



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
1.1	PROJECT BACKGROUND	1
1.2	PURPOSE OF THE REPORT	2
1.3	REPORT CONTENTS	3
2	SCOPE AND METHODOLOGY	4
2.1	INTRODUCTION	4
2.2	SCOPE	4
2.3	METHODOLOGY	4
2.3.1	Key Stakeholder and Land owner Meetings	5
2.3.2	Stakeholder Workshops	5
2.3.3	Public Exhibitions	5
2.3.4	Hard to reach groups	5
2.3.5	Questionnaire	5
2.3.6	Methods of communication	5
3	STAKEHOLDER WORKSHOPS	9
3.1	OVERVIEW	9
3.2	WORKSHOP OUTPUTS	10
3.2.1	Workshop part 1	10
3.2.2	Workshop Part 2	10
3.2.3	Workshop Part 3	11
4	PUBLIC EXHIBITIONS	12
4.1	OVERVIEW	12
5	HARD TO REACH GROUPS	14
5.1	OVERVIEW	14
5.2	APPROACH	14

5.3	PARTICIPATION	14
5.4	FINDINGS	14
6	QUESTIONNAIRE	16
6.1	INTRODUCTION	16
6.2	QUESTION 1	17
6.3	QUESTION 2	18
6.4	QUESTION 3	19
6.5	QUESTION 5	22
6.6	QUESTION 6	23
6.7	QUESTION 7	28
6.7.1	Question 7a	29
6.7.2	Question 7b	32
6.8	QUESTION 8	33
6.9	QUESTION 9	34
6.10	QUESTION 10	35
6.11	QUESTION 12	37
6.12	QUESTION 13	38
6.13	QUESTION 14	39
6.13.1	Question 14a	40
6.14	QUESTION 15	41
7	PROJECT TEAM RESPONSES	42
8	SUMMARY	45
8.1	ENGAGEMENT OVERVIEW	45
8.2	KEY FINDINGS	45
9	APPENDIX A – STAKEHOLDERS	46
10	APPENDIX B – STAKEHOLDER WORKSHOP PRESENTATION	48
11	APPENDIX C – EXHIBITION DISPLAY BOARDS & LEAFLET	49
12	APPENDIX D – QUESTIONNAIRE	50
13	APPENDIX E – PEOPLE'S PARTNERSHIP REPORT	51

1 INTRODUCTION

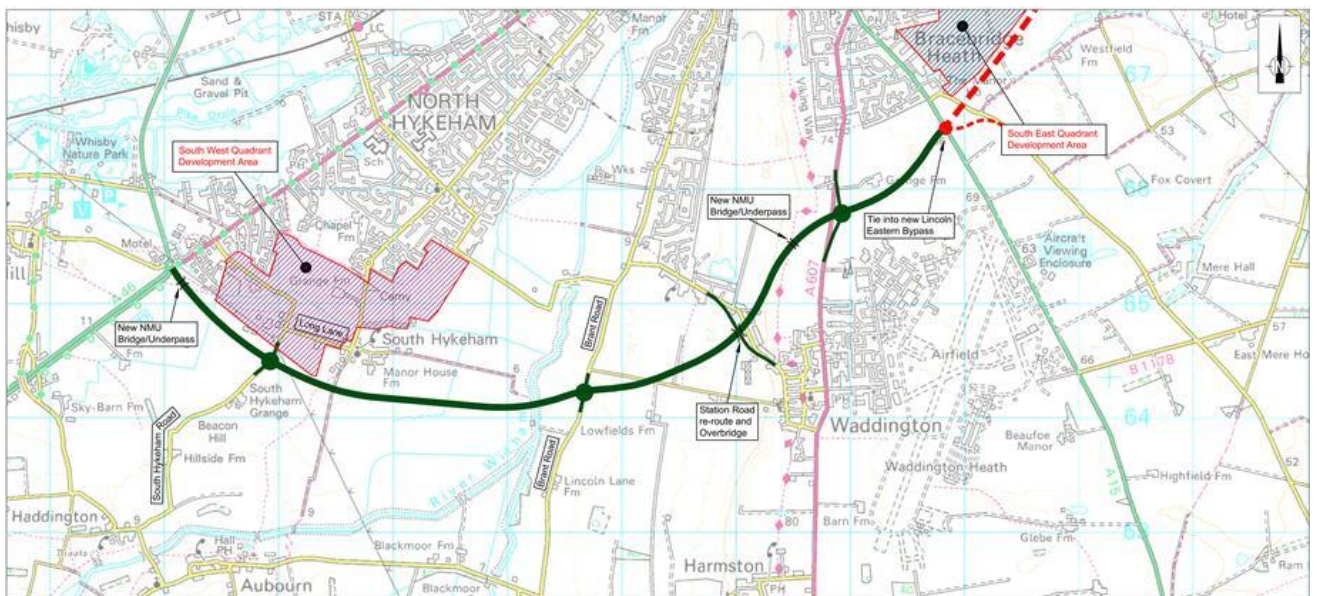
1.1 PROJECT BACKGROUND

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 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 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 Central Lincolnshire Local Plan (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 Sustainable Urban Extensions)
- 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
- 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.

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

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



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
- 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.
- There should be sufficient provision for vulnerable road users.

4 PUBLIC EXHIBITIONS

4.1 OVERVIEW

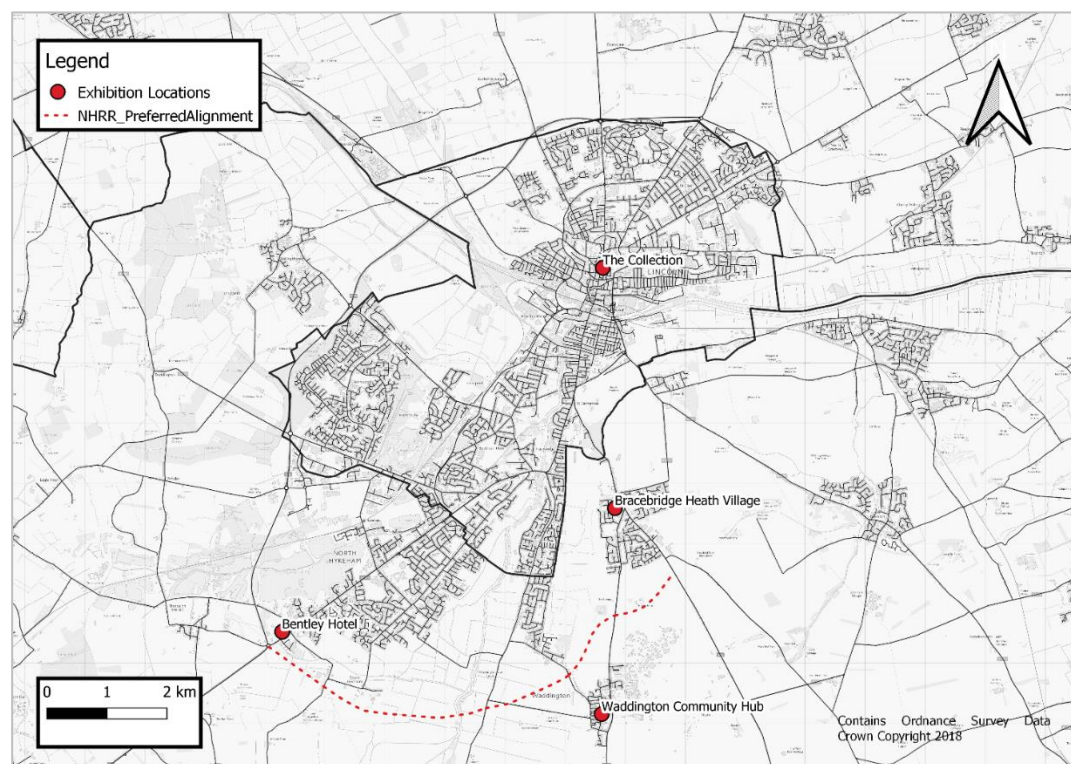
There was a total of four exhibitions held across the engagement period. All of the engagement events were held at community venues, chosen due to their accessibility. The majority of these events (3 out of the 4), were also held in areas in close proximity to which the scheme will pass.

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
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
- 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;
- 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.

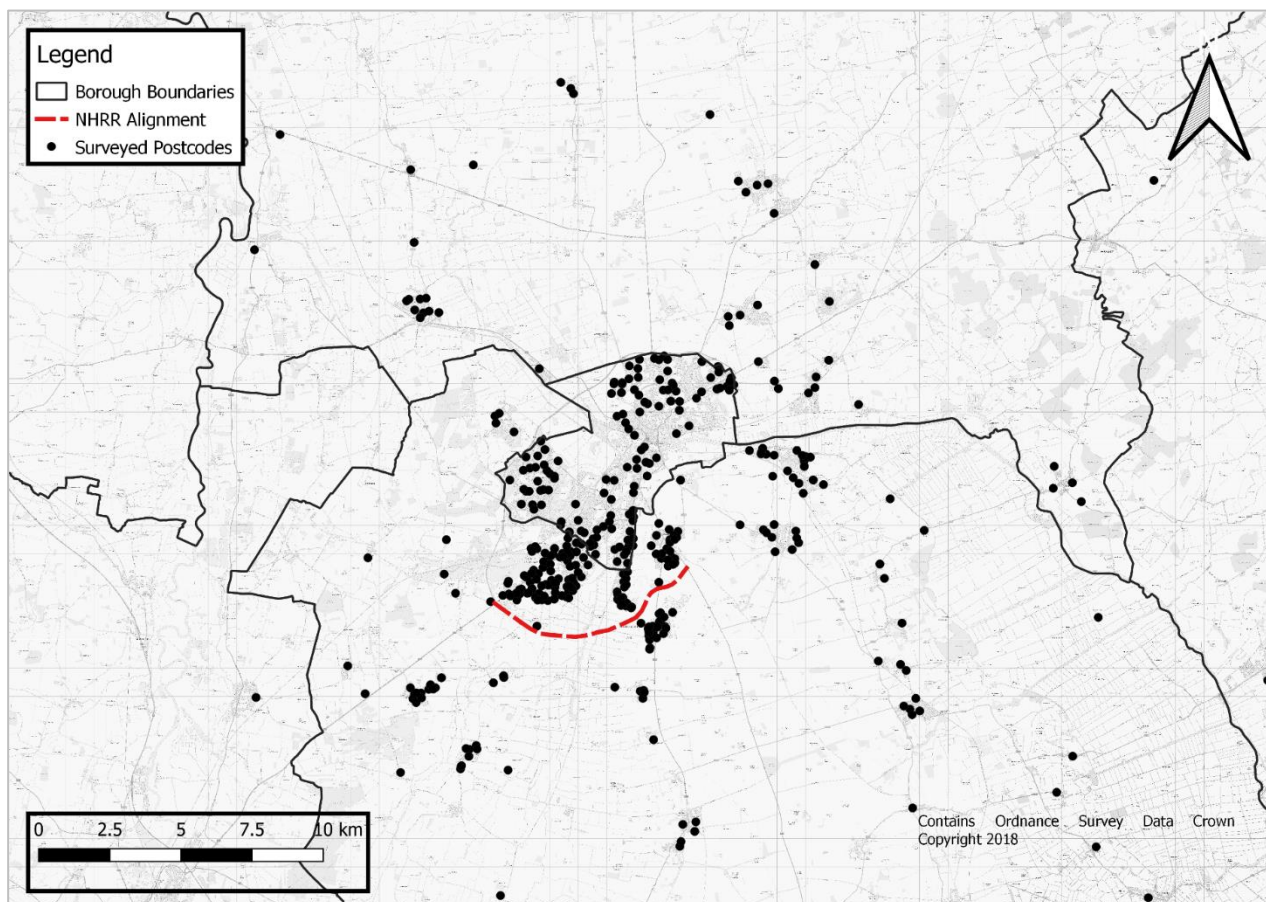
Table 4 – Summary of Question 1

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

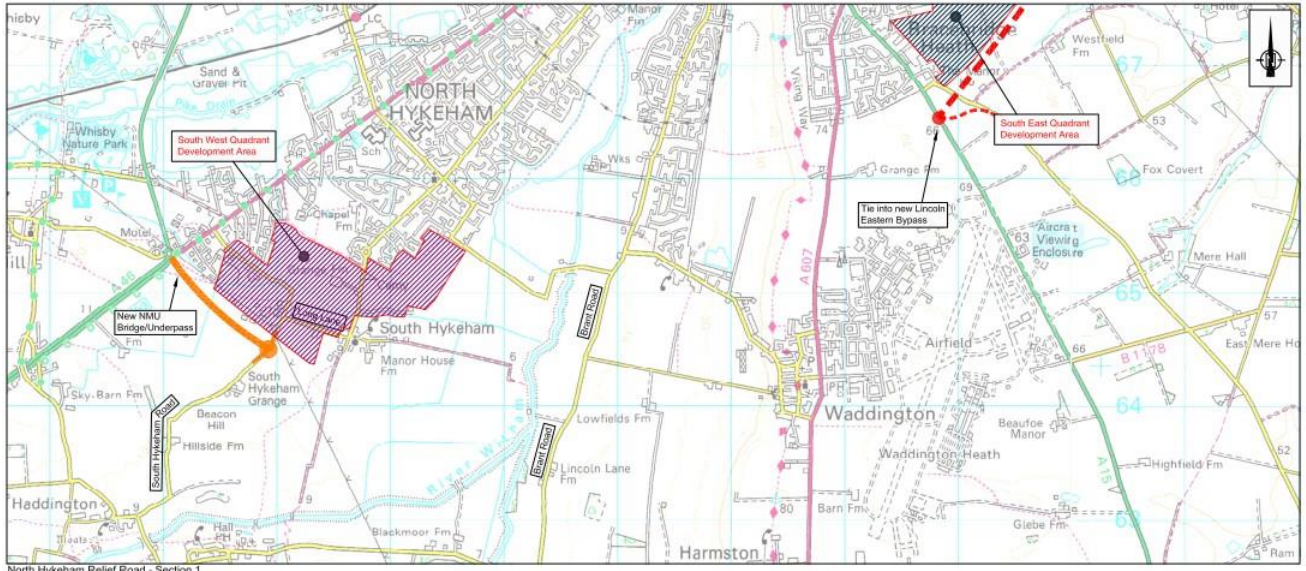
This question asked respondents if they were representing an organisation, business or group. An alphabetical list of all organisations, businesses or groups that were stated by the respondents is provided below.

