



Lincolnshire County Council

ENGAGEMENT REPORT

North Hykeham Relief Road





Lincolnshire County **Council**

ENGAGEMENT REPORT

North Hykeham Relief Road

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CONTENTS

1	INTRODUCTION	1
2	SCOPE AND METHODOLOGY	4
3	STAKEHOLDER WORKSHOPS	9
4	PUBLIC EXHIBITIONS	12
5	HARD TO REACH GROUPS	14
6	QUESTIONNAIRE	16
7	PROJECT TEAM RESPONSES	41
8	SUMMARY	44
9	APPENDIX A – STAKEHOLDERS	45
10	APPENDIX B – STAKEHOLDER WORKSHOP PRESENTATION	47
11	APPENDIX C – EXHIBITION DISPLAY BOARDS & LEAFLET	48
12	APPENDIX D – QUESTIONNAIRE	49
13	APPENDIX E – PEOPLE'S PARTNERSHIP REPORT	50

1 INTRODUCTION

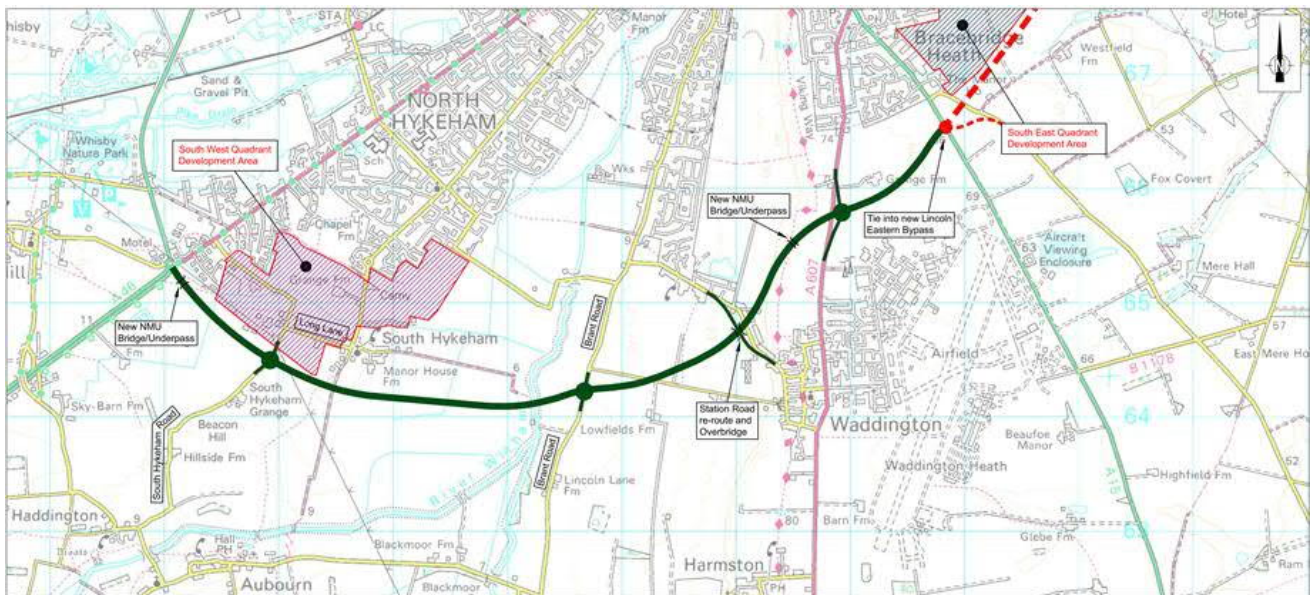
1.1 PROJECT BACKGROUND

The North Hykeham Relief Road (NHRR) has been a long-term aspiration of the County and District Councils, and the principle of a relief road has been developed as part of a number of strategies and policy plans covering the Lincoln area for many years; this includes the Lincoln Integrated Transport Strategy (LITS) of which NHRR is a key part.

Following the identification of the preferred corridor in 2006, the adoption of the Central Lincolnshire Local Plan (CLLP) in 2017 (of which the Relief Road is a key supporting infrastructure scheme), and construction of Lincoln Eastern Bypass (LEB), Lincolnshire County Council (LCC) is now able to consider and progress proposals for NHRR.

The proposed NHRR will provide a new road link to the south of the city of Lincoln and the suburb of North Hykeham. The scheme is at an early stage of development and there are a number of options currently under consideration, the scheme is expected to provide a connection between the A46 (at the scheme's western end), and the A15 (at the scheme's eastern end), where it will link into the LEB, which is currently under construction.

Figure 1 – NHRR Scheme Options



As illustrated in **Figure 1**, the route of the proposed scheme passes through an area of predominately farmland, situated to the south of the city of Lincoln and the suburb of North Hykeham. The route proposals include stopping up Somerton Gate Lane and the diversion of Station Road. Junctions or bridges will also be provided where other roads cross and intersect the line of the route.

Scheme Funding

Although the scheme has been a long-term aspiration, its development is dependent on the availability of funding. Although funding for the proposed scheme has yet to be fully identified, the County Council is now in a position to develop and submit a business case to central government, which will determine whether funding can be made available and the estimated level of contributions from alternate sources.

Forecast Growth

There are a number of long standing transport problems currently affecting the Lincoln urban area and beyond, and these are likely to be exacerbated by the significant level of development proposed for the Central Lincolnshire area up to 2036 as set out in the CLLP.

The CLLP identifies a need for an additional 36,960 dwellings and 11,894 jobs across the period 2012-2036, with much of that growth to be concentrated in the Greater Lincoln area. A key tool in meeting these future needs of the Lincoln Strategy Area is the development of sustainable urban extensions (SUEs). A major SUE has been identified on land at Grange Farm, Hykeham where Lincoln South West Quadrant (SWQ) will comprise of approximately 2,000 dwellings, 5ha of employment land, a local centre, and community facilities. It is critical that this development is supported by the delivery of the appropriate level of new transport infrastructure.

NHRR Objectives

Ultimately, the proposed NHRR is expected to:

Improve east-west connectivity around the south of the Lincoln urban area for strategic and local traffic;

Help reduce traffic levels on local urban roads in the south of the Lincoln urban area and on the rural roads further to the south, through the transfer of strategic traffic to more appropriate routes;

Help to reduce severance for pedestrians and cyclists in the south of the Lincoln urban area and on the rural roads to the south caused by high levels of traffic on the local road network and lack of east west connectivity;

Support the delivery of the Sustainable Urban Extensions and wider development aspirations by improving access to the identified sites;

Support the delivery of the South West Quadrant specifically, through the provision of additional network capacity and non-motorised user infrastructure necessary for the delivery of new housing;

Help to reduce traffic levels and congestion on the existing orbital road network around Lincoln and on key routes through the city to support:

- Improved access to central Lincoln;
- The improvement of access to the Humber Ports and Airport; and
- The improvement of access to the Lincolnshire Coast.

To improve the resilience of the orbital and key route network through and around Lincoln and help to reduce the impact of major incidents (e.g. accidents as well as emergency and planned maintenance).

1.2 PURPOSE OF THE REPORT

In 2017, LCC commissioned the development of an Option Assessment Report (OAR) to be followed by an Outline Business Case (OBC). The work has been supported by a programme of coordinated stakeholder and public engagement, information provision and associated publicity of the NHRR proposals which took place during summer 2018.

This report presents a summary of the engagement activities undertaken, including the scope and methodology of the engagement. The feedback, findings and results captured are presented alongside the identification of any key issues.

1.3 REPORT CONTENTS

The remainder of this report comprises of the following sections:

- **Section 2** sets out the scope and methodology of the engagement;
- **Section 3** discusses the stakeholder workshops;
- **Section 4** discusses the public exhibitions;
- **Section 5** summarises the key findings from the hard to reach groups;
- **Section 6** provides a summary of the results from the questionnaire;
- **Section 7** provides responses from the project team on the key findings from the engagement exercise; and
- **Section 8** provides an overall summary of the engagement exercise.

The Report is supplemented with the following appendices:

- Appendix A – A list of all the key stakeholders.
- Appendix B – Containing a copy of the stakeholder workshop presentation.
- Appendix C – An illustration of the exhibition display boards and the leaflet produced.
- Appendix D – A copy of the engagement questionnaire.
- Appendix E – The report produced by the People's Partnership.

2 SCOPE AND METHODOLOGY

2.1 INTRODUCTION

The overall purpose of the engagement exercise has been to provide an opportunity for interested parties external to the County Council to provide inputs into the early stages of the process to deliver the NHRR and in particular to the development of the OAR and OBC.

The approach has specifically been an engagement exercise, rather than a formal consultation. As such it has been an informal non-statutory process of information provision and discussion with interested parties; formal, statutory consultation will be undertaken in due course as part of any planning application and other statutory procedures.

2.2 SCOPE

The scope of the engagement exercise in terms of the key topics of information provision and discussion were:

- The existing situation without the scheme;
- The current land use planning proposals (e.g. the SUEs);
- Implications for the future situation without a scheme;
- Objectives of the scheme;
- Review of previous scheme development work and conclusions;
- Current progress in developing the scheme;
- Options under consideration;
- Implications of proposals (costs and benefits); and
- What happens next following the completion of the engagement.

The scope of the engagement also focussed on particular groups of interested parties, which included the following:

- **Land Owners:** including the owners, and their representatives, of land that may be directly affected by the alignment of the scheme i.e. land through which the route is likely to pass.
- **Key Stakeholders:** including those stakeholders who have a statutory interest in the scheme or will be key to its delivery.
- **Wider Stakeholders:** these are stakeholders who will have a non-statutory interest but will have important information and views relevant to the scheme.
- **General Public:** the wider general public including, but not limited to, those living, working and travelling within the vicinity of the scheme and the wider Lincoln area.
- **Hard to reach groups:** members of the public who are from hidden or hard to reach communities, often those with disabilities or protected characteristics.

2.3 METHODOLOGY

The methodology for the exercise used five separate approaches for engaging with different groups of interested parties; these included the following:

- Face-to-face meetings with key stakeholders and land owners;
- Stakeholder Workshops;
- Public Exhibitions;
- Engagement with hard to reach groups; and
- Questionnaire.

These approaches were supported by marketing and communications via a range of different media. The engagement period covered the month of June 2018.

2.3.1 KEY STAKEHOLDER AND LAND OWNER MEETINGS

All key stakeholders and land owners were written to and were offered a face-to-face meeting with members of the project team. These meetings are ongoing, and at the time of writing, meetings with the majority of land owners have been held or are arranged. Meetings with key stakeholders will continue at appropriate stages throughout scheme development. The outputs from these meetings are sensitive and confidential in nature, and are therefore, not reported on further in this document.

2.3.2 STAKEHOLDER WORKSHOPS

All key and wider stakeholders were invited to one of two workshops held on consecutive nights at the beginning of June 2018. These events included a presentation from the project team which gave information on the background to the scheme and the options being considered. The presentation was followed by a workshop session to discuss the key strategic and local transport issues, the options and possible enhancements to the design of the scheme.

Further information on the stakeholder workshops can be found in **Section 3**.

2.3.3 PUBLIC EXHIBITIONS

A series of exhibitions was held to provide stakeholders and the wider general public with an opportunity to gain further information on the scheme, view the fly-through video, and meet members of the project team. A total of four events were held, three on weekdays between 3pm and 8pm, and one on a Saturday between 10am and 2pm. The events were held at various locations, both close to the alignment of the route and in Lincoln city centre.

More information on the exhibitions is provided in **Section 4**.

2.3.4 HARD TO REACH GROUPS

When engaging with the wider general public, LCC is mindful that some sections of society find engagement more difficult for a variety of reasons. As part of this process, LCC commissioned The People's Partnership to undertake specific engagement activity with so called 'hard to reach groups'.

More information on the engagement with hard to reach groups is provided in **Section 5**.

2.3.5 QUESTIONNAIRE

A key method for obtaining views from both stakeholders and the general public was through a questionnaire. The questionnaire was developed in both hard copy, for completion at the exhibitions and workshops, and electronically for completion via LCC's website.

The results from the questionnaire are presented in **Section 6**.

2.3.6 METHODS OF COMMUNICATION

To maximise the quality and volume of the engagement, high quality marketing material was produced and multiple communication methods were used; these included the following:

3D 'fly-through' video of the scheme

A computer-generated video providing a three-dimensional aerial tour (or 'fly-through') of the scheme was developed and was presented on the website, at the stakeholder workshops and at the exhibitions.

C Perraton-Williams @CllrClio · Jun 13

North Hykeham Relief Road roadshow number 2! Come and have a chat about the plans 3-8 Waddington Community Hub #NHRR #Waddington #plans #roads #development



83 views 0:06 / 0:09

Source: www.twitter.com

Local press (print, online, radio and television)

All relevant local media outlets were sent two press releases, one promoting the public exhibitions and the other promoting the online version of the questionnaire. As a result, press coverage was achieved in The Lincolnite, BBC Radio Lincolnshire, Lincs Echo and Lincs FM.

22°

CITYX THE EVOLUTION IS COMING

DEVELOPMENT

Share your views on the North Hykeham Relief Road

Sarah Barker June 4 at 12:40 PM



PROPERTY

FOR SALE



No interviews were arranged with radio stations, despite being offered. Instead, the story was mentioned in the stations' news bulletins several times.

Despite TV being contacted, the story was not covered.

The stories were also pushed out via the press's social media channels.

Sources: www.thelincolnite.co.uk ; www.cityx.co.uk

22°

the LINCOLNITE

TRANSPORT

Lincoln southern bypass now North Hykeham relief road

Joseph Verney May 25 at 3:49 PM



the LINCOLNITE



LINCOLNSHIRE Reporter



Lincolnshire County Council Website

A project webpage for NHRR has been in place on the LCC website for some time and this was updated as part of the engagement process.

The updates included information on the exhibitions, a link to the questionnaire, and a link to the fly-through video.

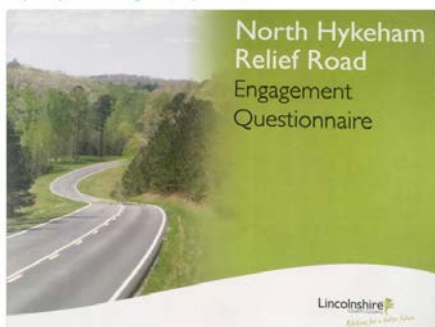
Over the months of March, April, May and June 2018, the NHRR page had 11,950 views.



Sources: www.lincolnshire.gov.uk

Social media

C Perraton-Williams @ClrClio · Jun 14
Engagement event in Bracebridge 3-8 - get online and let us know how you feel about the North Hykeham Relief Road. #roads #NHRR
snapsurveys.lincolnshire.gov.uk/snapwebhost/...



Sources: www.twitter.com

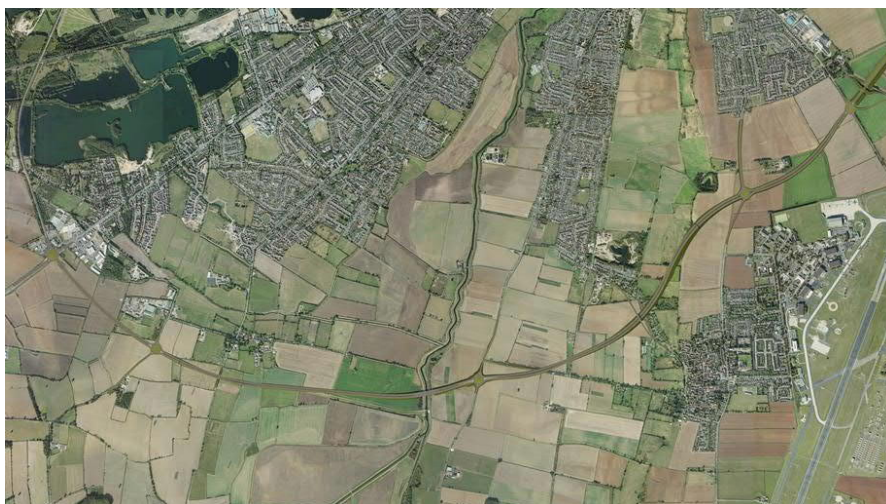
Social media, primarily Facebook and Twitter, were used to advertise both the exhibitions and the questionnaire.

Seven separate Facebook adverts were released reaching 73,500 individual Facebook users over the course of the campaign, resulting in 392,000 impressions. On average, each advert reached 23,500 individual Facebook users.



Leaflets

A leaflet providing information on the scheme, including the options and methods of engagement was produced and used as supplementary information at the public exhibitions.



Source: www.lincolnshire.gov.uk

Posters

Posters to advertise the exhibitions were distributed to the Parish Councils close to the proposed scheme alignment for distribution at locations in the area.

3 STAKEHOLDER WORKSHOPS

3.1 OVERVIEW

Two two-hour stakeholder workshops were held at the beginning of the engagement process with both key and wider stakeholders invited. The details of the two events are summarised in **Table 1** below.

Table 1 – Stakeholder Workshops

Location	Date	Time	Attendance
Lincoln Golf Centre, Thorpe	Tuesday 12 th June	6pm – 8pm	17
Bentley Hotel, South Hykeham	Wednesday 13 th June	6pm – 8pm	25
Total			42

The lists of attendees who attended the workshops is presented in **Appendix A**.

The events included two parts; a presentation by the project team, followed by an interactive workshop session through which stakeholders could provide inputs into the scheme development process.

The presentation used at the events is provided in **Appendix B** and covered the following:

- The history of the NHRR project;
- Existing and future challenges to be met by NHRR;
- Objectives for the scheme to achieve;
- Scheme options; and
- Next steps and programme.

For the interactive workshop component, which lasted one and half hours, the attendees were allocated into equal-sized facilitated groups. The sessions were split into three parts as follows:

- Workshop Part 1 (30 mins approx.)
Attendees were asked to consider **the strategic transport issues** affecting Lincoln and the wider area and **the local transport issues** in the south of the Lincoln urban area, Hykeham and the rural area beyond.
- Workshop Part 2 (30 mins approx.)
Attendees were asked **which option will perform best against each of the scheme objectives**. For each objective, each group had to allocate 70 points amongst the seven different options to identify those that they considered would perform better against the objectives. Attendees could distribute the points in any way they wished potentially allocating all points to one option, distributing them equally across all options, or any other pattern they considered appropriate.
- Workshop Part 3 (30 mins approx.)
Attendees were asked to consider **the design features and complementary measures they think necessary to make the most of this scheme**. They were asked to think around features and measures under the following headings: traffic, environment, walking/cycling/equestrians, visual impact/landscaping and public transport.

In addition to the above outputs from the workshops, several stakeholders also completed the questionnaire and their views are included in the resulting analysis presented in **Section 6**.

3.2 WORKSHOP OUTPUTS

3.2.1 WORKSHOP PART 1

Part 1 of the workshops were to establish the stakeholder's views of **the strategic transport issues** affecting Lincoln and the wider area and **the local transport issues** in the south of the Lincoln urban area, Hykeham and the rural area beyond.

The key strategic transport issues affecting Lincoln stakeholders raised were:

- Significant congestion on existing bypasses and key routes through city;
- A lack of east-west route choice and resulting lack of connectivity; and
- Poor network resilience without an orbital network.

The primary local transport issues in the south of Lincoln and rural area beyond were:

- Rat running through North and South Hykeham on local urban and rural roads;
- Safety concerns in the south of Lincoln, e.g. difficulties crossing routes; and
- Poor access to key services and amenities in Lincoln in some areas.

3.2.2 WORKSHOP PART 2

Table 2 illustrates the scoring used by the stakeholders to rank the scheme options against the agreed objectives. For each of the three scheme options, a single carriageway (SC), and dual carriageway (DC) sub option was scored. The results demonstrate that the highest scoring option, by some margin is the A46 to A15/Lincoln Eastern Bypass, dual carriageway option. This option scored on average 48.6 points. The second highest scoring option was the same scheme option (A46 to A15), single carriageway with future proofing, scoring an average 8.7 points.

Table 2 – Scheme Options Scored Against Objectives

Objective	A46 to South Hykeham Road		A46 to Brent Road		A46 to A15/ Lincoln Eastern Bypass			Total
	SC	DC	SC	DC	SC	DC	SC with FP	
Provision of an additional, limited access, east west route for local and strategic traffic.	0.0	0.0	0.7	0.0	5.0	53.6	10.7	70
Increased network capacity to accommodate housing growth	2.4	0.7	3.6	2.1	2.9	50.7	7.6	70
Improved access between the strategic A46 and the eastern side of Lincoln including the Lincoln Eastern Bypass to provide increased route choice	0.0	0.0	3.6	2.1	4.3	51.4	7.9	70
Reduced existing rat running traffic through the south of Lincoln and North Hykeham as a result of east west traffic using more appropriate routes	0.0	0.0	2.1	2.1	5.7	50.0	10.0	70

Objective	A46 to South Hykeham Road		A46 to Brent Road		A46 to A15/ Lincoln Eastern Bypass			Total
	SC	DC	SC	DC	SC	DC	SC with FP	
Provision of new local and strategic facilities for pedestrians, cyclists and equestrians	2.1	2.1	4.3	4.3	8.5	39.9	8.5	70
Provision of a new link to unlock land allocated for the South West Quadrant	2.9	2.9	3.6	3.6	5.7	44.3	7.1	70
Expansion of the orbital network around Lincoln	1.1	1.1	2.1	2.1	5.9	50.2	7.4	70
Improved route for east west movements to reduce traffic and congestion on the existing orbital network and key routes through Lincoln	0.0	0.0	1.4	1.4	7.9	48.6	10.7	70
Average	1.1	0.9	2.7	2.2	5.7	48.6	8.7	70

Note: SC = Single Carriageway, DC = Dual Carriageway, SC with FP = Single Carriageway with Future Proofing

3.2.3 WORKSHOP PART 3

The third part of the workshop asked attendees to consider ***the design features and complementary measures they think necessary*** to make the most of the scheme.

In thinking around the topics of traffic, environment, walking/cycling/equestrians, visual impact/landscaping and public transport, feedback comprised the following:

- The need for the design to seek to address the visual impact of the scheme. There was the suggestion for green landscaping to reduce noise and address the visual impact of the new road on the rural landscape. In addition, environmental mitigation during the construction period e.g. noise mitigation measures need to be considered;
- Green infrastructure along the length of the route would increase facilities for walking and cycling;
- The design should seek to include minimal slip roads and at grade junctions in order to improve speed and capacity, and reduce safety issues associated with junctions; and
- There should be sufficient provision for vulnerable road users.

4 PUBLIC EXHIBITIONS

4.1 OVERVIEW

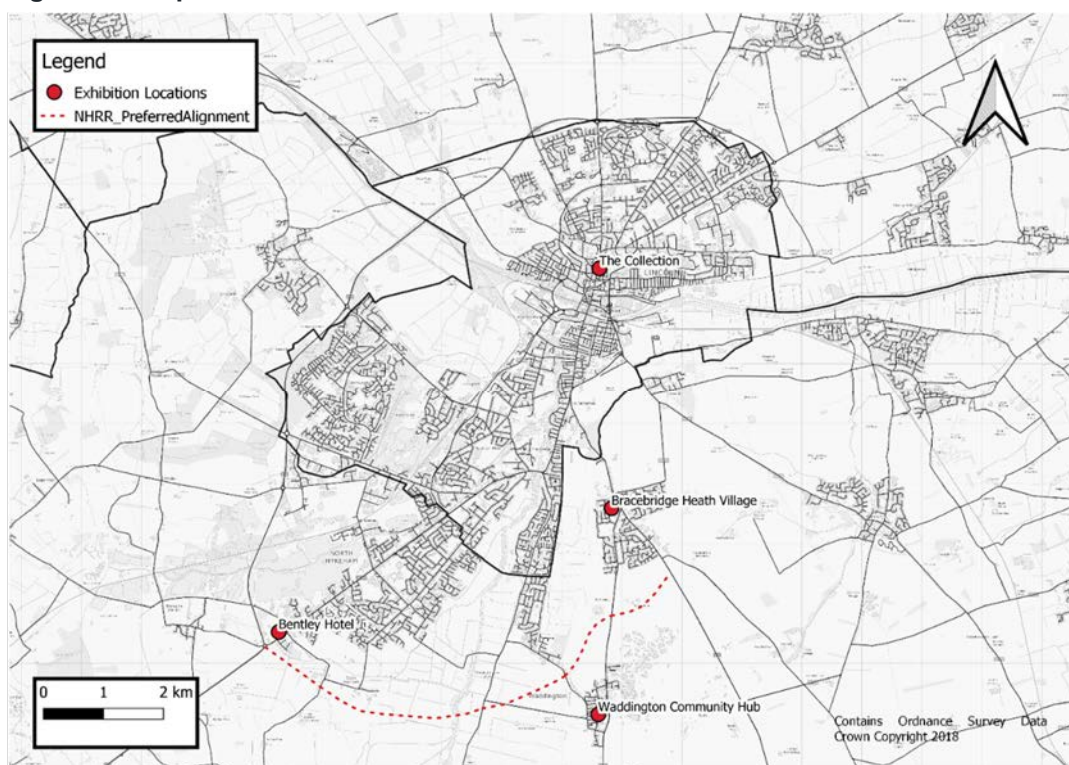
There was a total of four exhibitions held across the engagement period. All of the engagement events were held at community venues, chosen due to their accessibility. The majority of these events (3 out of the 4), were also held in areas in close proximity to which the scheme will pass.

One event was held in central Lincoln, providing an opportunity to capture a broader range of opinions across a wider area of engagement. This was also to acknowledge that as a transport network, this scheme will inherently affect the wider Lincoln and Lincolnshire area. **Table 3** and **Figure 2** below identify the exhibition venue locations and details of the dates/times.

Table 3 – Exhibition Details

Location	Date	Time	Attendance
Bentley Hotel, South Hykeham	Tuesday 12 th June	3pm – 8pm	96
Waddington Community Hub	Wednesday 13 th June	3pm – 8pm	149
Bracebridge Heath Village Hall	Thursday 14 th June	3pm – 8pm	84
The Collection, Lincoln	Saturday 16 th June	10am – 2pm	64
Total			393

Figure 2 – Map of Exhibition Locations





The events were at least four hours long with the majority running into the early evening allowing for those who wished to attend to do so after work. An event was also held on a Saturday to ensure as many people as possible had the opportunity to attend.

Each event was attended by a multi-disciplinary team of officers from LCC and colleagues from WSP, the Council's technical services partners. This was to ensure that a wide range of issues or queries raised by visitors could be addressed.

Attendees were provided with the opportunity to provide formal written feedback through the questionnaire (see **Section 6**). A total of **1,023 people completed the questionnaire**, of which 132 had attended the exhibitions, meaning that **34% of attendees gave formal written feedback** (via the questionnaire).

Copies of the display boards used at all the exhibitions are presented in **Appendix C**.

5 HARD TO REACH GROUPS

5.1 OVERVIEW

An objective set out by LCC, as a public body required to demonstrate their compliance with the Equality Act 2010, states that the impacts of schemes on people with protected characteristics will always be assessed to help make informed decisions.

Protected characteristics include race, disabilities, religion or belief and age etc. For this reason, LCC commissioned the People's Partnership to carry out public engagement with so called 'hard to reach groups' along the NHRR proposed route.

The People's Partnership helps to develop relationships between people in harder to reach communities with organisations that may impact their lives, such as LCC.

5.2 APPROACH

The support that LCC received from the People's Partnership can be broken down into the following three categories:

1. Raising awareness;
2. Engaging with hard to reach communities to obtain feedback; and
3. Support at four drop-in sessions (the public exhibitions as detailed in **Section 4**).

The aim of the engagement was to ensure that the harder to reach communities had the opportunity to ensure their voices were heard and they could provide feedback on the proposed NHRR.

A tailored version of the questionnaire was used as a basis for all the engagement work undertaken by the People's Partnership. To ensure that this could be used by all parts of the community this was formatted by the People's Partnership into both braille and spoken word versions. To raise awareness of the questionnaire and engagement process, social media platforms were utilised. Copies of the questionnaire were also sent via email and some paper copies were posted into potential participants doors. The questionnaire did not duplicate the original questionnaire developed by LCC; instead it added to the questions to understand any potential impacts on hard to reach communities.

5.3 PARTICIPATION

It is estimated that 78 people took part directly in the engagement work. The People's Partnership also completed engagement with hard to reach groups for the Lincoln Coastal Highway (LCH) project. Owing to similarities between these two studies, analysis from the LCH engagement was used to supplement the NHRR engagement work; resulting in up to 256 people contributing to the report.

The communities selected for the People's Partnership engagement for the NHRR and LCH studies were:

- Different ages;
- Children and parents;
- Mental Health;
- Chinese community;
- Lithuanian Community;
- Visually impaired and blind;
- Hearing impaired and deaf;
- Carers;
- People with a physical disability;
- People with a learning disability; and
- Chronic pain and/or Arthritis.

5.4 FINDINGS

The data collected by the People's Partnership was analysed and the key findings and themes are summarised below.

Although not specifically asked in the questionnaire, **transport modes were identified as important** to some members of the hard to reach groups. In the findings, factors such as a **person's disability, a long-term health condition and/or whether English was a second language were all cited as impacting on how people choose to travel**. The impact of the road network identified a total of 66 different issues faced by the hard to reach communities, these can all be seen in the tables included in the full copy of the People's Partnership report contained in **Appendix E**. These issues focused on all modes of transport including walking, cycling and public transport.

Some hard to reach communities rely heavily on health services and having **better links to Lincoln County Hospital are seen as very important**. The **current congestion** on the existing road network prevents some members of the harder to reach communities from accessing support groups and/or appointments. It was found that providing further information on how the relief road could benefit access to certain services and amenities would be welcomed by some hard to reach communities. It was evident from the questionnaire feedback and engagement discussions that reducing congestion and creating better transport links was seen as beneficial to improving access to important services.

The knock-on impacts of the proposed NHRR scheme also highlighted wider benefits for hard to reach communities. The importance of cycling, walking and public transport were all predominant themes to come out of the engagement. These modes of transport support people who cannot drive or who do not have access to a car; this is the case for a high proportion of members of hard to reach communities. Linking the eastern and western Lincoln relief roads/bypasses could allow new bus routes to be provided which would benefit members of the hard to reach communities. Some members of the hard to reach groups stated that cycling and walking are important to them as it directly impacts on their health and wellbeing. The environmental aspects of the scheme proposal in terms of availability of walking and cycling routes were seen as being important to both locals and visitors was seen to be of high importance to many of the hard to reach communities.

The relief road provides an opportunity for more refuge facilities to be implemented in Lincoln, which were stated to be lacking by some members of the hard to reach communities. These could include more parking locations and toilets. Some participants of the questionnaire stated that they require more rest stops on their daily journeys than some other people.

The hard to reach survey respondents provided feedback on potential scheme characteristics which could be of benefit to communities; the proposed improvements fell into the categories of bus, cycling, environment, facilities, motorist, pedestrian and signage and lighting. A full list of these suggestions is included in the full People's Partnership Report contained within **Appendix E**.

6 QUESTIONNAIRE

6.1 INTRODUCTION

The following section of the report provides a summary of the responses received to each of the questions set out within the engagement questionnaire. In total, 1,023 questionnaires were received, with a mixture of electronic and hard copies filled out. It is also noted that not all questions were answered by every respondent.

The engagement questionnaire comprised of the following 15 questions:

1. What is your main interest in the scheme?
2. If you are representing an organisation, business or group, please tell us its name here.
3. Which of these scheme options do you prefer?
4. Please tell us why you chose this option.
5. Is there any other option within the established route that you feel LCC should consider?
6. How do you think the proposed scheme could potentially benefit you or the organisation / interest group you represent?
7. Do you have any concerns about the proposed scheme?
8. Thinking about the needs of the Lincoln urban area, and Lincolnshire, which factors do you consider to be most important in designing the new road?
9. If you would like to see any enhancements or specific features incorporated into the scheme, please tell us what they are and why you think they are needed.
10. Thinking about your previous responses, to what extent do you support or oppose the concept of the North Hykeham Relief Road?
11. Are there any other comments you wish to make about the proposals?
12. Please tell us which of the following forms of transport you most commonly use.
13. How did you hear about this survey and its related events?
14. Did you attend any of our public engagement events?
15. What age group are you in?

Many of the questions asked had multiple-choice answers in order to be able to collect quantitative data, each of these also had an area for the respondent to comment on their answer enabling qualitative data to also be collected.

The 15 questions identified aimed to gather information on the key items identified in scoping; these were:

- The preferred option for the NHRR;
- The key issues with NHRR; and
- What impacts the NHRR will have and how to mitigate them.

6.2 QUESTION 1

Question 1 asked “*What is your main interest in the scheme?*”. The question was answered by a total of 1,023 individuals. **Table 4** below summarises the responses to this question.

