

Executive Councillor

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

Report to:	Councillor R G Davies, Executive Councillor for Highways Transport and IT
Date:	Between 14 – 28 June 2019
Subject:	Holbeach Transport Strategy
Decision Reference:	I018148
Key decision?	No

Summary:

This report provides information on the new Holbeach Transport Strategy that has been completed to look at key priorities for Holbeach. The Strategy also looks at identifying future highway improvements as well as influencing travel behaviour, prioritising walking and cycling and reducing negative impacts of congestion and air quality.

Recommendation(s):

That the Executive Councillor approves the Holbeach Transport Strategy in the form attached at Appendix A.

Alternatives Considered:

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| 1. | <p>Not to approve the Holbeach Transport Strategy</p> <p>There will be no collective vision against which to develop and prioritise projects to improve accessibility and provide a sustainable transport network to support the future development of the town.</p> |
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Reasons for Recommendation:

The Holbeach Transport Strategy will be an effective tool for co-ordinating a prioritised list of projects which will deliver positive change to Holbeach.

1. Background

The Holbeach Transport Strategy (HTS) has recently been completed and focusses on delivering improvements to Holbeach. The Strategy covers the period 2018-2036 and is aligned to the aspirations in the South East Lincolnshire Local

Plan and is focused on addressing existing problems and supporting the future development of the town. It was developed by Lincolnshire County Council (LCC) and South Holland District Council (SHDC) and demonstrates a collective vision for improved accessibility and a sustainable transport network to support the growth of Holbeach.

The Transport Strategy presents a range of short, medium and long term proposals to improve access within the town and the immediate surrounding area. The Strategy aims to support people travelling as part of their daily lives and how businesses reach their markets. The proposals aim to do this through influencing travel behaviour, prioritising walking and cycling, promoting public transport and providing for car and freight traffic.

Purpose of the Strategy

- 1.1 The purpose of the HTS is to provide improved access for people, businesses and service providers while supporting sustainable economic development and limiting or reducing the adverse impacts of travel. Developing and adopting a Transport Strategy enables local authorities and stakeholders to take a strategic overview of transport issues with a robust evidence base.
- 1.2 The demand for access in and around Holbeach is met by a range of transport modes, such as private motor vehicles, road freight, bicycles, on foot, public service buses, trains and private hire vehicles. It is also understood that people use different modes for different purposes, including within the same journey. However, it is evident that the demand for access is not being addressed in a way that promotes an efficient transport network to support the economy, environment and communities of Holbeach.
- 1.3 The creation of this Strategy has been supported by a perception that Holbeach's transport networks and services are not operating as efficiently and effectively as they might to provide residents, visitors, businesses and organisations with the access they need. For example, the Market Hill junction in the centre of Holbeach is operating at capacity in peak hours and a significant proportion of journeys that both start and end in Holbeach are made by car, despite the relatively small size of the town. These are journeys that, if more suitable, attractive and accessible alternatives were available, could be made on foot or by bicycle in many cases.
- 1.4 The South East Lincolnshire Local Plan sets out ambitious targets to build up to 2,000 new homes in Holbeach, increasing the town's population by two thirds, and provide land to support a large increase in jobs in Holbeach. Transport networks and services in and around the town will need to change significantly to accommodate these new residents and workers, and this Strategy aims to support this. The recent project to convert the A17/A151 Peppermint Junction west of Holbeach to a roundabout has led to reductions in traffic in Holbeach town centre, and especially a decrease in the number of HGV's travelling through town. This is an example of the benefits that investment in transport can bring.

- 1.5 Government and local policy funding is directed towards stimulating economic growth and an efficient transport system is fundamental to supporting this objective. Widening the range of transport options and facilitating sustainable travel patterns is a key part of making the transport system work efficiently while supporting people, places and communities.
- 1.6 Traditionally, Transport Strategies have been shaped around types of transport. This has potential to limit the extent to which measures can contribute towards tackling a specific issue. Measures become focused on a certain type of transport rather than accessibility as a whole. Rather than shape the Strategy around the different types of transport, the Strategy is shaped around providing access in general, including how demand for access is influenced by geography in terms of key desired movements to, from and within Holbeach.
- 1.7 Appendix A summarises Holbeach Transport Strategy and its aims and objectives to be delivered.
- 1.8 **Current Progress**
The HTS has been developed using a five-stage process overseen by a Steering Group made up of representatives from LCC, SHDC and the South East Lincolnshire Joint Policy Unit.
This process has ensured that:
- Robust data has been collected to enable a thorough understanding of the current situation in Holbeach;
 - Future land use developments and their potential impacts have been taken into account;
 - Local needs have been considered within the local and national policy context;
 - Options that will support growth, tackle current problems and help mitigate increased travel have been identified and assessed.
- 1.9 As part of the development of the strategy a stakeholder session was completed with representatives from the local authorities, schools, businesses and community groups to gauge their understanding of the current and future transport needs in Holbeach. The information from this session was used to inform the development of the strategy's vision, aims and objectives.
- 1.10 The vision for the Holbeach Transport Strategy is rooted in the Holbeach Regeneration Project. This vision has been developed in the context of opportunities offered by proposed large scale residential developments, the creation of the Food Enterprise Zone (FEZ) immediately west of the town, and the completion of a roundabout at the A17/A151 Peppermint Junction. This roundabout has already brought benefits to Holbeach by reducing HGV traffic flows through the town centre.