- 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
- Witham Ward Councillor - City of Lincoln Council

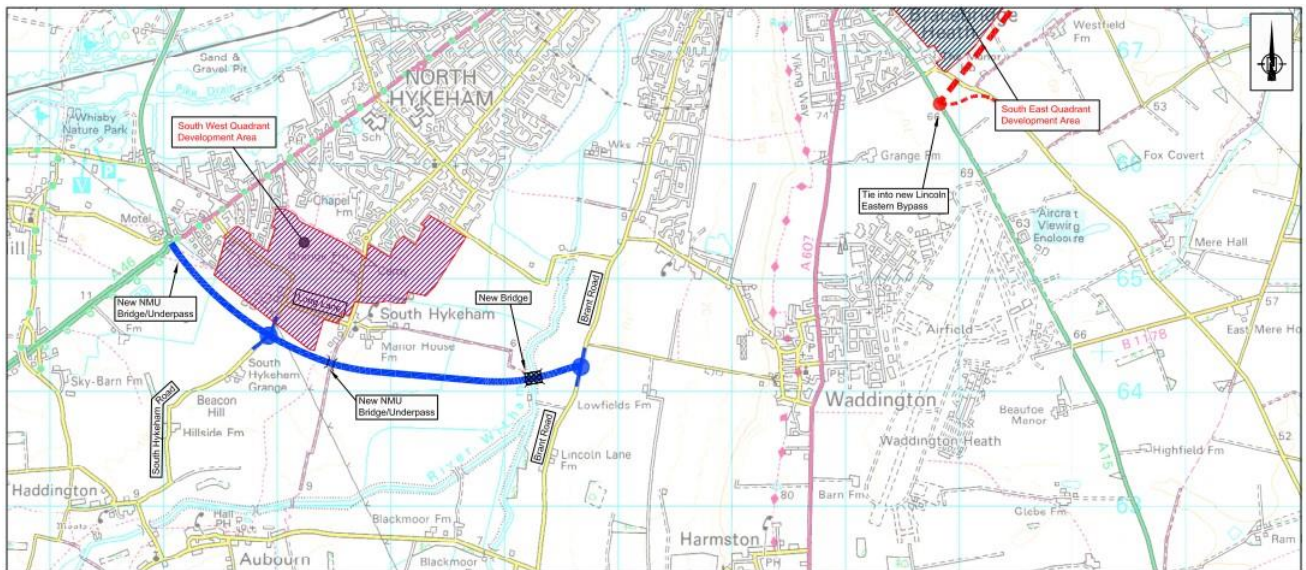
6.4 QUESTION 3

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:

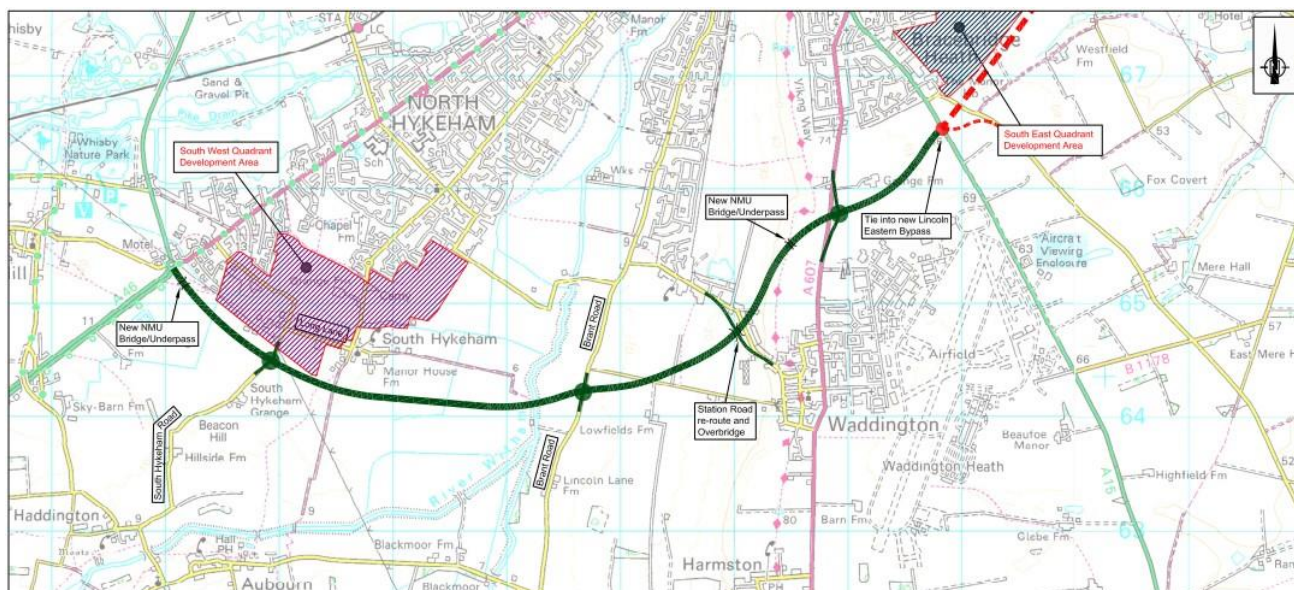
A46 to South Hykeham Road – Single Carriageway or Dual Carriageway



A46 to Brant Road – Single Carriageway or Dual Carriageway

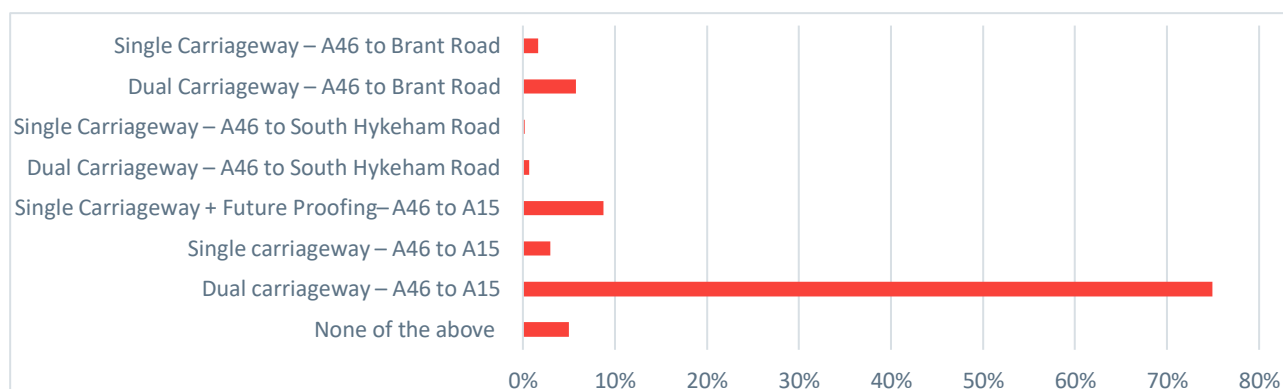


A46 to A15/Lincoln Eastern Bypass – Single Carriageway, Dual Carriageway or Single Carriageway + Future Proofing



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.
- 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 vote.
- 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%

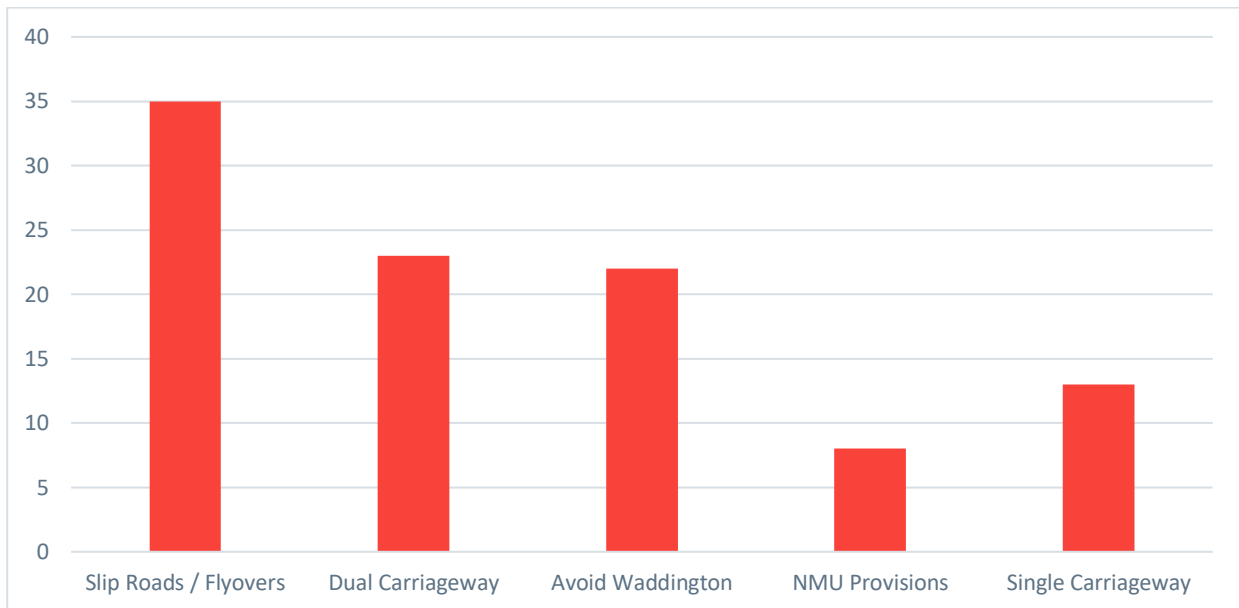
This data can be summarised into the following key points:

- 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).
- 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. Respondents who live within 500m prefer either carriageway standard between the A46 and Brant Road.

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.
- 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 the following benefits, “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”.
- Only 4% of respondents (42 individuals) felt that the North Hykeham Relief Road 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

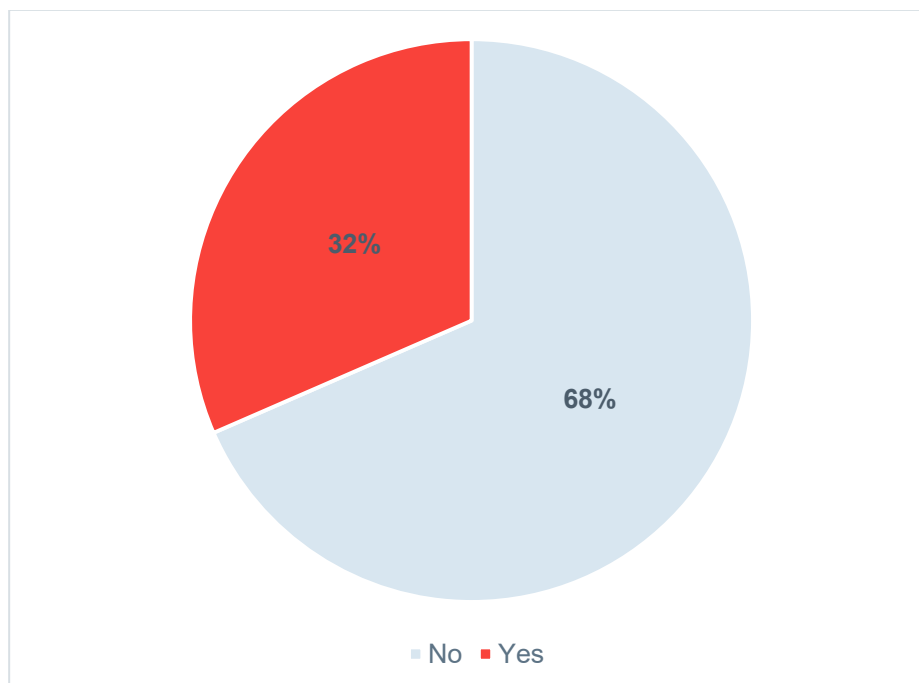
Distance	>50 0m	500m- 1km	1km- 2km	2km- 5km	5km- 10km	<10 km
Reduced traffic levels and congestion on the existing road network (bypass) around Lincoln	14%	13%	12%	13%	13%	13%
Reduced traffic levels and congestion on the key routes through the city	14%	11%	12%	13%	12%	13%
Reduced 'rat-running' traffic 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; 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.
- 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.
- 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 p’ger	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.
- 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%
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 duration the construction period.
- 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;
- 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 overleaf.