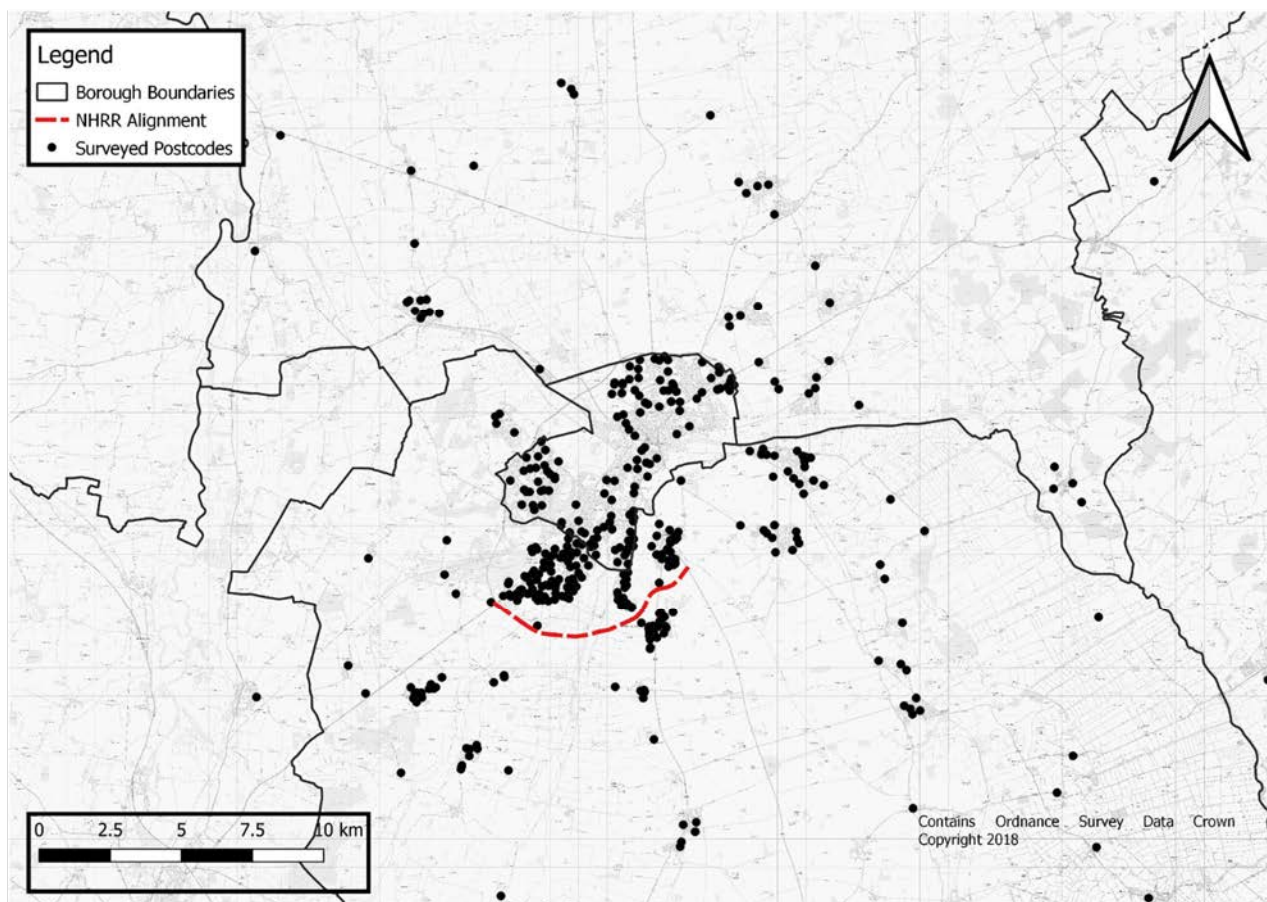
Table 4 – Summary of Question 1

Main interest in scheme	Count	Percentage
Business interest directly affected by the scheme	10	1%
Elected Member of a District Council	4	0%
Elected Member of a Parish Council	6	1%
Elected Member of the Lincolnshire County Council	3	0%
Landowner directly affected by the scheme	29	3%
Member of the public	950	93%
Officer of a Local Authority or other public-sector organisation	13	1%
Statutory interest	5	0%
Other	3	0%
Total	1,023	100%

Table 4 shows that 93% of the people who filled out the questionnaire were members of the public. A further 3% had interest the scheme as landowners directly affected by the scheme.

The postcodes of the respondents were collected in the “Personal Information” section of the questionnaire. Of those who completed the questionnaire; there was 533 responses which supplied their postcode. All respondents who supplied postcodes have been illustrated on **Figure 3**.

Figure 3 – Questionnaire respondents’ postcodes



6.3 QUESTION 2

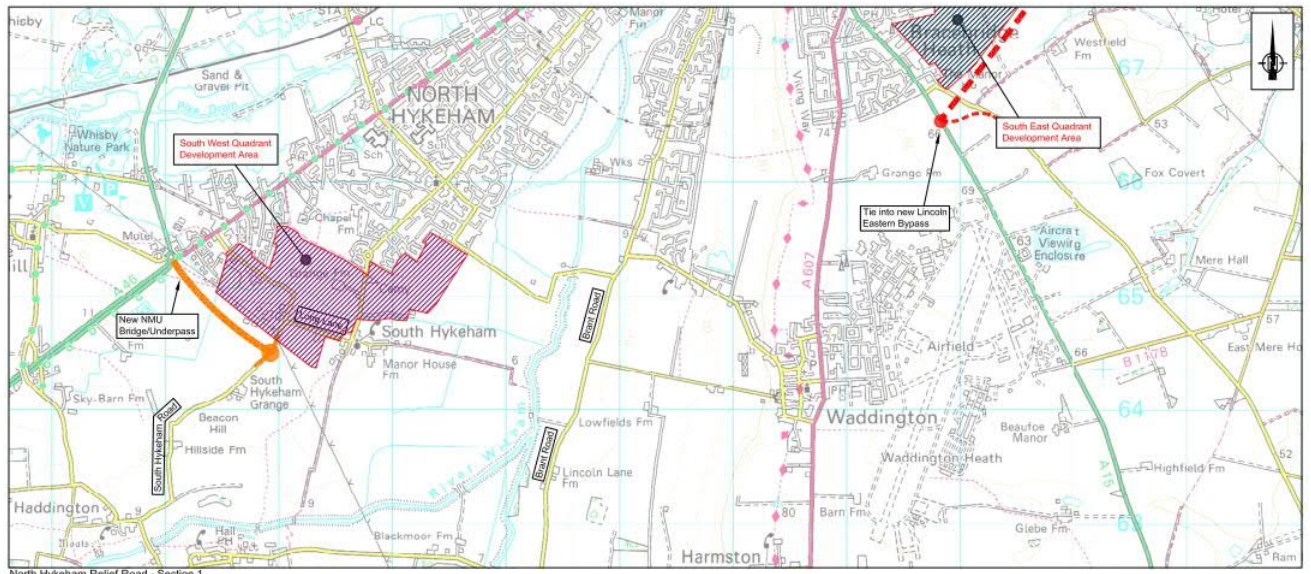
This question asked respondents if they were representing an organisation, business or group. An alphabetical list of all organisations, businesses or groups that were stated by the respondents is provided below.

- Black Cat Travel Ltd;
- Eagle Swinderby & Witham St Hughs Ward;
- FCC ENVIRONMENT, Lincolnshire EFW, Juergen Schaper;
- Lincolnshire Co-op;
- Lincolnshire County Council;
- Lindum group ltd as well as GLLEP (Greater Lincolnshire LEP);
- MC Consulting;
- Minster Surfacing Ltd;
- Natural England;
- North Kesteven District Council;
- Owner of the building that is rented out as Arrow Cycles;
- Thorpe Grange LLP;
- Thorpe on the Hill Parish Council;
- ViC UK Hire;
- Waddington Parish Council;
- Washingborough Hall Hotel; and
- Witham Ward Councillor - City of Lincoln Council.

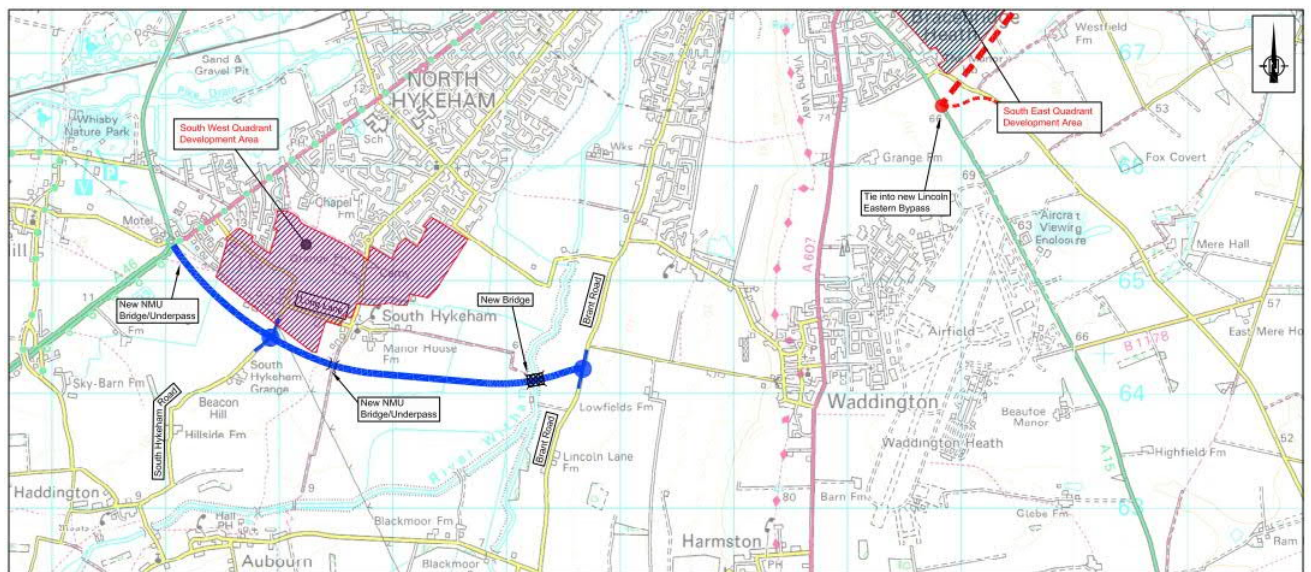
6.4 QUESTION 3

Question 3 presented various illustrations of possible scheme options (extent of relief road and single or double carriageway standard), and asked “*which of these scheme options do you prefer*”. The three options in terms of the extent of the relief road can be seen presented below:

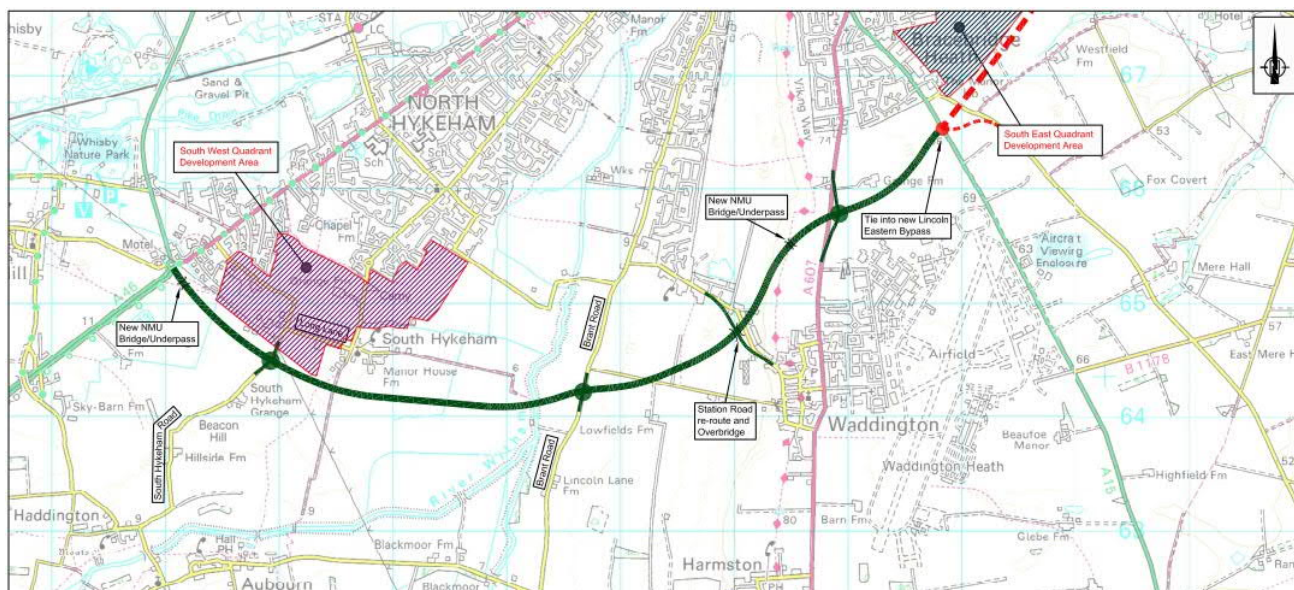
A46 to South Hykeham Road – Single Carriageway or Dual Carriageway



A46 to Brant Road – Single Carriageway or Dual Carriageway

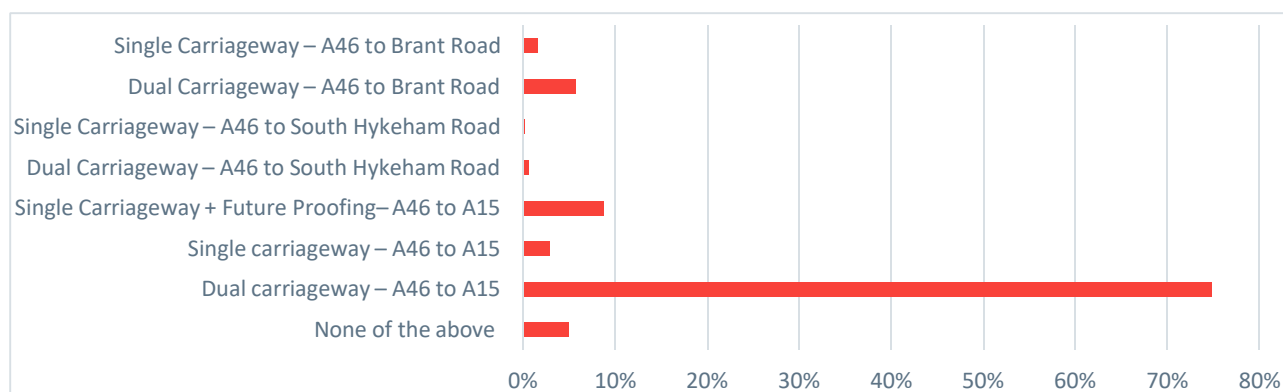


A46 to A15/Lincoln Eastern Bypass – Single Carriageway, Dual Carriageway or Single Carriageway + Future Proofing



There was a total of 1,018 responses to this question. The percentage of responses by scheme option can be seen illustrated in **Figure 4** below.

Figure 4 – Scheme Options – Respondent Preference



Analysis of this data concludes the following points:

- The data collected shows substantial support for the ‘A46 to A15/LEB – Dual Carriageway’ option, with a total of 75% of respondents selecting this option as their preference;
- The option with the second highest response rate was ‘A46 to A15/LEB – Single Carriageway + future proofing’ which a total of 9% of the respondents chose;
- A total of 87% of all respondents voted for the scheme to run between the ‘A46 and A15/LEB’ in any variation; demonstrating the clear preference for the full-length option over the two shorter routes;
- The dual carriageway standard of each of the three different scheme lengths scored higher than their single carriageway counterparts, demonstrating a preference for capacity; and
- Of the 1,018 respondents, there was a total of 5% which chose ‘none of the above’ for this question.

Analysis has been undertaken in order to understand option preference by different age categories to reveal whether there is any variation in choice based on age demographics. The analysis can be seen summarised in **Table 5** below.

Table 5 – Scheme Option Preference by Age Group

Option / Age Category	15-24	25-34	35-44	45-54	55-64	65+	Prefer not to say
Dual carriageway – A46 to A15	75%	77%	74%	76%	73%	75%	74%
Single carriageway – A46 to A15	8%	2%	1%	3%	6%	4%	0%
S/C + Future Proofing - A46 to A15	13%	8%	11%	8%	6%	12%	3%
D/C – A46 to South Hykeham Road	0%	1%	0%	1%	0%	0%	5%
S/C – A46 to South Hykeham Road	0%	0%	0%	0%	0%	1%	3%
Dual Carriageway – A46 to Brant Road	5%	5%	7%	4%	7%	5%	3%
Single Carriageway – A46 to Brant Road	0%	2%	2%	3%	1%	0%	3%
None of the above	5%	4%	4%	6%	7%	3%	11%
Total	100%	100%	100%	100%	100%	100%	100%

The following key points can be drawn from the data in the table above:

- Roughly 75% of all age categories opted for the ‘Dual Carriageway – A46 to A15’ option; demonstrating this option was the clear preference in line with Question 3 and that this preference is regardless of age;
- In terms of the second highest scoring option, all age groups except those aged 55-64 years selected the ‘Single Carriageway + Future Proofing – A46 to A15’ option, accounting for approximately 10% of the responses; and
- The data illustrates that the choice of scheme did not vary with age.

Analysis has also been undertaken in order to understand any variation in scheme choice based on the respondent’s proximity to the proposed scheme (based on the postcode provided), this data is illustrated in **Table 6** overleaf.

Table 6 – Scheme Option Preference Compared Against Proximity to Scheme

Scheme Option / Distance	>500m	500m-1km	1km-2km	2km-5km	5km-10km	<10km	Total
D/C – A46 to A15	23%	63%	76%	79%	75%	76%	74%
S/C – A46 to A15	0%	10%	10%	9%	10%	11%	10%
S/C + Future Proofing	15%	3%	4%	4%	4%	3%	4%
D/C – A46 to South Hykeham Road	0%	0%	1%	1%	2%	1%	1%
S/C – A46 to South Hykeham Road	0%	0%	1%	0%	0%	0%	0%
D/C – A46 to Brant Road	46%	8%	4%	5%	3%	4%	5%
S/C – A46 to Brant Road	15%	3%	1%	0%	0%	1%	1%
None of the above	0%	13%	2%	2%	6%	5%	5%
Total	100%	100%	100%	100%	100%	100%	100%

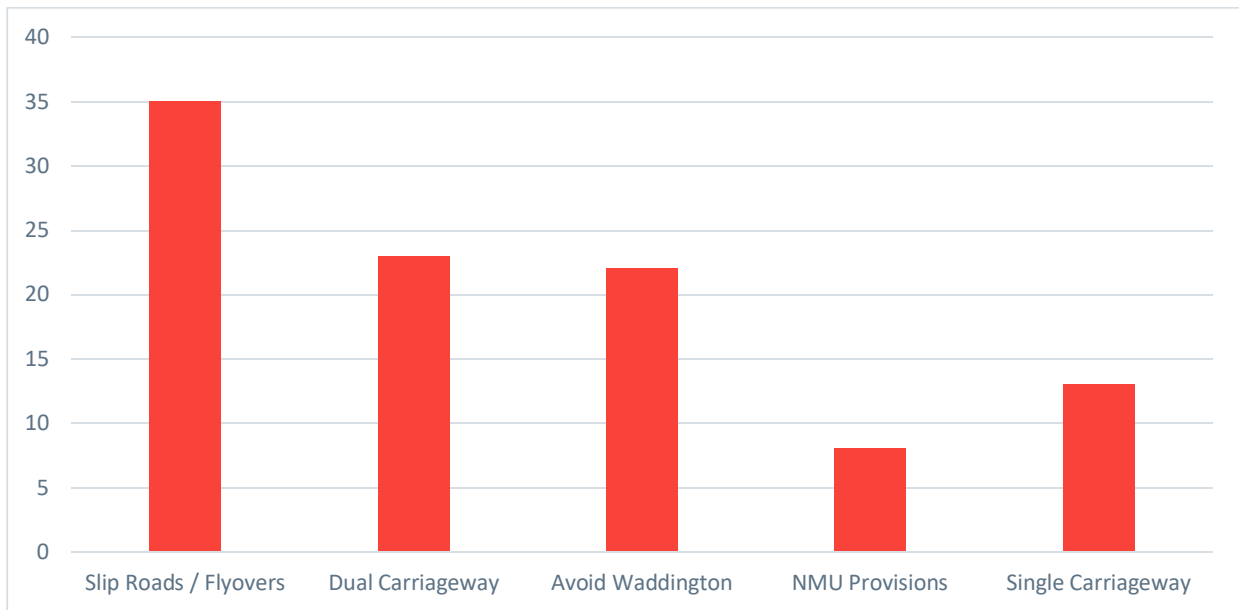
This data can be summarised into the following key points:

- For all respondents except those who live within 500m from the proposed scheme, the dual carriageway option between the A46 and the A15 is the preferred option. Whilst 23% of respondents who live within 500m of the scheme prefer the dual carriageway full route option, a dual carriageway between the A46 and Brant Road was the highest scoring option (45% of respondents); and
- The majority of respondents (except those living up to 500m from the scheme), prefer the options which run between the A46 and A15 whether this be a single carriageway or a dual, regardless of proximity to the scheme.

6.5 QUESTION 5

Question 5 asked “*Is there any other option within the established route that you feel LCC should consider?*”. This question allowed the respondent to give a qualitative response. The qualitative answers have been assimilated with reoccurring themes being identified and collated; these reoccurring themes have been quantified in order to produce **Figure 5** overleaf.

Figure 5 – Summary of qualitative responses to consideration of any other options



Analysis of this data shows:

- There were a total of 35 individuals who stated that they think slip roads/flyovers should be considered where possible instead of roundabouts in order to combat stop/start traffic which is perceived at the existing junctions around the Lincoln bypass currently;
- Whilst the question sought to understand any other options LCC should be considering aside from those in question, a total of 23 respondents referenced a dual carriageway standard scheme and 13 individuals stated a single carriageway scheme, including several who mentioned the need for future proofing; and
- A total of 22 respondents felt that the route should be directed away from Waddington; 18 of the 22 who referenced this stated that the scheme should run between Waddington and Harmston.

6.6 QUESTION 6

Question 6 asked survey respondents, “How do you think the proposed scheme could potentially benefit you or the organisation / interest group you represent?”. This question allowed the respondent to choose multiple answers to the question. The responses to the question have been summarised in **Table 7** overleaf.

Table 7 – Perceived Benefits of the Scheme to Respondents

Benefits of the scheme	Count	%
Reduced traffic levels and congestion on the existing road network around Lincoln	760	74%
Reduced traffic levels and congestion on the key routes through the city	762	74%
Reduced 'rat-running' traffic on local urban and rural roads	689	67%
Improved East-West connections around the city	674	66%
Alternative routes to and from the city	530	52%
Increased road capacity to support the needs of additional housing	572	56%
Increased road capacity to support the needs for economic growth	556	54%
Improved access between the A46 (west Lincoln) and east Lincoln, including the LEB	697	68%
Reduced impact of traffic on the ability to safely cross roads in the south of Lincoln	412	40%
Improved access to key services within Lincoln	395	39%
No effect	42	4%
Other	35	3%

Through analysis of the table above; the following key points can be made:

- The data shows that 74% (760) survey respondents believed that the scheme would result in reduced traffic levels and congestion on the existing road network (bypass) around Lincoln and reduced traffic levels and congestion on the key routes through the city; and
- Only 4% of respondents (42 individuals) felt that the NHRR would have no effect on them / their organisation.

There were also 35 respondents which chose other and wrote a qualitative account. These responses have been analysed and are summarised below:

- Improved access to the coast and wider country; and
- Helps to facilitate and increase tourism and growth.

Analysis was also undertaken on responses to this question by age category, the results are summarised **Table 8** overleaf.

Table 8 – Perceived Benefits of the Scheme by Respondent Age

Benefits	15 - 24	25-34	35-44	45-54	55-64	65+	Prefer not to say
Reduced traffic levels and congestion on the existing road network around Lincoln	13%	13%	13%	12%	12%	12%	15%
Reduced traffic levels and congestion on the key routes through the city	14%	12%	13%	12%	13%	13%	9%
Reduced 'rat-running' traffic on local urban and rural roads	8%	11%	12%	11%	11%	12%	12%
Improved East-West connections around the city	12%	12%	11%	11%	11%	10%	7%
Alternative routes to and from the city	9%	10%	9%	9%	8%	7%	10%
Increased road capacity to support the needs of additional housing	10%	9%	9%	9%	9%	11%	10%
Increased road capacity to support the needs for economic growth	8%	9%	9%	9%	10%	9%	9%
Improved access between the A46 (west Lincoln) and east Lincoln, including the LEB	11%	12%	11%	11%	12%	12%	12%
Reduced impact of traffic on the ability to safely cross roads in the south of Lincoln	8%	6%	7%	7%	7%	7%	7%
Improved access to key services within Lincoln	8%	7%	6%	6%	6%	6%	5%
No effect	0%	1%	1%	1%	1%	1%	3%
Other	0%	0%	0%	1%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%

The data in the table above shows that there is little variation in responses based on age category of the respondent. This trend was also shown when comparing the respondents' choices against the method of travel they use the most, this is illustrated in **Table 9** overleaf.

Table 9 demonstrates that in general, the same benefits of the scheme are perceived by individuals, regardless of their most frequent mode of travel.

Table 9 – Perceived Benefits of the Scheme by Model of Travel

	Car/van – as driver	Car/van – as passengr	Train	Walk	Equestrian	Taxi	Bike	Bus	Motor cycle
Reduced traffic levels and congestion on the existing road network (bypass) around Lincoln	12%	12%	12%	12%	13%	12%	12%	12%	12%
Reduced traffic levels and congestion on the key routes through the city	13%	12%	12%	13%	13%	12%	12%	12%	12%
Reduced 'rat-running' traffic on local urban and rural roads	11%	11%	11%	11%	11%	10%	11%	11%	13%
Improved East-West connections around the city	11%	11%	11%	11%	13%	10%	11%	12%	11%
Alternative routes to and from the city	9%	9%	8%	9%	10%	8%	9%	8%	8%
Increased road capacity to support the needs of additional housing	9%	9%	9%	9%	5%	9%	9%	9%	9%
Increased road capacity to support the needs for economic growth	9%	9%	9%	9%	8%	10%	9%	9%	9%
Improved access between the A46 (west Lincoln) and east Lincoln, including the LEB	11%	11%	11%	12%	13%	11%	11%	12%	11%
Reduced impact of traffic on the ability to safely cross roads in the south of Lincoln	7%	7%	7%	7%	9%	7%	8%	6%	7%
Improved access to key services within Lincoln	6%	7%	7%	6%	6%	7%	7%	6%	6%
No effect	1%	1%	1%	1%	1%	1%	1%	1%	1%
Other	0%	1%	1%	1%	0%	1%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Analysis was also completed to understand any variation in perceived scheme benefit based on proximity of the respondent to the proposed scheme. The responses can be seen presented in **Table 10** below.

Table 10 – Perceived Benefits of the scheme by proximity

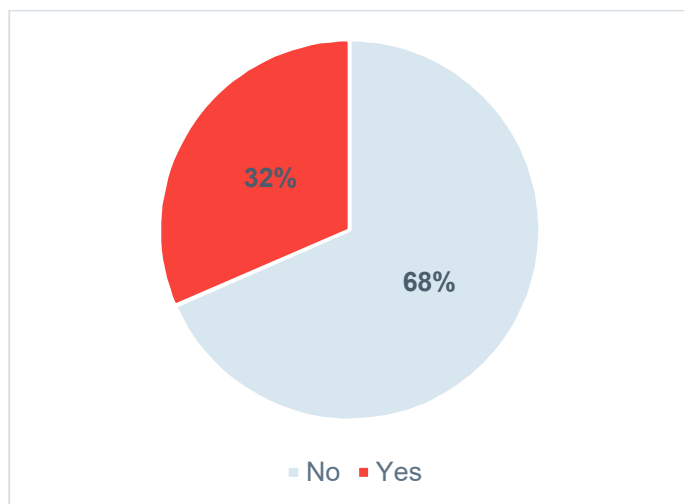
Distance	>50 0m	500m- 1km	1km- 2km	2km- 5km	5km- 10km	<10 km
Reduced traffic levels and congestion on the existing road network (bypass) around Lincoln	14%	13%	12%	13%	13%	13%
Reduced traffic levels and congestion on the key routes through the city	14%	11%	12%	13%	12%	13%
Reduced 'rat-running' traffic on local urban and rural roads	14%	12%	13%	11%	11%	10%
Improved East-West connections around the city	6%	11%	11%	11%	11%	11%
Alternative routes to and from the city	6%	8%	9%	9%	9%	9%
Increased road capacity to support the needs of additional housing	6%	10%	8%	10%	9%	9%
Increased road capacity to support the needs for economic growth	6%	8%	8%	9%	9%	9%
Improved access between the A46 (west Lincoln) and east Lincoln, including the LEB	8%	11%	12%	11%	11%	11%
Reduced impact of traffic on the ability to safely cross roads in the south of Lincoln	8%	7%	7%	6%	7%	6%
Improved access to key services within Lincoln	6%	6%	6%	7%	7%	8%
No effect	8%	2%	1%	0%	0%	0%
Other	6%	1%	0%	0%	0%	0%
Total (%)	100	100	100	100	100	100

The data shows that there is a consistent trend in perceived benefits, showing that there is little/no variation based on the distance of the respondent from the proposed scheme. The only category that shows a variation is the option which states that the proposed scheme will have 'no effect', with 8% of people within 500m of scheme stating this compared to the other distance categories which are mainly 0%.

6.7 QUESTION 7

Question 7 asked “Do you have any concerns about the proposed scheme”. There were a total of 980 responses to this question and these responses have been summarised in **Figure 6** below.

Figure 6 – Do you have any concerns about the proposed scheme?



It can be seen from the chart that the vast majority of respondents (68%) had no concerns with the proposed scheme. Analysis has been undertaken to determine any link between the proximity of the respondent to the proposed scheme and the respondents who had concerns - this has been summarised in **Table 11**.

Table 11 – Concern and proximity to the proposed scheme

Concern / Distance	>500m	500m-1km	1km-2km	2km-5km	5km-10km	<10km
No	33%	54%	78%	75%	80%	80%
Yes	67%	46%	22%	25%	20%	20%
Total	100%	100%	100%	100%	100%	100%

The following key points can be concluded from the above table:

- The largest percentage of respondents with concern are those located within closest proximity to the proposed scheme. Of those located less than 500m from the proposed scheme, 67% stated that they had concerns about the proposed scheme; and
- Most survey respondents located 500m and beyond from the proposed scheme did not have any concerns about the proposed scheme.

Analysis has also been undertaken to understand the variation of responses based on the age of the respondent, this has been summarised in **Table 12** below.

Table 12 – Concern about the proposed scheme based on age of respondent

Concern / Age	15-24	25-34	35-44	45-54	55-64	65+	Prefer not to say
Yes	17%	24%	31%	35%	33%	35%	58%
No	83%	76%	69%	65%	67%	65%	42%
Total	100%	100%	100%	100%	100%	100%	100%

The following conclusions can be drawn based upon the data in the table above:

- Across each age category the majority of respondents did not have any concerns relating to the proposed scheme, with the ratio broadly 70:30 without any concern;
- The largest proportion of respondents who did have concerns about the proposed scheme are aged between 45 and 54 years (35%) and those aged over 65 years (also 35%);
- The age range with the least amount of concern was the 15–24 category, with just 17% of respondents in this category stating they had concerns about the proposals; and
- A total of 58% of those who did not provide their age stated that they had concerns about the proposals.

Analysis has been undertaken to understand any variation in concern about the scheme based on respondents stated predominant mode of travel. A summary of the data has been used to produce **Table 13**.

Table 13 – Concern about the proposed scheme based on mode of travel

Concern / Mode	Car/ van – as driver	Car/ van – as passenger	Train	Walk	Equestrian	Taxi	Bike	Bus	M/C
Yes	31%	30%	31%	37%	50%	31%	39%	42%	35%
No	69%	70%	69%	63%	50%	69%	61%	58%	65%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

This data can be summarised into the following key points:

- The respondents who stated that they are equestrians were the group with the largest proportion of concern relating to the scheme proposals (50%), this is followed by bus users of which 42% state some concern; and
- Aside from equestrians and bus users, all other transport user groups reflected the broad pattern of no concern overall, broadly split 70:30 weighted to no concern.

6.7.1 QUESTION 7A

Question 7a follows on from the previous question and asks “How do you think that the proposed scheme might potentially have an adverse effect on you, or the group or organisation you represent?”. This was a multiple-choice question which allowed the respondent to choose multiple options giving the chance for the respondent to voice what impacts they believe the scheme will have.

The table below summarises the answers chosen by the 309 respondents who stated that they had concerns in relation to the scheme proposals in Question 7.

Table 14 – How will the proposed scheme affect the area?

How will the scheme will affect the area	%
Potential impact on the environment	60%
Disruption during the construction period	58%
Potential visual impact of the new road on the landscape	47%
Additional levels of noise generated by the new road	42%
Increase traffic levels	39%
Potential Impacts on public rights of way	37%

How will the scheme will affect the area	%
No effect	9%
Other	16%

The results of the data summarised in the table above can be described as follows:

- The impact the respondents were most concerned about was the potential impact on the environment which 60% of the respondents chose. This was followed by 58% of respondents who were concerned about disruption during the construction period; and
- A total of 9% of the respondents believed that there would be no adverse effects from the scheme.

Of the 16% of respondents who stated 'other' to the question, there were a number of reoccurring themes in the open text responses, which are listed below:

- Increased difficulty for cyclists;
- Too much additional housing / development;
- Damage to the environment; and
- Decrease to the value of residential dwellings.

Analysis has been undertaken in order to identify any variation in responses based on the age of the respondent. These results have been summarised in the table below.

Table 15 – Summary of Question 7a based on age of respondents

Impact / Age	15-24	25-34	35-44	45-54	55-64	65+
Additional levels of noise generated by the new road	13%	13%	15%	13%	11%	15%
Disruption during the construction period	19%	19%	20%	16%	20%	13%
Increase traffic levels	15%	13%	10%	13%	15%	15%
Potential impact on the environment	15%	15%	20%	21%	22%	16%
Potential visual impact of the new road on the landscape	15%	15%	17%	15%	15%	7%
Potential Impacts on public rights of way	9%	9%	11%	13%	14%	16%
No effect	6%	7%	1%	1%	0%	9%
Other	7%	9%	6%	8%	2%	7%
Total	100%	100%	100%	100%	100%	100%

There is very little variation across the various age categories in relation to the stated impacts of the proposed scheme.

Analysis has been undertaken in order to understand the variation in options selected based on the proximity of the respondent to the proposed scheme.

