015311	21/01/2011	Single Carriageway	2	Visor or windscreen dirty, scratched or frosted etc.			Friday	V1, BEING DRIVEN WITH A ICED-OVER WINDSCREEN, STRUCK ONCOMING V2 HEAD-ON. THE WINDSCREEN GAVE DRIVER NO FORWARD VISIBILITY WHATSOEVER.	None		Not at/within 20m of Junction.	Day - No Street Lighting (Historical Data)	N	Y	60	Dry	805	2	Fine (Without High Wind)
Route 2	A158 NORTH GREETWELL, 40MPH LIMIT, O/S NO 4, WRAGBY ROAD EAST, LINCOLN. POLICE GRID REF: 500857,373491.	L140612	25/05/2012	Single Carriageway	1	Failed to look properly	Failed to judge other person's path or speed		Friday	V1 WAS TRAVELLING EAST BOUND ON A158 OUT OF LINCOLN ENTERING NORTH GREETWELL. V2 WAS TRAVELLING IN THE SAME DIRECTION AND TRAFFIC WAS QUITE HEAVY. V2 WAS STATIONARY OUTSIDE HER H/A WITH HER RIGHT HAND INDICATOR ON, WAITING FOR THE ONCOMING TRAFFIC TO CLEAR. WHEN A CLEAR SLOT MATERIALISED, V2 PROCEEDING ACROSS HER O/S CARRIAGEWAY TOWARDS HER DRIVE. V1 DECIDED TO OVERTAKE THE QUEUE OF STATIONARY TRAFFIC AND COLLIDED WITH THE O/S FRONT OF V2. INJURIES NOT KNOWN BUT REPORTED BY AMBULANCE. SERIOUS ON ACORN.	None		Not at/within 20m of Junction.	Daylight	N	N	40	Dry	1430	2	Fine (Without High Wind)
Route 2	A158 WRAGBY ROAD EAST, LINCOLN. 150M E OF BUNKERS HILL. NO GRID REF.	L280912	30/09/2012	Single Carriageway	1	Following too close	Failed to judge other person's path or speed	Sudden braking	Sunday	V1 MISJUDGED A FORMING QUEUE OF STATIC TRAFFIC, BRAKED AND RIDER FELL FROM MOTORCYCLE.	None		Not at/within 20m of Junction.	Daylight	N	N	60	Dry	1237	1	Fine (Without High Wind)
Route 2	WRAGBY ROAD JUNCT WITH WOLSEY WAY, LINCOLN. 499611 372925	D093110	30/03/2010	Single Carriageway	1	Failed to judge other person's path or speed	Slippery road (due to weather)		Tuesday	V1 BRAKED AND STOPPED AT TRAFFIC LIGHTS. V2 BRAKED LATE AND WENT INTO REAR OF V1.	None	Automatic Traffic Signal	Other Junction	Day - No Street Lighting (Historical Data)	N	N	30	Wet or Damp	1305	2	Fine (Without High Wind)
Route 2	LINCOLN- A15 WRAGBY ROAD 50M NORTH OF OUTER CIRCLE ROAD (GRID REF: 4992070, 3726100).	L171314	12/05/2014	Dual Carriageway	1	Swerved			Monday	V1 IS A MOTORCYCLE TRAVELLING IN LANE TWO OF TWO APPROACHING TRAFFIC LIGHTS. THE VEHICLE IN FRONT OF HIM BRAKED SHARPLY SO V1 SWERVED INTO LANE ONE WHERE V2 A BUS WAS STATIONARY. V1 WENT INTO THE BACK OF V2 AT 5MPH.	None		Not at/within 20m of Junction.	Daylight	N	Y	30	Wet or Damp	755	2	Fine (Without High Wind)
Route 3	GREETWELL ROAD	L031214	18/01/2014	Single Carriageway	1	Impaired by alcohol	Rain, sleet, snow, or fog	Slippery road (due to weather)	Saturday	V1 HAS BEEN DRIVING WHILST OVER THE PRESCRIBED LIMIT AND HIS MISJUDGED A SHARP OFFSIDE BEND, BRAKING TOO LATE AND CAUSING HIM TO LOSE CONTROL OF V1, COLLIDING WITH A WALL	None		Not at/within 20m of Junction.	Dark - No street lighting	N	N	60	Wet or Damp	400	1	Fog or Mist if a hazard

