



Open Report on behalf of Andy Gutherson, Executive Director - Place

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| Report to: | Highways and Transport Scrutiny Committee |
| Date: | 4 March 2024 |
| Subject: | Annual Update on the Approach to Transport Strategy Developments |

Summary:

This report details what a transport strategy is and what the purpose and benefits of them are for Lincolnshire County Council (LCC). It then outlines what progress has been made since the last report in January 2023.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to make comment on the actions taken to date and the planned developments for future years.

1.0 Background

1.0 In June 2018 a paper was presented to the Highways and Transport Scrutiny Committee detailing what a transport strategy is and what the purpose and benefits of them are to LCC. It then outlined the status of LCC's existing Transport Strategies and recommended a more robust future approach across the whole County.

1.1 This recommendation was endorsed, and a request was made to provide an annual update to the committee outlining progress against the planned activities. This paper will provide that update and detail what further development have occurred over the last year.

1.2 Prior to providing an update it is worth revisiting the background of this Transport Strategy approach and how they integrate with the Local Transport Plan. It is also imperative to appreciate that where the word transport is used, this is not necessarily related to motorised vehicles or roads. Transport is all encompassing relating to mobility and movement so by its nature includes walking, cycling, bus travel, rail travel and other forms of public transport.

2.0 Local Transport Plan 5

2.1 Lincolnshire County Council adopted the Fifth Local Transport Plan in 2022. It can be at: [Local transport plan – Lincolnshire County Council](#). This document, along with its

accompanying modal strategies, provides the policy context for the authority. The main document has two parts. The first part of the LTP provides the context, evidence and the high-level policy and strategy content. It provides a policy bridge from a wide range of higher-level documents covering the socio-economic, environmental and health agendas at a national, regional and local level. Furthermore, it references the role transport can play in supporting our priority sectors and our spatial approach to development. This part of the document also sets out the guiding principles and policies for transport delivery now and for the longer-term and provides an indication as to the importance and the range and types of interventions required. The second part of the document focuses on delivery and implementation. Local Transport Boards and their strategies are identified as an ideal mechanism for delivering policy locally.

3.0 Purpose and Need for Transport Strategies

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 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.

- 3.6 Transport strategies enable authorities to comprehensively define 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.
- 3.7 Transport Strategies are developed through a standard process although the individual steps and tasks will vary. All strategies will 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.
- 3.8 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
- 3.9 Traffic modelling is one of the key data tools used to understand the current and future conditions within a strategy area, based on predictions of land use and economic development. It then can then test the impact of potential options before the more promising of those options are taken forward into the final strategy. The traffic model for a specific area must be completed prior to the commencement of the transport strategy.

4.0 Transport Strategy Aims

4.1 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 investment into the areas which deliver the most balanced improvements. It's important that once a transport strategy is adopted a board be established to review the continued viability and progress of the strategy on a regular basis.

5.0 Transport Boards

5.1 Transport Boards have been set up in the eight urban areas, these are attended by both County and District members and have representatives from County and District officers too. They are chaired by either the Executive portfolio holder for Highways and Transport, Cllr Richard Davies or the support councillor to the Executive portfolio holder for Highways and Transport, Cllr Clio Perraton-Williams. This chair has been held by a member to ensure the boards have a clear emphasis on public concerns and the board also has local members to ensure the focus is on the local area.

5.2 The boards have been well received by members and officers in both the County and District Councils and have acted as a forum for discussing items such as; new junctions, additional cycle lanes, residents parking schemes, major highway projects, planned growth in the local plan, public transport concerns, etc. The result is that the questions, concerns and or initiatives are assigned to specific board members to consider before reporting at the next board. Where this has resulted in the need for capital expenditure then the potential project/area of investigation has been captured on a pipeline of future projects for consideration when funding becomes available.

6.0 Progress Update

6.1 Since the last update report in January 2023 the following traffic models and transport strategies have been completed:

- Lincoln Traffic Model
- Stamford Transport Strategy

6.2 To note, the Lincoln Traffic Model has been completed, in part, to facilitate the legal orders process and eventual Final Business Case for the North Hykeham Relief Road, should it secure Planning Permission. An updated model will be a strict requirement of both the DfT and the Planning Inspectorate in justifying the need and benefits of the project with the most up to date traffic data.