Table 16 – Summary of Question 7a by proximity to scheme

Impact / Distance	>500m	500m-1km	1km-2km	2km-5km	5km-10km	>10km
Additional levels of noise generated by the new road	17%	19%	11%	7%	12%	11%
Disruption during the construction period	17%	18%	22%	21%	13%	14%
Increase traffic levels	17%	14%	11%	15%	12%	12%
Potential impact on the environment	19%	18%	20%	19%	22%	21%
Potential visual impact of the new road on the landscape	19%	17%	16%	9%	13%	13%
Potential Impacts on public rights of way	12%	12%	13%	12%	13%	15%
No effect	0%	1%	0%	9%	3%	2%
Other	0%	2%	8%	8%	12%	11%
Total	100%	100%	100%	100%	100%	100%

The following conclusions can be drawn based on the data collected:

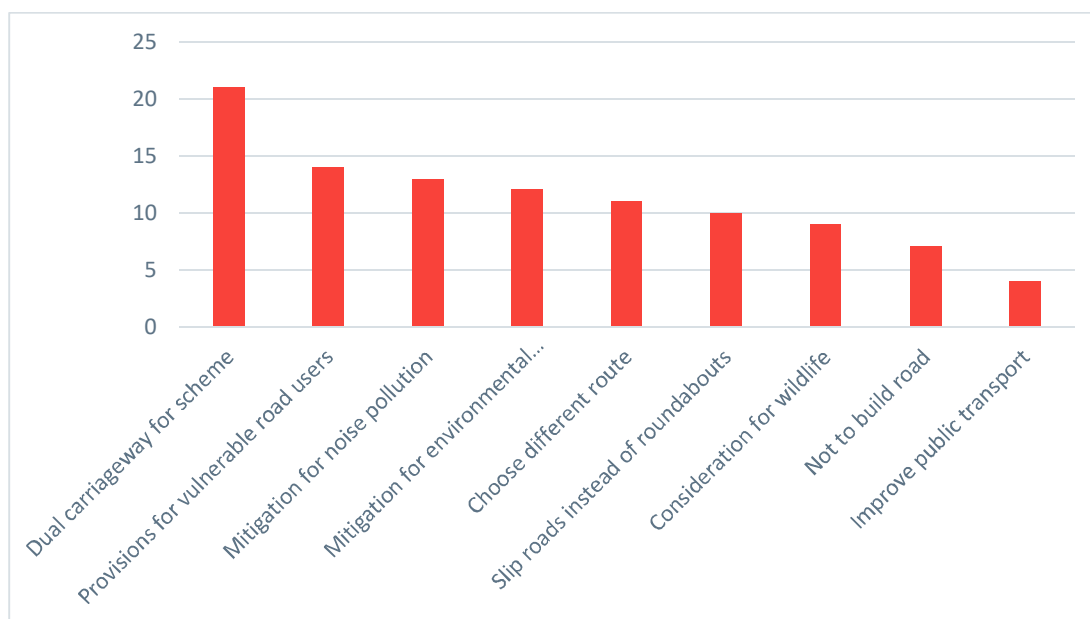
- In general, there is little variation in stated impact of the proposed scheme, however, the proportion of respondents worried about additional levels of noise tends to decrease the further away the respondent is from the proposed scheme.

6.7.2 QUESTION 7B

Question 7b asked “Thinking about any potentially adverse effects, do you have any suggestions about how they could be addressed within the scheme’s design. This was an open question which allowed the respondent to write a qualitative piece on measures they believe would reduce the potential adverse effects that the respondent believes the NHRR scheme will have.

These responses have been thoroughly analysed with key themes from all answers being quantified to produce the figure below. It is noted that some responses fit into multiple categories due to the nature of the question asked.

Figure 7 – Summary of Question 7b



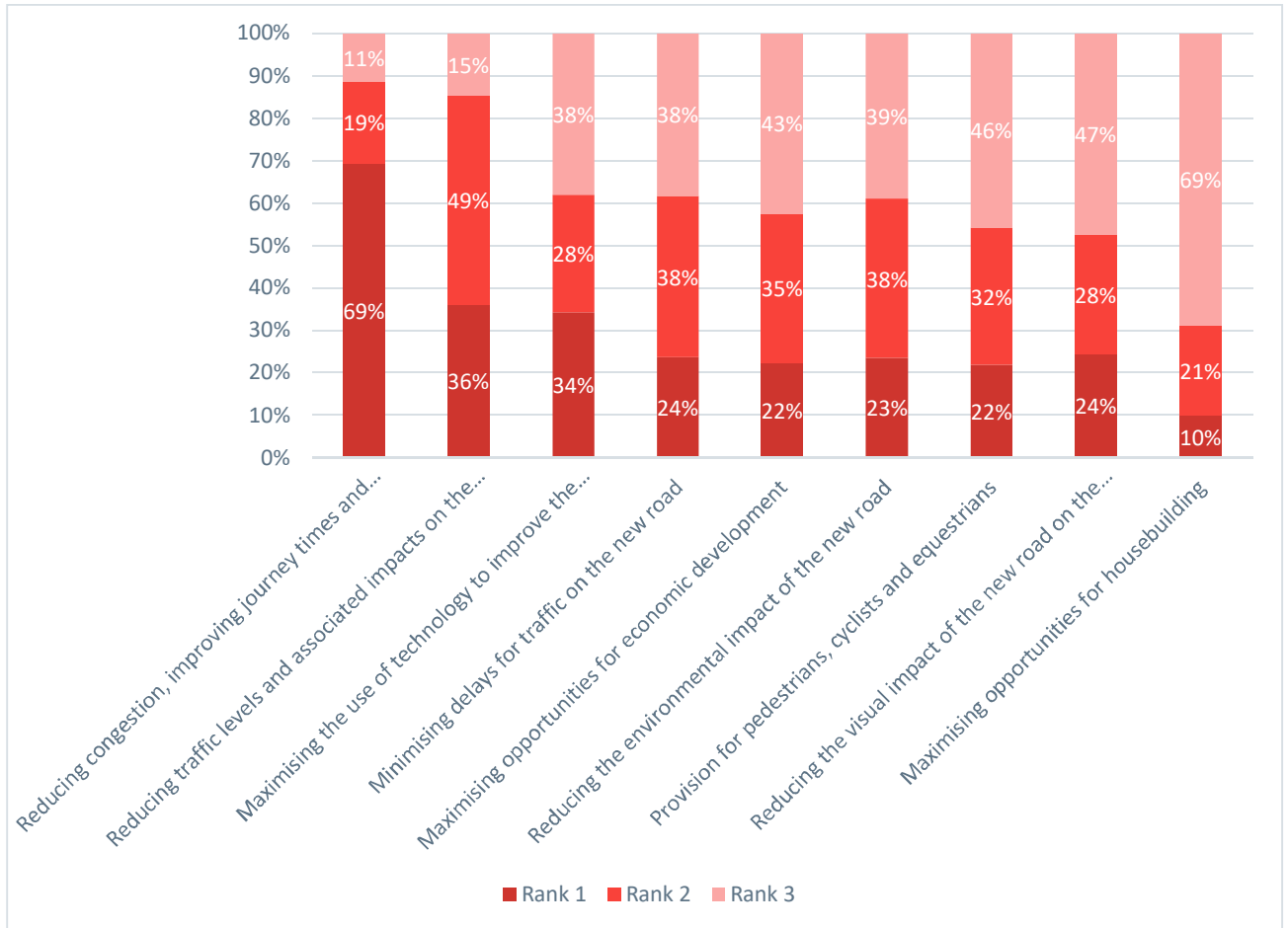
The following key points can be drawn from the collated data:

- There were a total of 21 respondents which made reference to the need for the scheme to be a dual carriageway;
- There were a further 14 responses which referred to sufficient provisions for vulnerable road users;
- There was a total of 11 responses which believed the route chosen should be altered, 7 of these respondents listed that the road should be moved further south.

6.8 QUESTION 8

Question 8 asked “thinking about the needs of Lincoln urban area, and wider Lincolnshire, which factors do you think *do you consider to be most important in designing the new road?*”. Question 8 had multiple options which the respondent had to rate from 1 to 3 with 1 being of high importance and 3 being of low importance. The results have been summarised in the graph below.

Figure 8 – Summary of Question 8



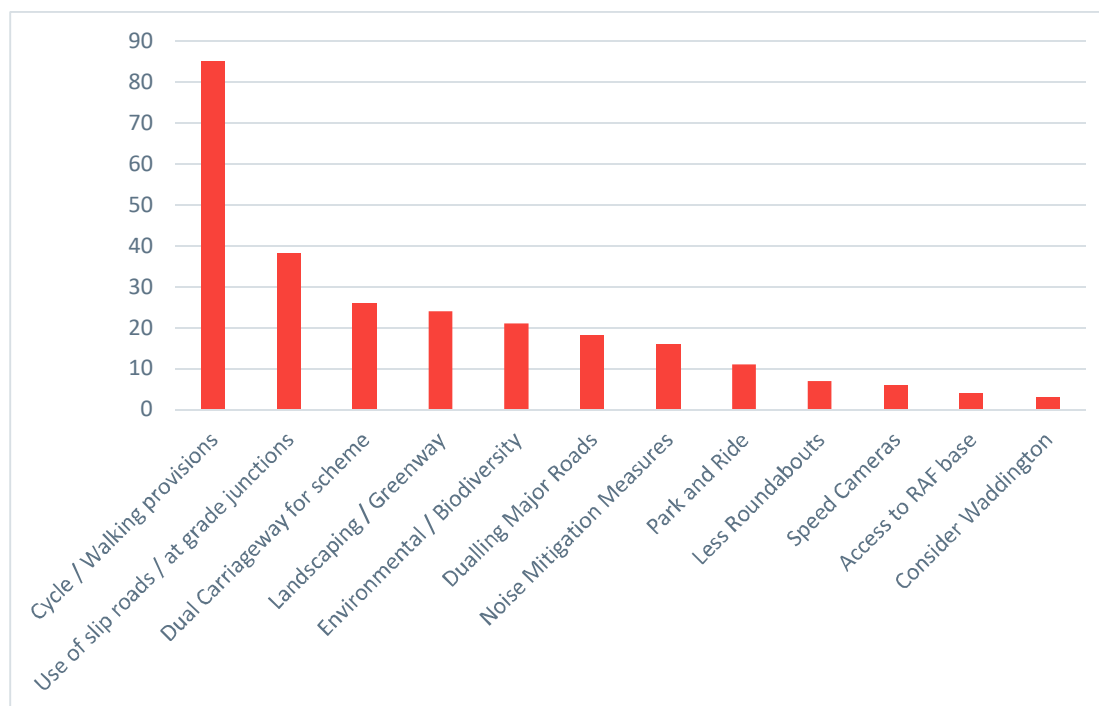
Based on analysis of the data collected the following conclusions can be drawn:

- “Reducing congestion, improving journey times and improving reliability” received the highest percentage of responses . Approximately 70% of all respondents chose this option; and
- Maximising opportunities for housebuilding had the lowest number of instances where is was ranked first.

6.9 QUESTION 9

Question 9 asked “If you would like to see any enhancements or specific features incorporated into the scheme, please tell us what they are and why you think they are needed.” This question gave the respondent a chance to write a qualitative piece about what enhancements they would like. There was a total of 324 qualitative responses to this question. Through analysis of these responses; multiple general themes have been identified and have been quantified in the graph below.

Figure 9 – Summary of Question 9



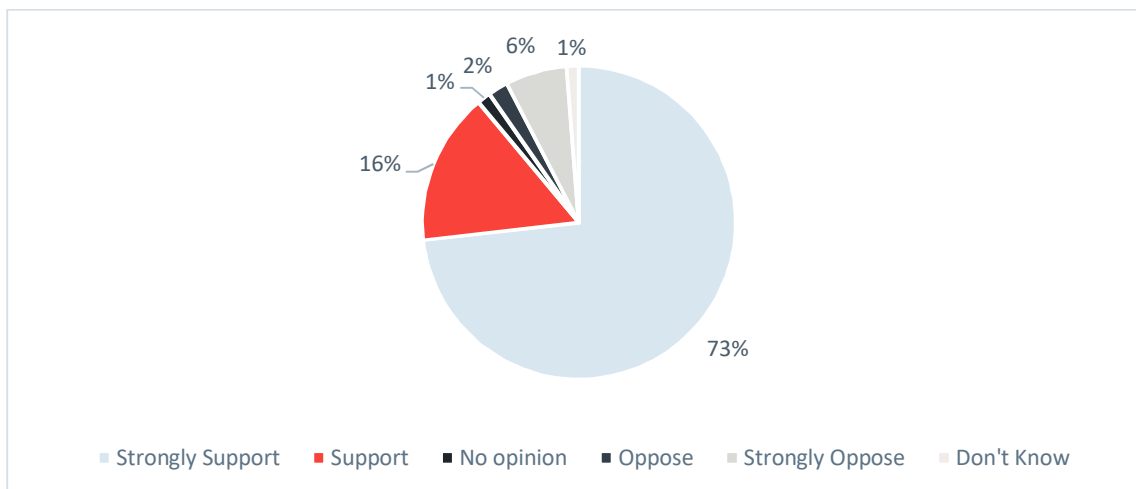
A number of key themes can be identified from the above graph and have been summarised below:

- The provision of sufficient cycling and walking facilities provided the most mentions out of all of the themes, with 85 out of the 324 stating the need for good cycle / walking infrastructure along the route;
- There are also 44 responses following on from ‘Question 3’ that reaffirm the individuals view regarding the need to use dual carriageways for either; the entirety of the proposed scheme or both this scheme and also other surrounding major roads that are not currently addressed within this scheme;
- Another key theme seen throughout is the desire for the use of slip roads / grade-separated junctions, with minimal roundabouts. This was mentioned in 45 responses, many of these responses referred to the current safety and capacity issues at roundabouts around the current Lincoln bypass;
- A total of 24 responses made reference to the need for good landscaping / green infrastructure along the route. Many of these responses also stated that good landscaping / green infrastructure would aid in the reduction of noise pollution from the new scheme;
- 21 of the 324 responses also commented on the need to consider the environment and biodiversity as a whole in the area and ensure provision was made for wildlife, such as; tunnels for safe passage etc; and
- Finally, a park and ride scheme was suggested in 11 of the 324 responses to mitigate parking and congestion issues within the city centre.

6.10 QUESTION 10

Question 10 asked “Thinking about your previous responses, to what extent do you support or oppose the concept of the North Hykeham Relief Road?”. There was a total of 1,023 responses to this question; the responses have been summarised in the figure below.

Figure 10 – Summary of Question 9



Through analysis of the data collected the following conclusions can be made:

- 73% of respondents strongly supported the NHRR scheme based on their answers to previous questions within the questionnaire;
- A further 16% of respondents said that they support the scheme meaning 89% of all respondents support the scheme;
- A total of 6% of respondents strongly oppose the scheme with a further 2% stating they oppose the scheme.

Analyses was also undertaken in order to understand the variation in support based on the age of the respondent, the results have been summarised in the table below.

Table 17 – Summary of Question 10 based on age of respondent

Opinion	15-24	25-34	35-44	45-54	55-64	65+	Prefer not to state
Strongly Support	79%	74%	73%	73%	73%	77%	53%
Support	17%	16%	16%	15%	14%	17%	15%
No opinion	2%	1%	1%	0%	0%	0%	8%
Don't Know	0%	1%	3%	1%	2%	2%	8%
Oppose	0%	2%	2%	2%	2%	1%	10%
Strongly Oppose	2%	6%	5%	8%	8%	3%	8%
Total	100%	100%	100%	100%	100%	100%	100%

The data shows that there is not much variation in support dependant on the age of the respondent. The only category that shows any variation is the “Prefer not to state” category.

Further analysis was undertaken to understand the proximity to the scheme that each respondent lived. This was done using the postcode data supplied at the end of the survey, however as this was optional not all respondents gave this information. Out of the 1,023 that answered question 10 there was 655 who also provided their postcode. The table below gives a summary of the responses.

Table 18 – Summary of Question 10 based on proximity to scheme

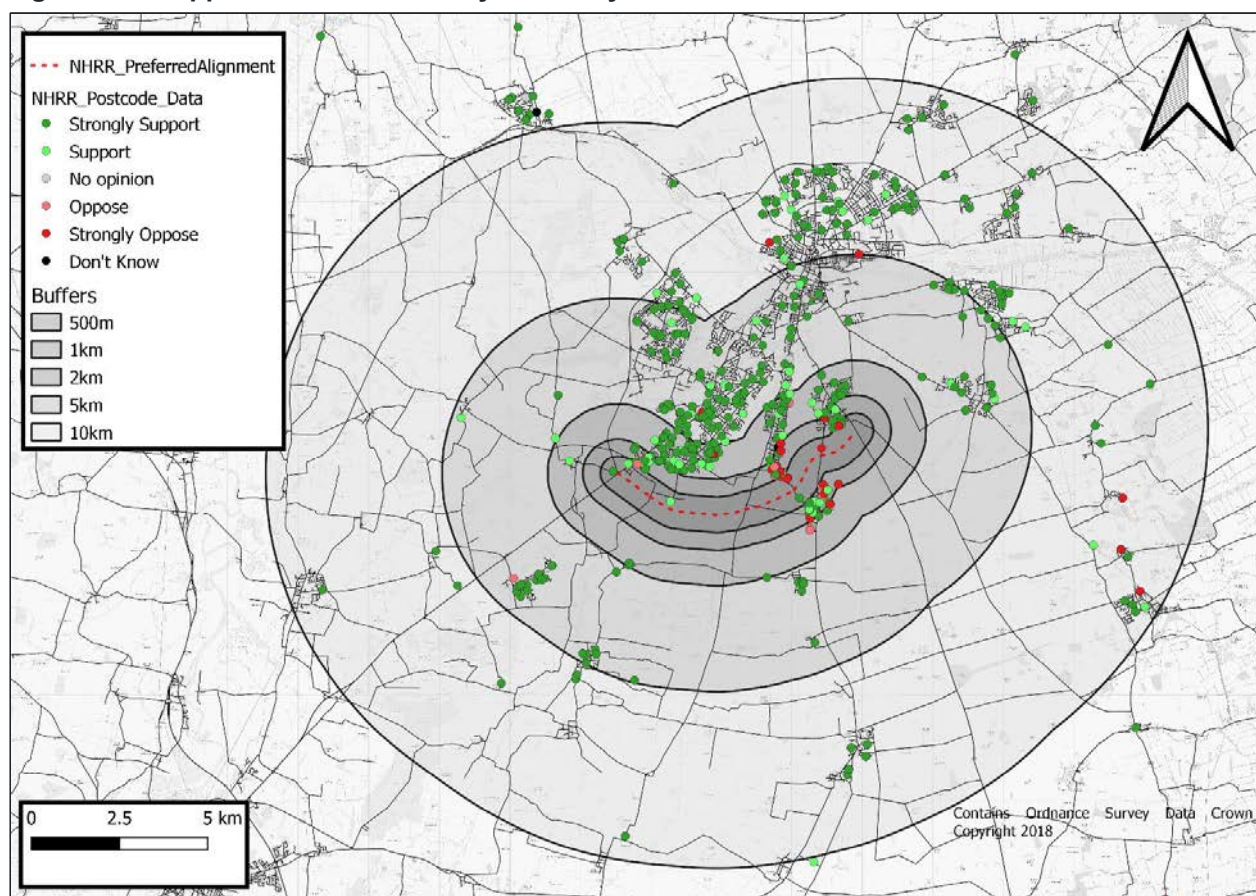
Opinion	500m>	500m-1km	1km-2km	2km-5km	5km-10km	10km<
Strongly Support	38%	57%	76%	87%	83%	84%
Support	23%	20%	15%	9%	12%	11%
No opinion	0%	0%	0%	2%	0%	1%
Oppose	0%	5%	3%	1%	0%	0%
Strongly Oppose	38%	16%	4%	1%	4%	4%
Don't Know	0%	1%	1%	0%	0%	1%
Total	100%	100%	100%	100%	100%	100%

Analysis of this data there are several key points which can be made, these are:

- The largest level of opposition came from respondents who reside within 500m of the scheme with 38% of respondents from this category stating they strongly oppose the scheme; and
- There is a general trend of increasing support as the distance from the scheme increases.

The figure below illustrates the data set out within the table above.

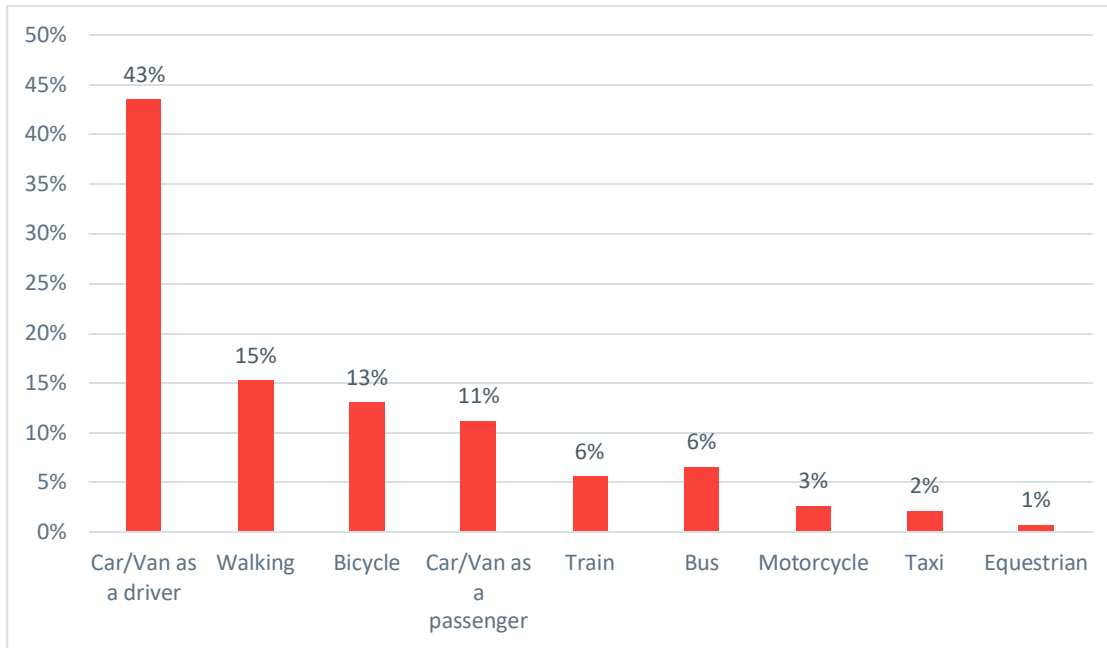
Figure 11 – Support for the scheme by Proximity



6.11 QUESTION 12

Question 12 asked “Please tell us which of the following forms of transport you most commonly use”. This question allowed the respondent to choose multiple options. These responses have been summarised in the figure overleaf.

Figure 12 – Summary of Question 12



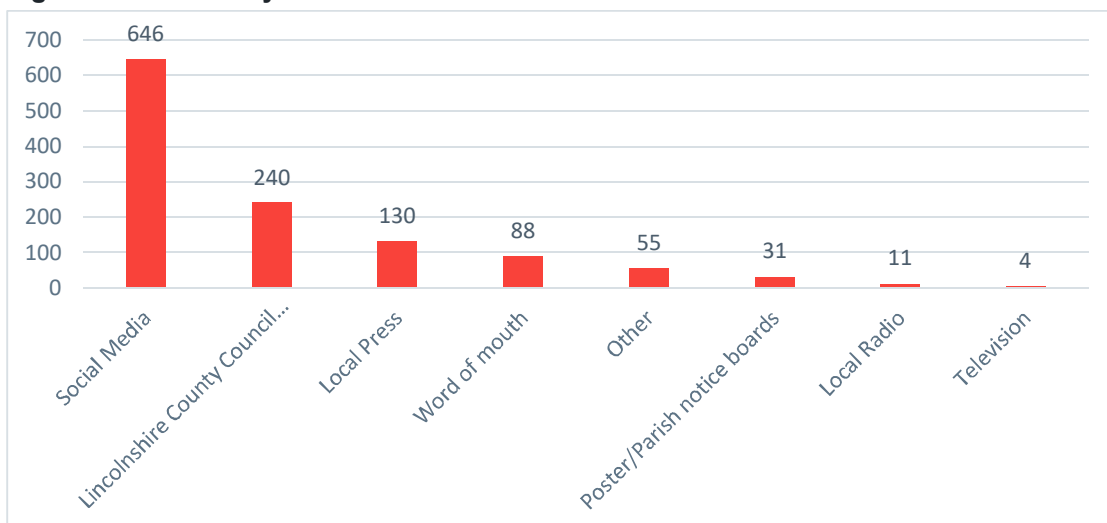
The data set out in the figure above can be summarised into the following key points:

- A total of 43% of all responses stated that they most commonly use their car/van; and
- 15% of respondents stated they travel by walking and a further 13% stated they cycle.

6.12 QUESTION 13

Question 13 asked “How did you hear about this survey and its related events?”. This was a multiple-choice question and allowed the respondent to choose multiple options. The graph below gives a summary of the responses received.

Figure 13 – Summary of Question 13



The data from the figure above can be summarised into the following key points:

- Social media was the most effective way of publicising the events / questionnaire with approximately 650 respondents stating this is how they were reached; This is significantly higher than any other option chosen;
- Approximately 250 respondents stated that they were informed about the engagement events / questionnaire through the Lincolnshire County Council website; and
- Almost 100 respondents stated that they heard about the events / questionnaire through word of mouth which could be attributed to the other methods of publicising the engagement period.

6.13 QUESTION 14

Question 14 asked “*did you attend any of our public engagement events?*”. There was a total of 1,009 to this question responses; these responses have been summarised in the table below.

Table 19 – Summary of Question 14

Did you attend an event?	Count	Percentage
Yes	134	13%
No	877	87%
Total	1,009	100%

6.13.1 QUESTION 14A

Question 14a followed on from question 14 and asked, “*Was the event useful?*”. There was a total of 134 responses to this question which have been summarised in the table below.

Table 20 – Summary of Question 14a

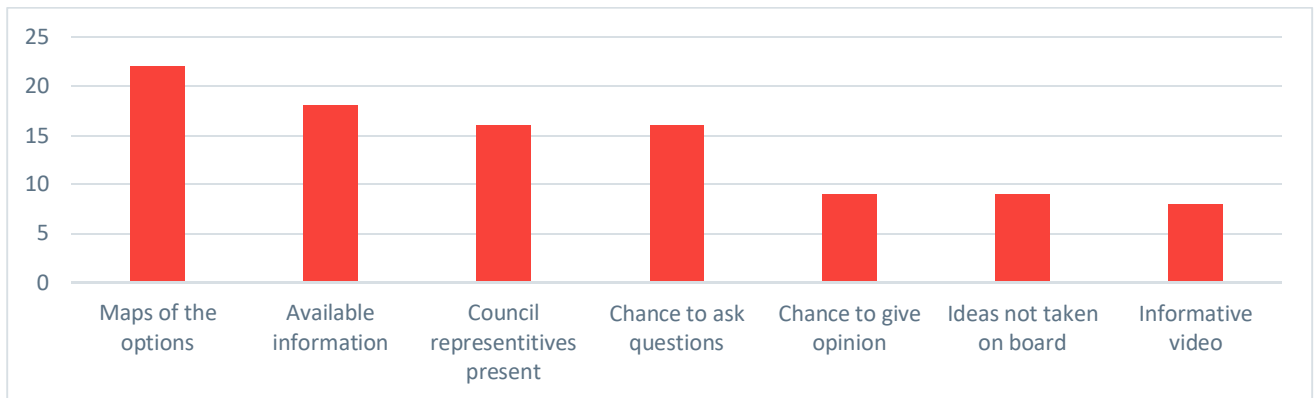
Was the event useful?	Count	Percentage
Yes	111	83%
No	23	17%
Total	134	100%

The majority of the people who attended the event found it useful.

Question 14a also gave the option for the respondent to give a qualitative account on why the respondent found the event useful or not. 118 of the 134 respondents also left a qualitative response.

Figure 14 gives a quantitative representation of some general themes which reoccurred in numerous responses, it should be noted that some responses have been included in numerous categories as it was an open question allowing the respondent the chance to voice more than one opinion in their answer.

Figure 14 – Summary of Question 14a



From the above graph some of the general themes have been grouped into key themes and summarised in the bullet points below:

- 25 of the 118 responses found the ability to ask questions and give an opinion made them feel more confident and involved with the project;
- A further 16 responses stated that the councillors and consultant staff were helpful and knowledgeable;
- 40 responses found that the available maps and information gave them a better insight into the project with 8 making direct reference to the usefulness of the video walkthrough; and
- However, there were 9 responses which stated that they felt as if their opinion was not taken on board or would make a difference.

The general response to the question was positive as identified in the above key themes with only a small percentage of the answers being directly negative about the consultation event.

6.14 QUESTION 15

Question 15 asked “*What age group are you in?*”. This was a multiple-choice question allowing the respondent to choose which age category. The results from this have been summarised in the table below.

Table 21 – Summary of Question 15

Age Category	Count	Percentage
15-24	42	4%
25-34	189	18%
35-44	231	23%
45-54	226	22%
55-64	180	18%
65+	115	11%
Prefer not to state	40	4%
Total	1,023	100%

The table above can be summarised into the following key points:

- Only 4% of respondents were aged between 15-25 which has the lowest percentage of respondents out of all the age categories;
- All of the other age categories are roughly 20% each except for 65+ which accounted for 11% of respondents.

7 PROJECT TEAM RESPONSES

Why are these proposals coming forward now?

The NHRR has been a long-term aspiration of the County and District Councils and the principle of a relief road has been developed as part of a number of strategies and policy plans covering the Lincoln area for many years. This includes the Lincoln Integrated Transport Strategy of which the Relief Road is a key part.

Following the identification of the preferred corridor in 2006, the adoption of the Central Lincolnshire Local Plan and construction of the Eastern Bypass, Lincolnshire County Council are now in a position to consider and progress the more detailed designs and proposals for the North Hykeham Relief Road.

The next stage is to engage with stakeholders and the public regarding the emerging proposals.

Why is the road needed and what benefits will it have?

There are a number of long standing transport problems currently affecting the Greater Lincoln area and there is a significant level of development proposed for the Lincoln area in 10-15 years and it is critical that this is supported by the delivery of new transport infrastructure.

Ultimately the proposed Relief Road is expected to:

- Improve east west connectivity in the South of Lincoln for strategic and local traffic.
- Help reduce traffic levels on local urban and rural roads in the South of Lincoln through the transfer of strategic traffic to appropriate routes;
- Help to reduce NMU severance in South Lincoln caused by high levels of traffic on the local road network and lack of east west connectivity;
- Support the delivery of the Sustainable Urban Extensions by improving access to the identified sites.
- Support the delivery of the South West Quadrant through the provision of additional network capacity and non-motorised user infrastructure necessary for the delivery of new housing
- Help to reduce traffic levels and congestion on the existing orbital road network around Lincoln and on key routes through the city to support:
 - Improved access to central Lincoln;
 - The improvement of access to the Humber Ports and Airport; and
 - The improvement of access to the Lincolnshire Coast.
- To improve the resilience of the orbital and key route network through and around Lincoln and help to reduce the impact of major incidents.

What will the road do for traffic?

The NHRR will be expected to:

- Improve east west connectivity in the South of Lincoln for strategic and local traffic;
- Help reduce traffic levels on local urban and rural roads in the South of Lincoln through the transfer of strategic traffic to appropriate routes;
- Support the delivery of the South West Quadrant through the provision of additional network capacity and non-motorised user infrastructure necessary for the delivery of new housing;
- Help to reduce traffic levels and congestion on the existing orbital road network around Lincoln and on key routes through the city to support:
 - Improved access to central Lincoln;
 - The improvement of access to the Humber Ports and Airport; and
 - The improvement of access to the Lincolnshire Coast.
- To improve the resilience of the orbital and key route network through and around Lincoln and help to reduce the impact of major incidents.

What is the County Council's role in developing the scheme?

- The County Council is developing and progressing the proposals for the NHRR including an Option Assessment Report looking at the appropriate standard of carriageway (e.g. single carriageway, dual-

carriageway or future-proofed single carriageway). Following on from that report, a Business Case is being developed to support bids for funding.

What is the route for scheme?

- Although the scheme is at an early stage of development the route of the scheme has been agreed and it is expected to provide a connection between the A46 (at its western end) and the A15 (at the eastern end) where it will link into the Lincoln Eastern Bypass.
- The preferred route of the scheme was agreed following the 2006 consultation and adopted in the Central Lincolnshire Local Plan.

What will the speed limit for the new road be? How many lanes will it have?

This yet to be fully determined but single and dual carriageway options are currently being considered. In addition, the speed limit is likely to be either 60mph for a single carriageway or 70mph for a dual carriageway.

What facilities will be provided for pedestrians and cyclists?

The proposals for pedestrians, cyclists and equestrians are yet to be determined but it is expected that a non-motorised user route will run adjacent to the carriageway and incorporate links into the surrounding rights of way network, footpaths and footway alongside existing roads. This route will be separate from the road itself to ensure that a safe and accessible route is provided for pedestrians, cyclists and equestrians.

Will any existing roads need to be permanently closed? What diversions / closures will be in place?

The proposals include stopping up Somerton Gate Lane at the point it crosses the NHRR. Station Road will not be closed but it will be realigned as it crosses over the line of Relief Road via a new bridge.

Will public rights of way be maintained where they cross the new road?

Where possible, existing Public Rights of Way will be maintained or relocated in consultation with landowners and interested groups. During construction it will be necessary to divert some routes temporarily until we provide safe access to the public.

When it is necessary to temporarily close or divert footways and cycleways we will post details in advance and provide information about suitable diversion routes. Closures will be kept to a minimum to avoid any unnecessary disruption.

A new bridge will be provided for the Viking Way and the exact location for that facility is currently under investigation.

What land is being taken?

- The route of the proposed the scheme passes through an area of predominantly farmland situated to the south of the city of Lincoln and the suburb of North Hykeham;
- The County Council will need to acquire the land required to build the road and this will be done, wherever possible, by agreement with the landowners;
- Only land necessary for the final road alignment and its operation and its will be permanently obtained by the Council. Further land to facilitate the construction of the road may be temporarily obtained or leased by the Council;
- If land cannot be obtained by agreement, the Council may need to go through the Compulsory Purchase Order process. Discussions with landowners are ongoing but are confidential in nature;
- The route of the Relief Road is protected within the adopted Central Lincolnshire Local Plan; and
- Some land and property is already within the County Council's ownership.

What is the cost and the start date for the road?

- The NHRR is still at an early stage of development but the current estimated total cost of the project is between £100m and £150m; and
- Once the detailed designs have been developed and Lincolnshire County Council have obtained the necessary permissions and approvals construction would be anticipated to start in 2023.

Who is paying for the road?

The funding for the proposed scheme has yet to be fully determined but is expected to be a combination of central government funding, local funding and contributions from third parties. The next key stage will be a bid

to central government, supported by a business case, which will determine whether funding can be made available and the likely level of contributions.

