



Lincoln Transport Strategy

2020-2036

Summary Document



01 Introducing the strategy

Overview

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

It sets out to enhance our 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.



What is the purpose of the strategy?

The overall purpose of this transport strategy is to provide a future ready transport network that improves access and supports people, businesses and organisations to fulfil their daily activities. There are significant challenges that will affect Lincoln, its people and its economy over the coming years. This strategy will have a significant role to play in addressing these.

1 A need to **support planned economic growth**, including significant proposals for increasing housing and employment.

2 Successfully meet the travel demand across the strategy area in how people access different activities such as **employment, education, healthcare, retail, and leisure and tourism**.

3 Providing and maintaining an **inclusive and reliable transport network** to strengthen Lincoln's economy and communities.

4 The **significant environmental challenges** and addressing the **impact of travel**. This includes increasing the resilience of our transport networks and playing our part in meeting the target of **net zero carbon emissions by 2050**.

02 Vision & Objectives



Vision

'By 2036, having delivered on its ambitious growth aspirations, Lincoln will be a more prosperous, attractive and healthy place to live, learn, work and visit. This will be supported by an inclusive and collective approach to accessibility and movement across all communities enabling businesses to succeed, carbon emissions to be reduced, new advances in technology to be embraced and will provide an improved quality of life for all.

Links between the cultural, civic, retail and university quarters will be strengthened and its urban extensions will have exemplar sustainable infrastructure to integrate with the city. There will be a change of focus in movement across the strategy area, with walking and cycling at the heart of the city's movement network.

This will be supported by a network of green corridors, multi-occupancy and shared passenger transport options and reductions in traffic within the urban area. Transport connections to satellite conurbations will be enhanced and the strategic network will be efficient in driving the city's economic growth and prosperity'



Objectives

To **reduce traffic** in the urban area.

To **deliver inclusive access** by ensuring a customer-focussed approach and providing a wider choice in whether, when and how people travel.

To prepare the strategy area for **future mobility** including electric, shared, connected and automated mobility as well as the business models that support them.

Promote technologies to allow more people the ability to work, learn, manage health care, shop and socialise **without the need to travel**.

To support and help grow Lincoln's economy by **improving access** to employment, education, resources and markets.

To increase partnership working and shared responsibility for the **improvement of accessibility and transport**.

To improve **rural accessibility** to the wider strategy area and beyond.

To provide an **efficient strategic road and rail network** for long-distance connections to other major centres and international gateways.

To **rebalance movement** towards walking, cycling and multi-occupancy, shared mobility and passenger transport options.

To **increase access to education** while reducing the impacts of physical access to schools, colleges and universities.

To **enhance the health and wellbeing of communities** through improved air quality increased physical activity and safety.

To **protect and enhance the historic and cultural environment** of Lincoln.

To minimise the impact of transport on the **natural environment** and improve access to open space, particularly with green corridors.

To **reduce carbon emissions** to enable the county council to reach its zero emission target in 2050 and mitigate the impacts of climate change.

To **manage and support new housing and employment sites**, including the sustainable urban extensions, ensuring that they mitigate their impacts whilst also delivering exemplar sustainable infrastructure to connect with the wider strategy area.

03 Defining the strategy



Delivering for the current & future population

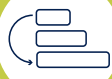
The strategy covers a period of time when Lincoln, and the country as a whole, is expected to experience a significant amount of change.

These changes include:

- Rapid changes to how we move around as a result of new technologies, mobility needs and operational models.
- Considerable population growth in and around Lincoln between now and 2036, including plans for new major housing growth.
- Climate change and the need to address the impact of transport.

The strategy aims to face these changes by:

- Considering how we can increase choice and flexibility within the transport network by utilising new technologies.
- Mitigating the impacts of population growth and new housing developments so they can have a positive social, economic and environmental impact on both new and existing communities and the wider economy.
- Working towards the net zero emission goal set out in the governmental policy by a wider range of affordable, reliable and environmentally-friendly travel options.



