

- 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 Inspector's Questions

19 August 2015

Question 1: Any sites that have been identified as preferred housing sites in or close to the villages of Cherry Willingham and Reepham and either the site areas and/or expected delivery figures.

Answer: A number of sites have been promoted by landowners and developers for inclusion as site allocations through the SHLAA process. These sites have been assessed and those proposed to be allocated will be identified as part of the latest consultation for the emerging Central Lincolnshire Local Plan but this information is not currently in the public domain. However, draft site allocations will be presented to the Central Lincolnshire Joint Planning Committee on 7 September and the Committee reports are likely to be available during week beginning 24 August. The Inspector's view is therefore sought on how he would like the County Council to deal with this matter given the relevant information is not available until the week beginning 24th August.

Question 2: Failing this, any sites identified in the Neighbourhood Plan for housing and again either the site areas and/or expected delivery figures.

Answer: Cherry Willingham have a designated Neighbourhood Plan area, however, at this stage very little other work has progressed. It is understood that the Parish are currently undertaking some evidence base work, including a housing needs assessment and a scoping report and that they did do a consultation about 12 months ago on issues within the village. However, to date this has yet to be written up and progressed into a vision and objectives for the Neighbourhood Plan. Therefore it is evident that the Neighbourhood Plan is still at a very early stage of preparation and as confirmed by Mr Moore in giving his evidence today that plan will not be looking to make any allocations.

Question 3: The current and predicted (2018 and 2033) turning movements in the am and pm peaks and the inter-peak times at:

- a) the Hawthorn Road/St Augustine Road junction into the Carlton Estate.
- b) The Wickes junction
- c) The junction of Hawthorn Road/Bunkers Hill
- d) Carlton Boulevard/Outer Circle Road; and
- e) Outer Circle Road/ Wragby Road

Answer: Please see Appendix A

Question 4: Any information derived from the NPR survey of vehicles entering the Hawthorn Road/St Augustine Road junction and passing through the Carlton Estate to the Outer Circle Road and vice versa i.e. potential rat-run movements.

Answer: Observation points and flows are provided below in the following figure and tables. Colour coding within Tables 1 and 2 demonstrates relative magnitude of flow, from low (green) to high (red).

Figure 1 – Locations of ANPR Surveys

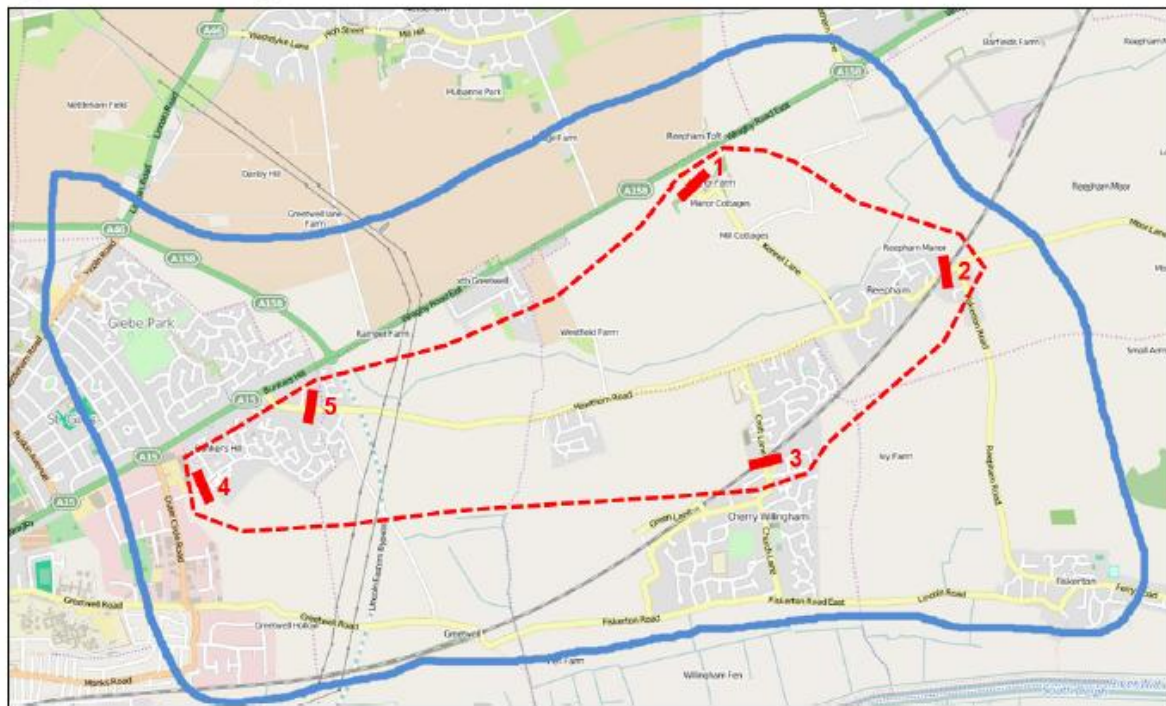


Table 1 – 2015 AM Peak Observed ANPR

Point to Point flow values	Kennel Lane	Station Road Fiskerton	Croft Lane Cherry Willingham	Carlton Boulevard	Hawthorn Road at Wragby Rd	Unmatched
Kennel Lane	19	13	76	33	11	46
Station Road Fiskerton	8	29	6	5	3	30
Croft Lane Cherry Willingham	24	9	77	27	47	26
Carlton Boulevard	97	8	28	42	21	18
Hawthorn Road at Wragby Road	14	8	68	251	68	52
Total Matched Traffic						992
Traffic impacted by Severance						349
Proportion of Severed Traffic						35%
U turning Traffic						235
Unmatched Records						172

Table 2 – 2015 PM Peak Observed ANPR

Point to Point flow values	Kennel Lane	Station Road Fiskerton	Croft Lane Cherry Willingham	Carlton Boulevard	Hawthorn Road at Wragby Road	Unmatched	
Kennel Lane	3	7	51	3	1	120	
Station Road Fiskerton	7	4	10	8	9	30	
Croft Lane Cherry Willingham	98	7	34	14	107	85	
Carlton Boulevard	69	7	58	93	86	86	
Hawthorn Road at Wragby Road	17	7	121	128	24	70	
Total Matched Traffic							973
Traffic impacted by Severance							421
Proportion of Severed Traffic							43%
U turning Traffic							158
Unmatched Records							391

Appendix A – Turning Flows