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:

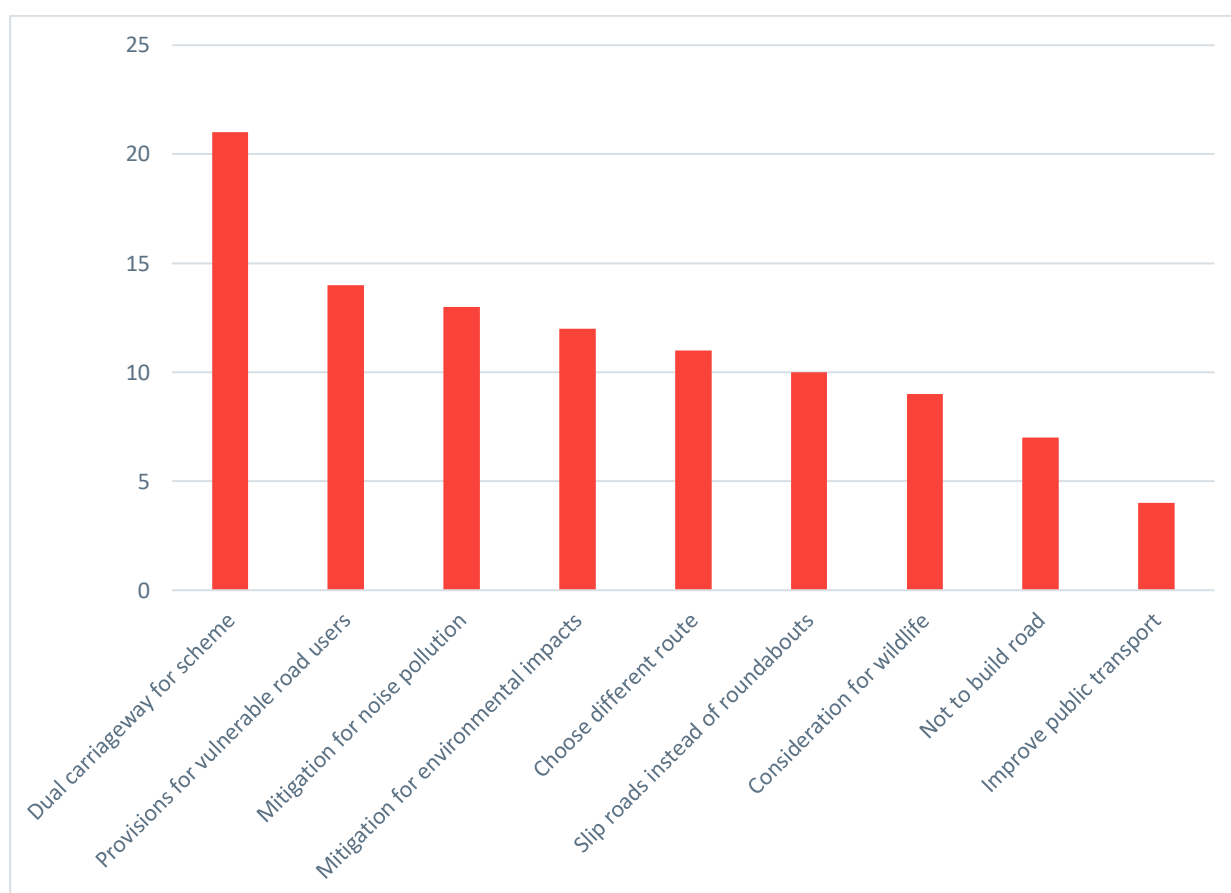
- In general, there is little variation in stated impact of the proposed scheme, however, the proportion of respondents worried about additional levels of noise tends to decrease the further away the respondent is from the proposed scheme.

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 remedy the 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



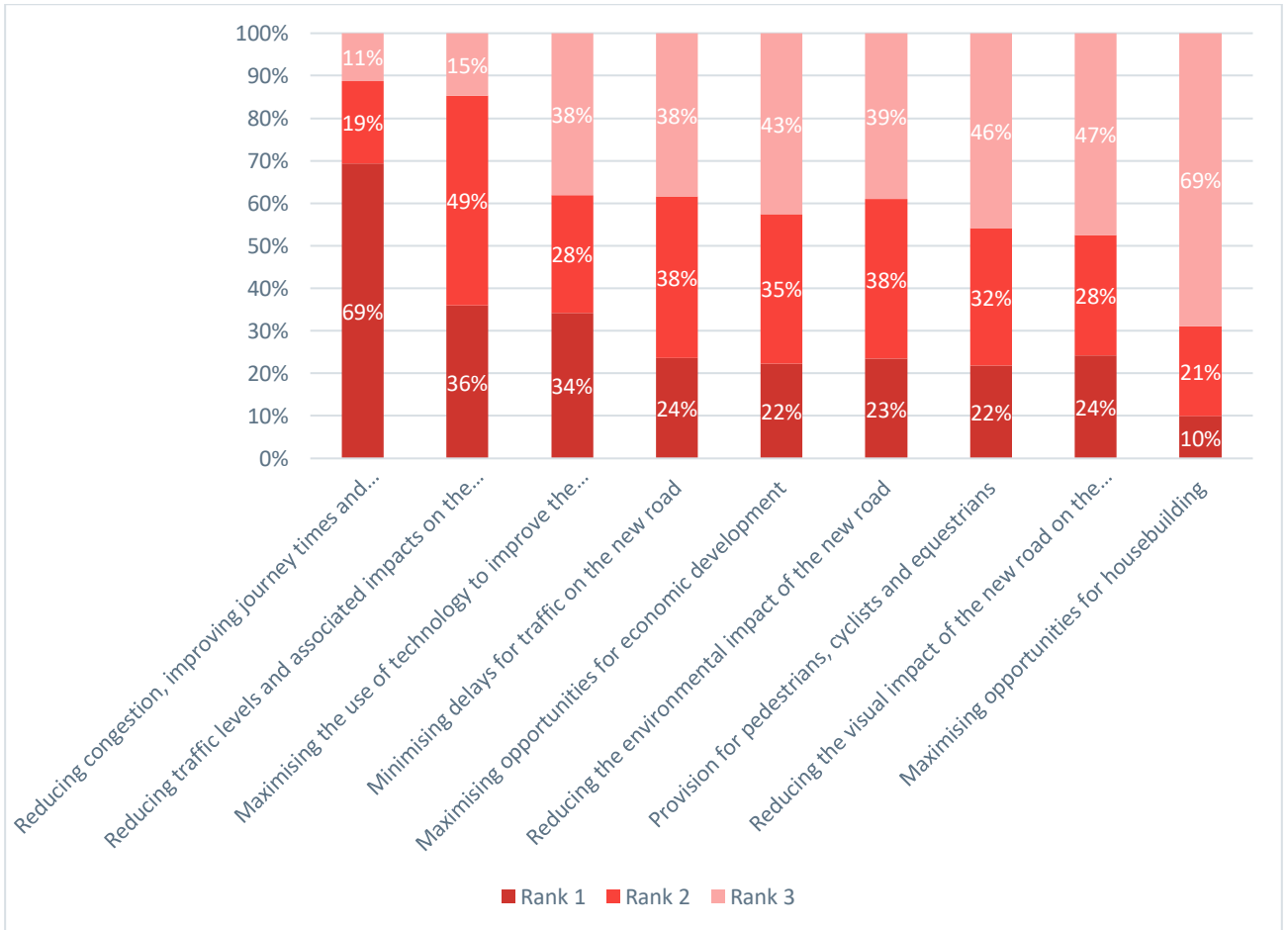
The following key points can be drawn from the collated data:

- 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



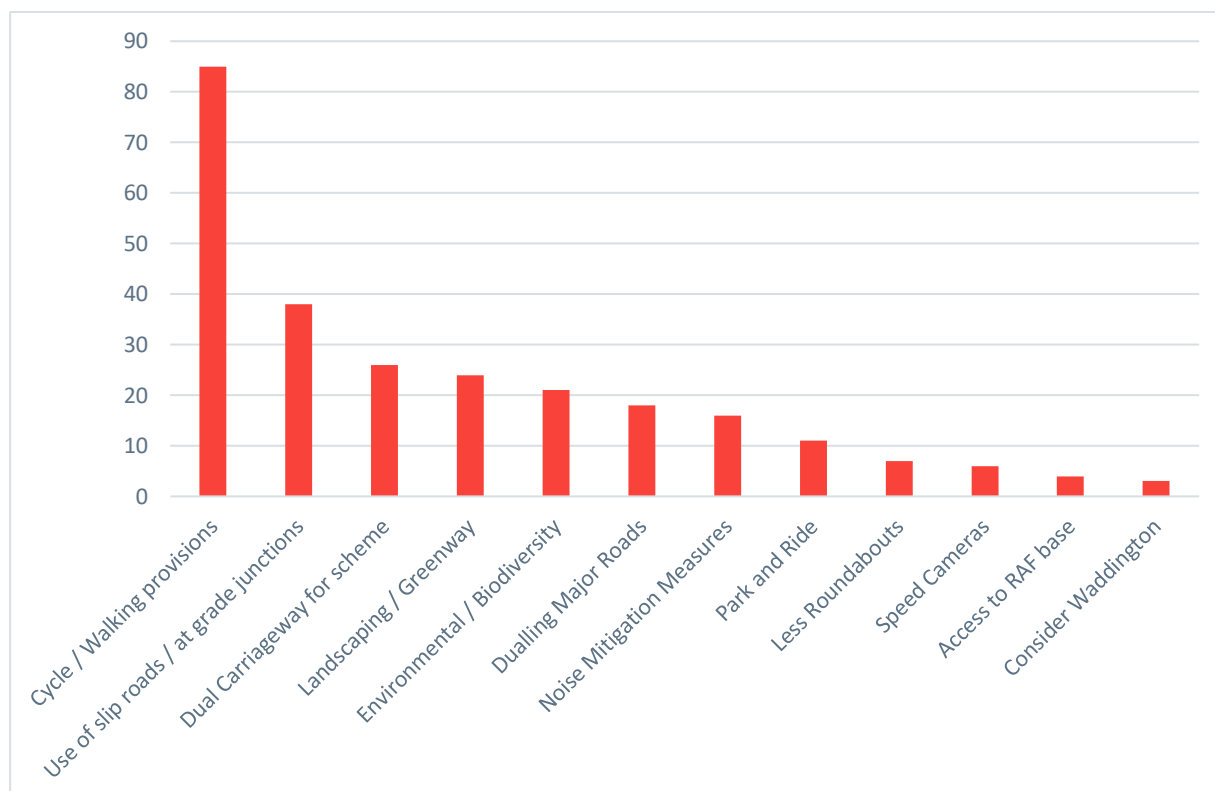
Based on analysis of the data collected the following conclusions can be drawn:

- “Reducing congestion, improving journey times and improving reliability” received the highest percentage of respondents ranking it as high importance. Approximately 70% of all respondents chose this option;
- Maximising opportunities for housebuilding” had the lowest number of instances where it 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



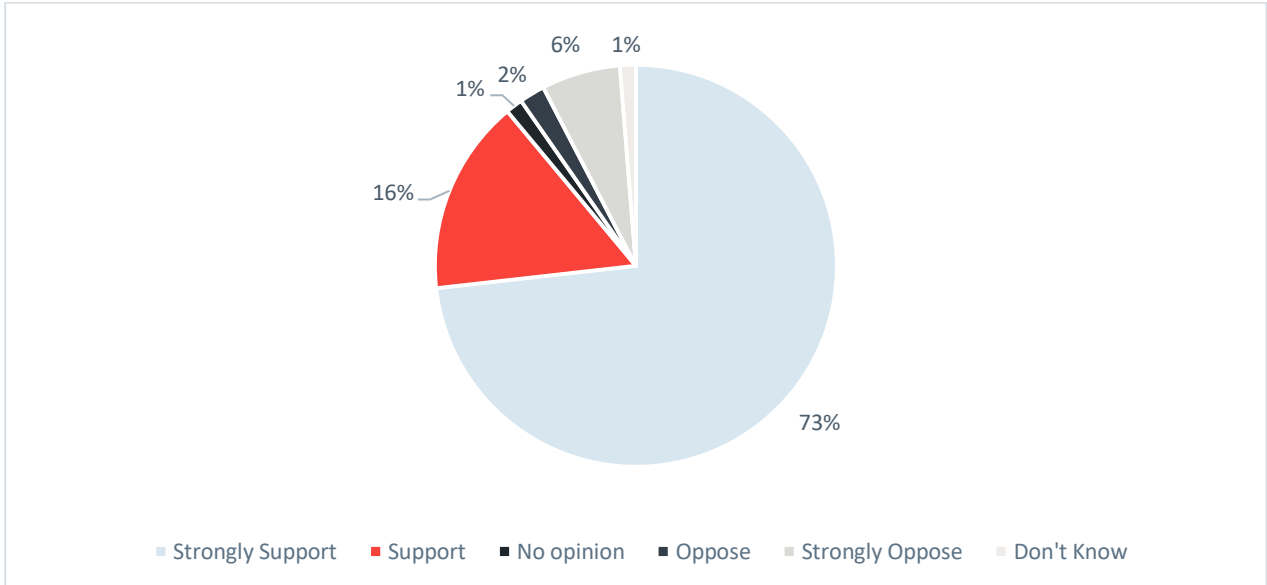
A number of key themes can be identified from the above graph and have been summarised below:

- 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;
- 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 North Hykeham Relief Road 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 of which there is much more opposition to the scheme and also a higher percentage of respondents which stated they have no opinion / don’t know which both have 8% of respondents in the categories respectively.