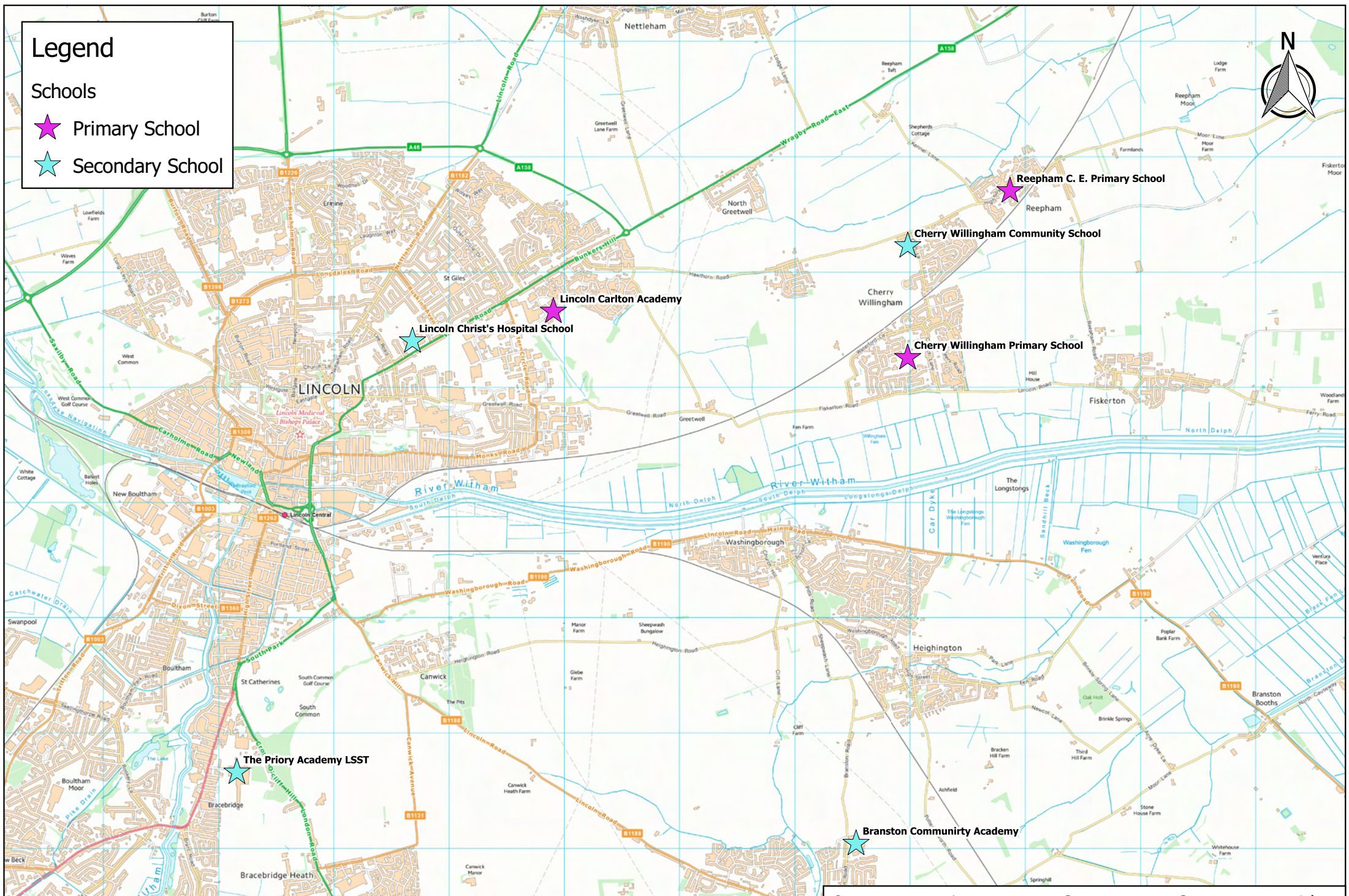
**Appendix E:  
Plan Showing Locations of Schools Close to the  
Route of the LEB**

# Legend

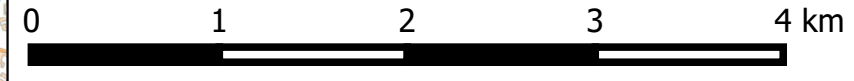
## Schools

★ Primary School

★ Secondary School



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**Appendix F:  
Consultation with Schools and Children's Services  
Directorate**

**From:** David Robinson  
**Sent:** 01 July 2015 10:44  
**To:** Lee Rowley; Gary Billington (Gary.Billington@mouchel.com)  
(Gary.Billington@mouchel.com)  
**Subject:** FW: Lincoln Eastern Bypass sustainable access statement

**The Eastern Bypass and sustainable transport -observations from a school transport and access perspective**

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 school names), it may also change how likely parents are to gain places at some of the preferred schools.

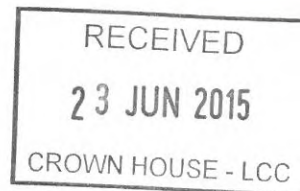
These journeys need not be undertaken by road, but could in many cases be effected by means of walking and, particularly, by cycling. If the journeys are by road, shared car arrangements could be used effectively.



