

**Open Report on behalf of Richard Wills
Executive Director for Environment and Economy**

Report to:	Highways and Transport Scrutiny Committee
Date:	16 July 2018
Subject:	Route and Place Based Transport Strategy

Summary:

This report details what a transport strategy is and highlights the purpose and benefits to LCC. It also outlines the status of LCC's existing Transport Strategies and recommends a more robust future approach across the whole County.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to:

- 1) Consider and comment on the proposed route and place based transport strategy approach to identifying future highway improvements across the county; and,
- 2) Endorse the programme of creating and updating the various traffic models and place/route based strategies across the County as detailed in Appendix A.

1.0 Background

Transport strategies are key to the delivery of improvements to the transport network through the identification of policies and proposals founded on a sound evidence base. The strategy documents set out what a local authority intends to achieve in an area and how it will go about it, presenting the authority's proposals for improving the transport network over a period of time.

1.1 Purpose and Need for Transport Strategies

Developed using a comprehensive and robust methodology, aligned to Department for Transport processes, transport strategies can provide the basis for the formulation of funding bids and provide strong evidence for the strategic case for schemes which such bids are required to demonstrate.

- 1.2 These strategies have evolved to consider not only transport but also accessibility that transport provides to both people and the wider economy as well as its interaction with land use, planning and economic development. Together, an understanding of plans for new developments and the needs

of the local and wider economy are vital to identifying the future requirements for the transport networks and the transport policies and proposals which will support them.

- 1.3 Strategies need to consider why, where and how people travel therefore they need to be based on an understanding of the journey purposes (e.g. travel to work, school or for leisure, or the movement of goods), the travel areas (e.g. travel within neighbourhoods, urban areas, counties, regions, nationally or internationally) and what modes of travel are used. Strategies should be multi-modal through which they focus on all main modes of transport and it is the norm to use a hierarchy which:
 - reduces the need to travel;
 - prioritises walking and cycling;
 - promotes public transport; and,
 - mitigates the impact of traffic.
- 1.4 Without a sound strategy, it can be difficult for local authorities to provide the evidence base upon which to justify transport improvements which in turn makes it more difficult to generate support for schemes and secure funding. These documents also provide the basis for authorities to be proactive in understanding current and future trends and pressures on its network rather than simply being reactive to changes within or external to their areas. For example, with a well-developed understanding of potential impacts of local plans, authorities can proactively formulate their approach to major planning applications based on the overall impact of all development rather than assessing in isolation the individual site impacts on a case-by-case basis.
- 1.5 Transport strategies enable authorities to comprehensively plan a pipeline of work over the period of the strategy's life. Furthermore, with a set of strategies covering locations across an authority's area, decisions can be made on which areas, policies and proposals should be prioritised and delivered first.
- 1.6 The completion of a transport strategy can subsequently lead to the development of a delivery plan for the policies and proposals it contains. In general, strategies provide the overall policy and high level scheme proposals through which an authority will improve transport in its area while plans are more detailed setting out how and when specific projects will be delivered and funded.
- 1.7 Transport Strategies are developed through a standard process although the individual steps and tasks can vary. All strategies should be based on a robust understanding of the current situation within the strategy area and how the situation will change in the future if the strategy was not to be delivered. This understanding should then lead on to identifying the key problems and opportunities, 'challenges', in the strategy area and the confirmation of the need to take action or 'intervene' in the transport system. To steer both the identification of options and the eventual delivery of the strategy, a robust set of objectives and outcomes needs to be developed, building on both wider economic, land use and transport policies, and the

challenges identified. A long list of options is then developed to resolve the challenges and achieve the objectives and outcomes. The list is then sifted through initial appraisal to form a short list of the most promising options which is then taken forward for more detailed assessment and appraisal. Options that successfully pass through the process are then included in the final strategy. To support the delivery of the strategy, it should set out how policies and proposals will be taken forward and how the delivery will be monitored

- 1.8 Transport Strategies should set out the following:
- an evidence base supporting the identification of current and future challenges
 - the basis for the need for intervention
 - strategy objectives and outcomes
 - the strategy policies and proposals
 - the approach to monitoring delivery
- 1.9 The following sets out a standard set of stages in developing a strategy:
- Understand the current situation
 - Understand the future situation
 - Confirming the need for intervention
 - Identification of objectives
 - Option identification – long list
 - Initial sifting and shortlisting
 - Option development and appraisal
 - Strategy development and reporting
 - Delivery and programme
 - monitoring and evaluation of the implemented strategy
- 1.10 Two key elements in the development of transport strategies are traffic or transport modelling and stakeholder engagement. Modelling is used to both understand the current and future conditions within a strategy area, based on predictions of land use and economic development, and then to test the impact of potential options before the more promising of those options are taken forward into the final strategy. Engagement with stakeholders and, where appropriate, the wider public, helps to inform the understanding of the current situation within the strategy area and future plans which may affect transport but also identify potential options and generate ownership of the strategy by potential partners in its delivery.
- 1.11 **Transport Strategy Aims**
- The purpose of creating these various strategies is that a number of projects can be brought forward which deliver clear benefits (agreed by both the County and District Councils) across the entirety of the County, thus distributing capital expenditure. It also has the benefits of improving the likelihood of attracting third party funding, improving the forward programme of capital project delivery and focuses LCC's investment into the areas which deliver the most rounded improvements. The intention is that once a place based transport strategy is adopted a working group be established to

review the continued viability and progress of the strategy on a regular basis.

1.12 It should be noted in Appendix A that the place based strategies from Lincoln to Sleaford are proposed as full Transport Strategies, whereas those from Louth to Market Rasen are for 'Generating Options'. Both these approaches will deliver a list of priority projects which can be developed in these areas, however it is appropriate that in less densely populated towns that a 'lighter touch' strategy be developed. These 'lighter touch' strategies will be supported by junction modelling rather than full strategic traffic models for the same appropriateness reasons.

1.13 Recommendation

LCC currently has transport strategies for both places and routes; however they are in a status of - 1) up to date, 2) requiring updating or 3) non-existent. The basis of traffic model and existing strategies are shown in Appendix A.

1.14 Appendix A also outlines a desired programme of creating and updating the various traffic models and place/route based strategies across the County.

1.15 It is recommended that the committee agree and approve the principles set out in this paper and in Appendix A.

2. Conclusion

That the Committee note what a transport strategy is and what the purpose and benefits of them are to LCC. The Committee should consider the benefits this route and place based transport strategy approach will develop in identifying future highway improvements across the county.

The Committee are requested to endorse a programme of creating and updating the various traffic models and place/route based strategies across the County as detailed in Appendix A.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

A Risk and Impact analysis has not been completed in relation to this paper, however each individual scheme will undergo a specific Risk and Impact analysis as it progresses in line with LCC's policy.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Traffic Model and Transport Strategy Programme

5. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Sam Edwards, who can be contacted on 01522 550328 or sam.edwards@lincolnshire.gov.uk.

This page is intentionally left blank