



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

Report to:	Highways and Transport Scrutiny Committee
Date:	26 October 2020
Subject:	Annual Update on Lincolnshire County Council's Approach to Traffic Model and 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 June 2019 and what further developments are planned in the coming year.

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. Background

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 has occurred and what is planned to occur.

1.2 Prior to providing an update it is worth revisiting the background of this Transport Strategy approach. 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 an encompassing word which relates to mobility and movement so by its nature includes: walking, cycling, bus travel, rail travel and other forms of public transport. In some cases it may be that road space for vehicles is sacrificed to allow space for more sustainable forms of transport, as outlined above so to address the aims of the strategy.

1.3 Purpose and Need for Transport Strategies

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.

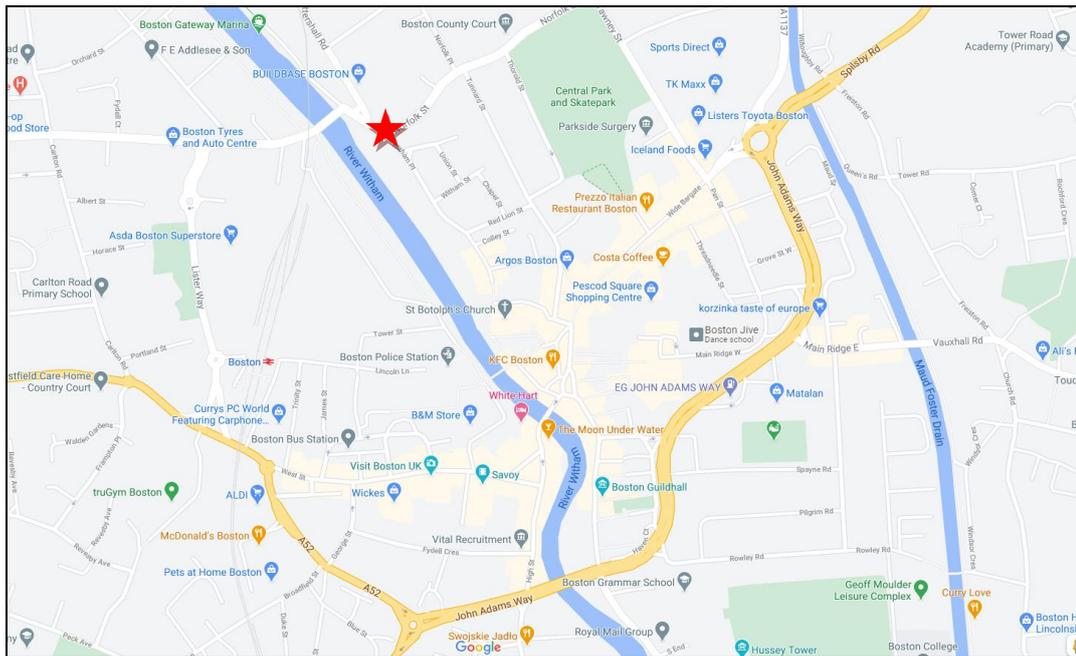
- 1.4 Developed using a comprehensive and robust methodology, aligned to Department for Transport processes, transport strategies can provide the basis for the formulation of funding bids and provide strong evidence for the strategic case for schemes which such bids are required to demonstrate.
- 1.5 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.
- 1.6 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.
- 1.7 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.
- 1.8 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.

- 1.9 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.
- 1.10 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. 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
- 1.11 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
- 1.12 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