HM

22<sup>nd</sup> June 2015

Mr L Rowley  
Lincolnshire County Council  
Technical Services Partnership  
Crown House, Grantham Street  
Lincoln  
LN2 1BD



Dear Mr Rowley

Following a conversation with Dr Billington and an e-mail to him that summarised our views, he suggested that it may be helpful to record those views more formally in a letter.

*In short the academy is supportive of the completion of the eastern bypass. It is very clear that for many years ahead government policy will be to support the principle of 'parental choice' in education.*

*As a consequence young people in Lincolnshire will collectively be heavily reliant on transport for school access (this would be a significant issue anyway in a large, rural county). Therefore any scheme which improves a difficult situation must be encouraged especially when funding that could and should filter into schools is being required for county specific difficulties with transport.*

I hope this assists with the process.

Yours sincerely

MR PETER BEIGHTON  
Principal

Principal: Peter Beighton

## Lee Rowley

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**From:** Kiera Evans <Kiera.Evans@cherrywillingham-pri.lincs.sch.uk>  
**Sent:** 09 June 2015 11:10  
**To:** Lee Rowley  
**Subject:** Cherry Willingham primary school

Dear Lee

Further to our meeting at the school on 3 June 2015, I would like to put our views in writing.

With the school being in Cherry Willingham, the access to Hawthorne Road and on and off the bypass will be our largest problem. I know from staff and parents that the long route round to get to and from school is not in the best interests the children. We think this may well impact on the number of pupils coming across to our school. The Carlton academy does not have the capacity to take these pupils. Currently 141 pupils and 15 staff at this school use Hawthorne road to access this school as they come from the Carlton area. All of these families / staff use cars to get their children to this school.

Although the bypass will be beneficial for some, limiting the access to our school will have a negative affect.

Mrs K. Evans

Headteacher

Cherry Willingham Primary School





# Lincoln Carlton · ACADEMY ·

Lee Rowley

[Lee.rowley@lincolnshire.gov.uk](mailto:Lee.rowley@lincolnshire.gov.uk)

3<sup>rd</sup> June 2015

Dear Lee

## **Lincoln Eastern Bypass**

Following on from our meeting with yourself and Gary Billington today, I am writing to confirm our views on the proposal for the Lincoln Eastern Bypass.

We feel that the bypass itself will have a positive impact on Lincoln and surrounding areas, and in particular, the proposed changes to access for vehicles along Hawthorn Road is likely to reduce the amount of traffic along Carlton Boulevard, making it safer for parents and children to walk, scoot and cycle to school.

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. We feel that the perceived issue of children and parents having to travel further in order to come to this school currently applies to only a few families, and the number of families traveling in from locations to the east of the proposed route is not likely to increase significantly in the future.

If you require any further information, please do not hesitate to contact me.

Yours sincerely

Mrs R Malam  
Head of School



LincolnCarlton  
·ACADEMY·

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[www.lincolncarltonacademy.com](http://www.lincolncarltonacademy.com)

Executive Head: Marie-Claire Bretherton (NPQH) | Head of School: Rebecca Malam

## Lee Rowley

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**From:** g Thompson <gthompson@lchs.eu>  
**Sent:** 23 June 2015 14:48  
**To:** Lee Rowley  
**Subject:** meeting today

Just found some time while things are fresh in my mind to put my thoughts down about the eastern bypass proposal.

We are in favour of the concept of the bypass but not in favour of the closing of hawthorn road.

Our catchment is drawn from a diverse area. In September we will have 27 feeder primary schools. These include Fiskerton Reapham and Cherry Willingham.

In addition to that students from Cherry Willingham secondary school tend to in general come to us as a secondary school to further their education.

Cherry Willingham is currently a smaller than we (and they) would desire secondary school however with the projected building work combined with the high numbers of students in the lower years of primary school this is likely to be reversed and they should return to their expected size. When they do over the next few years those students will again come to us in the main.

We currently run coaches and busses along Hawthorn road bringing in significant numbers of students. This is compounded with an unknown number that are brought in by car. (sorry I cannot specify a number or give an indication we don't carry that data)

For us the main issue here is maintaining the parental choice about which school their children attend. A reduction in this route would reduce the choice for parents on either side of the crossing.

Many thanks  
Glen Thompson  
Deputy Head Teacher  
Lincoln Christs Hospital school.