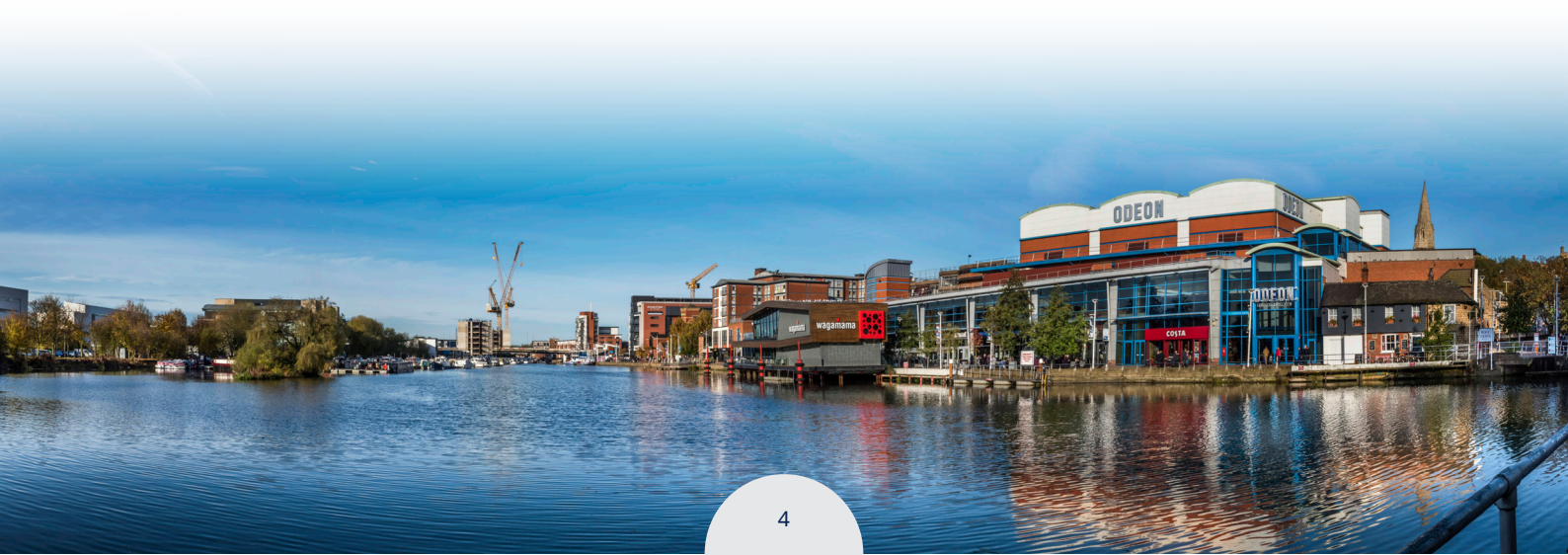
Defining priorities

The strategy focuses on accessibility and transport improvements that deliver what the economy needs to thrive, as well as supporting the growth of the cultural, civic, retail and university quarters.

Key to this is the provision of reliable, connected and less congested journeys that offer greater certainty and reduced costs to both communities and organisations.

A fundamental part of the strategy is the need to improve choice, so there is a focus on walking and cycling supported by a network of green corridors, multi-occupancy and shared passenger transport options.

This is underpinned by infrastructure that improves the strategic transport network and supports a reduction in traffic in the urban area.



04 The strategy

Future Mobility and active travel are at the heart of the strategy and intrinsically linked to the other priorities and major developments within the strategy area.

By influencing travel behaviour and mitigating the impacts of traffic, we will improve conditions for prioritising cycling and walking, as well as promoting shared and multi-occupancy passenger transport.

Ultimately, it will support the delivery of a thriving economy, improve the wellbeing of communities and protect and enhance the environment.



Strategy components

The strategy is made up of a number of connected components that, together, help to achieve the vision and objectives. The strategy is made up of:

Primary infrastructure interventions

The key infrastructure proposals that are the key infrastructure of the strategy

Primary service & policy interventions

The other key proposals that should be progressed early

Strategic interventions

Strategic proposals which would be delivered with support of other strategic organisations (DfT, Midlands Connect, HE and Network Rail)

Secondary supporting interventions

Individual or packages of options that could be implemented to further support the strategy objectives or could be delivered later in the strategy period

Connected strategies

To be implemented as part of stand-alone strategies – includes new local plan or climate change strategy

05 Interventions



Pillars of the strategy

These will form the priority infrastructure, service and policy interventions and include the following:

Primary infrastructure interventions



North Hykeham Relief Road

New dual carriageway to help reduce congestion



Green corridors

Providing high-quality traffic free routes for pedestrians and cyclists



Lincoln walking and cycling network

Enhancing walking and cycling infrastructure



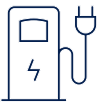
Mobility hubs

Promoting shared mobility and multi-functional transport interchanges



Public realm and environmental improvements

To Broadgate and Wigford Way/St Mary's Street



Electrification package

Expanding the electric charging network and uptake



Bus priority

Improving access and new routes



Flexible demand responsive transport

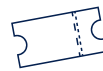
New flexible on-demand connections

Primary service & policy interventions



Digital

Upgrading digital connectivity via better WiFi and 5G



Payment & ticketing

Enhancing public transport through smart ticketing



Behaviour change programme

Promoting sustainable travel



Education travel

Improving access to education and reducing the impact of school travel



Sharing package

Improving access to shared and on-demand mobility services



Last mile package

Helping people on the final stage of their journey



Parking strategy

Delivering better parking that supports the wider strategy



Sustainable urban extensions

Developing a Movement Plan for the SUEs



Safety package

Providing a safer network

05 Interventions



Strategic interventions & connected strategies

These will form the priority infrastructure, service and policy interventions and include the following:

Strategic interventions

The strategic options would be delivered with support of other strategic organisations including Department for Transport, Midlands Connect, Highways England and Network Rail.