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

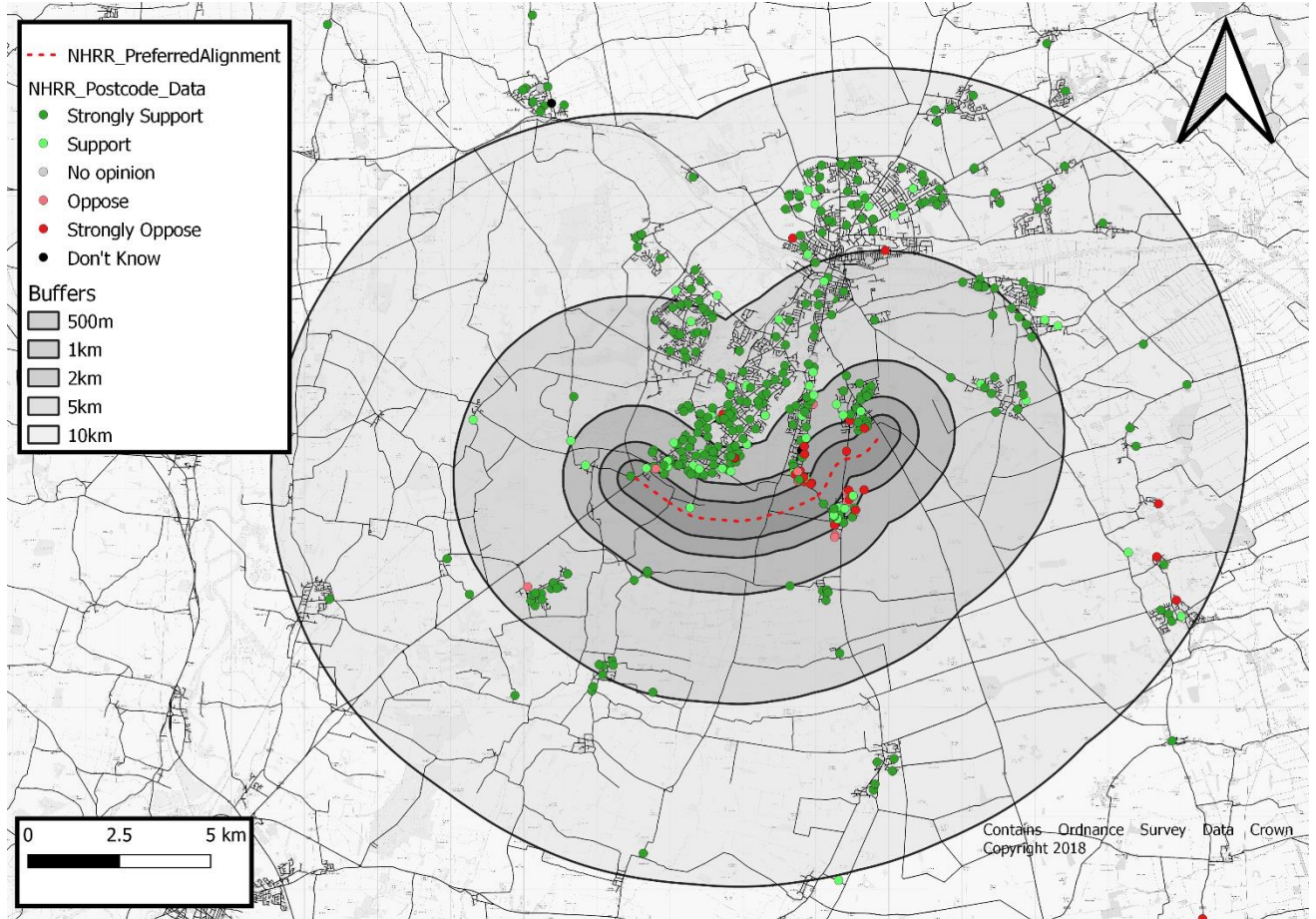
Opinion	500m>	500m-1km	1km-2km	2km-5km	5km-10km	10km<
Strongly Support	38%	57%	76%	87%	83%	84%
Support	23%	20%	15%	9%	12%	11%
No opinion	0%	0%	0%	2%	0%	1%
Oppose	0%	5%	3%	1%	0%	0%
Strongly Oppose	38%	16%	4%	1%	4%	4%
Don't Know	0%	1%	1%	0%	0%	1%
Total	100%	100%	100%	100%	100%	100%

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;
- 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.

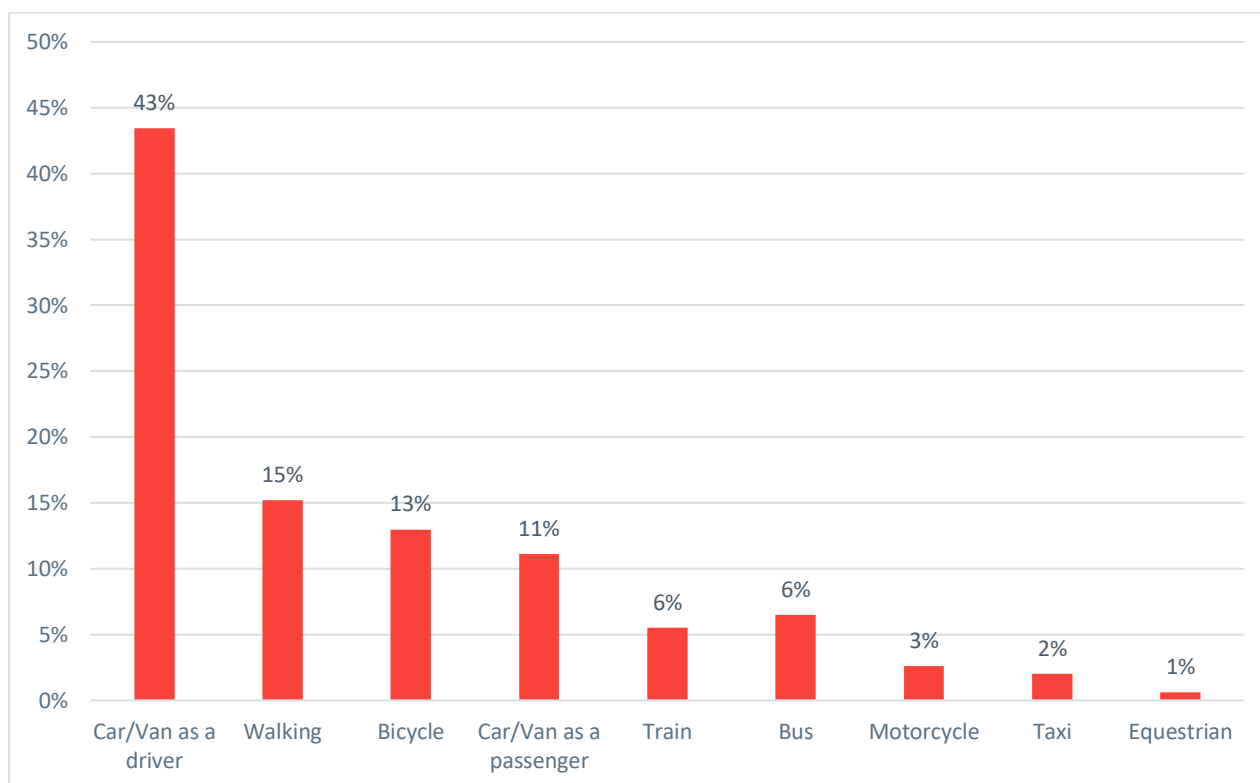
Figure 11 – Support for the scheme by Proximity



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



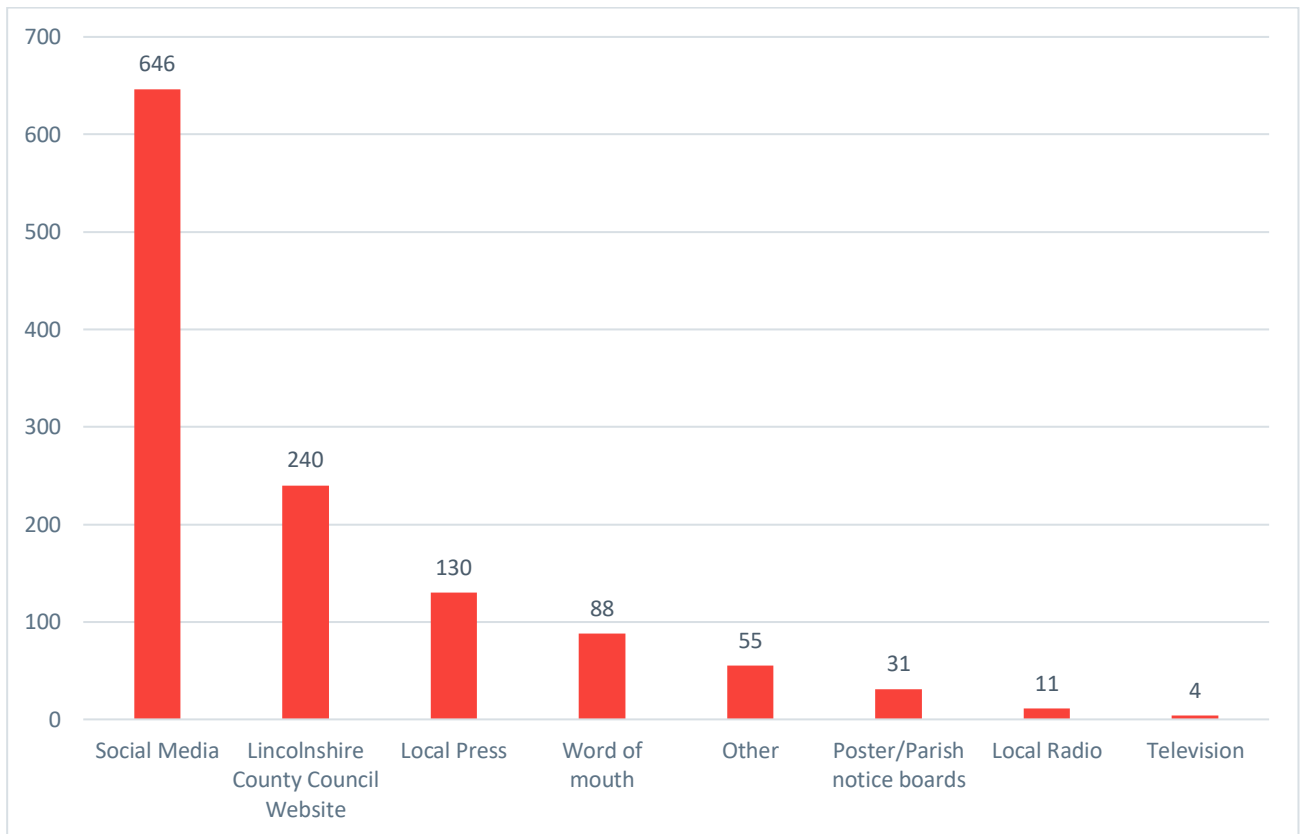
The data set out in the figure above can be summarised into the following key points:

- A total of 43% of all responses stated that they most commonly use their car/van.
- 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;
- 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

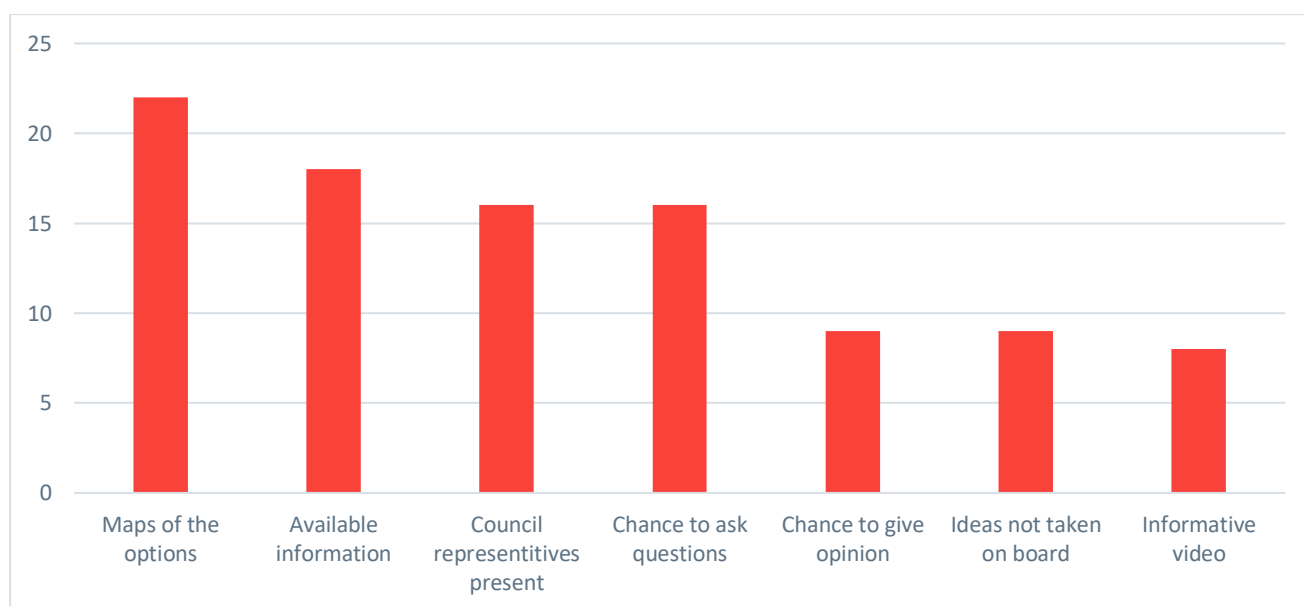
Was the event useful?	Count	Percentage
Yes	111	83%
No	23	17%
Total	134	100%

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;
- 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?