How long will construction take?

The exact phasing of the construction period is yet to be determined. However, the construction of the scheme is expected to be completed by the end of 2025.

What measures are being put in place to reduce the noise and dust during construction?

The final construction plan is yet to be determined including the measures that will be put in place to ensure that the construction impact on the surrounding environment is reduced. However, a robust plan will be developed that will aim to ensure that the impact of the construction phase is appropriately managed.

What measures will be put in place to reduce the visual and noise impacts once the road is open?

The engagement clearly identified that a number of people living close to the road had concerns regarding visual and noise impacts. The design of the scheme is still at an early stage; however, mitigation will be put in place at sensitive locations to provide appropriate levels of protection from visual and noise impacts. Such mitigation could include landscaping, fencing and planting.

It is a requirement of the planning application process, which the scheme will need to go through when funding is secured, that environmental impacts are robustly assessed, including, but not limited to, noise and visual impacts.

What types of junctions will be provided?

The design of the road and its junctions are at an early stage; however, it is likely that the junctions will take the form of roundabouts. The current assessment of predicted traffic flows on the road indicates that roundabouts would be the appropriate solution, however, as the design of the scheme progresses, the junction strategy will be refined and the requirements for each junction assessed in more detail.

What happens next?

The next stages of the process to develop the scheme will include the funding bid to central government and, if successful, the scheme will go through the planning application process. With planning permission secured, the land will be obtained either by agreement or through a Compulsory Purchase Order, and legal orders to make changes to the road network will need to be secured; both of these processes could result in the holding of a public inquiry, if objections are received. Once all orders have been secured, a final business case will need to be submitted to central government for full funding approval for the scheme, following which the Council will hold a procurement process to appoint a contractor to construct the road.

The above process will be supported by increasing levels of design through the feasibility, preliminary and detailed stages.

The process to deliver the scheme will also include further engagement and formal consultation at the appropriate stages including to support the planning and orders processes and, indeed, prior to and during construction.

Will there be more opportunities to comment on proposals after the end of June 2018?

Yes. We will keep the NHRR webpages updated with further information on the scheme and advise of further events and consultations.

8 SUMMARY

8.1 ENGAGEMENT OVERVIEW

The NHRR engagement approach can be summarised as follows:

LCC has undertaken a wide-ranging and in-depth engagement exercise for NHRR incorporating land owners, key stakeholders, wider stakeholders, general public and hard to reach groups.

The engagement approach included face-to-face meetings, stakeholder workshops, public exhibitions and a hard copy and online questionnaire.

The engagement was marketed via a range of media and communications including a 3D fly through video.

A total of 1,023 respondents provided feedback on the scheme through the questionnaire.

A total of 42 stakeholders attended the workshops events and 393 members of the public visited the exhibitions.

The People's Partnership were appointed to engage with hard to reach groups and it is estimated that 256 provided feedback on the scheme proposals.

8.2 KEY FINDINGS

This report has presented the NHRR engagement findings as follows:

Key stakeholder and public knowledge and awareness of the scheme was high, with numerous respondents having a longstanding interest in the progression of the scheme.

The problems and existing issues identified by stakeholders and members of the public correlated strongly with the scheme objectives. The predominant issues cited were congestion, delays, poor east west connectivity, a lack of network resilience (particularly when incidents occur), and local rat running and in North and South Hykeham.

There is overwhelming support for the scheme (need and objectives). 89% in support of the scheme, (73% strongly support).

Strong preference for A46 to A15/LEB scheme option to dual carriageway standard (75% of respondents).

There was some concern raised surrounding the scheme impact on existing Public Rights of Way. The inclusion of bridges and underpasses assisted in mitigating some concerns. There was support for walking & cycling provision along the length of the scheme, including lighting. Design should avoid severance of local routes e.g. used for cycling and tie in with strong provision of cycle facilities along radial routes.

A lack of support for the scheme was evident from those who would be directly impacted by noise or visually by the scheme, residents on Station Road due to visual impact.

9 APPENDIX A – STAKEHOLDERS

Key Stakeholders

Officers and elected members of:

- Lincolnshire County Council
- City of Lincoln Council
- North Kesteven District Council
- West Lindsey District Council

Developers / Landowners

Emergency Services:

- Lincolnshire Police
- Lincolnshire Fire and Rescue
- East Midlands Ambulance Service

Lincoln Conservation Officer (Heritage)

Lincoln Nature Conservation Officer

Environment Agency

Internal Drainage Board

Canals & Rivers Trust

Historic England

Natural England

Highways England

Public Transport Operators:

- Stagecoach
- PC Coaches
- Brylane

Ministry of Defence

Local Enterprise Partnership

Wider Stakeholders

Parish Councils:

- Aurborn & Haddington:
- North Hykeham
- South Hykeham
- Thorpe on the Hill
- Waddington

Chamber of Commerce

Lincoln Business Investment Group

Cyclist Touring Club

Local Access Forum
Ramblers Association
Lincoln Ramblers Group
Sustrans
Campaign for Better Transport
British Horse Society
Lincolnshire Agricultural Society
Lincolnshire Forum for Agriculture and Horticulture
Disability Groups:

- Lincoln Disability Forum

Driver Interest Groups:

- Land Access and Recreation Association

Lincolnshire Road Safety Partnership
Freight Organisations:

- Freight Transport Association

Lincolnshire Wildlife Trust
Greater Lincoln Nature Partnership

Stakeholder Workshop Attendees

The Workshops were attended by individuals representing the following organisations:

- City of Lincoln Council
- North Hykeham Town Council
- Cycling UK Lincolnshire
- North Kesteven District Council
- Potterhanworth Parish Council
- Bracebridge Heath Parish Council
- Waddington Parish Council
- RAF Waddington
- Lincoln Ramblers
- Lincolnshire County Council
- Local Access Forum
- GLLEP & Lindum Group Ltd
- Branston & Mere Parish Council
- Lincoln Wheelers
- Chestnut Homes Limited
- Skellingthorpe Parish Council
- Thorpe on the Hill Parish Council
- Lincolnshire Youth Association / Young Lincolnshire BGC
- South Hykeham Parish Council
- Lincolnshire Co-op
- Lincoln Cathedral



10 APPENDIX B – STAKEHOLDER WORKSHOP PRESENTATION

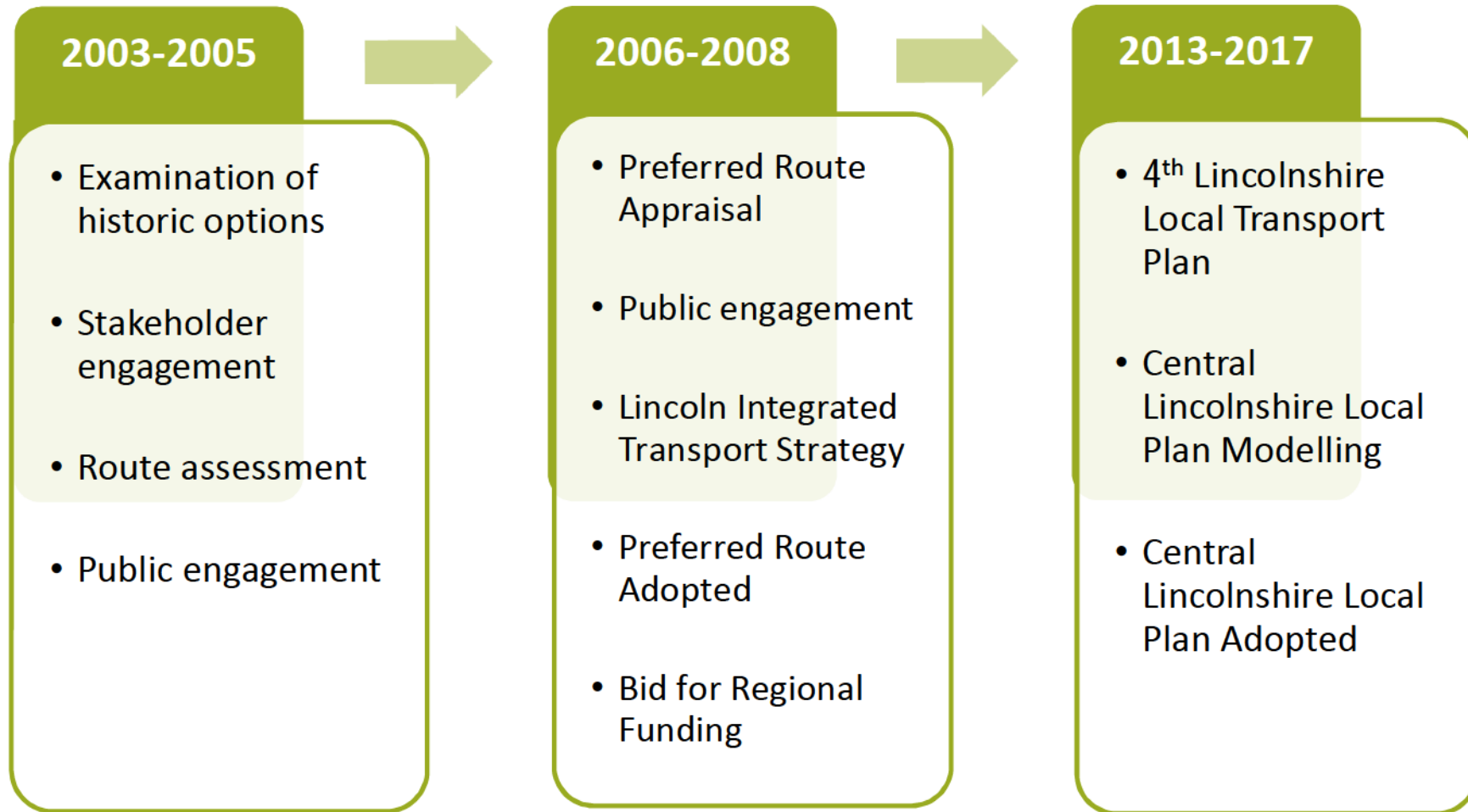
North Hykeham Relief Road

Stakeholder Workshops – June 2018

Stakeholder Workshop

- Housekeeping
- History of NHRR
- Existing and Future Challenges
- Objectives
- Options
- Next steps and programme
- Workshop

History of NHRR



Existing and future challenges

- Long standing transport problems affecting the Lincoln urban area including North Hykeham;
- Significant level of development proposed for the Central Lincolnshire area up to 2036 including in the North Hykeham area;
- Critical that growth is supported by new transport infrastructure;
- LEB will deliver improvements and benefits;
- Residual issues and problems will remain that will continue to hinder the growth and development of North Hykeham, the Lincoln urban area and wider Lincolnshire.

Effective and Efficient Transport Networks

A lack of route choice for east west movements

- This is a significant problem in the south of the city;
- It results in high levels of traffic including HGVs using inappropriate local urban and rural routes.

Congestion on Orbital and Key Route Network

- Key sections of the existing orbital route network are already approaching or operating over capacity and conditions are expected to deteriorate further.
- Resulting in unreliable journey times and delay in peak periods.

Severance

- The high levels of traffic on local routes in the south of the urban area results in significant levels of severance.

Sustainable Economic Growth

Strategic Connectivity

- The **limited route choice** and **congestion** has specific effects on strategic traffic travelling around and through the Lincoln urban area
- This impacts on the key routes north towards the **Humber Ports** and to the **Lincolnshire Coast**
- Conditions are expected to **deteriorate further** affecting the key through routes and those in and around Lincoln and North Hykeham.

Lack of Network Resilience

- The lack of route choice also results in **poor network resilience** when incidents occur, exacerbating congestion problems;
- In the event of road closure there is no option but to divert strategic traffic via narrow, **unsuitable local routes** adjacent to urban and residential areas.;
- These problems will be exacerbated with the **forecast traffic growth**.

Housing Delivery

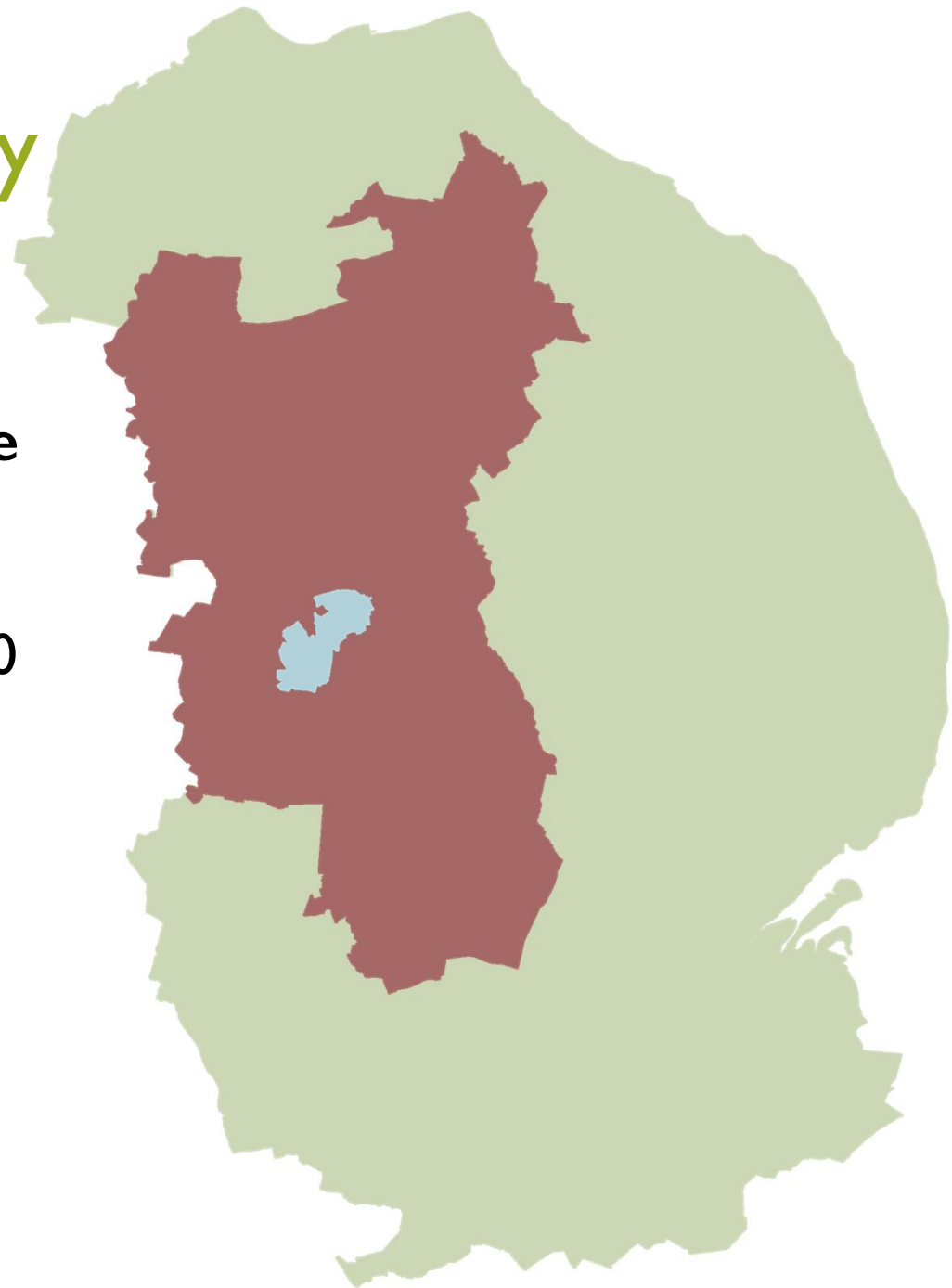
The **Greater Lincolnshire** Strategic Economic Plan sets out ambitious targets to achieve 13,000 new jobs, support 22,000 businesses, increase the economy by £3.2 billion and deliver up to 100,000 new homes by 2030;



Housing Delivery

The **Central Lincolnshire** Local Plan also identifies a need for an additional 37,000 dwellings and 12,000 jobs across the period 2012-2036

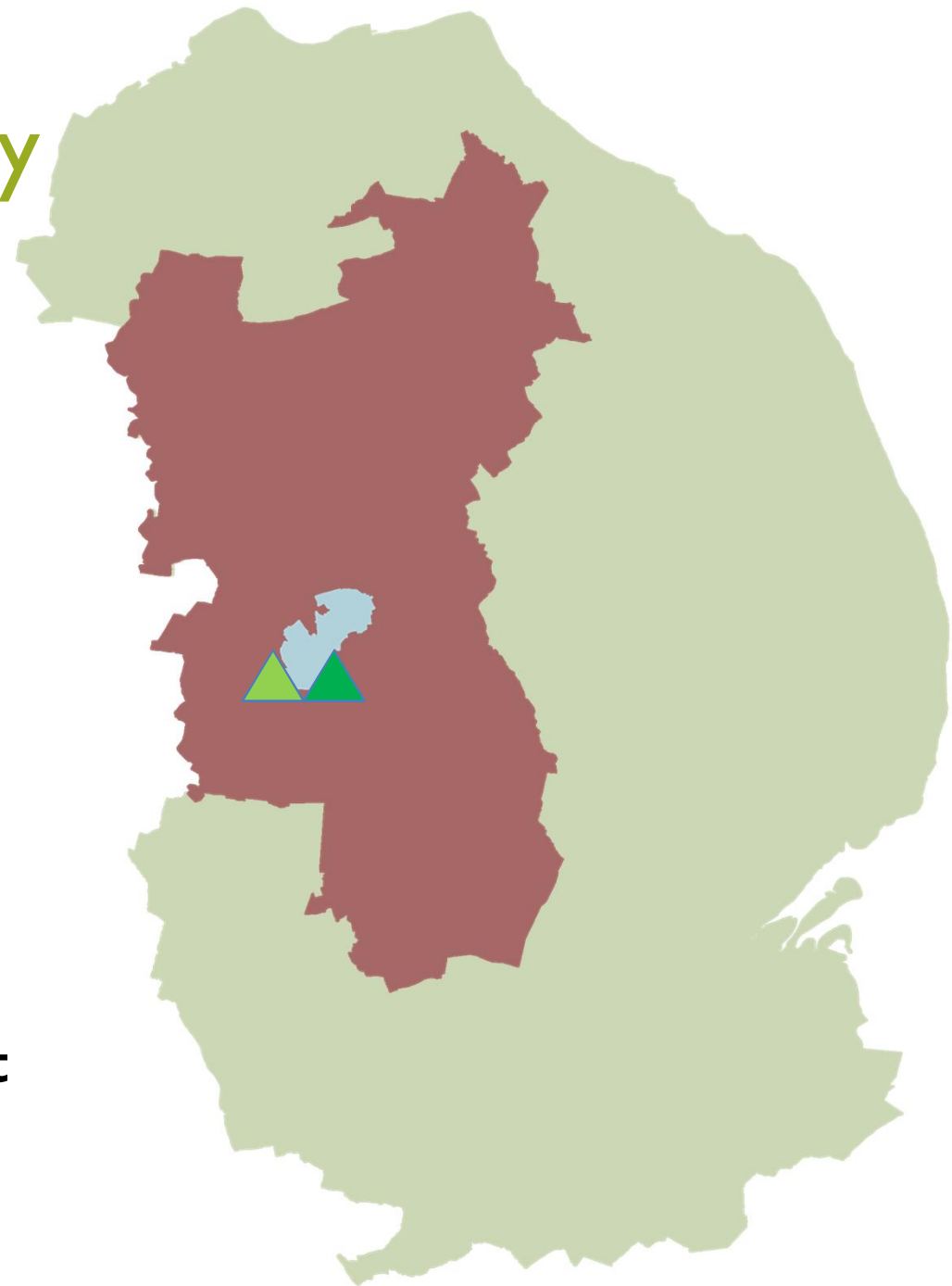
Much of that growth to be concentrated in the **Lincoln urban area**



Housing Delivery

This includes the **South West Quadrant** Sustainable Urban Extension in the south of Lincoln, comprising of around 2,000 dwellings and 5ha of employment land which cannot be delivered without the NHRR

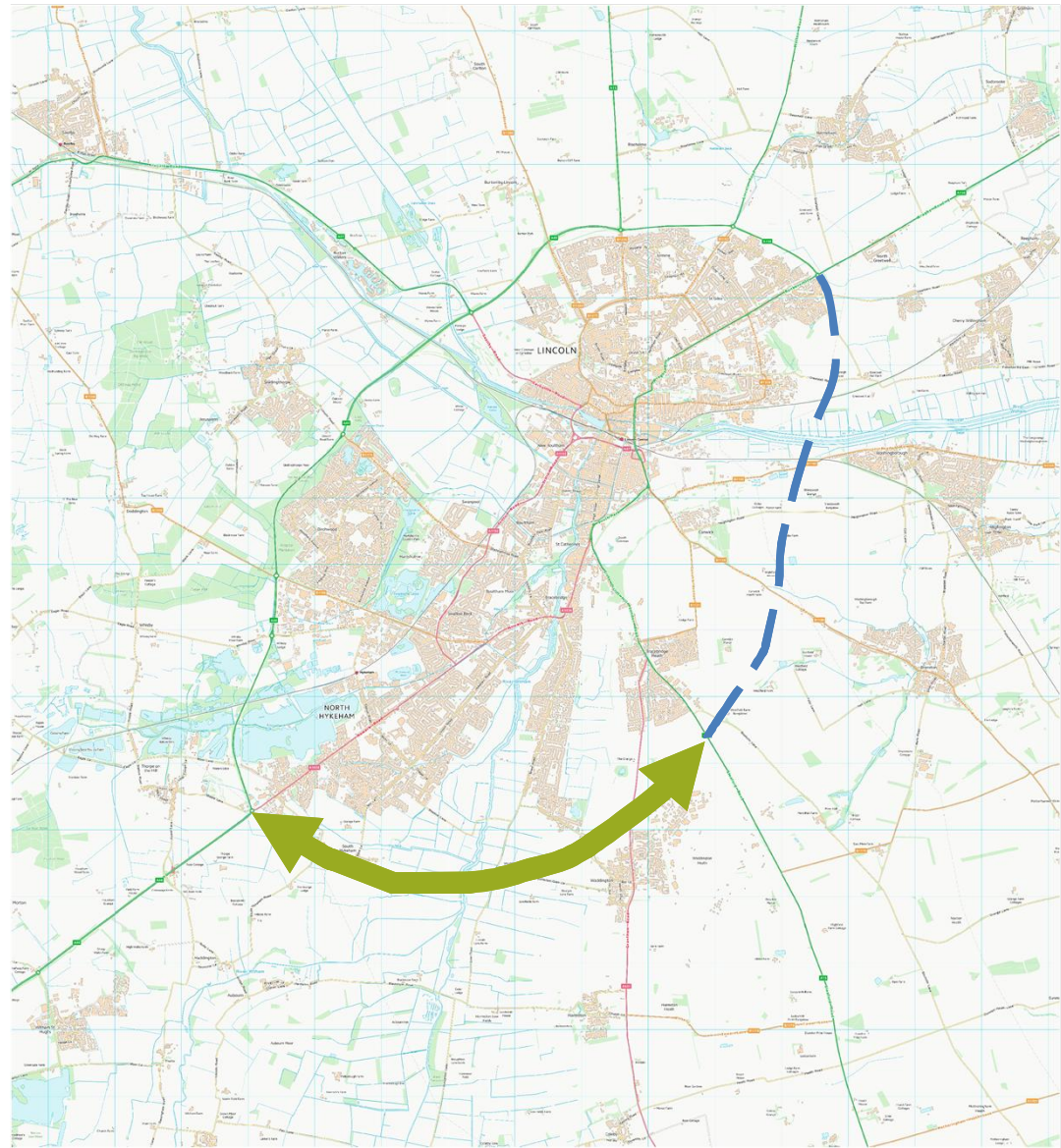
NHRR will also support the delivery of **South East Quadrant**.



Objectives

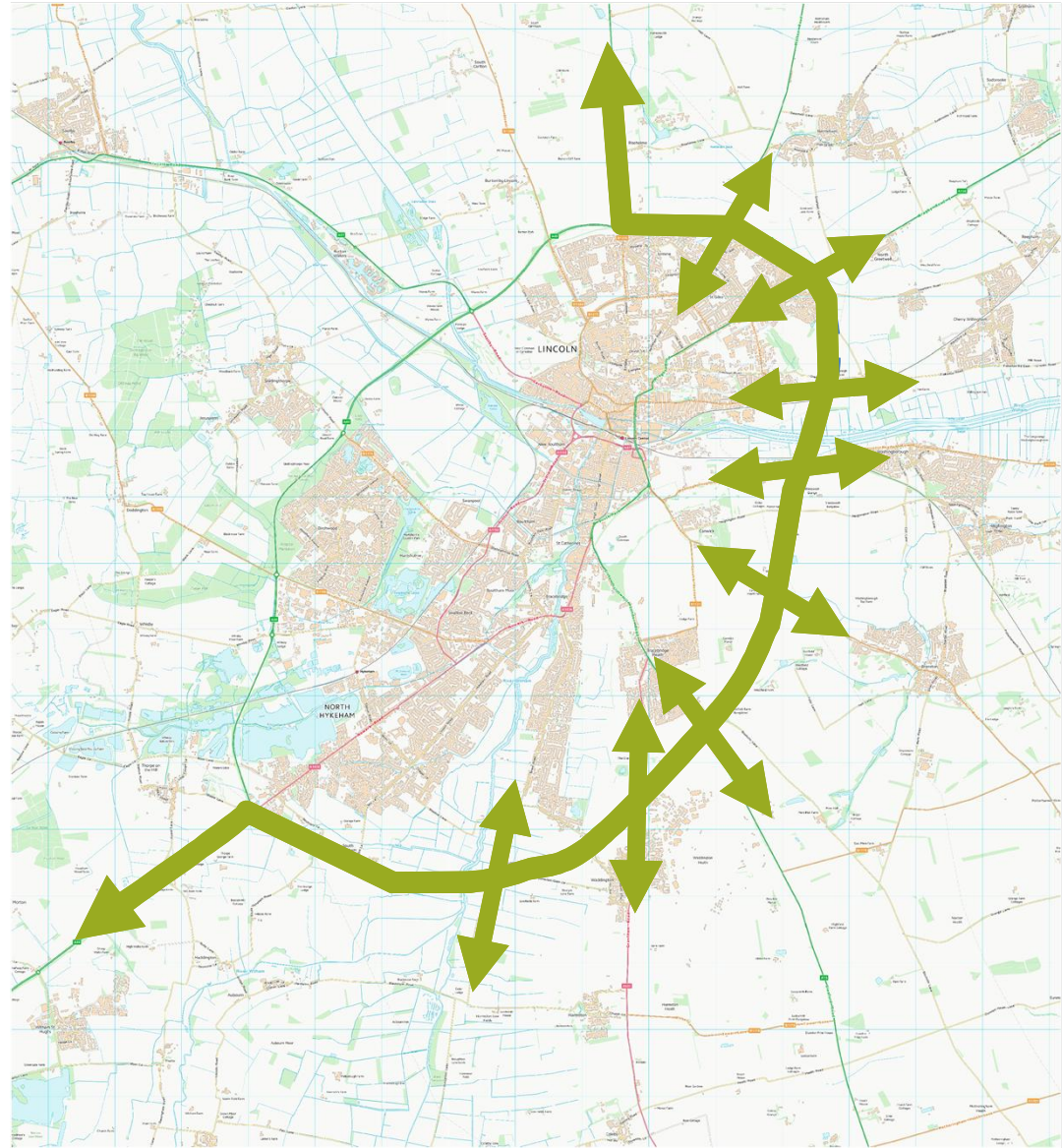
Provision of an additional, limited access, east-west route for local and strategic traffic

Increased network capacity to accommodate housing growth



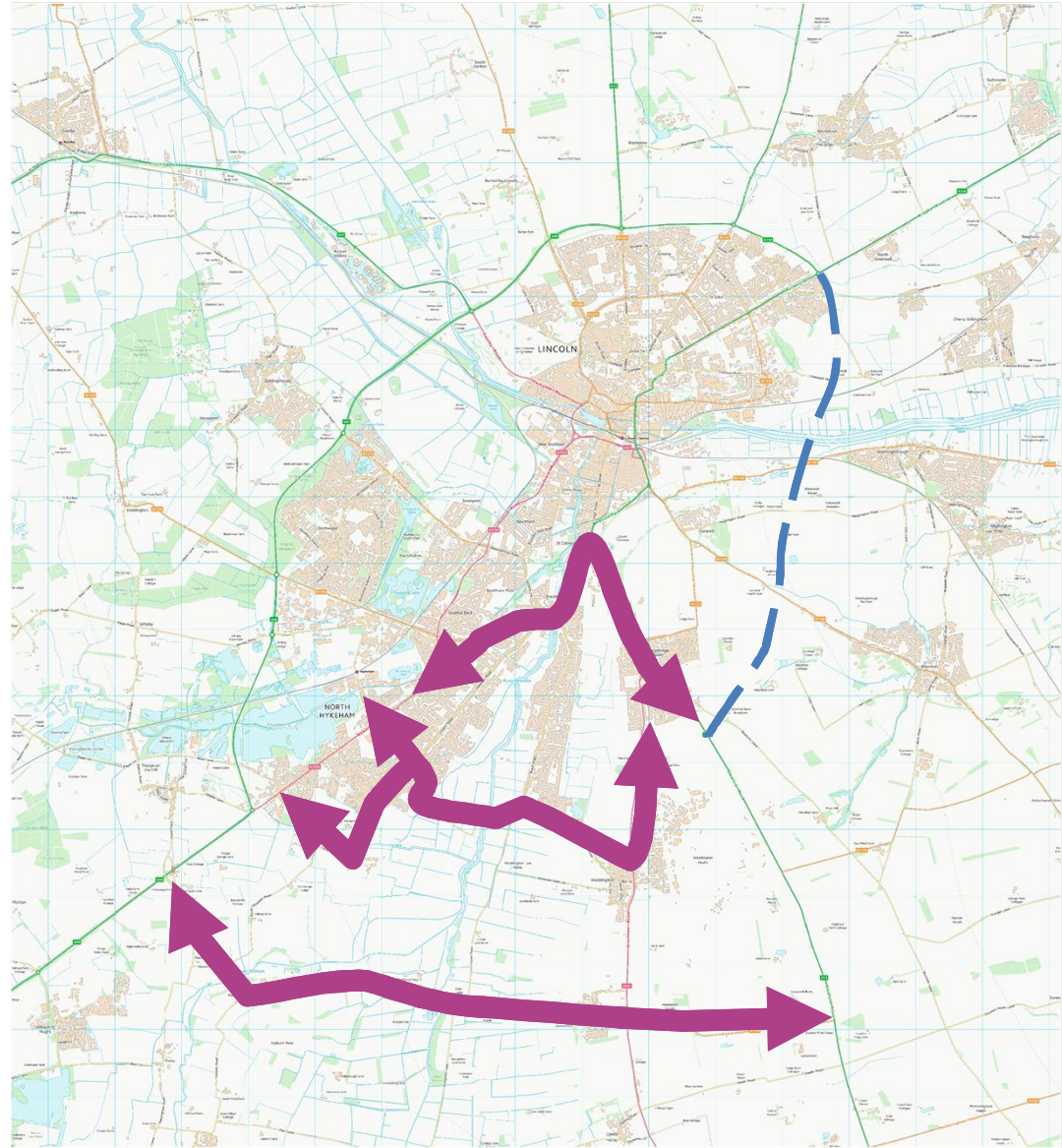
Objectives

Improved access between the strategic A46 and the eastern side of Lincoln including the Lincoln Eastern Bypass to provide increased route choice



Objectives

Reduced existing rat running traffic through the south of Lincoln and North Hykeham as a result of east west traffic using more appropriate routes



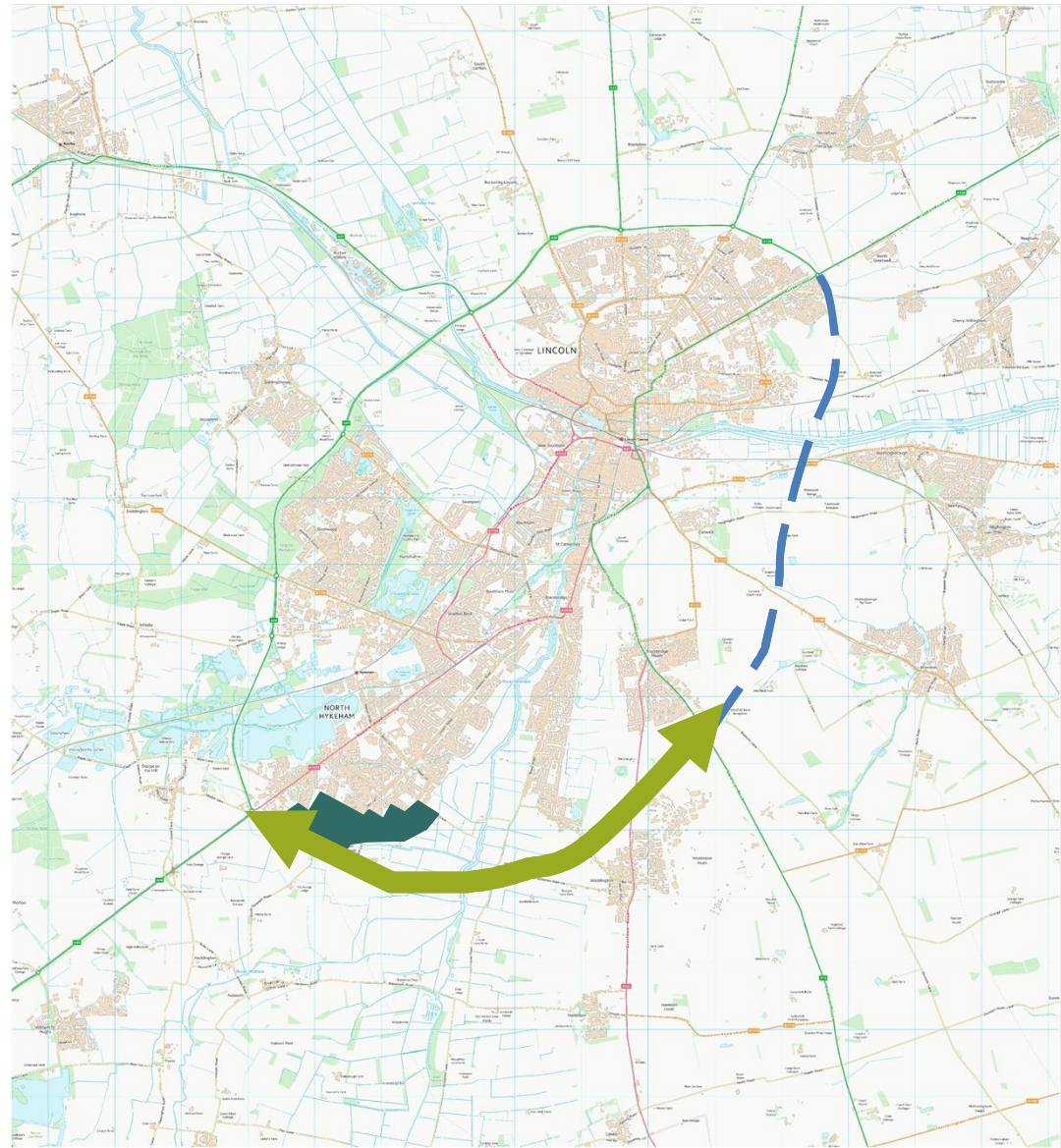
Objectives

Provision of new local and strategic facilities for pedestrians, cyclists and equestrians