1.11 The objectives for the HTS are:

- To improve the sustainability of the communities of Holbeach and the surrounding area by improving access for all to employment, retail, services and new housing.
- To improve the safety and security of all travel, and in particular the number and severity of road casualties.
- To encourage and enhance sustainable travel and alternatives to the private car through widening choice, improving public transport and increasing provision for cycling and walking. To provide a resilient, efficient and convenient transport network, reducing the adverse impacts of travel, particularly from private cars and road-based freight. To support the sustainable development, regeneration and growth of Holbeach, including the Food Enterprise Zone, and to meet current and future housing and business needs, and support the revitalisation of the town's retail offer.
- To minimise carbon emissions from personal travel and freight transport.
- To protect and enhance the quality and attractiveness of the built and natural environment of Holbeach and the surrounding area.
- To improve the health, wellbeing and quality of life of residents, employees and visitors, including through the reduction of noise and air quality related issues.

1.12 To ensure the objectives outlined in HTS are actively progressed a Board is being established to cover not only the HTS but also the Spalding Transport Strategy to review, debate and drive the aims of the Strategies. The Board is due to have its first meeting with Councillors and Officers from both LCC and SHDC in early July. Those on the Board will seek to address highways and transport in collaboration with economic development activities.

1.13 The Board will be asked to consider what projects they wish to develop within the HTS and these will be included within a pipeline of potential projects across the County. These projects will be prioritised and potentially developed to construction, subject to funding and need.

2. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

* Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act

* Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

* Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- * Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
- * Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
- * Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

Consideration has been given to the Equality Act 2010 and the design of future projects will take account of the needs of people with a protected characteristic such as people with a disability. An Equality Impact Assessment will be undertaken as part of the development of any projects from the Strategy to ensure all impacts are identified and mitigated where possible.

Joint Strategic Needs Analysis (JSNA) and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

Consideration has been given to the JSNA and the JHWS. As stated above one of the objectives of the Strategy is to improve the health, wellbeing and quality of life of residents, employees and visitors, including through the reduction of noise and air quality related issues.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting

the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

Consideration has been given to section 17 of the Crime and Disorder Act 1998 and there are not considered to be any direct impacts from the Strategy.

3. Conclusion

The HTS will be an effective tool to co-ordinating a prioritised list of projects which deliver positive change to Holbeach through: potential improvements to the Market Hill junction, influencing positive travel behaviour, prioritising walking and cycling, promoting public transport and providing for car and freight whilst reducing their negative impacts such as congestion and poor air quality.

4. Legal Comments:

The Council has the power to adopt the Holbeach Transport Strategy as set out in the Report. The decision is consistent with the Policy Framework and within the remit of the Executive Councillor

5. Resource Comments:

Approving the Holbeach Transport Strategy as set out in this report will not have a direct impact on the budgets of the Council. There is currently no specific projects identified in the Council's approved capital programme specific to this strategy, and any projects identified resulting from the strategy would need appropriate approved funding to commence.

6. Consultation

a) Has Local Member Been Consulted?

Yes

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The report will be considered by the Highways and Transport Scrutiny Committee at its meeting on the 10 June 2019. Any comments from the Committee will be presented to the Executive Councillor for Highways, Transport and IT.

d) Have Risks and Impact Analysis been carried out?

Yes

e) Risks and Impact Analysis

The risks and impact analysis have been undertaken for this strategy and are set out in the Report.

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Holbeach Transport Strategy 2018-2036

8. Background Papers

No Background Papers within the meaning of section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Teresa James, who can be contacted on 01522 555587 or Teresa.James@lincolnshire.gov.uk

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