

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

Report to:	Executive
Date:	07 April 2020
Subject:	Lincoln Transport Strategy Report and Summary Document
Decision Reference:	I019743
Key decision?	Yes

Summary:

This report includes the completed Lincoln Transport Strategy and a summary of the Strategy. The report seeks approval from the Executive to the Lincoln Transport Strategy and the summary of the Strategy to enable the documents to be finalised and published.

Recommendation(s):

That the Executive considers and approves both the Lincoln Transport Strategy in the form attached at Appendix A and the Lincoln Transport Strategy summary document attached at Appendix B.

Alternatives Considered:

- | | |
|----|---|
| 1. | Not to approve the Lincoln Transport Strategy or summary document. |
| 2. | To approve the Lincoln Transport Strategy and summary document subject to amendments. |

Reasons for Recommendation:

The new Lincoln Transport Strategy in the form attached at Appendix A has been developed by Lincolnshire County Council, City of Lincoln Council, North Kesteven District Council and West Lindsey District Council. The Strategy aims to provide a clear vision for the future of transport across the Lincoln area.

It sets out to enhance the transport network, improve choice and inclusive accessibility, and support the continued growth of the city and surrounding area.

The Strategy will help deliver a modern, sustainable and future-ready transport network in and around Lincoln so the area can continue to grow sustainably, meeting challenges and taking advantage of future opportunities.

1. Background

Lincolnshire County Council (LCC) is seeking to publish a new strategy to support the economic and spatial development of the Lincoln urban area and beyond through the delivery of improvements to access and transport. Through the LCC Technical Services Partnership, WSP was commissioned to undertake a project to develop a new Transport Strategy.

The current Lincoln Integrated Transport Strategy (LITS) was developed by LCC in 2006 and updated in 2008 with a progress review conducted in 2013. Since the adoption of LITS, LCC has made significant progress in securing funding for and completing a number of major transport schemes, improving public transport and enhancing access for pedestrians and cyclists. Of particular note over recent years have been the completions of the A46 Teal Park dual carriageway, the East-West Link in the city centre and a number of pinch-point schemes. These have been supported by Quality Bus Corridor improvements and the very successful Access LN6 sustainable travel project.

LCC is also now constructing the largest project in LITS, the Lincoln Eastern Bypass, due for completion in the autumn of 2020, which will remove substantial amounts of strategic through-traffic from Lincoln city centre.

In early 2017, the new Central Lincolnshire Local Plan was adopted by the Central Lincolnshire Joint Strategic Planning Committee, which sets out the spatial development policy for the period up to 2036. The Plan includes very significant ambitions for growth in and around Lincoln and a new transport strategy is required to identify access and transport-focused proposals to help support that growth. The Central Lincolnshire Local Plan is currently being reviewed. The completion of the Strategy the options within it can be embedded in the new Central Lincolnshire Local Plan.

Since LITS was developed, transport plan-making has evolved, and contemporary approaches focus not just on the transport services and schemes that need to be delivered, but also consider these in the context of broader economic and spatial planning aspirations. Transport strategies need to be developed as part of an integrated suite of policies that aim to improve the economy of areas, steer their spatial development and improve access and transport for both communities and businesses.

Travel and the resulting need for transport are a response to the need for people to have access to their daily needs; and for businesses to have access to their raw materials and markets. As such to properly plan travel and transport, a good understanding of accessibility needs is required as well as the associated impacts on transport services and infrastructure. This Strategy therefore sets out proposals to improve accessibility as well as identifying transport interventions.

Attached to this report are the main Lincoln Transport Strategy (Appendix A) and an abridged summary document that focuses on the key details of the strategy (Appendix B).

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 as indicated within the Strategy the design of the schemes and proposals 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 schemes and proposals 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 and the main themes within the strategy will provide significant benefits for both health and wellbeing.

There are number of the proposals and objectives within the strategy link to the JSNA and JHNA:

- a) To rebalance movement towards walking, cycling and multi-occupancy, shared mobility and passenger transport options.
- b) To enhance the health and wellbeing of communities through improved air quality increased physical activity and safety.
- c) To minimise the impact of transport on the natural environment and improve access to open space, particularly with green corridors.

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.

The Crime and Disorder Act requirements have been taken into account and there are not considered to be any implications for them arising out of the Lincoln Transport Strategy.

3. Conclusion

The production of the strategy has now come to the final stages and approval is now sought for the Lincoln Transport Strategy and the associated summary document attached at Appendix A and Appendix B respectively. If approved, the two documents attached will be finalised.

4. Legal Comments:

The Council has the power to adopt the Strategy proposed.

The recommendation is consistent with the Policy Framework and within the remit of the Executive.

5. Resource Comments:

Approval of the recommendation set out in this report has no immediate, direct financial implications for the Council. The proposed strategy does, however, set out an ambitious framework of Transport developments and achievement of its objectives will be dependent on identifying, providing and securing funding.

6. Consultation

a) Has Local Member Been Consulted?

n/a

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The decision will be considered by the Highways and Transport Scrutiny Committee at its meeting on 09 March 2020 and the Committee's comments will be reported to the Executive.

d) Have Risks and Impact Analysis been carried out?

No

e) Risks and Impact Analysis

Risks and Impact Analysis activities will be considered at the time that individual proposals within the strategy are progressed.

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Lincoln Transport Strategy
Appendix B	Lincoln Transport Strategy Summary Document

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 Karl Gibson, who can be contacted on 01522 553123 or karl.gibson@lincolnshire.gov.uk.

This page is intentionally left blank