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. 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 Relief Road 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 North Hykeham Relief Road 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 North Hykeham Relief Road. 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.
- Some land and property is already within the County Council's ownership.

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

- The North Hykeham Relief Road is still at an early stage of development but the current estimated total cost of the project is between £100m and £150m.
- 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

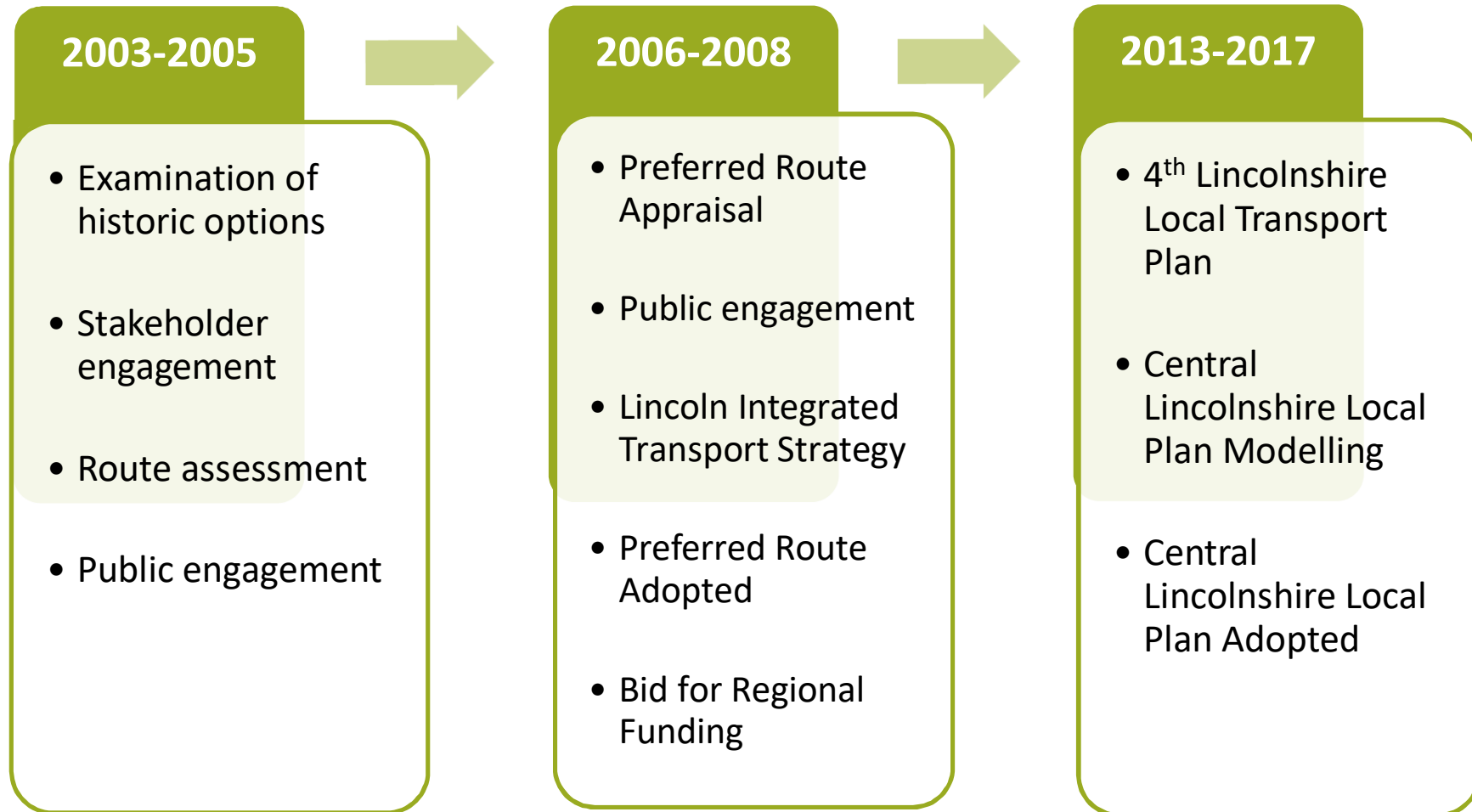
North Hykeham Relief Road

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

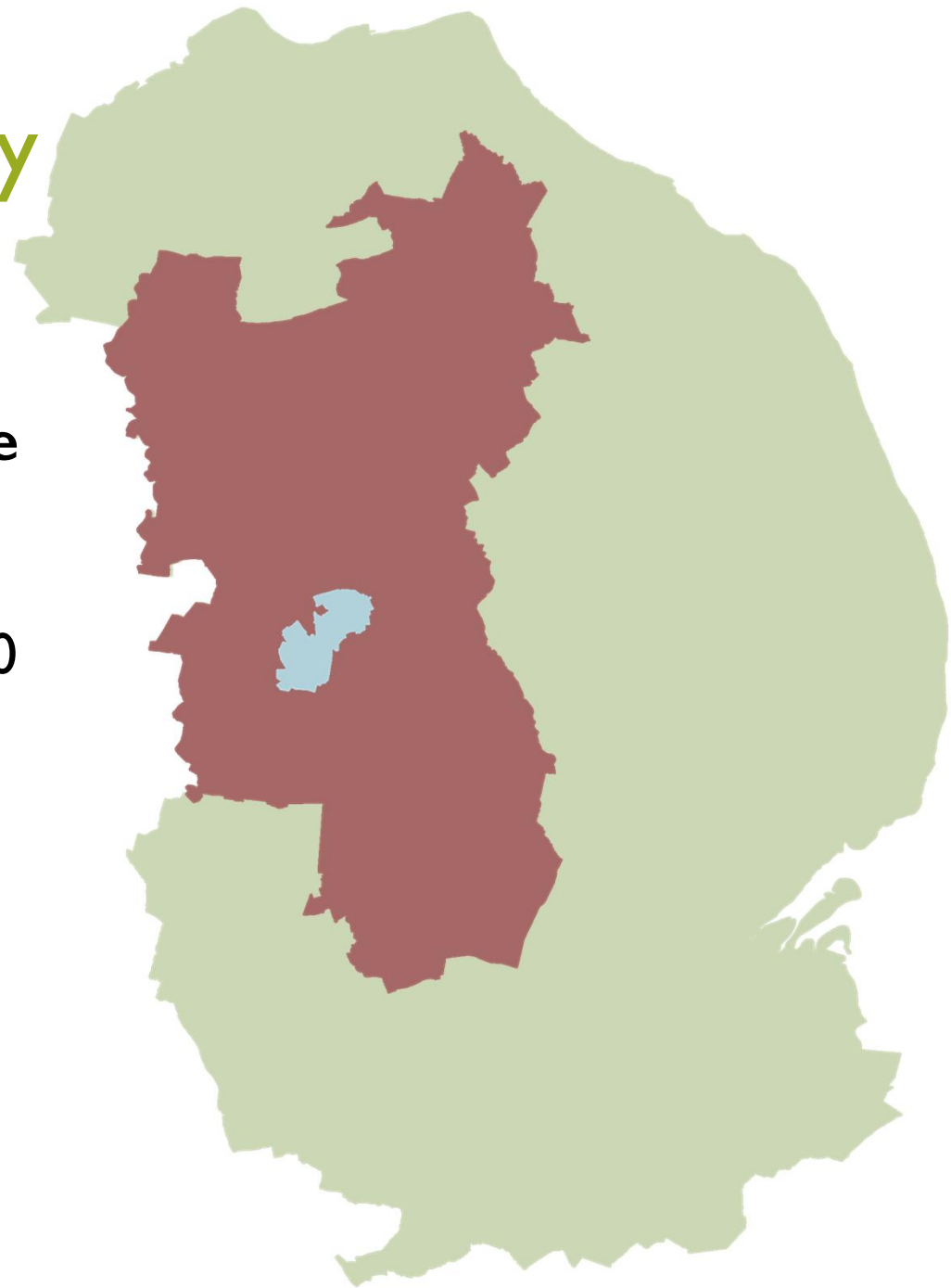
The **Greater Lincolnshire** Strategic Economic Plan sets out ambitious targets to achieve 13,000 new jobs, support 22,000 businesses, increase the economy by £3.2 billion and deliver up to 100,000 new homes by 2030;



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

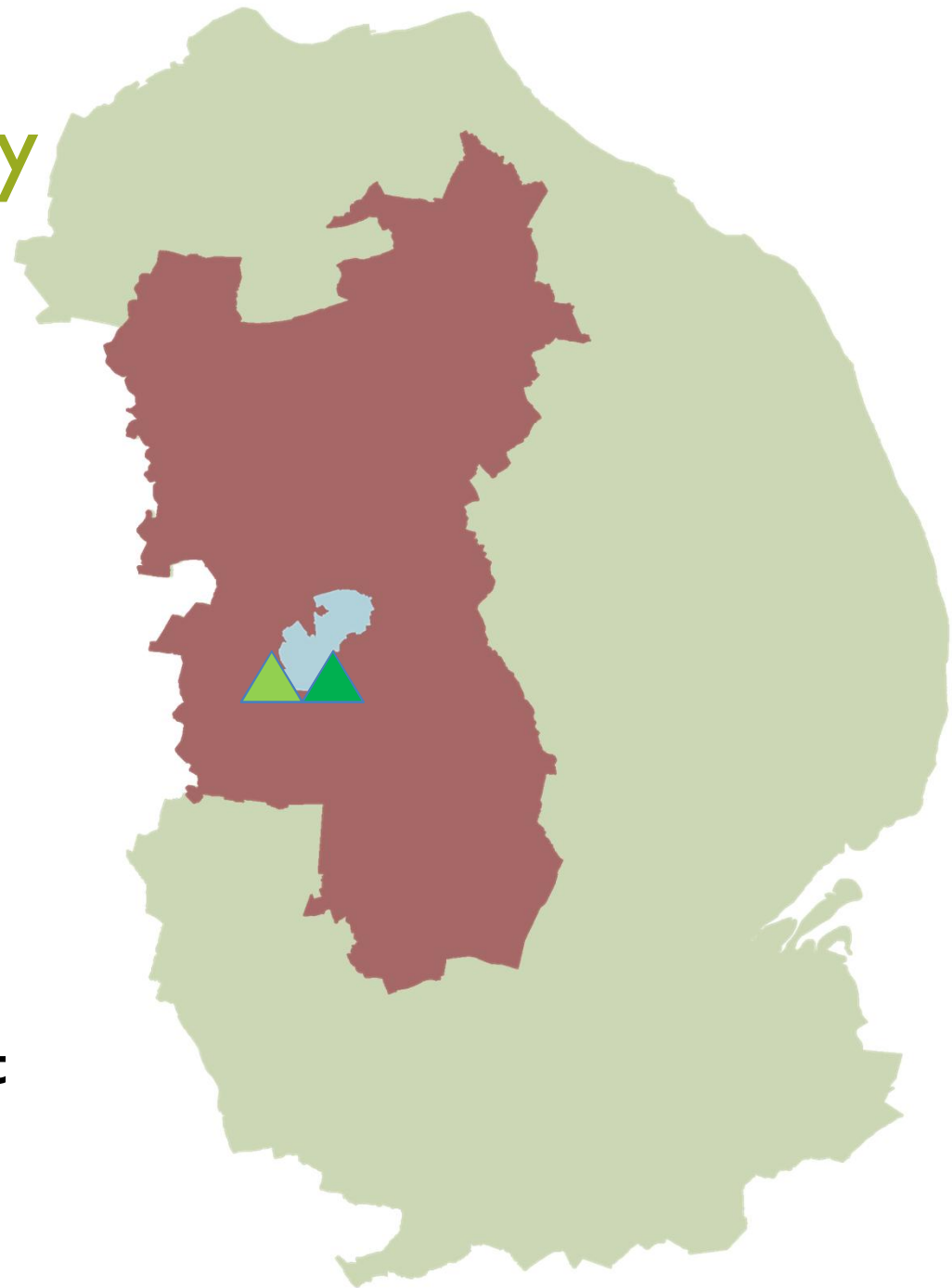
Much of that growth to be concentrated in the **Lincoln urban area**