Objectives

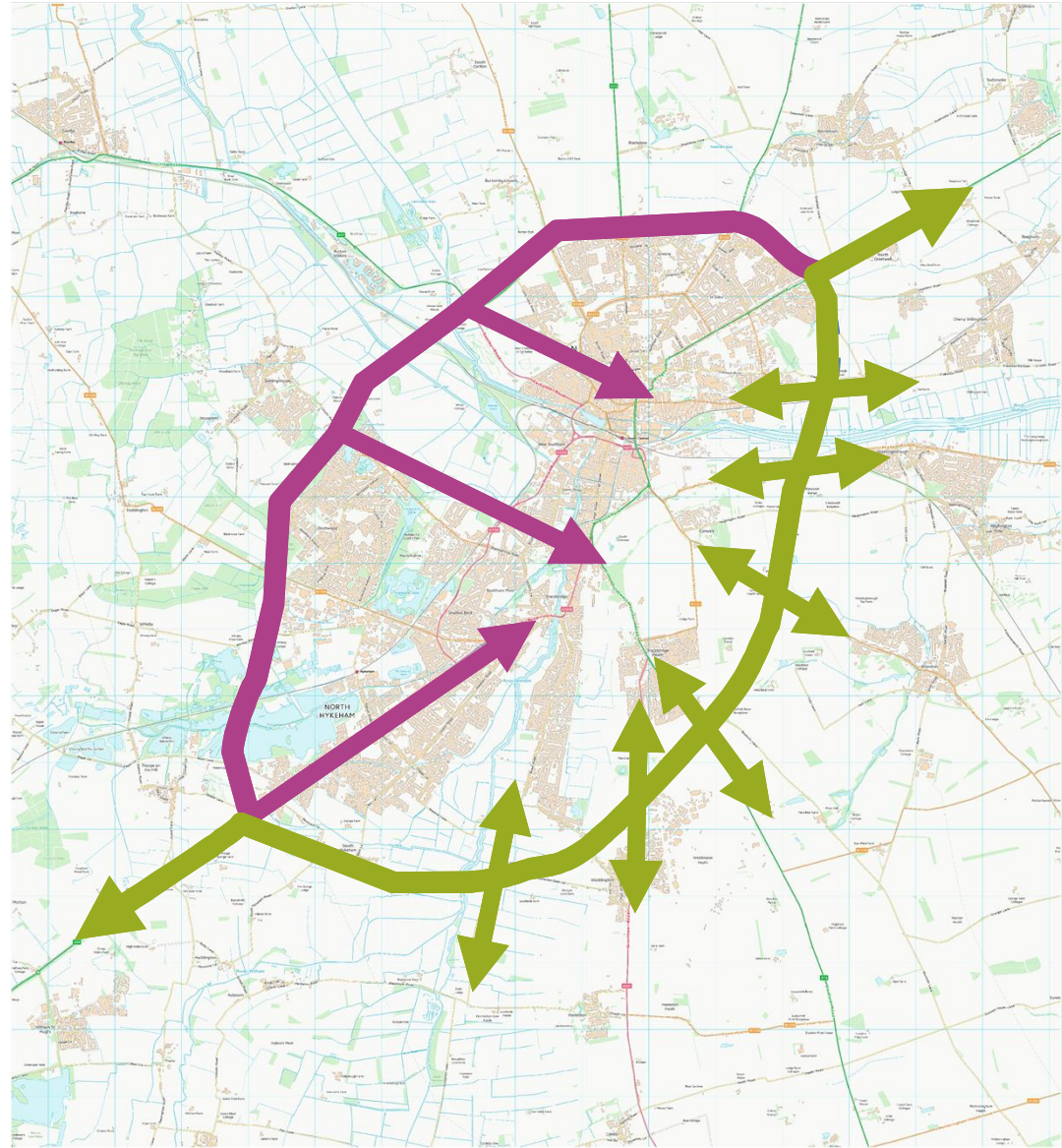
Provision of a new link to unlock land allocated for the South West Quadrant



Objectives

Expansion of the orbital network around Lincoln

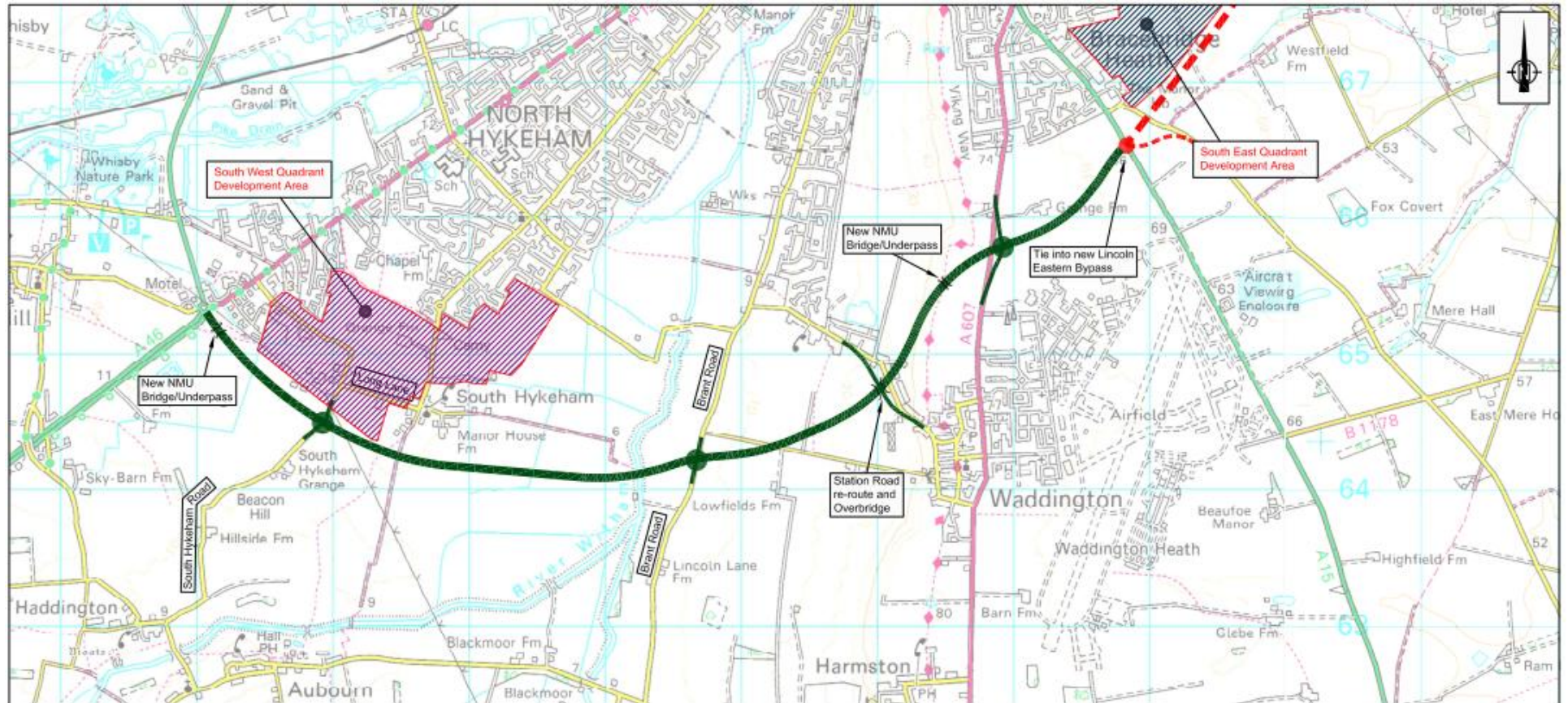
Improved route choice for east west movements to reduce traffic and congestion on the existing orbital network and key routes through Lincoln



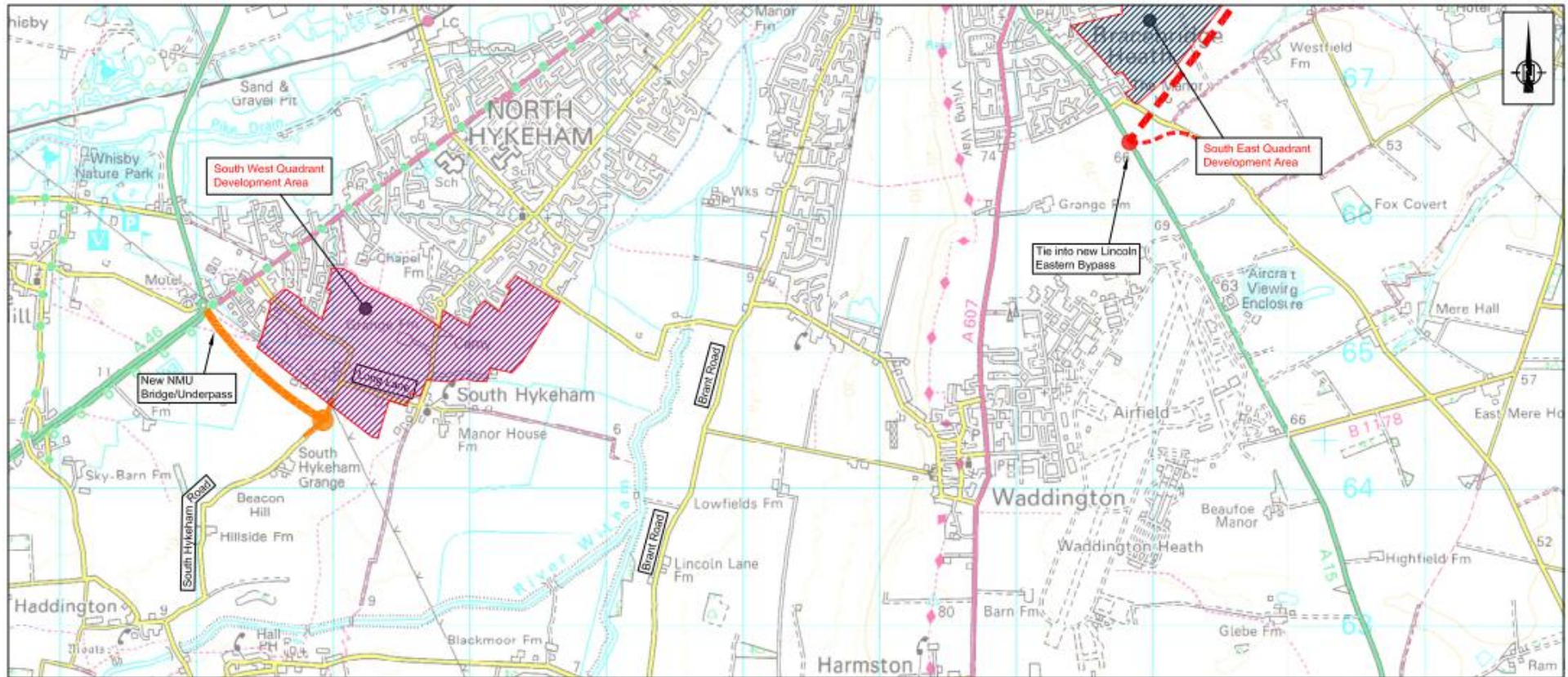
Options

- Consideration being given to:
 - Single carriageway
 - Dual-carriageway
 - ‘Future proofed’ single carriageway (with dual-carriageway junctions and structures)

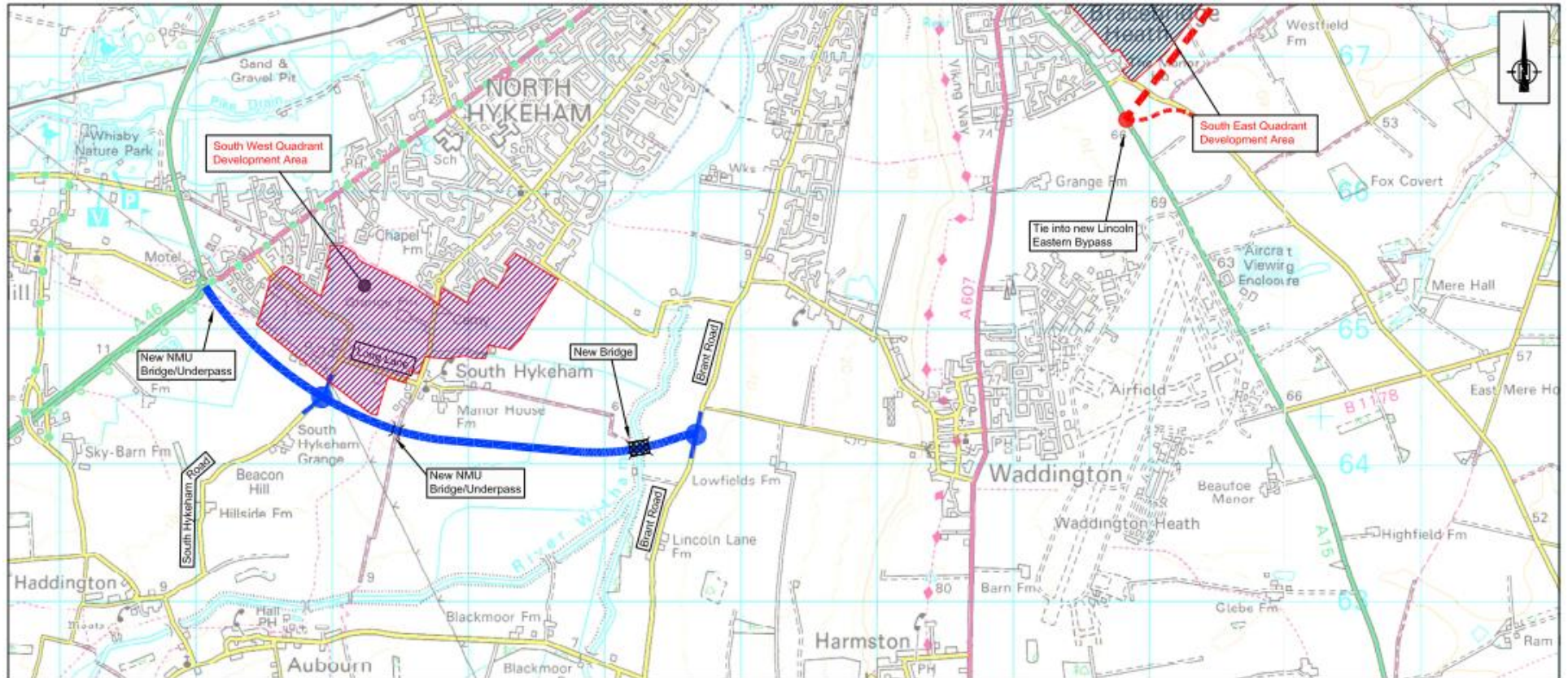
A46 to A15/LEB



A46 to South Hykeham Road



A46 to Brant Road



Options

- Consideration also being given to:
 - Structures – type and visuals
 - Landscaping, drainage and environment
 - Pedestrians, cyclists and equestrians

Next Steps & Programme

- Next Steps
 - Engagement – June 2018
 - Review and feedback – late summer 2018
 - Outline Business Case – Autumn 2018
 - Planning Application

Workshop

- **Workshop Part 1 (30 mins approx.)**
 - Consider the strategic transport issues affecting Lincoln and the wider area
 - Consider the local transport issues in the south of the Lincoln urban area, Hykeham and the rural area beyond
- **Workshop Part 2 (30 mins approx.)**
 - Which option will perform best against each scheme objective? Agree a distribution of 70 points across the options for each objective
- **Workshop Part 3 (30 mins approx.)**
 - Consider the design features and complementary measures you think necessary to make the most of this scheme
 - Consider traffic, environment, walking/cycling/equestrians, visual impact/landscaping and public transport

11 APPENDIX C – EXHIBITION DISPLAY BOARDS & LEAFLET

North Hykeham Relief Road

Please complete a questionnaire and tell us what you think.

When built, the North Hykeham Relief Road will be an 8km road around the south of Greater Lincoln, linking the A46 with the A15 and the Lincoln Eastern Bypass. The new road will form a key part of the Lincolnshire Coastal Highway and complete a full ring road around the city.

We previously sought feedback about the route of the road, which is now fixed, and now want your views on other aspects of the project.

Our findings will be available to download from the Lincolnshire County Council website in autumn 2018, and will form part of a business case for central government funding.

The benefits of the relief road will include:

- Reduced congestion and meet current and future transport demands
- Improved east-west connectivity and accessibility around the south of Lincoln
- New jobs and housing created in the area, which will boost economic growth
- Improved journey times for road users

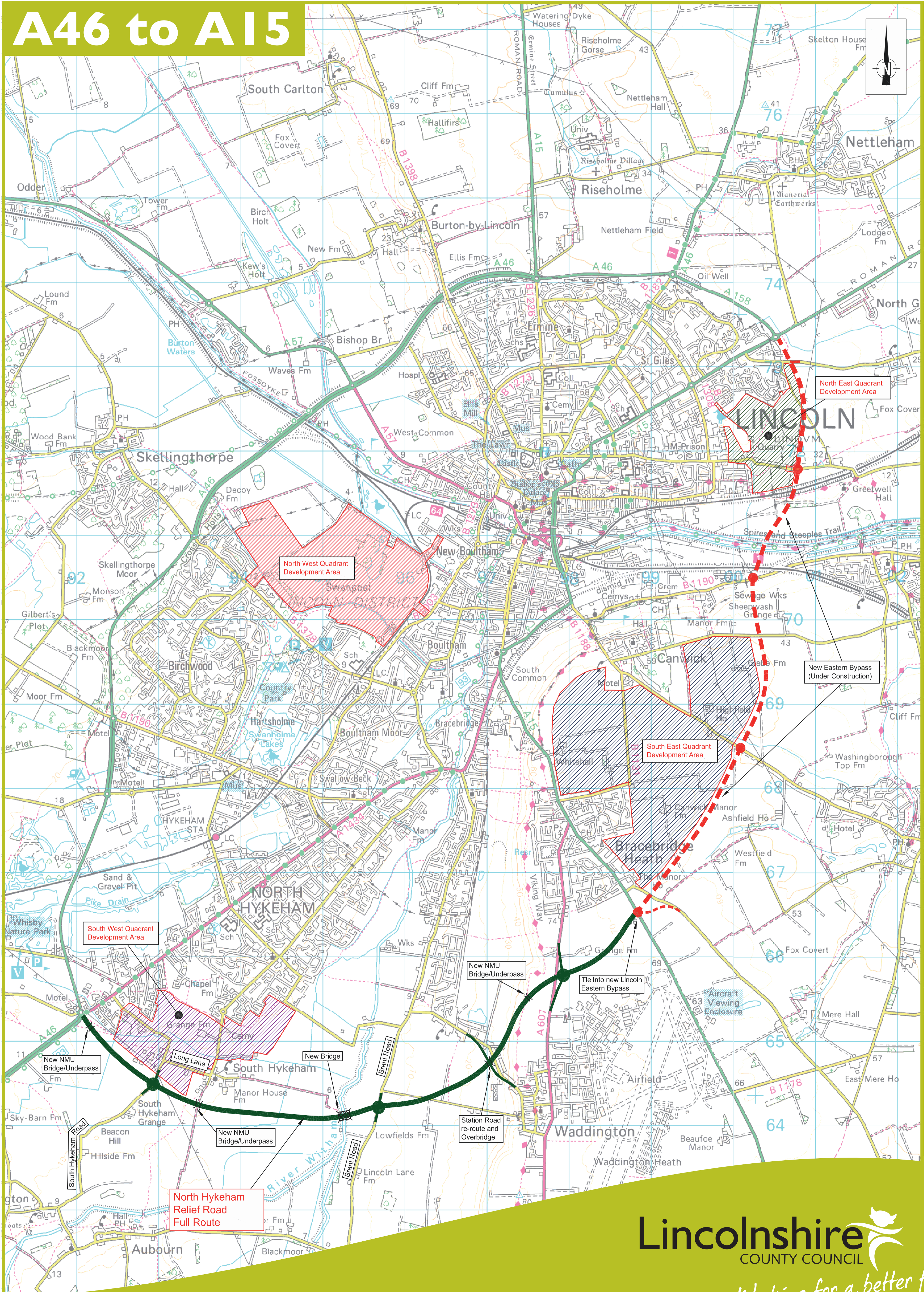
Some key facts about the project are:

- The full route will be 8km
- The route of the relief road, which is now fixed, was identified and approved in 2006
- It will help meet local plan growth targets, including approx. 37,000 new dwellings and approx. 12,000 new jobs in the Lincoln urban area up to 2036
- Up to three new roundabouts will be built and four new large structures constructed, including two vehicle bridges and two bridges for those not traveling by car

You can get involved and help shape proposals for the project by:

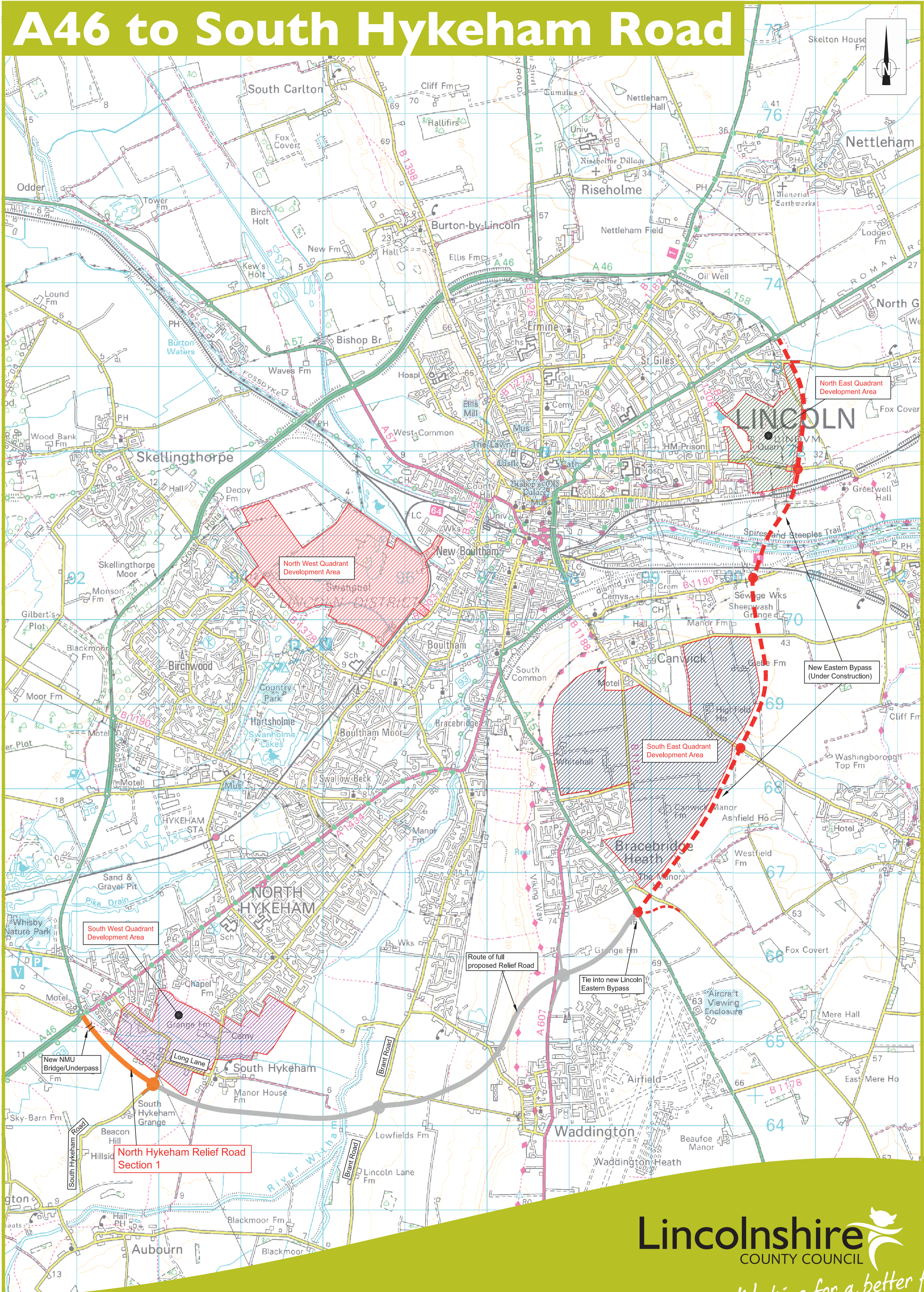
- Completing a written or online questionnaire by **Friday 29 June**
- Calling and asking to speak to a member of the team on **01522 782070**
- For the online survey or for more information about the scheme, visit our website: **www.lincolnshire.gov.uk/nhrr**