7.0 Future Programme

7.1 The following traffic models and transport strategies are programmed to be completed 2024/25:

- Gainsborough Traffic Model

7.2 During the last update report in January 2023 it was suggested that the Spalding Traffic Model be updated in 2024/25 and then the Gainsborough model in 2025/26, however we felt it more appropriate to swap them round. The reasoning being that with the potential for the West Burton Fusion Power site an updated model would be essential to fully understand the impact and therefore required mitigation as a result of that development. In addition, LCC is currently improving Springfield Road Roundabout and Greencell roundabout in Spalding along with completing the construction of the Spalding Western Relief Road, Section 5. Should traffic data be captured while the physical works are taking place then it will skew the traffic model output and will also not fully capture the benefits that those schemes will deliver.

7.3 Below is a programme of 'completed', 'in progress' and 'planned' Traffic Models and Transport Strategies.

| Traffic Model | | | | | | | | | | | | |
|--------------------------------|------|----------|------|-------------|------|------|---------|--------|-----------------|-----------------|-----------------|-----------------|
| Location | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| Lincoln | | | | | | | | | | | | |
| Grantham | | | | | | | | | | Update | | |
| Boston | | | | | | | | | | Update | | |
| Spalding | | | | | | | | | Update | | | |
| Skegness + Coastal Area | | | | | | | | | | | Update | |
| Gainsborough | | | | | | | | Update | | | | |
| Stamford | | | | | | | | | | | | Update |
| Sleaford | | | | | | | | | | Update | | |
| Place Based Transport Strategy | | | | | | | | | | | | |
| Location | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| Lincoln | | | | | | | | | Review / Update | | | |
| Grantham | | | | | | | | | | | Review / Update | |
| Boston | | | | | | | | | | | Review / Update | |
| Spalding | | | | | | | | | | Review / Update | | |
| Skegness + Coastal Area | | | | | | | | | | | | Review / Update |
| Gainsborough | | | | | | | | | | | | Review / Update |
| Stamford | | | | | | | | | | | | |
| Sleaford | | | | | | | | | | | Review / Update | |
| | | Complete | | In Progress | | | Planned | | | | | |

8.0 Strategy Outputs

8.1 Below is an example list of projects (not exhaustive) that have been completed or in the process of development which are a direct output from the Transport Strategies. Nearly all these schemes have received grant funding from central government and would not have received funding had the strategy work which underpins the benefits and needs not been completed:

- Lincoln Eastern Bypass
- Grantham Southern Relief Road

- Spalding Western Relief Road, Section 5
- North Hykeham Relief Road
- Marsh Lane, Boston
- Springfield Road Roundabout, Spalding
- Greencell Roundabout, Spalding
- Riseholme Road Roundabout, Lincoln
- Nettleham Road Roundabout, Lincoln
- Corringham Road Junction, Gainsborough
- Red Lion Square, Stamford
- Coastal Carriageway Improvements
- Coastal Footway/Cycleway Improvements
- St Peters Hill, Grantham

8.2 Using the outputs of the Transport Strategies and the Strategic Route Action Plan document a longlist of potential capital projects have been derived that could be considered for developing further in the future. It should be noted however that these are invariably concepts of a project where the specific cost, benefits and risk would need to be developed through a feasibility study first. The advantage of this list is that LCC can react more quickly to funding announcements, align potential projects with developer aspirations through the S106 planning process and have an objective evidence-based pipeline.

8.3 In addition to the above schemes there will be improvements to the local bus network utilising DfT funding that support the local bus aims set out in the Transport Strategies. *These are referenced in other complementary documents such as the Bus Service Improvement Plan and the Enhanced Scheme and Plan.* An example is the improvements to the Gainsborough Into Town Services starting on 19 February 2024 which supports Bus Travel and Sustainable Urban Extension connectivity which is a priority in the Gainsborough Transport Strategy.

9.0 Conclusion

9.1 That the Highways and Transport Scrutiny Committee note what a transport strategy is and what the purpose and benefits of them are to LCC. The Committee should consider the continued benefits a transport strategy approach will develop in identifying future transport improvements across the county.

The Highways and Transport Scrutiny Committee note that this paper is an annual update paper of the whole approach, however as place specific transport strategies are completed they will be presented to this committee.

The Highways and Transport Scrutiny Committee is invited to make comment on the actions taken to date and the planned developments for future years.

10.0 Consultation

a) Risks and Impact Analysis

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

11.0 Background Paper

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

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