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

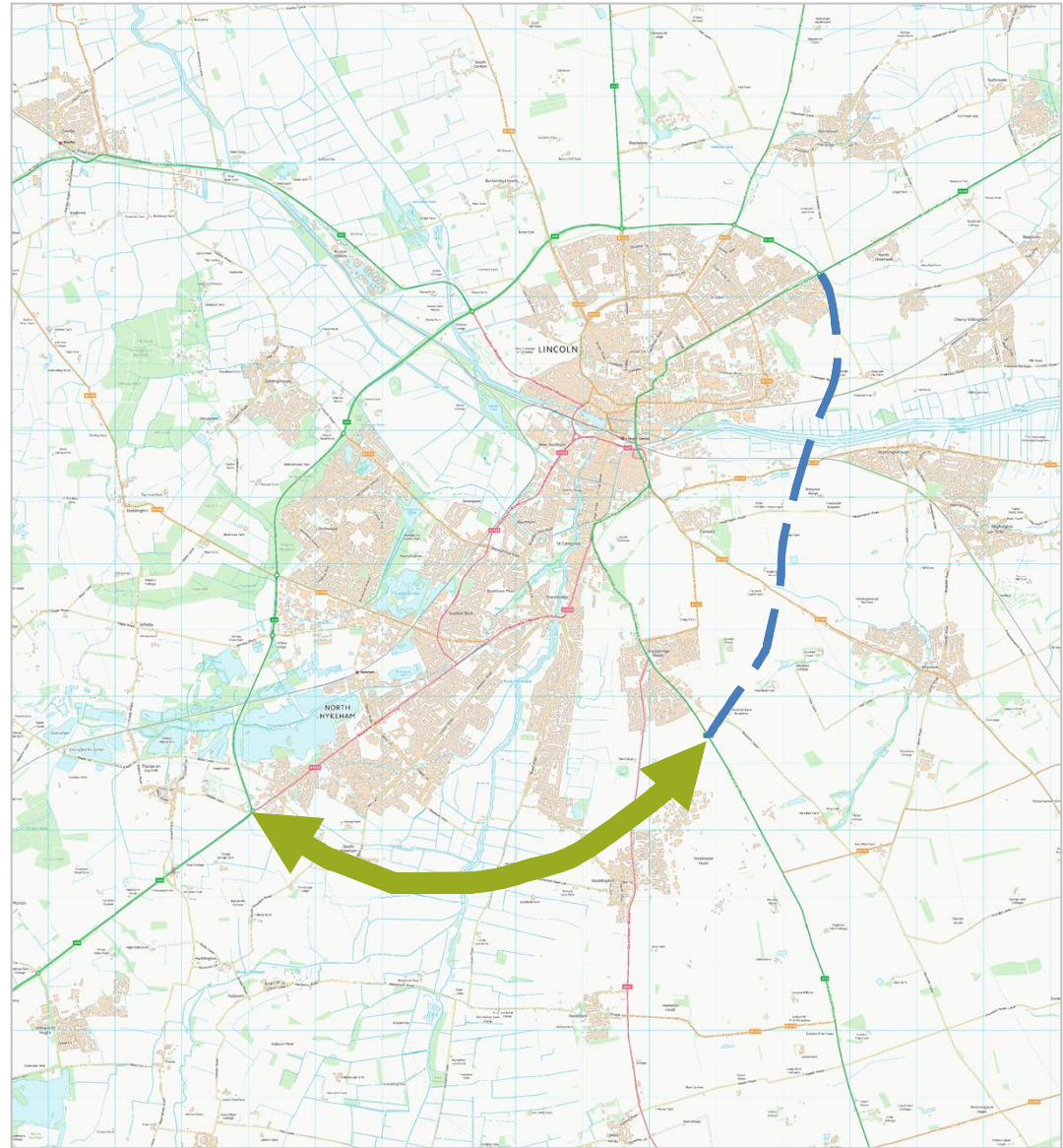
NHRR will also support the delivery of **South East Quadrant**.



Objectives

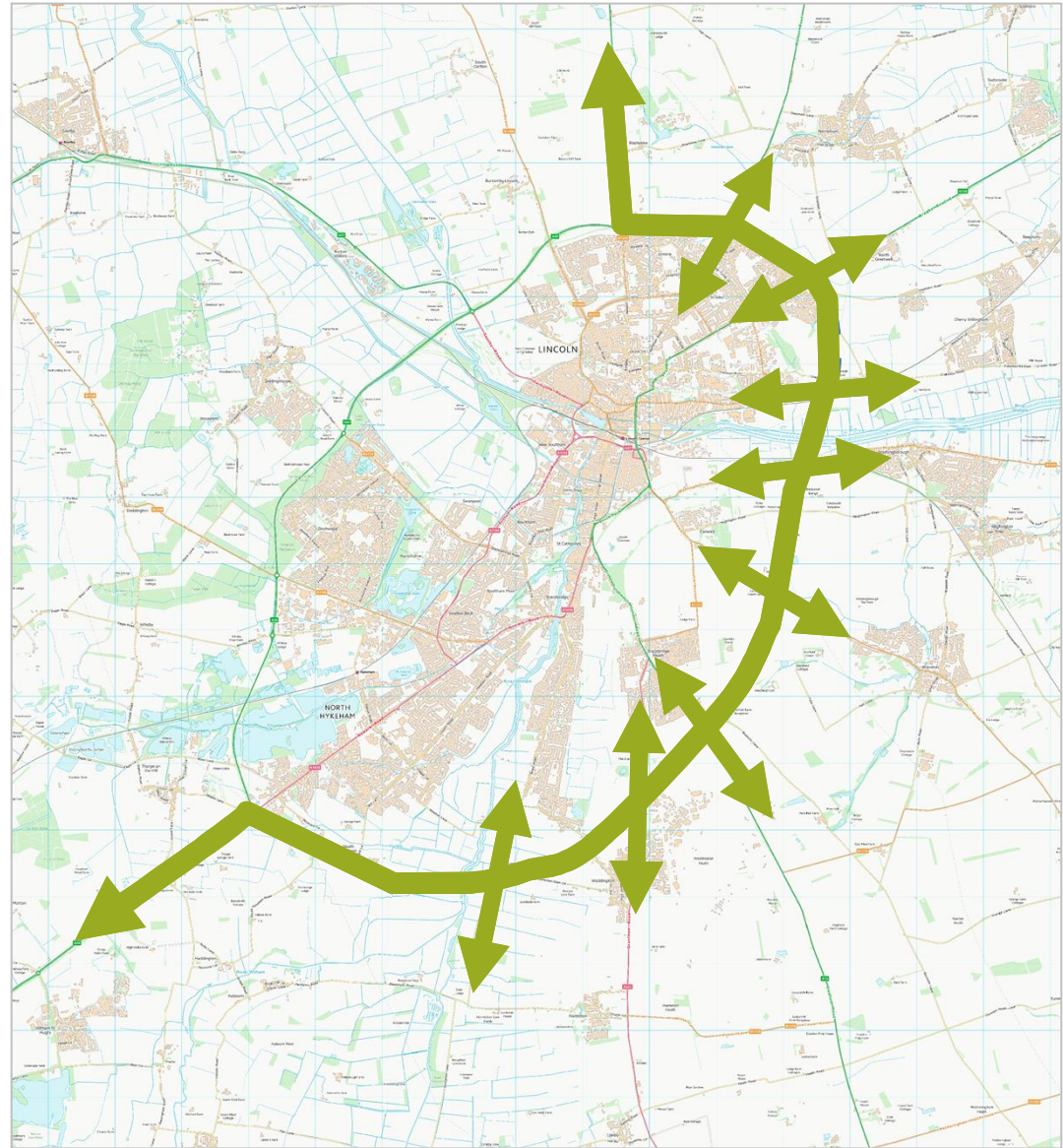
Provision of an additional, limited access, east-west route for local and strategic traffic