North Hykeham Relief Road



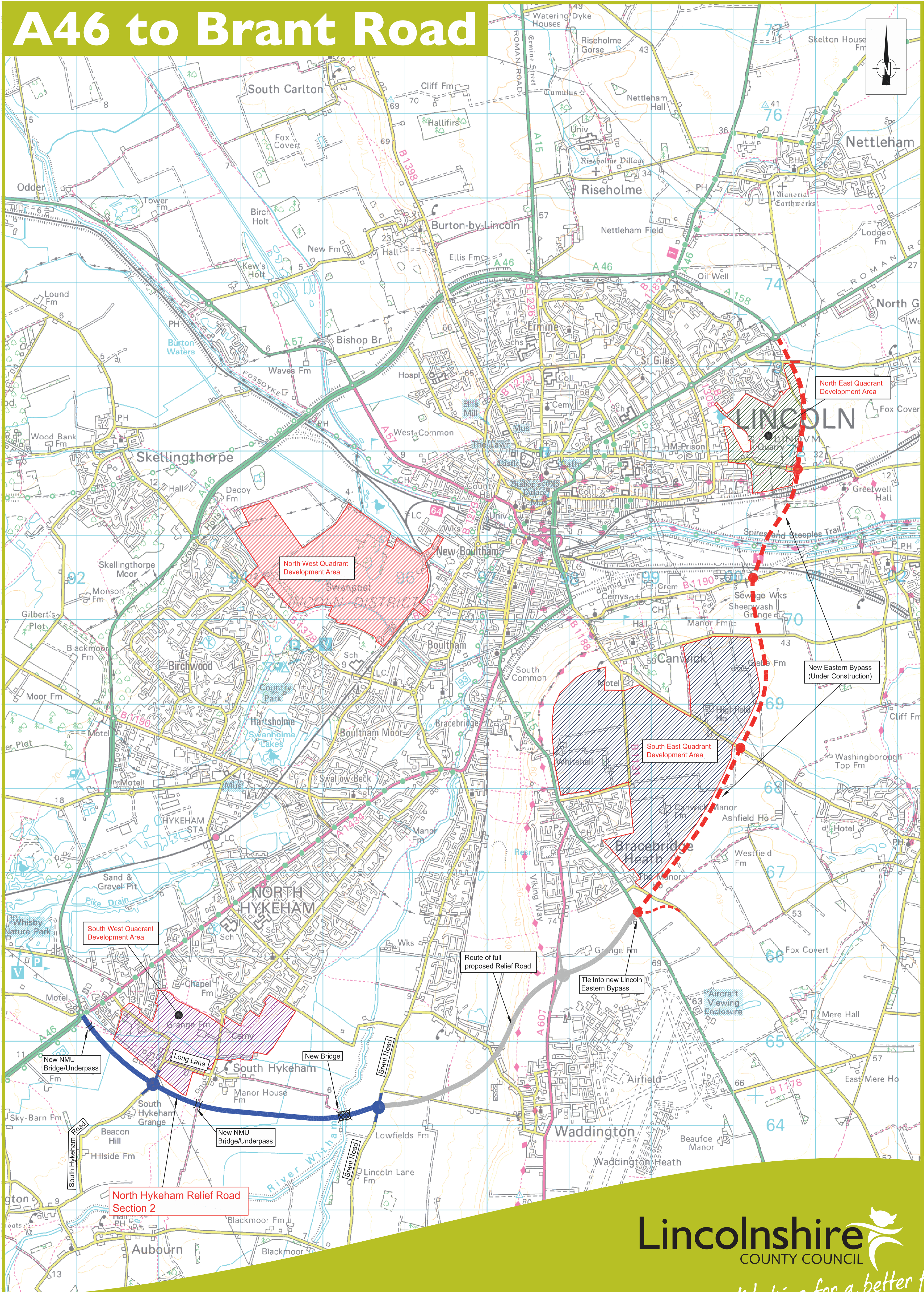
North Hykeham Relief Road

A46 to South Hykeham Road



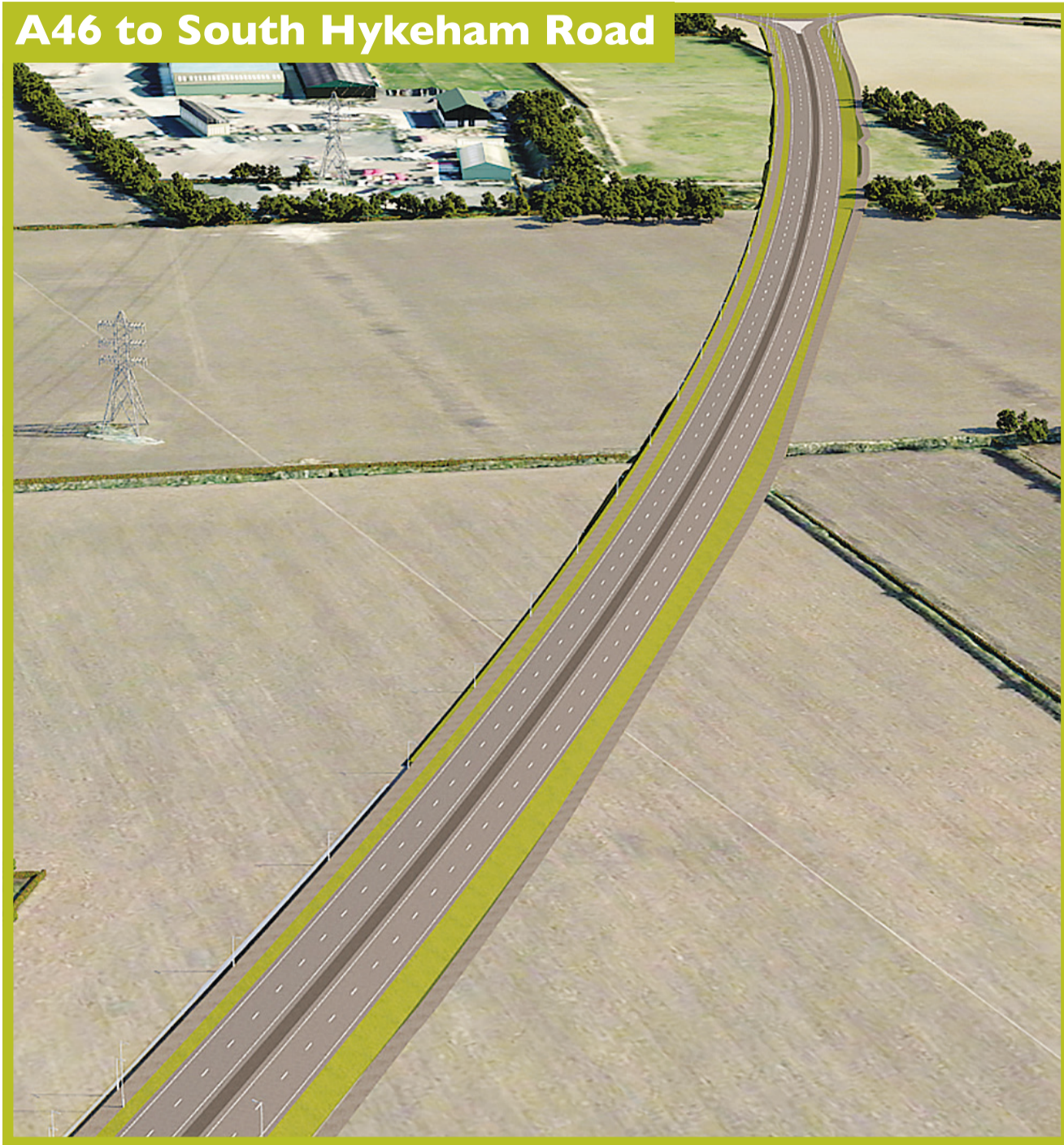
North Hykeham Relief Road

A46 to Brant Road

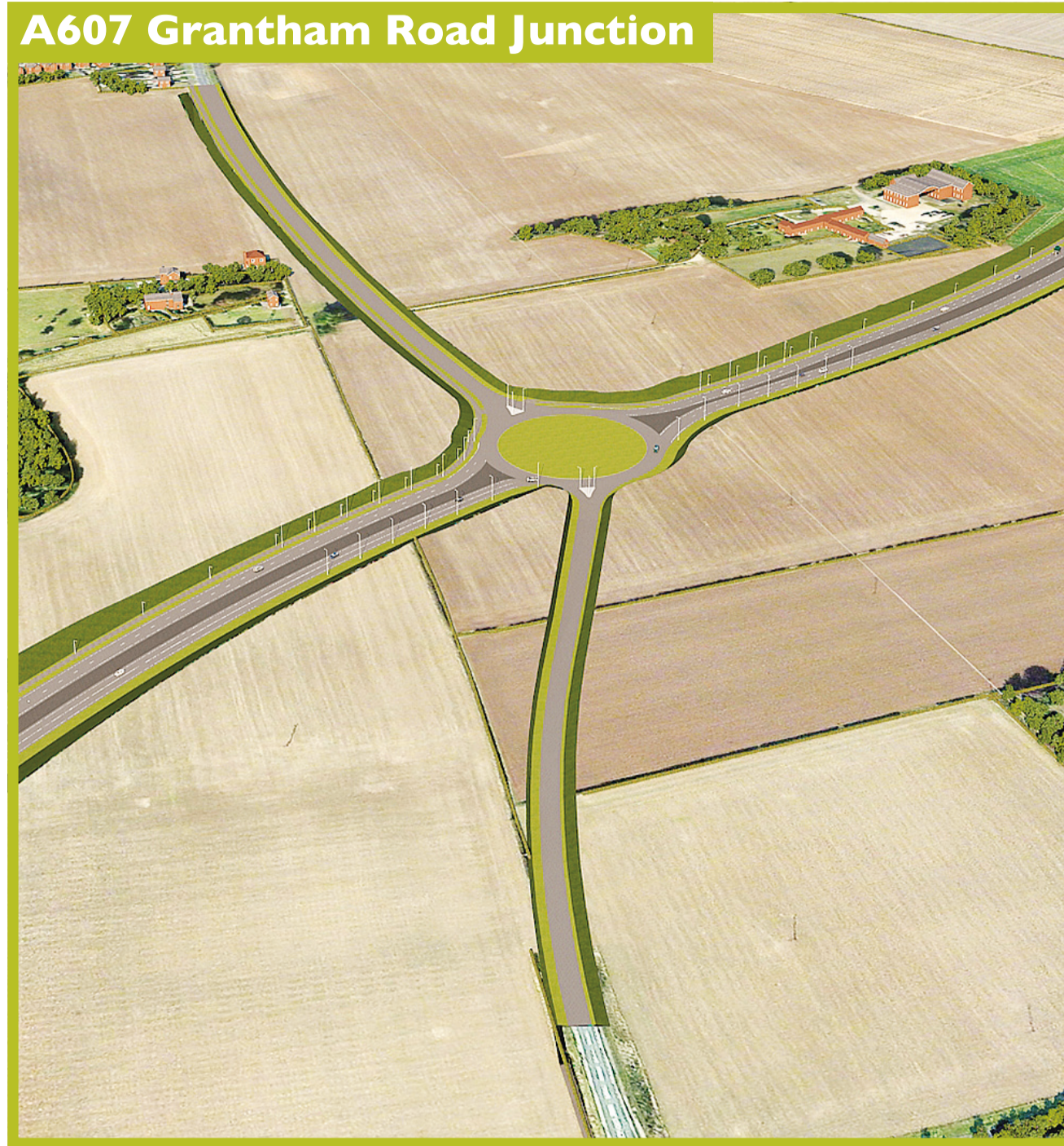


North Hykeham Relief Road

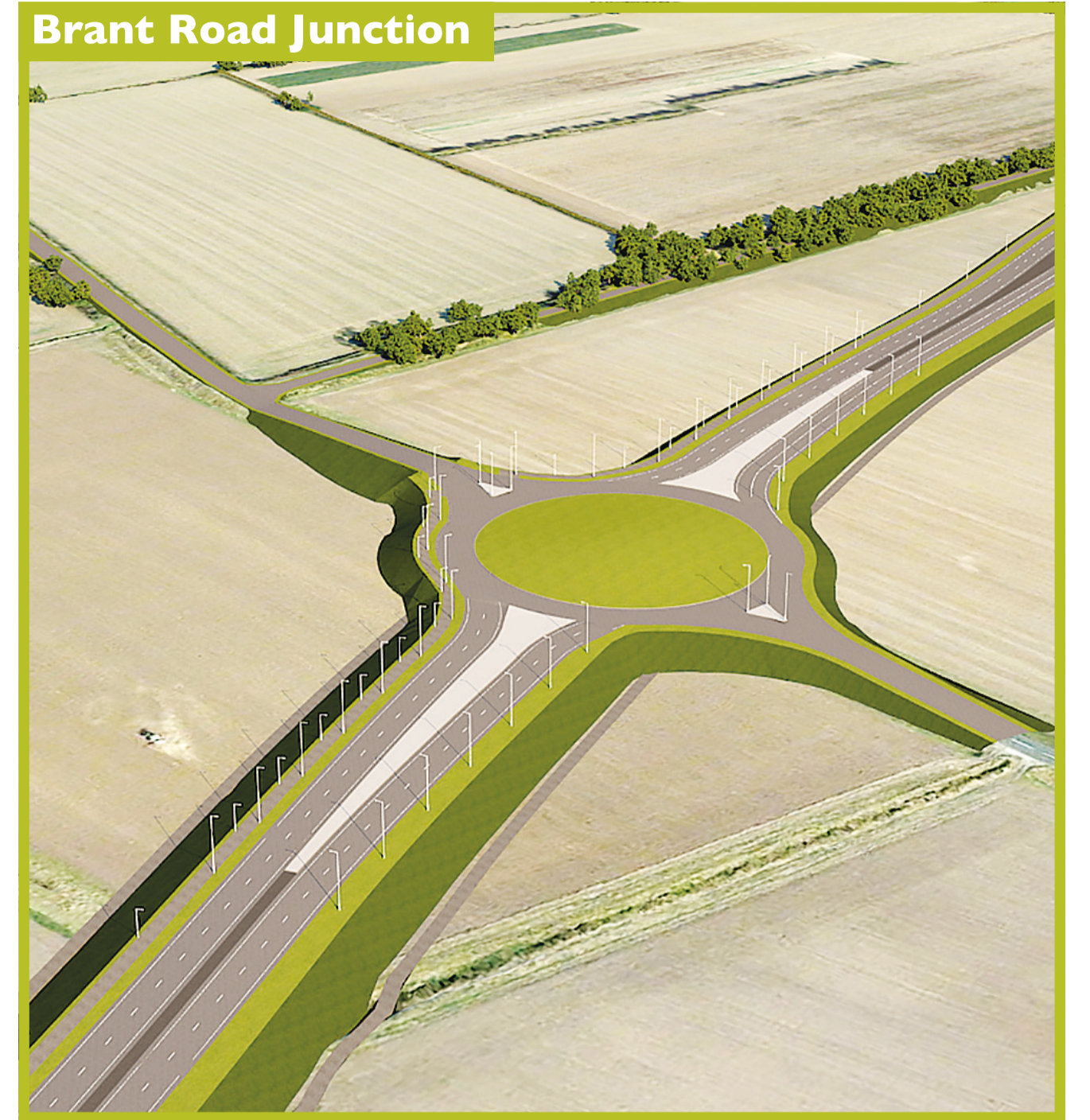
A46 to South Hykeham Road



A607 Grantham Road Junction



Brant Road Junction



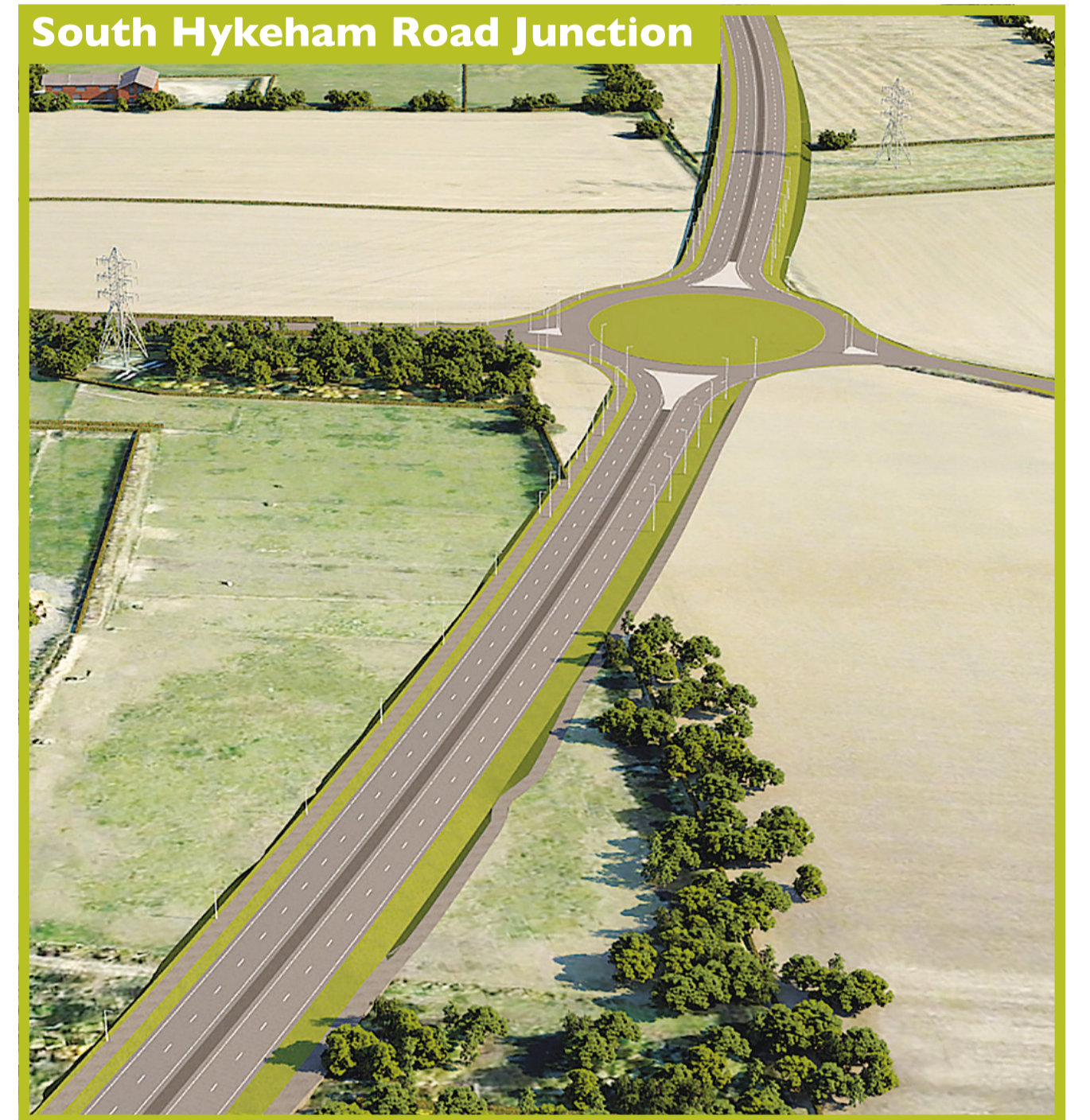
North East of Station Road



River Witham Bridge



South Hykeham Road Junction



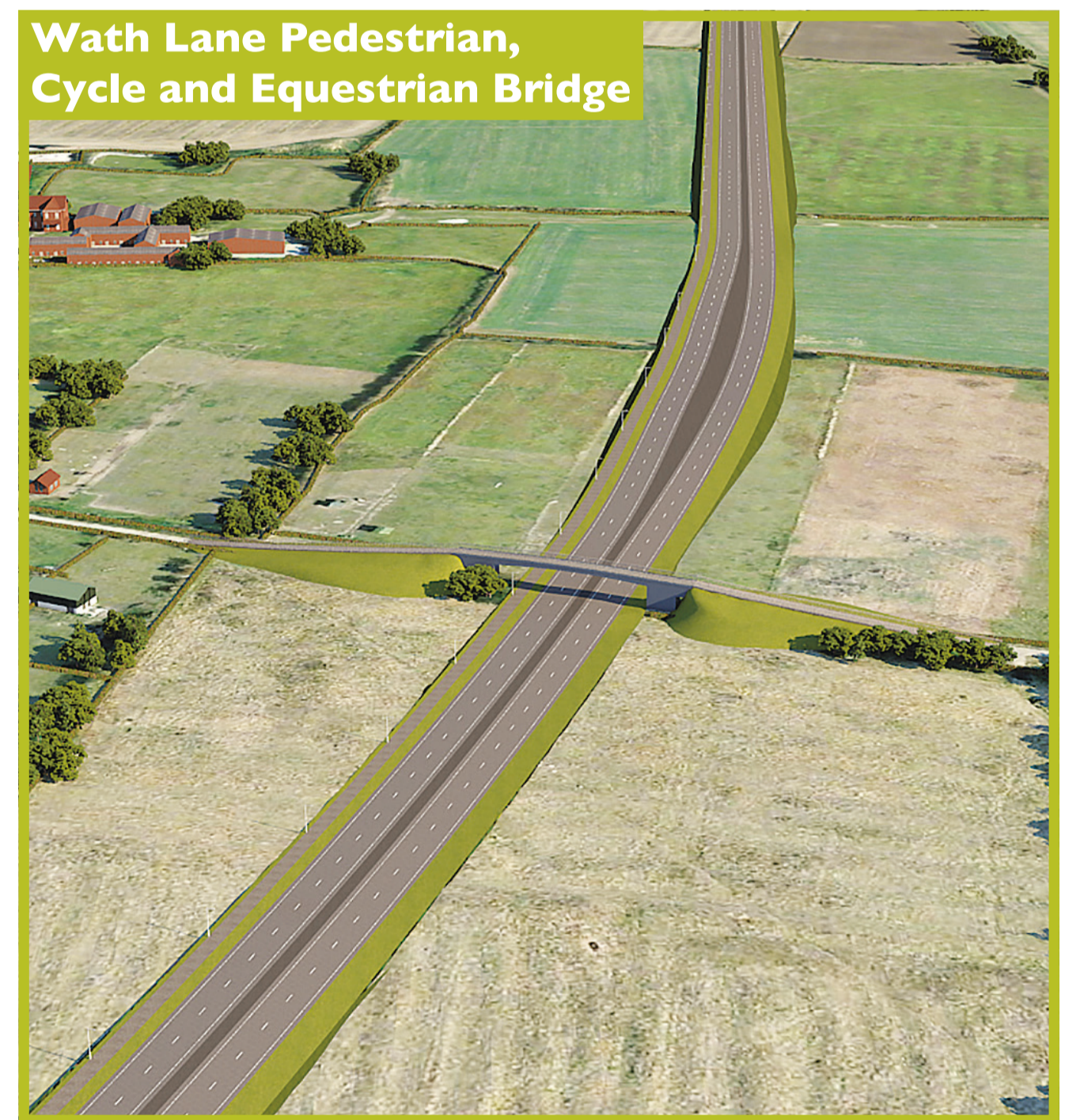
Station Road Re-alignment and Bridge



Viking Way Bridge



Wath Lane Pedestrian, Cycle and Equestrian Bridge

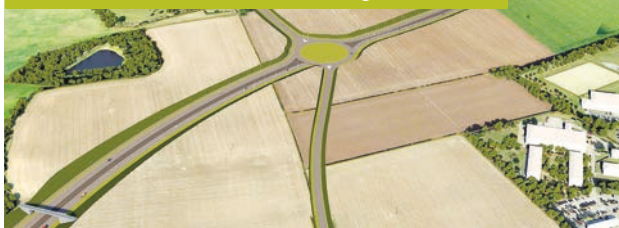


The benefits of the relief road will include:

Among its many benefits, the North Hykeham Relief Road will:

- Reduce congestion and meet current and future transport demands
- Improve east-west connectivity and accessibility around the south of Lincoln
- Create new jobs and housing in the area, which will boost economic growth
- Improve journey times for road users

A607 Grantham Road Junction



Some key facts about the project are:

- The full route will be 8km
- The route of the relief road, which is now fixed, was identified and approved in 2006
- It will help meet local plan growth targets, including approx. 37,000 new dwellings and approx. 12,000 new jobs in the Lincoln urban area up to 2036
- Up to three new roundabouts will be built and four new large structures constructed, including two vehicle bridges and two bridges for those not traveling by car

Share your views and have your say

We are currently developing proposals and reviewing options for the North Hykeham Relief Road scheme, including carriageway width and provisions for those not traveling by car.

As part of this, we want to find out your views about the project and how it should progress.

Station Road Re-alignment and Bridge



How can you be involved?

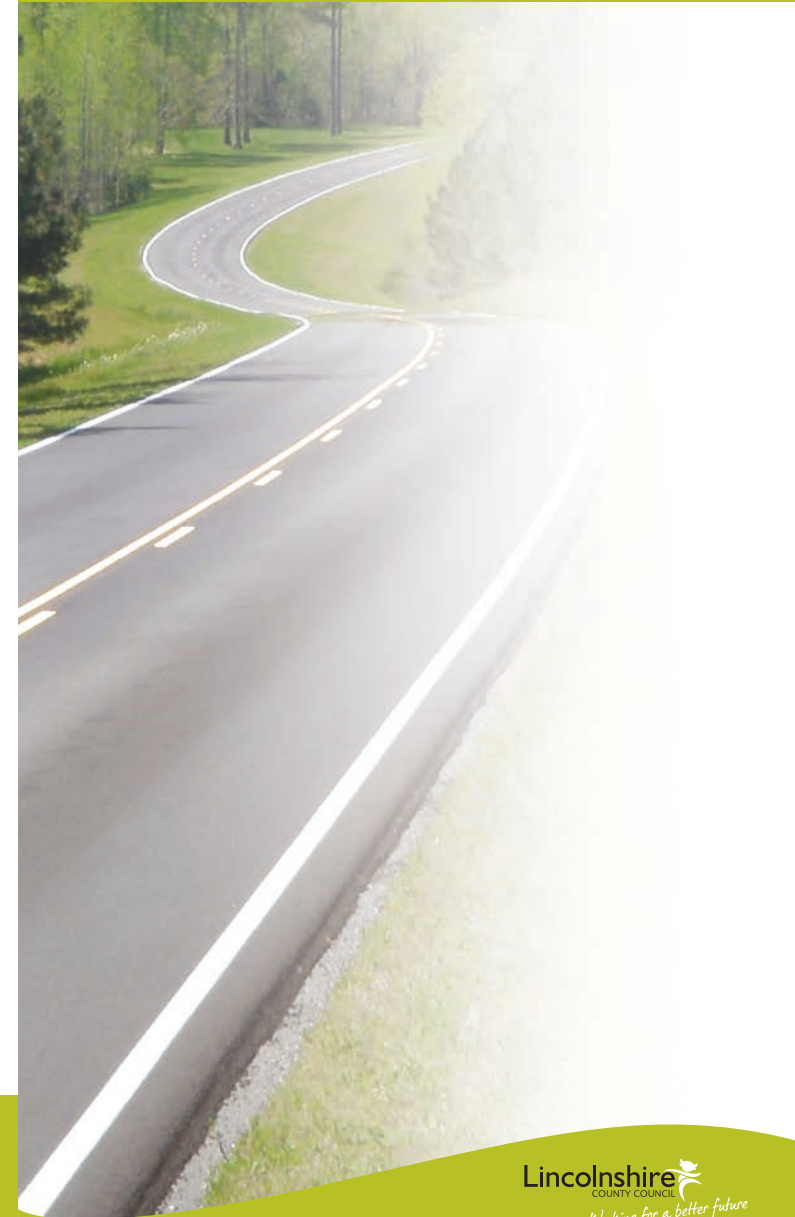
Help shape proposals for the project by:

- Completing a questionnaire online via www.lincolnshire.gov.uk/nhrr. This survey will be open until Friday 29 June.
- Calling and asking to speak to a member of the team on (01522) 782070

Our findings will be available to download from the Lincolnshire County Council website in autumn 2018.

For the online survey or for more information about the scheme, visit our website:
www.lincolnshire.gov.uk/nhrr

North Hykeham Relief Road



Background

The North Hykeham Relief Road has been a long-term aspiration of the county and district councils and is essential to achieving a number of aims and objectives for Lincoln.

River Witham Bridge



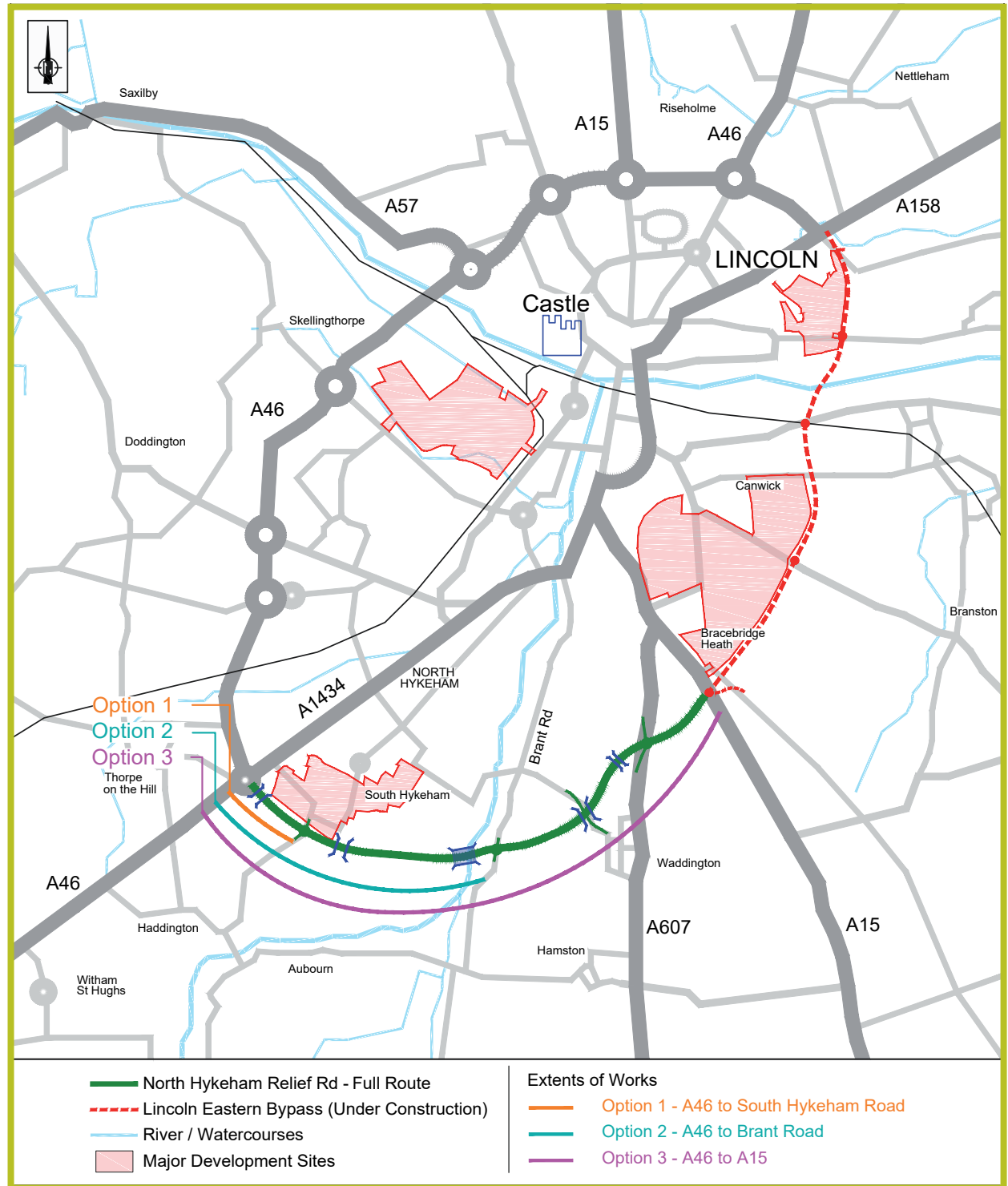
The route for the new road is now fixed, and will link the A46 with the A15 around the south of Greater Lincoln. It will also connect with the emerging Lincoln Eastern Bypass and form part of the Lincolnshire Coastal Highway, completing a full ring road around Greater Lincoln.

The county council is currently developing the proposals and reviewing options for the North Hykeham Relief Road scheme.

South Hykeham Road Junction



The next step for the project will be forming a business case for central government funding.



North Hykeham Relief Road Scheme Engagement

Learn more and have your say about what is one of the county's most anticipated major highways projects.

Find out more at:

**The Bentley Hotel
in South Hykeham**

**Tuesday 12th June 2018
3pm to 8pm**

For more information about the project and to complete a questionnaire from Monday 4 June, visit www.lincolnshire.gov.uk/nhrr.

North Hykeham Relief Road Scheme Engagement

Learn more and have your say about what is one of the county's most anticipated major highways projects.

Find out more at:

**Waddington
Community Hub**

**Wednesday 13th June 2018
3pm to 8pm**

For more information about the project and to complete a questionnaire from Monday 4 June, visit www.lincolnshire.gov.uk/nhrr.

North Hykeham Relief Road Scheme Engagement

Learn more and have your say about what is one of the county's most anticipated major highways projects.

Find out more at:

**Bracebridge Heath
Village Hall**

**Thursday 14th June 2018
3pm to 8pm**

For more information about the project and to complete a questionnaire from Monday 4 June, visit www.lincolnshire.gov.uk/nhrr.

North Hykeham Relief Road Scheme Engagement

Learn more and have your say about what is one of the county's most anticipated major highways projects.

Find out more at:

**The Collection
in Lincoln**

**Saturday 16th June 2018
10am to 2pm**

For more information about the project and to complete a questionnaire from Monday 4 June, visit www.lincolnshire.gov.uk/nhrr.

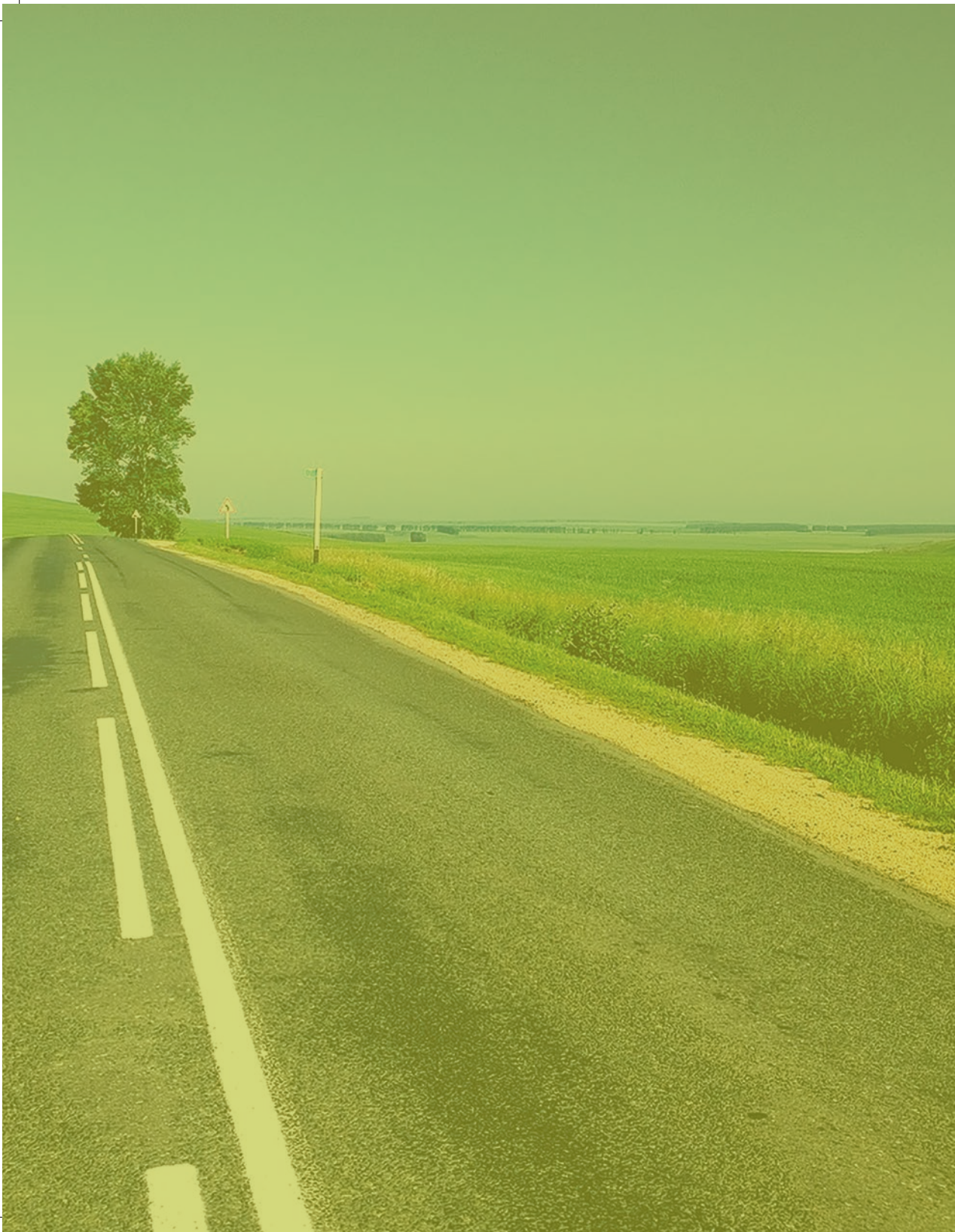


12 APPENDIX D – QUESTIONNAIRE



North Hykeham Relief Road

Engagement Questionnaire



The North Hykeham Relief Road has been a long term aspiration of the county and district councils and the principle of a relief road has been developed as part of a number of strategies and policy plans covering the Lincoln area for many years. The proposed North Hykeham Relief Road is being taken forward by Lincolnshire County Council and will provide a new road link to the south of the city of Lincoln, relieving congestion in North Hykeham.

The scheme is at an early stage of development and there are a number of options currently under consideration, but it is expected to provide a connection between the A46 (at the scheme's western end) and the A15 (at the scheme's eastern end), where it will link into the Lincoln Eastern Bypass, which is currently being constructed.

We want to hear your views on the development of the North Hykeham Relief Road, including how you feel it may affect you or the organisations, communities or groups you represent.

Your views will be carefully considered and will help us design the funding bid and determine the best way forward for the scheme.

Please visit our web page at <https://www.lincolnshire.gov.uk/nhrr> for more detailed background information, a list of public events and to keep up-to-date with the progress of the scheme.

1. What is your main interest in the scheme?

- Member of the public
- Statutory interest
- Business interest directly affected by the scheme
- Landowner directly affected by the scheme
- Elected Member of a Parish Council
- Elected Member of a District Council
- Elected Member of the Lincolnshire County Council
- Officer of a Local Authority or other public sector organisation
- Representative of an interest group
- Representative from the Emergency Services
- Other

If other, please tell us here.

2. If you are representing an organisation, business or group, please tell us its name here.

**3. Which of these scheme options do you prefer?
Please select one.**

- Single carriageway – A46 to A15 (Map 1)
- Dual carriageway – A46 to A15 (Map 1)
- Single Carriageway + Future Proofing – this may include dual carriageway standard junctions and structures – A46 to A15 (Map 1)



- Single Carriageway – A46 to South Hykeham Road (Map 2)
- Dual Carriageway – A46 to South Hykeham Road (Map 2)



- Single Carriageway – A46 to Brant Road (Map 3)
- Dual Carriageway – A46 to Brant Road (Map 3)



- None of the above

4. Please tell us why you chose this option.

5. Is there any other option within the established route that you feel LCC should consider? Please tell us here.

6. How do you think the proposed scheme could potentially benefit you or the organisation / interest group you represent? Please select all that apply.

- Reduced traffic levels and congestion on the existing road network (bypass) around Lincoln
- Reduced traffic levels and congestion on the key routes through the city
- Reduced 'rat-running' traffic on local urban and rural roads
- Improved East-West connections around the city
- Alternative routes to and from the city
- Increased road capacity to support the needs of additional housing
- Increased road capacity to support the needs for economic growth
- Improved access between the A46 on the western side of Lincoln and the eastern side of Lincoln, including to the Lincoln Eastern Bypass
- Reduced impact of traffic on the ability to safely cross roads in the south of Lincoln
- Improved access to key services within Lincoln
- No effect
- Other

If other, please tell us how here.

Supplementary Questions

12. Please tell us which of the following forms of transport you most commonly use. Please select all that apply.

- | | |
|---|-------------------------------------|
| <input type="checkbox"/> Car/van – as a driver | <input type="checkbox"/> Equestrian |
| <input type="checkbox"/> Car/van – as a passenger | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Train | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Walking | <input type="checkbox"/> Bus |
| | <input type="checkbox"/> Motorcycle |

13. How did you hear about this survey and its related events? Please select all that apply.

- | | |
|--|---|
| <input type="checkbox"/> Local press | <input type="checkbox"/> Television |
| <input type="checkbox"/> Lincolnshire County Council website | <input type="checkbox"/> Posters/Parish notice boards |
| <input type="checkbox"/> Social media | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Local radio | <input type="checkbox"/> Other |

If other, please tell us how.

14. Did you attend any of our public engagement events?

- Yes (please answer Question 14a)
 No (please skip to Question 15)

14a. Did you find the event useful?

- Yes
 No

Please tell us why here.

A Little About You

Your Personal Data

Lincolnshire County Council takes our responsibilities to your personal data very seriously. We will manage your personal data in line with General Data Protection Regulations (GDPR). There is no intent to identify individuals from this survey, only to identify trends in certain areas. For more information on what we do with your personal data, please see <https://www.lincolnshire.gov.uk/privacy>

It is your choice to answer the following questions. If you do choose to answer them, this will help us to make informed decisions.

To help us to analyse if we have engaged with the communities that may be affected by this activity, please provide the first part of your post code and the first two digits of the second part of your post code, for example LN11 2T or LN5 7E

Post Code:

15. Age – What age group are you in?

- 15 and under
- 16-19
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 and over
- Prefer not to state

Thank you for completing the questionnaire. Your responses and comments will be collated and used to help inform the key stages of the scheme's development, including the progression of the detailed designs.

North Hykeham Relief Road

Engagement Questionnaire

13 APPENDIX E – PEOPLE'S PARTNERSHIP REPORT



North Hykeham Relief Road

Engagement with Hidden and Hard to Reach Communities

Report on Findings

Client: Lincolnshire County Council

Delivered by: The People's Partnership

July 2018



1.0 Executive Summary

Lincolnshire County Council has commissioned the People's Partnership to carry out engagement with hidden and hard to reach groups on the North Hykeham Relief Road proposed route.