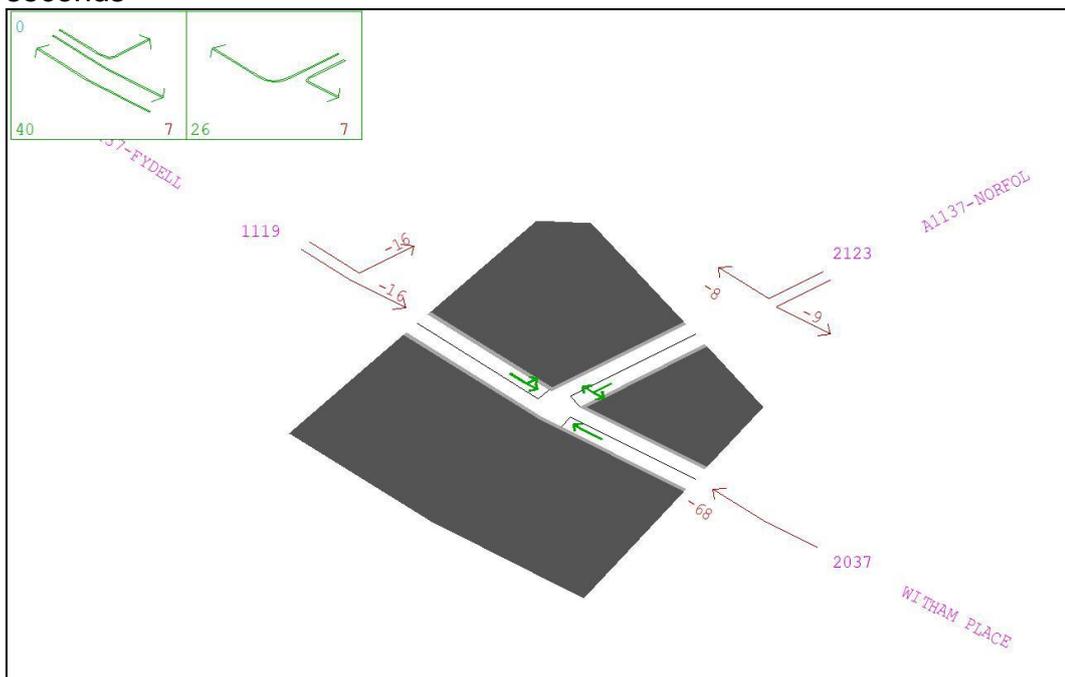
1.13 Traffic Modelling

Traffic 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.

1.14 Traffic Modelling is referenced as a key tool for developing the evidential need/justification for intervention. The following is a brief diagrammatical explanation of the output abilities of a traffic model. Below identifies a scenario of implementing a right turn ban from Witham Place to Norfolk Street in Boston.



1.15 The below is the output of implementing this change in a reduction of seconds



1.19 Below is a programme of 'completed', 'in progress' and 'planned' traffic models and Transport Strategies.

Traffic Model																
Location	Estimated Population (000's) by 2011 Census	Prior to 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln	130								Update			Update			New Model	
Grantham	42							New Model				Update				
Boston	41											Update				
Spalding	32									Update						New Model
Skegness + General East Coast	25							New Model					Update			
Gainsborough	21									Update					New Model	
Stamford	20								New Model					Update		
Sleaford	17							Update					New Model			

Place Based Transport Strategy																
Location	Estimated Population (000's) by 2011 Census	Prior to 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln	130											Review / Update			Review / Update	
Grantham	42								New Strategy					Review / Update		
Boston	41											Review / Update				
Spalding	32											Review / Update				
Skegness + General East Coast	25								New Strategy					Review / Update		
Gainsborough	21							New Strategy			Review / Update					Review / Update
Stamford	20								New Strategy						Review / Update	
Sleaford	17								New Strategy				Review / Update			

Planned

In Progress

Completed

1.20 Transport Boards

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, Transport and IT Cllr Richard Davies or the support councillor to the Executive portfolio holder for Highways, Transport and IT 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.

- 1.21 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 (these are either bi-monthly or quarterly depending on what is happening in that place at that time). 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.

2. Conclusion

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 and then seek executive approval before adopting.

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

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 transport strategy will undergo a specific Risk and Impact analysis as it progresses in line with LCC's policy.

4. Background Papers

Document title	Where the document can be viewed
Route and Place Based Transport Strategy	http://lincolnshire.moderngov.co.uk/documents/s23128/Route%20and%20Place%20Based%20Transport%20Strategy.pdf

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