Increased network capacity to accommodate housing growth



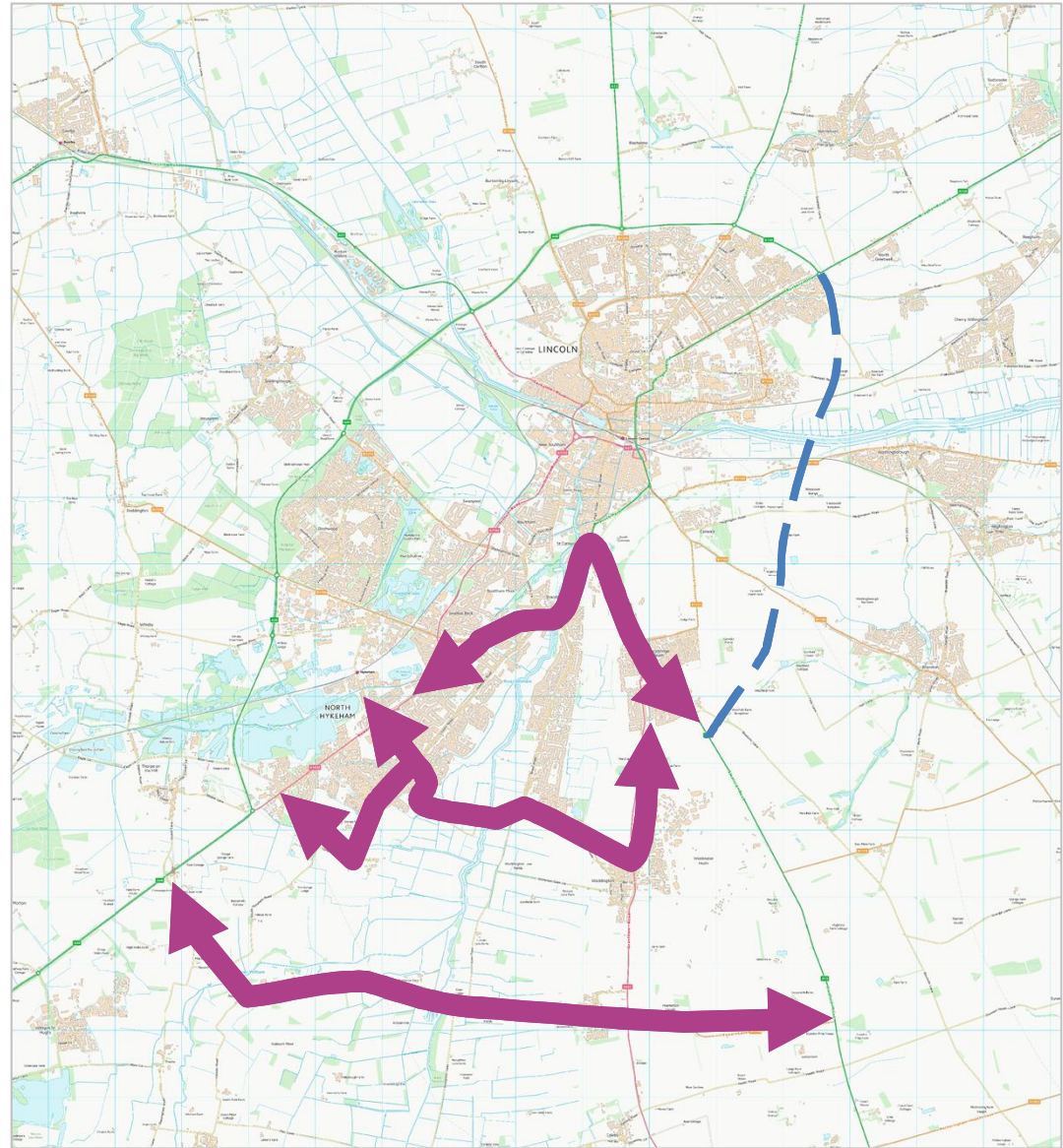
Objectives

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



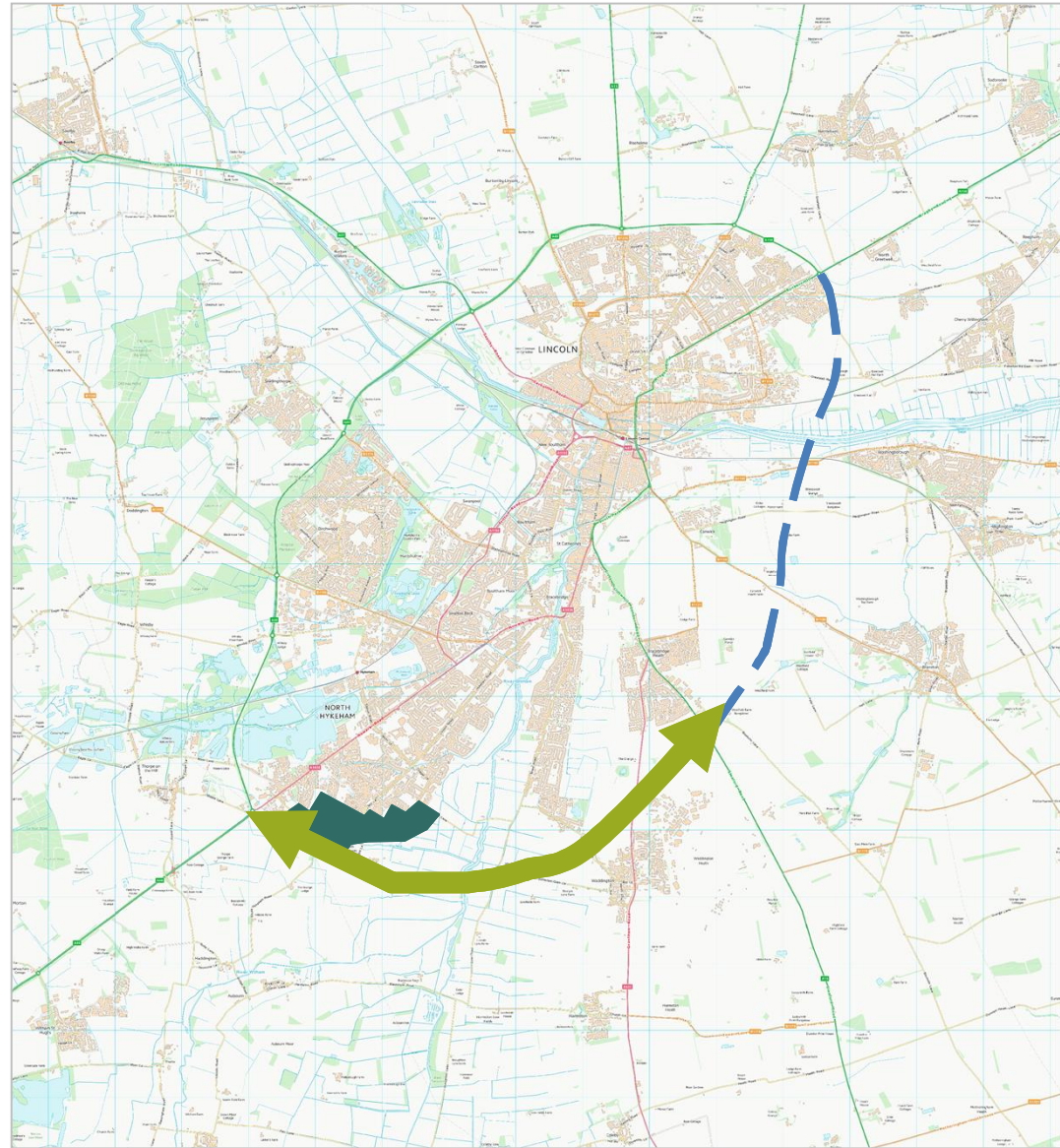
Objectives

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



Objectives

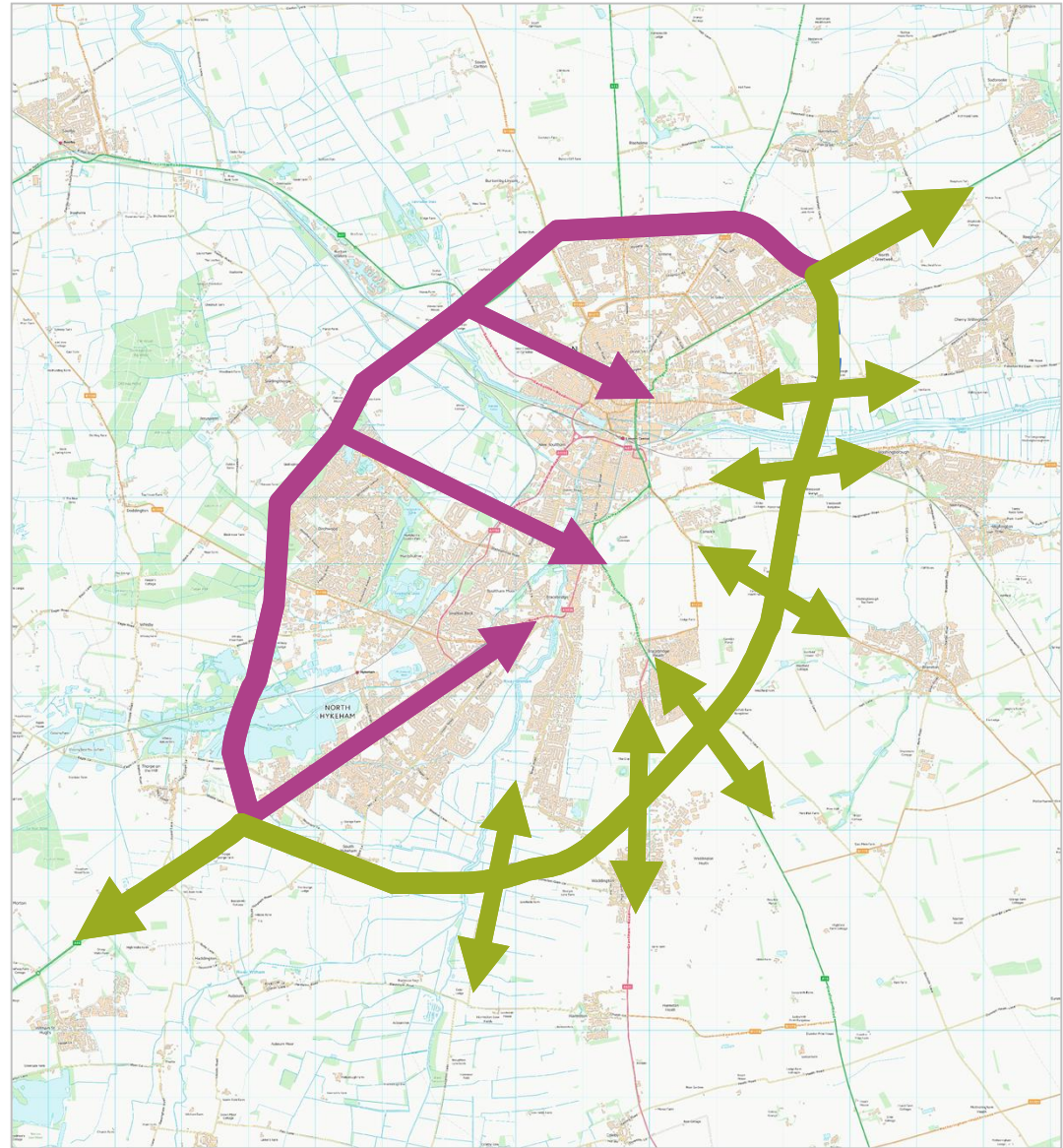
Provision of a new link to unlock land allocated for the South West Quadrant



Objectives

Expansion of the orbital network around Lincoln

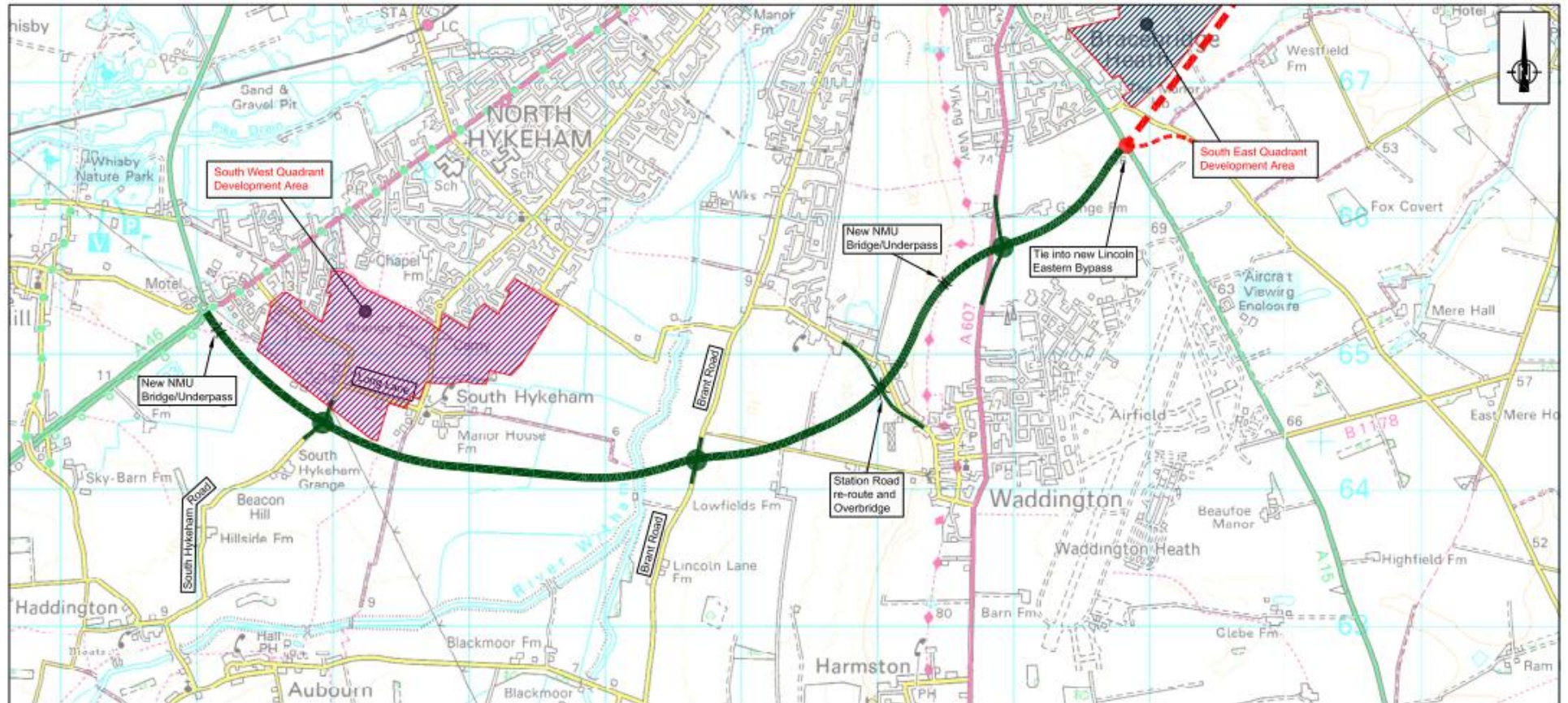
Improved route choice for east west movements to reduce traffic and congestion on the existing orbital network and key routes through Lincoln