The People's Partnership is focused on providing access and amplifying the voice of hidden and hard to reach people of Lincolnshire. The Partnership is about Community Engagement and developing a long term meaningful relationship between people with disabilities and hidden and hard to reach communities in Lincolnshire and organisations that impact on their lives.

Lincolnshire County Council is looking at providing a link between the existing Lincoln Western bypass and the Eastern Bypass which is currently under construction to complete the ring road around Lincoln. At the moment the eastern section of the bypass is under construction and the southern part is in the development stage.

The proposed road route of the road has been established and is not up for discussion. Lincolnshire Highways are preparing to develop a bid for funding the construction of this section of road. As part of the bid they are required to engage with the population in the area of the proposed road and obtain feedback. The People's Partnership have been asked to support by engaging with hidden and hard to reach communities.

It is estimated 78 people took part directly in the engagement work. Whilst we can be very precise with numbers concerning the completed questionnaires or people spoken to who represent groups, it is challenging to identify exact numbers with the group work. In addition, some of the analysis of the recently completed (February 2018) Lincolnshire Coastal Highways Engagement (also completed by the People's Partnership) was used to supplement the answers provided by the North Hykeham Relief Road engagement looking at the impact to communities and potential improvement to the design of the road. This resulted in up to 256 people contributing to the report.

Focusing on the different communities 66 different challenges of the transport network were identified with 77 potential improvements to the proposal highlighted in a structured way to help the reader identify key options.

The findings highlight that other forms of transport and the use of the transport network, as well as motorists, need to be considered.

Contents

1.0	Executive Summary	2
2.0	Contents	3
3.0	Introduction	4
4.0	Background	4
5.0	Equality Act	4
6.0	The People's Partnership	5
7.0	Scope of Work	6
8.0	Approach	7
9.0	Groups and Communities Engaged	8
10.0	Findings	8
10.1	Forms of Transport	9
10.2	Issues and Impact on Communities	10
10.3	Specific Impact on the Current Road Network	16
10.4	Impact of the Proposed Changes	19
10.5	Potential Improvements to the Proposed Solution	21
11.0	Conclusions	31
	Appendix 1 – Base Questionnaire Used for Surveys and Facilitating Meetings	32
	Appendix 2 – Raw Data	35

3.0 Introduction

This report details the engagement work with hidden and hard to reach communities in Lincolnshire carried out for Lincolnshire County Council on the proposed North Hykeham Relief Road by The People's Partnership.

The report explains how the engagement was undertaken and details the findings of the investigation. A questionnaire was used as a basis for all the engagement work undertaken which is detailed in Appendix 1. Appendix 2 contains the consolidated information detailed by communities engaged where appropriate. Some questionnaires were kept separately due to the detail provided as consolidating the information would limit the context of the answers.

4.0 Background

The North Hykeham Relief Road is the southern Part for the Lincoln Bypass. At the moment the eastern section of the bypass is under construction and the southern part (called the North Hykeham Relief Road) is in the development stage.

The road route has been established and is not up for discussion. Lincolnshire Highways are preparing to pull a bid together for funding the construction of this road. As part of the bid they need to engage with the population in the area of the proposed road and obtain feedback. The People's Partnership have been commissioned by Lincolnshire County Council to support the engagement process by ensuring hidden and hard to reach communities have a opportunity to take part.

Lincolnshire Highways carried out the following engagement:

1. Two Engagement Workshops for invited guests – 5 and 6 June 2018 – we are not involved with this
2. Four 5 hour Day Drop in Sessions open to the public – 12, 13, 14 and 16 June 2018
3. Online Questionnaire

Lincolnshire Highways asked the People's Partnership to provide access to protected groups and obtain their feedback.

5.0 Equality Act 2010

As a public body, Lincolnshire County Council are required to demonstrate their compliance with the Equality Act 2010 through the Public-Sector Equality Duty (section 149).



One of the Equality Objectives set out by the council states: 'When we review or introduce a new policy or activity, commission, begin a new project, decommission or help communities to do things for themselves, we will always assess the impact on people with protected characteristics. This analysis helps us to make informed decisions.'

The protected characteristics are:

1. age;
2. disability;
3. gender reassignment;
4. marriage and civil partnership;
5. pregnancy and maternity;
6. race;
7. religion or belief;
8. sex;
9. sexual orientation.

In undertaking the engagement work, Lincolnshire County Council wants to fully understand the needs of the above groups where they are impacted by the proposed new road.

6.0 The People's Partnership

The People's Partnership is about Community Engagement and developing a long term meaningful relationship between people with hidden and hard to reach communities in Lincolnshire and organisations that impact on their lives.

The People's Partnership is a single point of contact to these communities and has access to groups with disabilities and protected characteristics and can engage with them to respond to engagement and consultations and/or provide advice in accessing these groups. Our focus is to engage with parts of the community that are socially excluded and vulnerable.

The Partnership can offer the following consultation services:

- Consultation Research
- Development of Case Studies to help people visualise the impact of proposals
- Advice and feedback on Equality Impact Assessments
- Feedback on the accessibility of consultations
- Assessment and Reporting on Proposals
- Engaging with groups to take part in consultations

The Partnership is made up of a Leadership Team who represent major areas of disability and some areas of the protected characteristics. In addition to the Leadership Team, we have individual members, members of groups and communities, and members who support the hidden and hard to reach communities. As part of this proposal we will engage with organisations that are impacted by the route.

The current members of the Leadership Team are:

- Age UK Lincoln & South Lincolnshire
- CarersFIRST
- Children's Links
- Every-One (contributes and facilitates the organisation of the People's Partnership)
- Lincolnshire Independent Living
- Linkage Community Trust
- Linkslighthouse
- Shine Lincolnshire
- South Lincolnshire Blind Society

With our work, the People's Partnership are continually engaging with new groups, communities and organisations and are adding to our membership all the time.

7.0 Scope of Work

Lincolnshire County Council has asked the People's Partnership for the following support which was broken down into three parts:

Part One: Raising Awareness

- Use the People's Partnership Leadership Team Networks and its contacts to raise awareness in their networks and encourage them to take part in the engagement.

Part Two: Engage & Obtain Feedback From Hidden and Hard to Reach Communities

- Engage actively with our communities and provide access to discuss and feedback on the questions asked in the engagement.
- Translate engagement literature and questionnaire into different languages/easy read/braille etc.
- Provide an revised questionnaire with additional questions to obtain suitable from hidden and hard to reach communities.
- Produce a report of the findings of the People's Partnership Engagement work for Lincolnshire County Council by 6 July 2018.

Part 3: Support the Four Drop-in Sessions

- Review and advise on the material used and the access of the Drop-in Sessions
- Review the accessibility of the drop-in sessions.
- Provide a member of the People's Partnership to attend and support at each of the five Drop-in Sessions

8.0 Approach

The aim of the engagement was to ensure hidden and hard to reach communities had the opportunity to:

- Ensure their voices are heard
- Complete the Lincolnshire Highways survey (where appropriate)
- Provide feedback on how the current and proposed network impacted on their lives
- Identify opportunities to improve the design

Hidden and hard to reach groups, by their very nature have many barriers which prevent them from taking part in engagement and consultation work. Our approach in the People's Partnership is to provide an opportunity for people to take part in many ways. These included:

- Attend and support the Lincolnshire County Council organised Drop-in Sessions
- Attending groups meetings and facilitating discussions
- Sending out the questionnaires to key contacts
- Providing the questionnaire in different formats such as braille, spoken word etc.
- Providing electronic versions through Survey Monkey for example
- Using social media, emails, posting and making phone calls as a way to engage with people

The People's Partnership have a wide network of people and groups they have constant contact in various ways depending on their needs.

A base questionnaire was created using language and context with the aim of being accessible to the general public (see Appendix 1). The questionnaire did not duplicate the questionnaire developed by Lincolnshire County Council, but added to the questions to understand the direct impacts to hidden and hard to reach communities. This was then issued to individual organisations who then translated it further, if required, to meet their individual group needs.

The feedback included:

1. Individual feedback;
2. Facilitated group feedback; and
3. Feedback from professionals who support hidden and hard to reach groups

In addition findings, where appropriate, from a previous Lincolnshire Highways engagement exercise undertaken by the People's Partnership in January 2018 are included in the report to ensure as many views and suggestions are included as possible.

9.0 Communities Engaged

The table below details the number of communities engaged. In some cases individuals had more the one condition, such as a parent looking after a grandchild with a disability.

Community/Disability/Health Condition
Age
Children & Parents
Mental Health
Chinese community
Lithuanian Community
Sensory Loss – Visual Impairment
Sight Loss
Hearing Loss
Carers
Physical Disability
Learning Disability
Chronic Pain
Arthritis
Mental Health

10.0 Findings

The data collated in Appendix 2 has been analysed and collated into the following areas:

1. Forms of Transport – to highlight the forms of transport used by hidden and hard to reach groups
2. Current General Issues and Impacts on Communities – to explain the issues faced by different hidden and hard to reach communities
3. Current Specific Impacts of the current road network – to highlight the impact of the current road network on individuals, communities, roles as a parent /guardian or a carer for others, disability or long-term health condition
4. Potential improvements to the proposed solution – which would benefit hidden and hard to reach communities

10.1 Forms of Transport

Although forms of transport were not specifically asked in the questionnaire, we found people identified a variety of forms of transport used and although people may consider that the Relief Road focuses on motorists, it impacts other transport users. In the following tables the user is identified throughout and highlights different aspects of the use,

Pavement	Walking Walking using white stick Pushing a buggy Using mobility vehicle Using walking frame
Road - Private Vehicle	Cycle Car, owned by the person Car, by driven by a family member or friend Care Share Minibus Coach (private trips) Taxi
Road - Public Transport	Dial-a-Ride Call Connect Bus
Rail	Train

This table was developed using the analysis in the Lincolnshire Coastal Highway. In the findings, depending on the disability, long-term health condition or whether English was a second language has an impact on how people use the transport system. Whilst young families used cars (92%), other groups such as learning disabilities, predominantly relied on public transport or family members giving lifts. Other long-term conditions such as sight loss meant that event public transport was out of their reach and relied on family members to take them to appointments and shopping.

It is important to take into account the use of different forms of transport, not just vehicles in the use of the proposed road.

10.2 Issues and Impact on Communities

The table below details the communities and the issues faced by them in relation to the transport network and the impact it has on their lives.

Community/ Disability/ Health Condition	Area	Issues Faced	Impact of Issue	Origin
All	Motorist	Little parking during peak events in Lincoln	Reduce access to city centre	NHRR
Carers	Facilities	No toilet changing facilities	Increases stress and anxiety	NHRR
	Facilities	No rest stops	Increases stress and anxiety	NHRR
	Pedestrian	Sometime bus stops do not connect by footpath to anywhere, such as a residential area	Reduces accessibility	NHRR
	Signage & Lighting	Do not understand the quickest route to the hospital in an emergency if someone is not fully are of the potential routes	Increased stress and anxiety Potential risk to health	NHRR
Children & Parents	Cycle	Feel unsafe cycling on or near roads especially with children	Children and young families to not cycle in area reducing health and wellbeing	NHRR
	Facilities	No rest stops	Increases stress and anxiety	NHRR
	Pedestrian	Children being knocked down by cars due to no segregation of traffic and pedestrians	Increase accidents	NHRR
	Pedestrian	Unable to pass other footpath users with a motorised wheelchair	Risk of accidents	NHRR
	Pedestrian	Cannot see green man where there a number of people at the pedestrian crossing	Causes confusion and accidents	NHRR
	Signage & Lighting	Drivers unable to see children due to poor visibility		NHRR
	Signage & Lighting	Do not understand the quickest route to the hospital in an emergency if someone is not fully are of the potential routes	Increased stress and anxiety Potential risk to health	NHRR

Community/ Disability/ Health Condition	Area	Issues Faced	Impact of Issue	Origin
Children & Parents	Signage & Lighting	Poor lighting at crossings	Children may not be seen at crossings causing greater accidents	NHRR
	Signage & Lighting	Parents unable to work out when to go to get quickly to amenities such as toilets, petrol stations and places to eat	Increase stress for children and adults	NHRR
	Pedestrian	No room to store buggies on buses	Unable to use particular buses	LCH
	Pedestrian	No drop kerbs	Unable to continue journey and having to find an alternative route	LCH
	Pedestrian	Unable to cross roads safely	Unable to continue journey and having to find an alternative route	LCH
	Pedestrian	Obstacles on the footpath	Unable to continue journey and having to find an alternative route	LCH
English is Not a First Language	Bus	Congestion means do not access shops and amenities in particular areas of Lincoln and Lincolnshire	Impact on the local economy in the south of Lincoln	NHRR
	Bus	Unable to know which stop to get off when travelling by bus as have difficulty reading and remembering the different place names	Unable to use public transport effectively	LCH
	Environment	Lack of supporting information and signage to help people who do not speak and/or read English	Unable to use public transport without someone who can translate	LCH
	Motorist	Not aware of new road layouts or the benefits of using the new route	Miss potential opportunities	NHRR
	Motorist	No parking facilities or coach pick up point in Lincoln to go on community trips	Reduce community events	NHRR
Learning Disabilities	Bus	Rely on public transport. Due to the restricted number of buses operating often unable to attend college and jobs at the right time and have to leave early so not to miss the last bus.	Late for college, appointments and work Leave work/college early so that they can catch the last bus	LCH

Community/ Disability/ Health Condition	Area	Issues Faced	Impact of Issue	Origin
Learning Disabilities	Bus	Seasonal changing of bus timetables	Impact on whether can attend work or day centres etc. especially in school holidays	LCH
	Bus	Congestion means do not access shops and amenities in particular areas of Lincoln and Lincolnshire	Impact on the local economy in the south of Lincoln	NHRR
	Bus	Getting wet and cold in inclement and windy weather at bus stops as there is no shelter or sides to the bus stop	Risk of becoming unwell	NHRR
Mental Health	Environmental	Road noise causing anxiety and stress to residents	Increases mental health and wellbeing issues	NHRR
	Motorist	Become anxious without clear upfront signage is needed. Become more anxious if there is a risk of missing the junction needed.	Will not drive alone on the roads	LCH
	Motorist	Too many signs without having time to read and digest the information causes anxiousness	Increased anxiousness	LCH
	Motorist	Potholes cause anxiety as they feel there is a significant risk the car will fail and be stranded	Avoid driving where possible Increased anxiousness	LCH
	Signage & Lighting	Do not understand the quickest route to the hospital in an emergency if someone is not fully aware of the potential routes	Increased stress and anxiety Potential risk to health	NHRR
Older People	Bus	Getting on and off public transport with steps and uneven footpaths	Risk of falls and injuries	LCH
	Bus	Carrying shopping especially from one type of transport to another	Risk of falls and injuries	LCH
	Facilities	No rest stops	Increases stress and anxiety	NHRR
	Signage & Lighting	New road layout confusing	Confusion could lead to accidents	NHRR
	Signing and Lighting	Unable to clearly understand all the signs at once if there are a number to read at once	Risk of accidents	LCH

Community/ Disability/ Health Condition	Area	Issues Faced	Impact of Issue	Origin
Parents	Bus	Congestion means do not access shops and amenities in particular areas of Lincoln and Lincolnshire	Impact on the local economy in the south of Lincoln	NHRR
	Facilities	No toilet changing facilities	Increases stress and anxiety	NHRR
	Signage & Lighting	Cannot see	Confusion could lead to accidents	NHRR
Physical Disability	Bus	Cannot access the bus using a wheelchair	Do not use public transport	LCH
	Bus	Cannot access the bus using a wheelchair due to space being available	Do not use public transport	LCH
	Bus	Feel unsafe travelling on a bus in an unanchored wheel chair	Do not use public transport	LCH
	Environment	Limited disabled toilet stops on route	Soiling clothes	LCH
	Environment	Disabled toilets not working	Soiled clothes	LCH
	Environment	Not enough disabled spaces	Unable to park and access amenities	LCH
	Pedestrian	Unmaintained footpaths	Difficulty to negotiate poorly maintained footpaths in wheel chairs	LCH
	Pedestrian	Obstacles on footpaths (parked cars, street furniture etc.)	Unable to continue journey and having to find an alternative route	LCH
	Pedestrian	No drop curves	Unable to continue journey and having to find an alternative route	LCH
	Pedestrian	Unable to safely cross roads	Unable to continue journey and having to find an alternative route	LCH
	Pedestrian	Unable to pass other footpath users with a double buggy	Risk of accidents	NHRR
	Pedestrian	Sometime bus stops do not connect by footpath to anywhere, such as a residential area	Reduces accessibility	NHRR
Pedestrian	Obstructions on paths	Increases slips, trips and falls Increases anxiety	NHRR	

Community/ Disability/ Health Condition	Area	Issues Faced	Impact of Issue	Origin
Sensory Impairment – Hearing	Pedestrian	Unable to hear the beeps at a 'green man' pedestrian crossing	Risk of accidents (when the visual green man is obscured)	LCH
	Pedestrian	Unable to hear vehicles approaching	Risk of accidents	LCH
	Bus	Unable to use public transport	Unable to leave the house Rely on family members to take to appointments	LCH
	Bus	Unable to independently move from one transport type to another	The need to have someone accompanying you or being unable to travel	LCH
Sensory Impairment – Vision	Bus	Cannot access information on bus timetables due to print size	Cannot use buses or require someone to read timetables on their behalf	NHRR
	Bus	Getting wet and cold in inclement and windy weather at bus stops as there is no shelter or sides to the bus stop	Risk of becoming unwell	NHRR
	Pedestrian	Unable to drive	Unable to leave the house Rely on family members to take to appointments	LCH
	Pedestrian	Unable to distinguish curbs at the side of the road	Risk of falls	LCH
	Pedestrian	Uneven footpaths	Risk of falls	LCH
	Pedestrian	Obstacles/street furniture that cannot be easily seen	Risk of falls	LCH
	Pedestrian	Dimly lit footpaths and road crossings	Risk of falls and not crossing in the right area of the road	LCH
	Pedestrian	Unable to determine the boundary of a path or a crossing point	Increases accidents Increased anxiety	NHRR
Signage & Lighting	Poor lighting at crossings	Partially sighted may not see what is available	NHRR	



Note on origin of information

NHRR – North Hykeham Relief Road Engagement

LCH – Lincolnshire Coastal Highway Engagement (See report data February 2018 by the People's Partnership for further information)

10.3 Impact of Current Road Network

The table below details the impact of the current road network has on individuals and their families.

Condition	Issue	Impact	Category
All	The alternative access on Fosse Lane and the difficulty in joining fast moving traffic	Delayed journey	Motorist
Carer	Do not use buses as too busy and not enough space for wheel chair	Restricts movement and opportunity to do things outside of the house	Bus
Carer	Avoid commuting through North Hykeham to Sleaford due to congestion	Impacts ability to access support groups and meetings concerning disabled child	Motorist
Carer	Congestion in Bracebridge Heath	Delay car journeys	Motorist
Carer	Uneven footpaths	Difficulty manoeuvring wheelchair	Pedestrian
Children & Parents	Change supermarkets to avoid traffic congestion in southern Lincoln	Loss of customers for businesses	Motorist
Children & Parents	Traffic congestion around western bypass very heavy during the hush hour	Delayed journey	Motorist
Children & Parents	Congestion in southern Lincoln	Extra journey time required	Motorist
Children & Parents	Congestion in southern Lincoln	Impacts of where people look for jobs	Motorist
Children & Parents	Congestion in southern Lincoln	Impacts on getting children to school on time	Motorist
Children & Parents	Bottlenecks with existing western bypass going from dual to single back to dual carriageway causing congestion	Delayed journey	Motorist
Children & Parents	Congestion impacts on the school run	Impacts on getting children to school on time	Motorist

Condition	Issue	Impact	Category
Children & Parents	Challenging using buggy on narrow paths	Risk of accident	Pedestrian
English is Not a First Language	Congestion	Causes delays	Motorist
English is Not a First Language	Congestion	Need to give extra time due to delays if travelling to airports	Motorist
Learning Disability	No cycle paths around North Hykeham	Cannot explore the local area Reduced wellbeing	Cycle
Old Age	Using a mobility scooter to cross roads is difficult in traffic	Restricts movement Causes anxiety and feeling unsafe	Pedestrian
Older People	Confusion over bus timetables and different providers	Risk of missing bus and becoming delayed or stranded	Bus
Older People	Difficulty getting to the hospital for treatment	Missed appointments Stress and anxiety	Motorist
Older People	Cannot see road markings to understand which lane a person needs to be in	Stress and anxiety Risk of accident	Motorist
Older People	Congested road network	Avoid the whole south side of Lincoln	Motorist
Parent	Current connectivity of the southern end of Lincoln very poor	Delayed journey	Motorist
Parent	Cannot travel to see family in Lincoln at particular times of the day	Restricts access to family	Motorist
Parent	Discouraged from applying for jobs in particular parts of Lincoln due to traffic congestion	Business loss of potential applications	Motorist
Parent	Congestion	Delays in getting children to school	Motorist
Parent	Due to congestion and cyclists sharing the road with other users as there is no segregation	Causes delays	Motorist

Condition	Issue	Impact	Category
Parent	Pedestrian crossings with 'green man' difficult to see when to cross as it is at shoulder height and cannot be seen easily if there are a number of people waiting. Also children cannot see and learn how to use the crossing themselves	Causing anxiety	Pedestrian
Parent	Congestion in South Hykeham	Unsafe roads for children	Pedestrian
Parent	Current road network means that if you want to travel across the southern end of the city you are forced to travel towards the centre	Delayed journey	Motorist
Physically Disabled	Speeding cyclists on footpaths	Restricts movement Causes anxiety and feeling unsafe	Cyclist
Physically Disabled	Station Road - uneven path causing issues when using mobility scooter	Risk of injury	Pedestrian
Sensory Impairment - Vision	Difficulty crossing the road due to level of traffic	Restricts movement Causes anxiety and feeling unsafe	Pedestrian
Sensory Impairment - Vision	The increased traffic on Hykeham Road and Lincoln Road is making it difficult to cross the road with a guide dog	Restricts movement Causes anxiety and feeling unsafe	Pedestrian
Sensory Impairment - Vision	Potholes in the pavement in Chestnut Street, Ruskington	Risk of injury	Pedestrian
Sensory Impairment - Vision	Station Road - cannot get back on pavement due to large branches overhanging footpath. (With low vision, people cannot see how close the lease and small branches and there a risk of eye damage)	Risk of injury	Pedestrian

10.4 Impact of The Proposed Changes

The table below details the benefits communities identified from the proposed changes and the resulting impact.

Community/Disability/ Health Condition	Benefit	Impact	Area
Carer	New roundabout at Newark road and the relief road opens up better routes to the south of Lincoln as live in Thorpe-on-the-Hill	Help with care of my registered blind husband	Motorist
	New relief road	Improve journey times	Motorist
	New relief road	Access to amenities such as dance classes for disabled children in south Lincoln	Motorist
Children & Parents	New roundabout on A607 will impact on bus times of bus No. 1	Less delayed buses	Bus
	Disruption to bus services	People wait longer which will have a knock on impact on useage	Bus
	New relief road	Create greater road noise in villages south of Lincoln	Motorist
	New relief road	Increased pollution	Motorist
	New relief road	Reduce traffic in congested areas of Lincoln	Motorist
	New relief road	Relieve congestion in North Hykeham	Motorist
	Reduce heavy goods vehicles going through the centre of Lincoln	Less congestion in the centre of Lincoln	Motorist
	New relief road	Relieve traffic congestion	Motorist
	The relief road will mean the will use shops in North Hykeham	Businesses benefit from increased number of clients	Motorist
	Separate traffic for North Hykeham from other traffic	More likely to use facilities in North Hykeham	Motorist
	New relief road	Reduce traffic congestion around existing western bypass	Motorist
	New relief road	Access Sleaford and other areas better	Motorist

Community/Disability/ Health Condition	Benefit	Impact	Area
Children& Parents	New relief road	Reduce traffic on Newark Road	Motorist
	New relief road	Access Sleaford and other areas better	Motorist
	New relief road	Potential access to a larger number of schools	Motorist
English is Not a First Language	New relief road	Ease congestion in town centre	Motorist
	New relief road	Get to places quicker and easier to take part in leisure active in different parts of the city and outside villages from Birchwood	Motorist
	New relief road	Getting to BBH to see friends will be easier	Motorist
	New relief road	Save time. Quicker to get to Bracebridge Heath	Motorist
	New relief road	Use the new road to get to Ermine from Branston to play badminton once it is complete as at the moment I drive into city to get uphill to Ermine.	Motorist
Learning Disability	New relief road	Family will be able to visit and see me more easily	Motorist
	New relief road	Less congestion will mean that there will be less stress and anxiety	Motorist
Older People	New road layout	Can be confusing and there is a need for very clear signs	Motorist
	New relief road	Bring more people to Lincoln and help tourism and other businesses	Motorist
	New relief road	Provide alternative route to Sleaford	Motorist
Physical Disability	New relief road	Reduced traffic will mean can get to hospital on time	Motorist
Sensory Impairment – Vision	Improved bus service	Greater opportunity to travel, improved wellbeing	Bus

10.5 Potential Improvements

People highlighted potential improvement to issues they highlighted and these are detailed in the table below.

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Bus	Bus stops are designed in specifically designated bays to minimise traffic disruption	Reduce congestion	Along the new relief road	All	NHRR
	The completion of this link will provide an opportunity to look at the bus routes across Lincolnshire and improve connectivity	Open up access to people who do not have private cars to shop and/or work in additional parts of Lincoln and Lincolnshire	Providing a route from the west to the south of Lincoln	English is Not a First Language	NHRR
	Number bus stops sequentially	Greater use of public transport	Along the bus network	English is Not a First Language	LCH
	Increase frequency of buses and the number of bus routes	Greater access to colleges, amenities and employment	Along the bus network	Learning Disabilities	LCH
	Increase frequency of buses and the number of bus routes	Greater access to colleges, amenities and employment	Along the bus network	Learning Disabilities	LCH
	The completion of this link will provide an opportunity to look at the bus routes across Lincolnshire and improve connectivity	Open up access to people who do not have private cars to shop and/or work in additional parts of Lincoln and Lincolnshire	Providing a route from the west to the south of Lincoln	Learning Disability	NHRR
	More bus shelters	Becoming unwell due to being cold for long period	Along the new relief road	Learning Disability	NHRR
	Bus stops with ramps and platforms to access buses on the same level	Feel safe Reduced risk of falls and injuries	Along the new relief road	Older People	LCH

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Bus	Bus stops with ramps and platforms to access buses on the same level	Feel safe Reduced risk of falls and injuries	Along the new relief road	Older People	LCH
	The completion of this link will provide an opportunity to look at the bus routes across Lincolnshire and improve connectivity	Open up access to people who do not have private cars to shop and/or work in additional parts of Lincoln and Lincolnshire	Providing a route from the west to the south of Lincoln	Parents	NHRR
	Bus stops with ramps and platforms to access buses on the same level	Feel safe Reduced risk of falls and injuries	Along the new relief road	Physical Disability	LCH
	Space on buses for wheel chairs	Greater opportunities to travel Increased wellbeing	Across the bus network	Physical Disability	LCH
	Anchor points for wheel chairs on buses	Greater opportunities to travel Increased wellbeing	Across the bus network	Physical Disability	LCH
	Bus stops with ramps and platforms to access buses on the same level	Greater opportunities to travel Increased wellbeing	Along the new relief road	Sensory Impairment - Vision	LCH
	Platform between the bus stop and the bus is level	Feel safe Reduced risk of falls and injuries	Along the new relief road	Sensory Impairment – Vision	LCH
	Bus timetables need to be in large print and in bold	Providing access	Across Lincolnshire	Sensory Impairment – Vision	NHRR
	More bus shelters	Becoming unwell due to being cold for long period	Along the new relief road	Sensory Impairment – Vision	NHRR

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Cycle	Segregate cycle routes from road traffic and pedestrians	Improves safety Encourages children to ride bikes	Along the new relief road and cycle route	Children & Parents	NHRR
	Provision of safe cycle and scooter parking	Promotes walking and healthy living	Along the new relief road, at potential park and ride areas and new leisure developments	Children & Parents Carers	NHRR
Environment	Provide information and engage with communities on the benefits and new accessibility other parts of Lincoln and Lincolnshire provided by the relief road	Greater opportunities to travel Increased wellbeing	Across English is Not a First Language in Lincoln and the surrounding areas	English is Not a First Language	LCH
	Toilets, including disabled toilets based on the new relief road	Greater opportunities to travel Increased wellbeing	Along the new relief road	Physical Disability	LCH
	Toilets, including disabled toilets based on the new relief road	Greater opportunities to travel Increased wellbeing	Along the new relief road	Physical Disability	LCH
	Disabled parking in laybys	Greater opportunities to travel Increased wellbeing	At laybys along the relief road	Physical Disability	LCH
	Proactive with environmental design and tree planting so the Lincoln is good to live in and welcoming to people who visit Lincoln	Improve wellbeing	Along the new relief road	All	NHRR
	Maintenance friendly roundabouts.	Improve the visual and environmental impact of green spaces	Roundabouts along the route	All	NHRR
	Path side plantation that encourages walking/biking, such as rest areas, picnic spaces, native fruit bushes	Improvement of the environment, promotes walking and healthy living	Along the new relief road Linking the existing path network bringing communities together	Children & Parents	NHRR

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Environment	Noise reduction measures along route to shield residents from road noise	Reduce anxiety and stress	Northern side of the relief road between Station Road and A607 Northern side of the new relief road between A46 and the river Whitham	Mental Health	NHRR
Facilities	Toilet and changing facilities. This includes changing for adult children with disabilities	Reduces stress and anxiety	At a key point along the new relief road	Carers	NHRR
	Parking along bypass for rest stops	Allow carers and parents to attend to dependents	Along the new relief road	Carers	NHRR
	Parking along bypass for rest stops	Allow carers and parents to attend to dependents	Along the new relief road	Children & Parents	NHRR
	Parking along bypass for rest stops	Allow carers and parents to attend to dependents	Along the new relief road	Older People	NHRR
	Toilet and changing facilities. This includes changing for adult children with disabilities	Reduces stress and anxiety	At a key point along the new relief road	Parents	NHRR
Motorist	Dual carriageway along the whole route	Reduces congestion in the future	Along the new relief road	All	NHRR
	Park and ride facility	Reduce congestion in Lincoln City Centre	At a key point along the new relief road	All	NHRR
	Explain new road layouts and benefits to communities showing the additional access to towns and villages and also access to small businesses along the route	Improve awareness to an isolated community so that they can also share the benefit	Advertise too communities across Lincoln	English is Not a First Language	NHRR

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Motorist	Parking of cars and coaches	Enable groups to go on excursions	At a key point along the new relief road	English is Not a First Language	NHRR
	Develop a strategic cycle network in and around Lincolnshire	Improve health & wellbeing	Across Lincolnshire	Children & Parents	NHRR
	Clearly laid out signage	Reduce stress and anxiety Greater Opportunity to Travel Improved wellbeing	Along the new relief road	Mental Health	LCH
	Clearly laid out signage	Reduce stress and anxiety Greater Opportunity to Travel Improved wellbeing	Along the new relief road	Mental Health	LCH
	Maintained road network to reduce potholes	Reduce stress and anxiety Greater Opportunity to Travel Improved wellbeing	Along the new relief road	Mental Health	LCH
Pedestrian	No room to store buggies on buses	Greater opportunities to travel Increased wellbeing	Along the new relief road	Children and Parents	LCH
	Drop kerbs are used at road crossings	Greater opportunities to travel Increased wellbeing	Along the new relief road	Children and Parents	LCH
	Road crossings are clearly marked	Greater opportunities to travel Increased wellbeing	Along the new relief road	Children and Parents	LCH
	Footpaths are clear of obstacles	Greater opportunities to travel Increased wellbeing	Along the new relief road	Children and Parents	LCH
	Smoother and flatter footpaths	Feel safe Reduced risk of falls and injuries	Along the new relief road	Physical Disability	LCH
	Footpaths are clear of obstacles	Feel safe Reduced risk of falls and injuries	Along the new relief road	Physical Disability	LCH

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Pedestrian	Drop kerbs are used at road crossings	Greater opportunities to travel Increased wellbeing	Along the new relief road	Physical Disability	LCH
	Road crossings are clearly marked	Greater opportunities to travel Increased wellbeing	Along the new relief road	Physical Disability	LCH
	Segregate pedestrians and vehicles	Reduced accidents Reduced anxiety	Along the new relief road	Sensory Impairment - Hearing	LCH
	Segregate pedestrians and vehicles	Reduce accidents	Along the new relief road	Sensory Impairment - Hearing	LCH
	Greater amount public transport available	Greater opportunities to travel Increased wellbeing	Along the new relief road	Sensory Impairment - Vision	LCH
	Use of tactile surfaces Increased lighting which is designed for the visually impaired	Feel safe Reduced risk of falls and injuries	Along the new relief road	Sensory Impairment - Vision	LCH
	Smoother and flatter footpaths	Feel safe Reduced risk of falls and injuries	Along the new relief road	Sensory Impairment - Vision	LCH
	Footpaths are clear of obstacles	Feel safe Reduced risk of falls and injuries	Along the new relief road	Sensory Impairment - Vision	LCH
	Road crossings are clearly marked	Feel safe Reduced risk of falls and injuries	Along the new relief road	Sensory Impairment - Vision	LCH

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Pedestrian	Footpaths from residential areas to new bus stops	Improves accessibility	Along the new relief road	Carers	NHRR
	Clear demarcation of footpaths and roads to keep children safe	Feel safe Reduced risk of accidents	New roundabouts Pedestrian crossings Where pedestrians and motorists will come into contact with each other	Children & Parents	NHRR
	Reflective paint or pavement markings to aid vision when nights and early mornings	Visibility of pavements and footpaths for pedestrians the prevent accidental straying off routes	New roundabouts Pedestrian crossings	Children & Parents	NHRR
	Wider footpaths to accommodate double buggies and wheelchairs to pass each other	Reduces potential accidents	Along the new relief road	Children & Parents	NHRR
	Wider footpaths to accommodate double buggies and wheelchairs to pass each other	Reduces potential accidents	Along the new relief road	Physically Disabled	NHRR
	Footpaths from residential areas to new bus stops	Improves accessibility	Along the new relief road	Physically Disabled	NHRR
	Better designed automated pedestrian crossing with 'green man'	Reduce confusion and accidents	Automated pedestrian crossings along the route	Physically Disabled Children and parents Older People Carers	NHRR

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Pedestrian	Smoother unobstructed paths for people who are unsteady on their feet and space for double buggies and wheelchairs	Reduce slips, trips and falls Reduces anxiety	Foot paths along the new relief road route	Physically Disabled Children and parents Older People Carers	NHRR
	Tactile Surfaces	Reduce accidents Reduce anxiety	Along the new relief road	Sensory Impairment - Vision	NHRR
	Minimise obstacles in line of paths	Minimises accidents	Footpaths along the new relief road	Sensory Impairment Children & Parents	NHRR
	Additional pedestrian crossing	Minimises accidents	Mill Lane, just up from Clarke Road	Sensory Impairment Children & Parents	NHRR
Signage & Lighting	Signage showing clear route to Lincoln County Hospital	Reduces stress and anxiety	At key points along the route	Carers	NHRR
	Good lighting, that is not switch off at 11.00 pm	Highlight children to drivers Reduces accidents	New roundabouts	Children & Parents	NHRR
	Signage showing clear route to Lincoln County Hospital	Reduces stress and anxiety	At key points along the route	Children & Parents	NHRR

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Signage & Lighting	Good lighting at crossings so that children can be seen by drivers and children can see vehicles	Minimises accidents	Along the new relief road	Children & Parents	NHRR
	Signage to key things young families may need such as parking, restaurants and toilets	Reduces stress and anxiety	At key junctions	Children & Parents Carers	NHRR
	Signs for motorists that indicate areas where children and Older People more likely to be crossing	Make motorists aware of children	Where pedestrians and vehicles will come into contact such as at roundabouts near new and existing developments where the such as the southern end of Bracebridge heath, the South West Quadrant Development Area and South East Quadrant Development Area	Children & Parents Older People	NHRR
	Signage showing clear route to Lincoln County Hospital	Reduces stress and anxiety	At key points along the route	Mental Health	NHRR
	Clear road signs	Minimises accidents	Along new relief road	Older People	NHRR
	Clear road signs that identify what lane people need to be in at junctions (so that people are not relying on road markings which cannot be seen at busy times)	Minimises accidents	Along new relief road	Parents	NHRR
	Good lighting at crossings for visually impaired to see vehicles, road and the crossing as clearly as possible	Minimises accidents	Along the new relief road	Sensory Impairment - Vision	NHRR

Area	Potential Improvement that will benefit Community/Disability/Group	Impact of Improvement	Location of Proposed Improvement	Community/ Disability/ Health Condition	Origin
Signing and Lighting	Clearly laid out signage	Reduce accidents	Along the new relief road	Older People	LCH

Note on origin of information

NHRR – North Hykeham Relief Road Engagement

LCH – Lincolnshire Coastal Highway Engagement (See report data February 2018 by the People’s Partnership for further information)

11.0 Conclusions

There are a number of key themes that come out of the analysis of the findings.