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## Lincoln Eastern Bypass

### Meeting with Elaine Stiles, Head Teacher Cherry Willingham Community School

Purpose of meeting	Consultation on Lincoln Eastern Bypass
Location	Cherry Willingham Community School (CWCS)
Date	11 June 2015
Time/Duration	11.00-12.00pm
Notes taken by	Gary Billington

#### Attendees

Name	Organisation
Elaine Stiles (ES)	CWCS
Lee Rowley (LR)	LCC
Gary Billington (GB)	Mouchel

Item No	
1.0	<p><b>Purpose of meeting</b> LR explained that LCC wished to understand any issues and concerns of local schools resulting from the current proposals for Lincoln Eastern Bypass (LEB).</p> <p>These proposals include provision of a left-in, left-out junction with Hawthorn Road to the east of the scheme and Hawthorn Road to the west being stopped up. A new roundabout is being provided on Greetwell Road to connect to LEB. A plan of the route was given to ES.</p> <p>A non-motorised (pedestrian and cyclist) bridge would be provided crossing LEB and joining the east and west sections of Hawthorn Road. As a result of representations at a public Inquiry in 2014, this NMU bridge would join the footway running along the south side of Hawthorn Road, thus removing the need for pedestrians to cross Hawthorn Road.</p>
2.0	<p><b>Discussion</b> ES expressed the view that earlier consultation would have been welcome.</p> <p>With regard to the stopping up of Hawthorn Road, ES was concerned that this could result in longer journey times for parents choosing to drive their children to school from homes in the Carlton Estate area to the west of LEB. This could result in parents choosing different schools which, in turn, could impact on the budgets for CWCS. ES was also concerned about the extra cost that parents could incur from this.</p> <p>ES believes that the greatest impact could be on parents who drop their children off at CWCS before then driving on to work. ES stated that approximately 120 out of 350 students currently attending CWCS live to the west of the proposed LEB and although ES cannot be sure of the scale of impact, it will be a concern</p>

for the future. ES believed the majority of the parent of these 120 students work on the east side of Lincoln and this may have an impact on their journey times back and forth to the school. . A small number of pupils travel to CWCS from areas further away (eg Branston and Washingborough) and ES accepted that journey times to the school would be reduced for these pupils.

ES also expressed concern that other “out of school hours” use of the site facilities could be affected if existing users perceived that the site was more difficult to access. This includes use by the community as a whole and not just students. This is a Community School and it is important to keep these links going with the Community.

If the Hawthorn Road junction was implemented as currently proposed, ES was content that the revised proposals for the NMU bridge would address the previous concerns about safety. However, ES does not believe that any reduction in traffic flow on Hawthorn Road (east) would be a benefit to pedestrians and cyclists as she believes current conditions are acceptable. LR and GB acknowledged that some journeys between CWCS and the Carlton Estate area could take longer as a result of the proposals but suggested that LEB could make CWCS more accessible from other potential catchment areas, including those to the south. ES accepted this in principle but it was agreed that it was not possible to quantify this potential benefit. ES remained concerned about the congestion issues which she believes would not change.

LR and GB suggested that as a result of LEB, traffic flows on the existing A15 at bunkers Hill will be significantly reduced and this could ease concerns for parents driving from this area. ES accepted that there will be some traffic relief, but thought that this would not be as significant as suggested as there are a lot of houses there with at least one car. ES believes that even if strategic movements were reduced these houses would still generate a lot of traffic and hence congestion

GB suggested that the proposed arrangements for Hawthorn Road had the benefit of allowing direct access to/from LEB for Cherry Willingham and Reepham, which the alternative of a road overbridge would not. This could attract other users of the site facilities from further-a-field. Again, ES accepted this in principle however she was concerned that access would be by Kennel Lane which ES perceives to have a high rate of accidents in the winter months, if there is ice and snow.

GB asked whether CWCS has a Travel Plan and if so what this proposed for promoting sustainable travel to school rather than encouraging car travel. ES confirmed that CWCS had a Travel Plan but was not able to confirm any details of the contents. ES will confirm this with her Deputy, who is responsible for this

GB also suggested that the additional housing development on the east of Lincoln, which will be facilitated by LEB, will provide a significantly increased and wider catchment for CWCS than is current. ES accepted this, but noted that this development could take a number of years to be fulfilled, but the impact on existing parents’ decisions could be more immediate (eg in the next two / four years). She noted that people will be able to make more informed decisions once the scheme is open but was concerned about perceptions of the impact in the intervening years having a greater impact on decisions.

LR outlined the process and programme going forward and made ES aware of the opportunity to make representations at the public inquiry in August 2015. The contact details of the public inquiry programme officer are provided below.

	<p>The name of the Programme Officer is Brenda Taplin who can be contacted at BTaplin@personaassociates.co.uk</p>
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GB agreed to include details of this consultation in his evidence to the public inquiry, subject to ES agreeing it to be an accurate record.