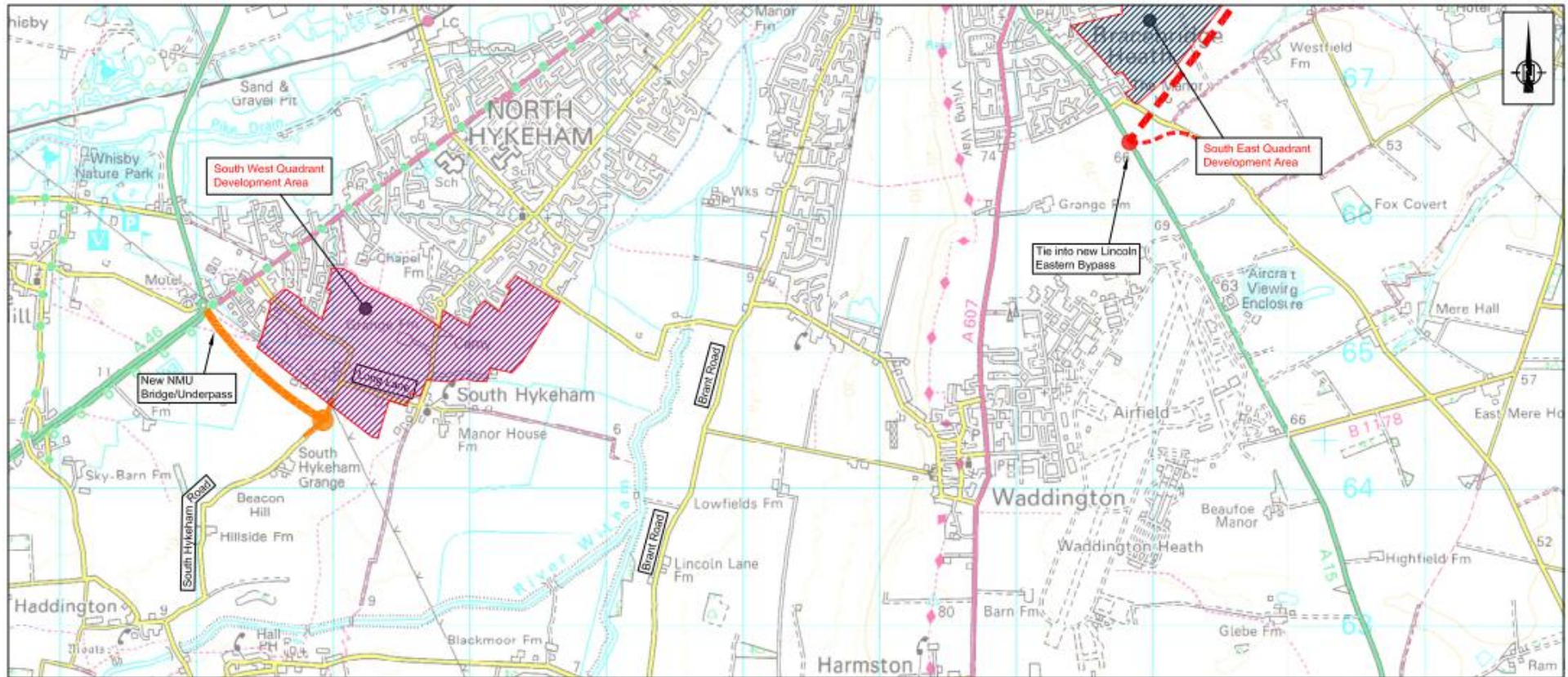
Options

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

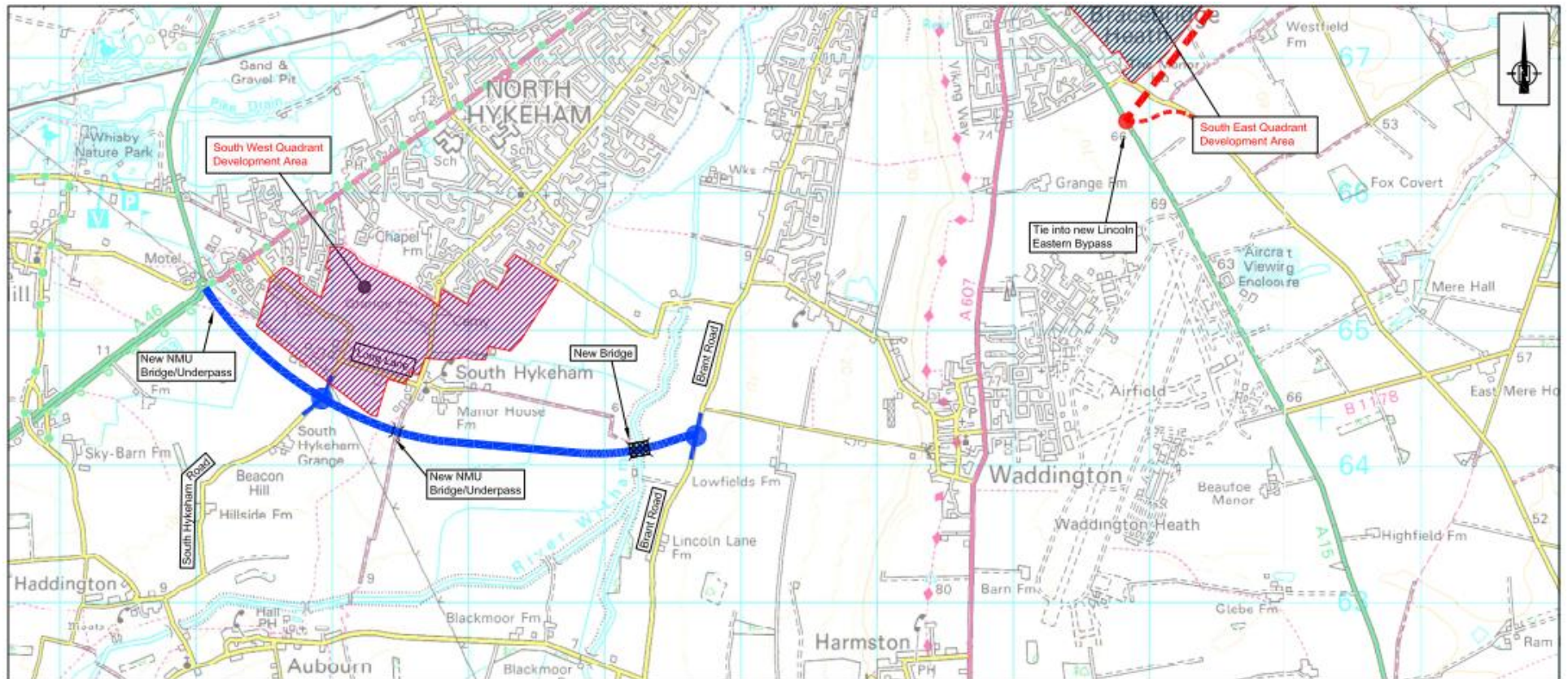
A46 to A15/LEB



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

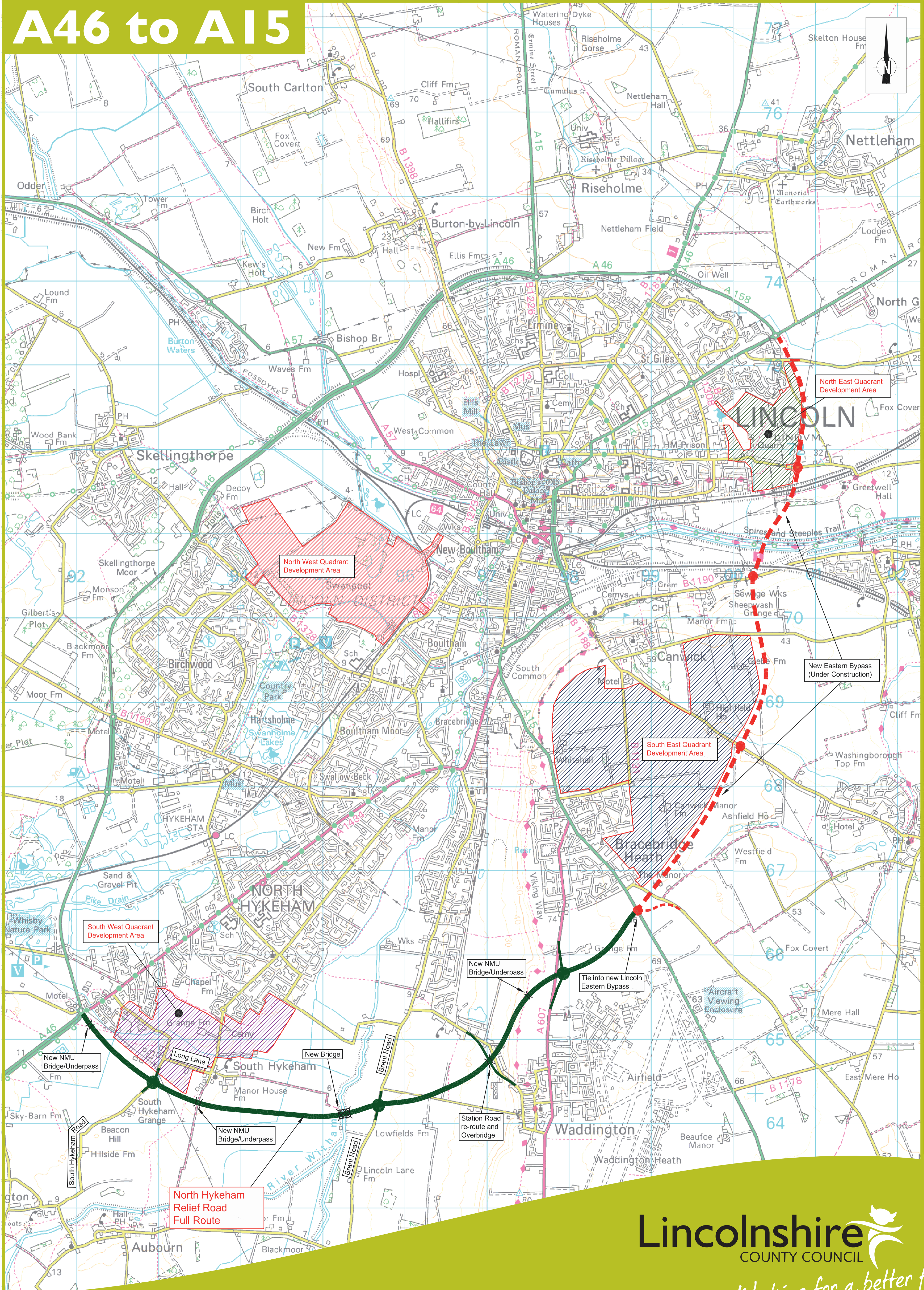
Some key facts about the project are:

- 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:

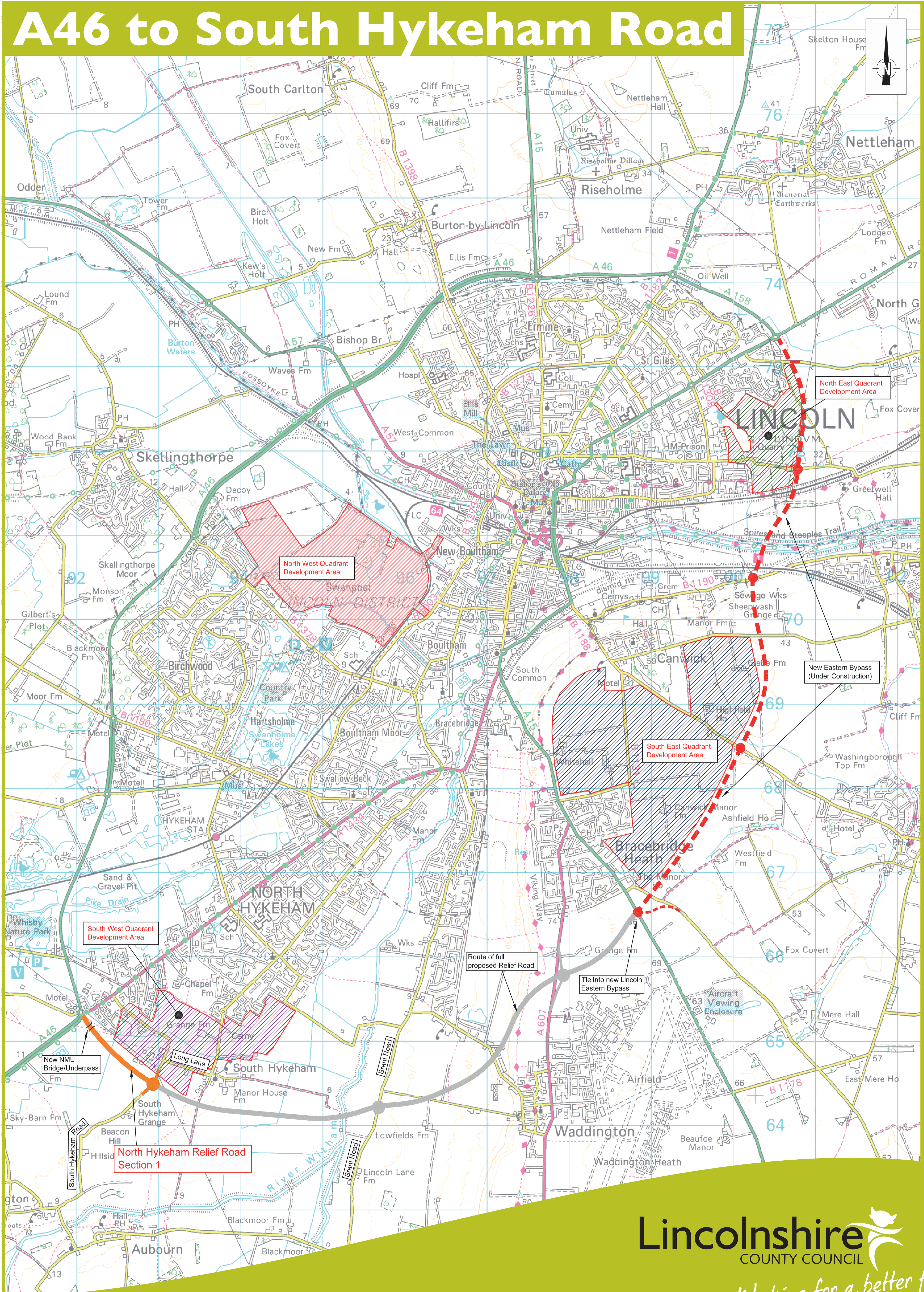
- Completing a written or online questionnaire by **Friday 29 June**
- Calling and asking to speak to a member of the team on **01522 782070**
- For the online survey or for more information about the scheme, visit our website: **www.lincolnshire.gov.uk/nhrr**

North Hykeham Relief Road



North Hykeham Relief Road

A46 to South Hykeham Road



North Hykeham Relief Road

A46 to Brant Road