- **Support and promote A46 Newark Northern Bypass scheme**
Highways England are progressing the case to dual the A46 Newark Northern Bypass. The support of LCC and the strategy will form an important part of building the case for the scheme.
- **A46 (North & West) improvements**
Including improvements and upgrades to the key junctions and dualling the remaining sections of the A46.
- **Rail service improvements**
Looking to improve the overall functioning, standards and offering of the rail service in Lincoln by increasing current service frequencies and increasing the capacity of trains, including the number of cycle spaces.

Connected strategies

The strategic options would be delivered with support of other strategic organisations including Department for Transport, Midlands Connect, Highways England and Network Rail.

- **Land use package**
This package will look to further integrate the Lincoln Transport Strategy with the emerging Local Plan. It will ensure that access and sustainable travel are at the heart of the delivery of new developments.
- **Digital strategy**
A new digital strategy will set out how the development of digital networks will be delivered and supported. It will look to increase the number of services delivered online and consider the future trends and opportunities, ultimately helping to improve accessibility and reduce the need to travel.
- **Maintenance strategy**
This strategy will look at the management of infrastructure assets across the strategy area and it will aim to maintain a high-quality and resilient transport network.



05 Interventions



Secondary supporting interventions

The secondary interventions are lower priority schemes that will be delivered where additional support is required. They will support the key pillars and include the following elements:

- 01 The **air quality package** aims to provide air quality information online to support behaviour change and reduce emissions.
- 02 The **automated travel package** will look at the emerging autonomous vehicle technologies and the potential opportunities across the strategy area.
- 03 The **bus quality package** will involve working with bus operators to improve the experience for bus passengers by upgrading the quality of the bus fleet.
- 04 We will look at the feasibility of providing an **electric shuttle** connecting the downhill area to the uphill area and increasing the frequency of the walk and ride service.
- 05 The **enhanced bus services** package will aim to work with operators to take advantage of the investment in bus priority, increasing service levels and extending the operating hours.
- 06 The **new bus service** package aims to connect areas within the strategy area that currently do not have bus services.
- 07 A review of the current **taxi licensing policies** of the three districts, North Kesteven, West Lindsey and City of Lincoln and consider the requirement for **lower emission taxi vehicles**.
- 08 The **bus interchange improvements** will look at the longer plan for the city centre bus interchange.
- 09 To protect the fabric of Lincoln cathedral we will consider **restricting vehicle access along Minster Yard** to only allow for access, deliveries and bicycles.
- 10 The **junction operation package** looks to improve the current operation of a number of junctions identified as being under significant pressure.
- 11 The **rail interchange package** will consider the feasibility and viability of re-opening of previously closed railway stations and the introduction of Park & Rail services.
- 12 The strategy aims to support the transport elements of the **Sincil Bank regeneration** project, including speed limit reductions, residents only parking zones, and improving the public realm.
- 13 It also aims to support the **visitor economy** by working with partners to promote sustainable travel options to and between attractions in the strategy area.

06 Delivering the strategy



A collaborative approach

The Lincoln Transport Strategy Board will continue bringing together stakeholders from a range of disciplines and using their collective experience and expertise to deliver the strategy. The board will capitalise on existing and potential future funding opportunities and steer the short, medium and long-term implementation of the proposals set out in this strategy. It will encourage its board members to take a lead on progressing elements of the strategy that fall within their remit.

Funding will be key to achieving the objectives and delivering the strategy. This is likely to remain a challenge, so identifying, providing and securing funding will be a fundamental role of the strategy board.

A number of measures proposed in the strategy do not rely on public sector funding and have the potential to deliver significant long-term benefits, helping to save money by reducing the need for significant investment in the future.

The substantial plans for growth in the strategy area offer extensive opportunities to secure third-party funding. These growth plans will also provide opportunities for collaboration with developers so we can embed sustainable travel patterns into new developments and secure funding for off-site measures.



Programming the strategy

The strategy provides a long-term plan for movement and transport to align with the Central Lincolnshire Local Plan.

The proposals in the strategy will be delivered in the short, medium and long term. Some proposals will have set timescales while others remain on-going through the entire strategy period. The strategy board will ensure that measures are delivered as soon as is feasible.



Monitoring the strategy

Continuously monitoring and reviewing the strategy is vitally important to ensure progress is being made. The strategy board will undertake high-level monitoring and will be responsible for regularly reviewing the progress of the individual measures.