The focus of the engagement work undertaken by the People's Partnership looked at the needs of hidden and hard to reach groups, rather than duplicating the work undertaken by Lincolnshire County Council. Congestion of the existing road network and the need of having a dual carriageway for the new relief road was highlighted many times. The focus of this engagement looked at the specific impact to hidden and hard to reach communities.

The impact of the general road network identified 66 different issues faced by the communities. These issues are wider than the motorist using the road network itself and focused on pedestrians, cyclists, public transport users as well as potential facilities and the environment. In addition, a more holistic view needs to be taken such as providing information to communities about the new route when it opens, how it can beneficially impact people's journeys and how it can provide access to amenities up to now ignored. The existing road network and the resulting congestion stopped people accessing particular local amenities. This congestion impacted communities preventing them from accessing support groups or respite in areas south of Lincoln for example.

The knock on impacts of the proposed solution also highlights wider benefits to hidden and hard to reach communities. For example, some communities rely heavily on the health service and having better links to Lincoln County Hospital are seen as very important. Freeing up congestion and creating better links also provided the opportunity to access additional services.

There is also a need to look at the wider public transport system. By linking the eastern and western bypasses, creating a ring road, there is an opportunity to opening the bus network to new routes provided by linking the A15, A46 and A607. Cycling and the use of footpaths and buses was a predominant theme as it supported people who cannot drive which is a high proportion of people in some communities. Also the relief road gives an opportunity for additional facilities such as parking and toilets which are lacking across Lincoln and Lincolnshire as some communities need rest stops on their journey. Finally the environmental aspects of the proposal were highlighted as important both to visitors and locals who use the footpaths and cycle routes and the knock on impact to their health and wellbeing.

It is hoped that the insights provided will help identify improvements that could have a beneficial impact on the whole population.

Appendix 1 – Base Questionnaire Used for Surveys and Facilitating Meetings

North Hykeham Relief Road Engagement

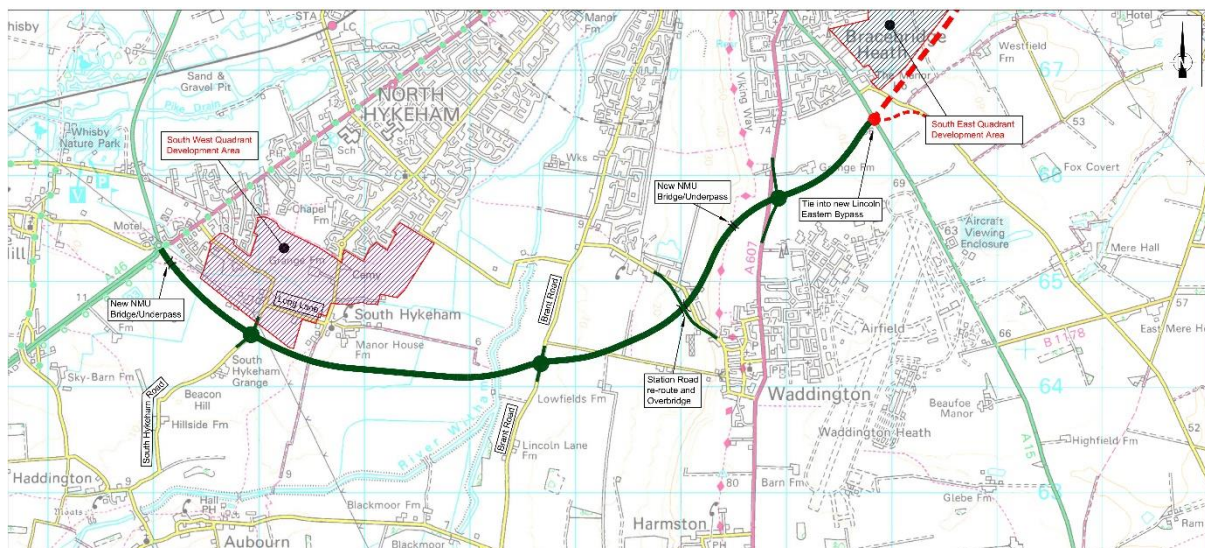
The People's Partnership has been asked by Lincolnshire County Council Highways to talk to communities to understand how people are affected by a potential new road in Lincolnshire.

Introduction

The North Hykeham Relief Road will link the completed Lincoln Eastern Bypass (at the A15 Sleaford Road) with the existing Western Bypass (at its junction with Newark Road), creating a complete ring road around Lincoln.

Lincolnshire County Council are developing proposals and reviewing options for the North Hykeham Relief Road scheme and currently engaging with communities to understand their needs such as the number of lanes and what is needed for those not travelling by car.

The road route has been established and highlighted in green bold line in the map below and is not up for discussion.



The People's Partnership



The People's Partnership is focused on providing access and amplifying the voice of hidden and hard to reach people of Lincolnshire. We are about Community Engagement and developing a long term meaningful relationship between people with disabilities and hidden and hard to reach communities in Lincolnshire and organisations that impact on their lives.

Why Complete the Questionnaire?

The Council wants to understand what improvements need to be made, the reasons why and the potential benefits which will support communities and businesses.

The People's Partnership was involved in the coastal Highways Engagement earlier this year and your views changed the approach of the project from a purely engineering solution to a more social engineering focus taking into account the wider needs of the diverse population of Lincolnshire.

Please note that your responses will be compiled into a report for Lincolnshire County Council Highways as well as left unedited in an appendix.

Questions

1. Please highlight any community, disability or long-term health condition that you or the person you are filling this out for may identify with.

2. What is the impact on you with the current road layout and network?

3. How would the proposed route make a difference, in terms of your community, disability or long-term health condition?

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
- a. Types of junctions that don't make you anxious
 - b. Signage, so you can see thing more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

Thank you for taking time to complete this questionnaire.

Please return it to the person who handed it to you or return to: -

By Post:

The People's Partnership
c/o Philip Burgess, Every-One, No. 5 The Stables, Wellingore Hall, Wellingore,
Lincoln. LN5 0HU

By Email:

peoplespartnership@every-one.org.uk
www.every-one.org.uk/peoplespartnership

Appendix 2 – Raw Data

Community, Group, Condition or Disability: Sensory Loss, Sight Loss, Hearing Loss, Chronic Pain, Arthritis

1. Please highlight any community, disability or long-term health condition that you or the person you are filling this out for may identify with.

Sensory Loss. Sight loss, Hearing loss, chronic pain, arthritis.

2. What is the impact on you with the current road layout and network?

We moved to Mill Lane North Hykeham 18 years ago. IT was very quiet, with a lot less traffic than is today.

Crossing the road was easy but not anymore. We have cars, vans and lorries, farm machinery, bikes and mobility scooter.

Bikes and mobility scooters mainly on the pavement, which is not very wide, they creep up on you and we are expected to move out of the way. What has happened to bells and consideration for pedestrians.

We desperately need a pedestrian crossing across Mill Lane just up from Clarke Road. At school times, it is an accident waiting to happen.

We also need some kind of speed camera as 30 mph does not exist anymore.

Come on Council you could make a fortune.

As carer for my husband who is registered blind I drive from Thorpe on the hill and often use the roundabout to gain access to Newark Road in Lincoln. This roundabout the A46 will improved with the addition of the ring road.

At the moment access from the middle lane is difficult I hope that the new roundabout will bear in mind the difficulty all drivers experience in the village at this junction.

I am aware of the alternative access via Fosse Lane but this involves joining fast moving downhill traffic and moving across to the fast lane.

There is more traffic on Lincoln Road and Hykeham road through North Hykeham village than there used to be and its making it difficult to cross the road with my guide dog.

Traffic jams and delays can be a problem.

Continuous heavy traffic, impossible to cross roads safely.

Crossing places need to be well lit at night for people with sight loss the wrong kind of lights can make it impossible to cross.

Not enough bus shelters for South bound journeys.

Bus stops should be separate.

3. How would the route make a difference, in terms of your community, disability or long-term health condition?

To be honest I can't see the road having any impact on our road.

We have been overwhelmed with houses and the infrastructure has not been factored in.

Impact on our lives, we will have to become hermits to stay well, due to the fact we will probably all end up with all manner of ailments due to the pollution caused by traffic and the awful recycling plant on Boundary Lane.

Not being a driver, I am sorry to say I don't understand maps and road workings.

In Ruskington – Chestnut Street all over there are great big pot holes on the pavement and gutters.

Going down Station Road you cannot walk back on the pavement large trees are over hung some meet peoples fences. That's even number side it's very difficult to keep stepping on the road.

Since neither myself or my wife or myself have driving licenses so bus service are important to us and could be improved.

I am not so involved now days as I am in a care home and don't get out unless somebody takes me in a wheelchair.

When I was Ok and looking after my disabled son I was very aware of certain things like safe crossings, narrow uneven pavements and speeding cyclists along the path outside our house in Station Road.

My son was disabled by serious illness for 20 years and whilst he was in a wheelchair and then on crutches it was a nightmare at times.

He passed away 2 years ago and by that time I was confined to the house by illness.

It might improve journey times.

Could create more pollution.

Increased noise.

Please do not make it single lane.

The new road needs to be dual carriageway to make it worthwhile.

Would reduce traffic. The development will need to be well planned as there will be more people using the road.

Construction of the A607 junction will affect the times of the number 1 bus negatively.

The new route construction will cause disruption to the busses. There will be less busses and longer wait times. The longer they have to wait the less people will use public services.

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
- a. Types of junctions- Roundabouts and flyovers.
 - b. Signage-Needs to be large and bold print x 3
 - c. Road and pavement surfaces- Needs to be re done.
 - d. Bus stops and bus routes – Needs to be extended.
 - e. Paths and cycling routes- Cycle way's need to be put in place.

Junctions need to show consideration for people with sight loss / hearing loss needs to be tactile.

Uneven surfaces are bad for people with sight loss and using canes.

Bus timetables need to be large print and in bold. There is never anyone to ask for directions and the bus stations and I need assistance as I can't see.

Paths need to be level not bumps or dips or potholes. Motorist need to be aware of cyclists at roundabouts.

I hope that the plans for pedestrians will include clearly marked cycle paths. In the present climate we are more likely to be hit by a cyclist on the pavement than by a car on the road.

I cycle on the back of a tandem and two of the proposed roundabouts i.e Brant Road and the one at Beacon Hill would need negotiation. This would be the case for any cyclist.

Community, Group, Condition or Disability: Parent

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Parent, local to the bypass plans, car user who avoids public transport

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

It gets very congested in the North and South Hykeham area, especially at certain times of the day like tea-time and school drop off. We would like a quicker route out to Newark and though our usual route takes us around the existing west bypass because of the amount of traffic on it we find this is often slow, and always bottle-necks where dual meets single carriage way. It seems daft not to have

duel all the way around Lincoln, but I expect it is down to cost. If I want to travel between the Pennels roundabout and any other area south of Lincoln (such as Bracebridge / Waddington / Branston) I always head back towards central Lincoln and take a route through the centre, either off Tritton Road or if at a time of day I know that will be very busy I might even go in as far as Silver Street and down Broadgate to avoid battling through North/South Hykeham.

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

I am a car user and would be unlikely to use the route in terms of public transport, but having said that my daughter is currently 8 years old and in a few years we will be looking at Secondary Schools for her. We live near the Carholme roundabout, I would like to think this new road would relieve some of the N.Hykeham traffic and would maybe introduce more bus networks from the west of the city to the south - this would potentially make NK School an option for my daughter's secondary education which we would welcome. As a car user I often visit family in the Branston / Metheringham area. My usual route would be across the city through the centre to reach Canwick hill, it is possible the new route would provide an alternative though I suspect in terms of mileage it would not be so economical as crossing the town...

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see things more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

If there could be a safe cycle route from the LongLeys/Carholme area to N hykeham this would also make schools in the area an option for children west of the city. In terms of community health and wellbeing, and our commitments to sustainability and environmental development good cycle routes on any new roads should go ahead without question. Please make paths wide enough for people to pass comfortably - for example the path should be able to accommodate a wheelchair user and a parent with a double buggy to pass one another with ease and without one having to balance precariously on the edge of the curb! It would be nice if greenery was considered, lining the new route with trees or well maintained grass verges. Lincoln is pretty poor at maintaining the roundabouts on the existing bypass - the Carholme one is a disgrace! Heaven knows what visitors to the city think when they see some of our roadsides and overgrown unkempt roundabouts. Any new road networks should be an investment not only for the community but for the overall development of the city's economy - by making the city more accessible we should be making the city more appealing to visitors, and new visitors will be more inclined to make repeat visits if they like what they see! As a pedestrian and more importantly as a parent, I have a pet-hate of the new green man crossings where the green man is placed at shoulder height on the same side of the road as the pedestrian - this is a nightmare!! Firstly, as soon as other pedestrians stand in front of it you cannot see the green man. Children WANT to be able to see the green man and it is important that they can because its part of their road safety education. When my daughter was little at one of these crossings she let go of my hand and disappeared in to the waiting pedestrians because she wanted to see the red/green man - nightmare! Can't imagine how frustrating this must be for wheelchair users too for the same reason - they sit lower than the average height of someone standing and will not have clear vision if anyone stands to the right of them. Also, when my head is turned to the right

looking at something quite close its easy to loose a wider awareness of the surroundings and activities that you should possibly be aware of. Put the green man back where he should be! Over the road, above head height where we can all see it!! Bus stops - please provide sidings for the bus to pull in to so that drivers don't sit in queues behind busses pulling up dropping off / collecting passengers. This creates frustration for drivers and you're more likely to see people make rash decisions on overtaking increasing dangers to other road users. Thank you

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Respondent skipped this question

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

There are always delays in and around lincoln and any plan to ease the congestion is welcome. I do feel that the public transport (or lack of) has a huge impact on the roads and it would be nice to see a new approach to routes and times. In Lincolnshire the connectivity isnt great and whilst i appreciate the cost V need may not always match i think the routes are out of date and out of touch

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

Hopefully providing much need relief of heavy/large vehicles and commuter transport. I have to fight through city centre traffic when i actually don't need to a ring road would prevent me from clogging up traffic routes. More lanes are needed.

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

I do think for a growing city we need more cycle lanes and more general traffic lanes to prevent the cyclist from being give a token gesture lane

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Respondent skipped this question

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

Cannot travel to in laws at certain times of day. Cannot travel to Sisters at certain times of day.

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

Hope it would relieve traffic.

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Safe junctions; facilitating cyclists, walkers, horse riders etc. Good visibility to aid driving safely (i.e clear, wide junctions, minimise turns/corners etc

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

I don't understand this question

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

The congestion has discouraged my application for jobs in the area and when house hunting I chose not to look at the area as I didn't want to always face such noise and turning across traffic to get home. I have changed my supermarket preference to avoid the traffic

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

Separate local traffic for Hykeham and traffic travelling further would reduce congestion and will make it more likely to consider using facilities in North Hykeham

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Easy safe junctions to ensure free flowing traffic. Clear signs explaining possible destinations. Safe cycle routes. Dual carriageway to cope with the volume. Environmental impact, planting of trees etc

Community, Group, Condition or Disability: Parent

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Run support group for breastfeeding mums and care for dad, a commute to sleaford and have a child with additional needs

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

Newark rd has become increasingly busy over last ten years, particularly more so at NHykeham. Can make access to group difficult. Also impacts school run, with long queues, particularly with added road works lately.

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

The new road junction at A15 could make it more difficult/ slower to access onward to sleaford. Traffic lights may help rather than just a roundabout. That area can already be quite busy at peak times, this could be worsen if traffic suddenly goes from multi lane to single.

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

B, signs positioned so they do not get obstructed by trees/ bushes etc in summer. C, bus stops to be off carriageway, like a layby if single carriage D, cycle path to be separated from carriageway, not part of it

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

N/A

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

Traffic congestion around the Lincoln bypass all the time not just in rush hour

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

Alternative routes would be easier

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Community, Group, Condition or Disability: Carer with a Disabled Child

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

My 2 year old daughter is disabled

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

The roads around Lincoln don't really affect my movements. We go to hospital appointments and I use the existing bypass

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved
I live in Birchwood so don't think it will make a difference. it might be good if it takes some of the traffic out of Lincoln. It gets very busy at weekends getting in to town but most of our appointments are in the week

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

My daughter's wheelchair is quite big because she likes to be lying down a lot but she likes walks outside so we like paths that are away from the road. we sometimes feel like we are in the way, other people don't understand what it is like when you go out with a disabled child and all the things you need to take with you. Paths need to be wider so we don't feel like we are in the way. We wouldn't consider using a bus, it is too much hassel getting on and off and finding a space with a wheelchair when some of the buses are so busy

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Respondent skipped this question

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

We live outside of Lincoln and there are times when we find it difficult to travel into the city due to the volume of traffic. We have recently had to travel to the hospital for regular treatments and have found getting to the appointments on time tricky due to unforeseen traffic problems when entering the city. This doesn't stop us, but we are finding that we have to allow longer for journeys.

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

We hope that the new relief road would take traffic away from the city centre which would mean our hospital visits wouldn't take us so long as they can be quite tiring after having had treatment.

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Any changes to road layouts can be confusing so it is vital to use clear signage. The provision for buses will be essential especially during busy times like the Christmas Market event. We should always encourage the use of bicycles, so cycles paths need to be incorporated where ever possible

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

local resident

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

need to allow long time for getting anywhere - this impacts on doing things if time is limited

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

hopefully reduce traffic on local roads

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

easily negotiated junctions are important cycle routes would be great

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Make sure pedestrians can cross more frequently rather than after every time of the traffic light sequence for the cars.

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

Need to allow more time for the journey which sometimes not living in Lincoln you are made aware of unless you look on a website

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

Dont have any

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Things to makes crossing easier for young children and disabled sometimes the time given to cross isnt long enough. Signage for pedestrians clearer as sign tend to be more for the driver

Community, Group, Condition or Disability: Carer

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Parent, carer of aging parent

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

I find the existing bypass frustrating, it has a tiny bit of duelled carriage way and then everything bottle-necks on to single carriage way. We travel out to Newark quite often and it can take as long to get from the north of the Lincoln bypass to the south as it takes to do the whole journey from the southern roundabout to Newark! It would be better to see the money spent on duelling what we have.

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

It might help ease congestion in the city, and would provide another route to Sleaford. I take my mum shopping every week and to any doctor appointments, we use Morrisons because it is easier to get to than using the bypass to get to the uphill or south city supermarkets like Tesco and Asda.

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

My children and I love going on bike rides. We ride out down the canal to the pyewipe then on to skellingthorpe. Any additional cycle paths that link with existing ones would be good we should be encouraging more bikes in the city but the roads are not safe for bikes, I wouldn't let my children cycle on the road so we are limited to where we go.

My mum would like to be more independent but she worries about busses moving off while she is still standing and her falling over. Bus drivers are impatient so I take her everywhere she needs to go.

Community, Group, Condition or Disability: Parent

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Parent

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

N/A

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

It would be good if it goes all the way around the city. At weekends we try to walk in to town rather than drive because town gets very busy with cars, but children moan about walking! When its cold or wet we will drive. Parking is over priced, but so are the bus fares so it works out cheaper to drive and park than take the family on the bus!

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

The busses in Lincoln are awful. In my experience they are unreliable, expensive, some services over crowded, they are dirty and in the winter they are stuffy and full of people coughing and sneezing. There is no clear bus timetable, I find it confusing and over the city there are different providers, so if I want to get from Birchwood to Lincoln hospital its hard to get the timetables. It would be good to have just one website that clearly shows all routes and times and prices.

A park and ride from the new bypass would be useful, this might stop some of the congestion.

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

NA

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

The centre of town is busy. I travel for work as a District nurse and need to access all areas of the county, starting from Skellingthorpe. Getting on the bypass in a morning is slow because it is so busy then I get stuck between Skellingthorpe roundabout and Doddington roundabout.

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

Hopefully it would put less traffic on the existing ringroad, it should make access to Sleaford and other south areas better. It needs to be duel carriage way.

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Put duel between Skellingthorpe and Doddington. Have good cycle paths and more safe spaces to lock bikes up.

Community, Group, Condition or Disability: Mom with Three Children

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Mum of 3

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

The roads in North Hykeham are ok for access but get really busy during the mornings and at school run in the afternoon, there are always queues on Newark Road. My oldest walks to school on his own but I drive the younger two because then I have to get in to Lincoln for work – we have to allow extra time in the morning because the traffic is so bad.

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

I hope it will reduce the traffic on Newark road which will really help local residents get around

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Make nice footpaths to encourage walking, with greenery and nice things to see like some sculptures. Have a good cycle path so people can get all the way in to town from North and South Hykeham.

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Pot holes in roads and pathways when supporting a wheelchair user

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

Pot holes in roads causing drivers to swerve to avoid and pushing wheelchairs on paths that are uneven

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

Pot holes to be filled In paths to be evened out

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:. Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

All routes and signs are good just road surface and paths need more work

Community, Group, Condition or Disability: Did Not Disclose

Q1

If applicable please highlight any community, your role as a parent / guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Respondent skipped this question

Q2

What is the impact on you with the current road layout and network? Please can you give specific examples of how it has delayed, does it restrict your movement, does it stop you doing things etc.

Lincoln south is ridiculously congested and desperately needs this road. With more housing planned the network will be crippled without it

Q3

How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)Please give examples of how your situation could be improved

I currently avoid Lincoln south like the plague due to traffic issues, the road will open up new opportunities and of course returning from long journeys will be much easier

Q4

From your point of view, which of these other things need to be considered with the construction of the proposed route? For example: Types of junctions that don't make you anxious. Signage, so you can see thing more clearly or not get confused. Bus stop provision and bus routes. Layout of paths and cycling routes

Good cycle paths are a must, cyclists unfortunately can cause delays when riding on the road when the infrastructure isn't sufficient to safely pass

Community, Group, Condition or Disability: Twin Parent

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Twin parent

2. What is the impact on you with the current road layout and network?

We have a side by side buggy (double) some pathways are too narrow to get down and turn to cross

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

Wider pathways / crossings

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious
 - b. Signage, so you can see thing more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

Community, Group, Condition or Disability: Parent

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Twin parents

2. What is the impact on you with the current road layout and network?

We live north of the city but it makes sense for the bypass to go around the whole city to take inner traffic away. Only worth it if its duelled though.

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

It would help to have less traffic on the existing bypass. The new one might help.

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious
 - b. Signage, so you can see thing more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

Wide paths for large prams

Community, Group, Condition or Disability: Parent

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Parent of twins

2. What is the impact on you with the current road layout and network?

It gets really congested around the south of Lincoln. We shop at Asda and the queues of traffic are ridiculous in that area

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

Any networks that reduces traffic in the area is good, it is hard keeping twins happy stuck in traffic.

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious
 - b. Signage, so you can see thing more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

Make the paths wide enough for buggies!

Community, Group, Condition or Disability: Older Aged People

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Grandparent of twin boys

2. What is the impact on you with the current road layout and network?

We try to avoid the whole of the south of Lincoln if we can. We use the bypass to get to Newark and to the north of Lincoln. We use supermarkets at the top end of the city and don't tend to go to North Hykeham mainly because the traffic can be so backed up.

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

Having grandchildren doesn't really affect how we use the roads, but when it comes to parking it is very frustrating to see people without children in the car use parent spaces. Trying to get the twins in and out of the back of our car in a normal space is hard and we worry about damaging ours and other people's cars. If car parking is being planned in the area or park and ride please think about ample wide spaces and fine people who park in parent spaces who don't have children in their car.

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious

- b. Signage, so you can see thing more clearly or not get confused
- c. Bus stop provision and bus routes
- d. Layout of paths and cycling routes

Have buses that are friendly for wide buggies, the children love a bus ride but we rarely bother because it is such a palaver with a double pram so we use the car. Plus buses are really expensive so my daughter drives everywhere with the children because its cheaper.

Paths need to be wide for prams.

Community, Group, Condition or Disability: Did Not Disclose

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Local resident

2. What is the impact on you with the current road layout and network?

Its busy getting to work, I live Lincoln west but work in North Hykeham and have to allow over half an hour for a 4 mile drive because the bypass between Skellingthorpe and Doddington is backed up because its single carriage way. Newark road is always really busy and slow in the morning.

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

I think it might take some of the traffic out of the area which should make it better for people who need to access Newark Road for work

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious
 - b. Signage, so you can see thing more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

I don't mind any junctions but sometimes road markings show arrows when a road breaks in to 3 lanes and if the traffic is backed up you can't see which lane you should be in, so signs on the road side showing the lane directions would be good

Community, Group, Condition or Disability: Did Not Disclose

5. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Live in south Hykeham

6. What is the impact on you with the current road layout and network?

It is so busy in the morning and at tea time, the new road will help, but making it safe for the local community is important because it will increase traffic and we need to know it will consider safety of our children

7. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

It will make journeys around the outskirts of the city quicker and will be good for access to Sleaford and Newark

8. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious
 - b. Signage, so you can see thing more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

Make it child-friendly, with wide paths, cycles paths and think about if it will affect existing homes and access to schools. Will children have a new and more dangerous road to cross to get to schools / clubs / friends? Keep the footpath away from the road side and have good pedestrian crossings. The crossings with green man on the other side of the road is better and with a beep. Or subways would be even better!

Community, Group, Condition or Disability: Carer

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Parent, carer

2. What is the impact on you with the current road layout and network?

Anything that improves Lincoln's congestion is good. I don't travel in that area very often and go through Bracebridge Heath from Lincoln if I need to go to Sleaford

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

I might think about visiting the south part of Lincoln more if the road network is better. There might be dance classes or sports clubs in that area that my children could join that I've not looked in to before because it is always so slow to get through the traffic there

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:

- a. Types of junctions that don't make you anxious
- b. Signage, so you can see thing more clearly or not get confused
- c. Bus stop provision and bus routes
- d. Layout of paths and cycling routes

Cycle paths are really important; we don't have enough in Lincoln. The paths that run on the edge of the road are more dangerous, you see drivers driving in these sometimes so paths that are part of the pavement is better.
We don't use buses.

Community, Group, Condition or Disability: Did Not Disclose

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

N/A

2. What is the impact on you with the current road layout and network?

Its too busy

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

It will be quicker getting my children to school and getting to work

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious
 - b. Signage, so you can see thing more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

If there were good cycle paths we would probably use them for bike rides at the weekends if they link to some nice places or if we could get all the way in to town without going on the road at all. We don't use our bikes very much because I would be scared to let my children ride on the road, but we can get prosecuted for riding on the paths which doesn't seem very fair when you have children

Community, Group, Condition or Disability: Lincoln Lithuanian Community

1. If applicable please highlight any community, your role as a parent /guardian or a carer for others, disability or long-term health condition that you or the person you are filling this out for may identify with, or any other barriers you may face

Lithuanian Community

2. What is the impact on you with the current road layout and network?

Congestion causes delays with work

Congestion causes delays going on holiday

Roads are too busy

3. How would the proposed route make a difference? (Consider in terms of your community, your role as a parent /guardian or a carer for others, disability or long-term health condition if applicable, or any other barriers you may face)

Going to the airport when the family goes back to Lithuania will be easier to ensure there is enough time to get to the airport

Easier going on family holidays

Better journeys for my customers (taxi driver)

4. From your point of view, which of these other things need to be considered with the construction of the proposed route? For example:
 - a. Types of junctions that don't make you anxious
 - b. Signage, so you can see things more clearly or not get confused
 - c. Bus stop provision and bus routes
 - d. Layout of paths and cycling routes

Being told what is happening within our community and when it will be ready to use as we find it difficult sometimes finding these things out

Clear signage and junctions that are easy to understand

Ensure we have a dual carriageway

We must have a dual carriageway

Community, Group, Condition or Disability: Lincoln Chinese Community Association

Lincoln Chinese Community Association (Luncheon Club) Moorland Community Centre Moorland Avenue, Lincoln. Wednesday 20th June 2018 12noon – 13.30pm

People I spoke to.

- 14 Cantonese speakers, approx. ages 50 plus, 50/50 male and female.
- Mix of car drivers and/or passengers.
- One, long term mental health condition requiring transport support, one elderly who do not drive and unable to walk long distances, dependent on family/community for transport.
- 4 small business/self employed
- Retirees

Areas where they live; North Hykeham, Birchwood, Monks Road, Hykeham Road, Bracebridge Heath, Cross O Cliff, Lower High Street and Branston.

Questions asked;

Have you heard of the North Hykeham Relief Road?

13 people had not heard of the NHRR and are not aware of the proposed NHRR. 1 has heard about it and lives in North Hykeham.

The council is proposing to build a new road which links South Hykeham to Bracebridge Heath, is this a good idea?

14 people said yes

Why is it a good idea?

14 people think it will help ease traffic away from city centre

Other comments;

- University is bringing more people in to Lincoln to study and work.
- More house being built (uphill area) too many cars going in to the city
- Less likely to sit in traffic in centre if on by pass as traffic move better

How will it affect you?

- I do not have to drive in and out of roads to get to see friends who live in other areas of the city.
- I can get to places quicker and easier to take part in leisure active in different parts of the city and outside villages from Birchwood.
- Getting to BBH to see friends will be easier for me.
- Safe time, the by pass will be quicker to get to BBH.
- I will use the new road to get to Ermine from Branston to play badminton once it is complete as at the moment I drive into city to get uphill to Ermine.

How will it affect your community organisation?

Organising community outings can be stressful. Some of our community event need us to organise coach pick up point for our members. We currently use North Hykeham (an example a community wedding in July) over 100 community members will travel by car from different parts of the city and surrounding areas to pick up point in North Hykeham leisure centre. If there are any accident in centre it will hold up traffic and our members arriving on time. If our members know that in the future there will be ring round like in London they will use this rather than travelling through the city.

Options

14 people agreed they would prefer the full link from South Hykeham to Bracebridge Heath.

Community, Group, Condition or Disability: Learning Disability Community

Q1. Please highlight any community, disability or long term health condition that you or the person you are filling this out for may identify with.

- A. We Support and work with people with a wide variety of disabilities and difficulties here at Linkage Community Trust Adult Skills Centre Lincoln

14 clients took part in this questionnaire. They all live in suburbs of Lincoln including North Hykeham.

Q2. What is the impact on you with the current road layout and network?

- A. There is no cycle paths around the Hykeham. Traffic at rush hour is heavy.
- B. The current bypass gets clogged. This can cause us stress and anxiety when traveling in cars.

Q3 How would the route make a difference, in terms of your community, disability or long term health condition?

- A. Due to disability / difficulty traffic can cause anxiety and stress, so easier routes will be calming.
- B. Family being able to visit without getting stuck in long traffic queues

Q4. In your point of view, which of these things need to be considered with the construction of the proposed route?

A. Types of junctions

B. Signage

C. Road and pavement surfaces

D. Bus stops and bus routes

E. Paths and cycle routes

A. There will be a roundabout, lots of signage around, bigger signs and zebra crossings, smoother paths for wheelchairs and buggy users, bus routes and more bus stops for people who need the bus and cycle paths for people who ride push bikes instead of them going on the road, these are very important to us as we use them daily.



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