



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

Report to:	Highways and Transport Scrutiny Committee
Date:	14 December 2020
Subject:	The Fifth Local Transport Plan (LTP V)

Summary:

This report sets out emerging concepts for Lincolnshire County Council's Fifth Local Transport Plan (LTP V). The report provides an overview of the work being undertaken and the themes being considered. Ideas and thoughts from members of the committee are welcomed as part of the shaping of the work.

Actions Required:

The Highways and Transport Scrutiny Committee is invited:

1. To consider the development of the Local Transport Plan.
2. To share thoughts and ideas to help shape the document's development.
3. To receive a further report in early 2021.

1. Background

Purpose, Connections and Audience

Work has begun on a new, Local Transport Plan (LTP) for Lincolnshire. The current document LTP4 was written to cover the period 2013/14 – 2022/23.

The production of a Local Transport Plan is a statutory requirement, under the Local Transport Act 2008, for local authorities. However, its role has changed. It no longer provides the basis of a direct financial allocation from the Department for Transport (DfT), although it is more often than not required to be referenced in transport based bids to government. Instead, it sets out the long term policy structure for local transport delivery, including a set of scheme priorities and a vision connecting across the area's wider policy backdrop.

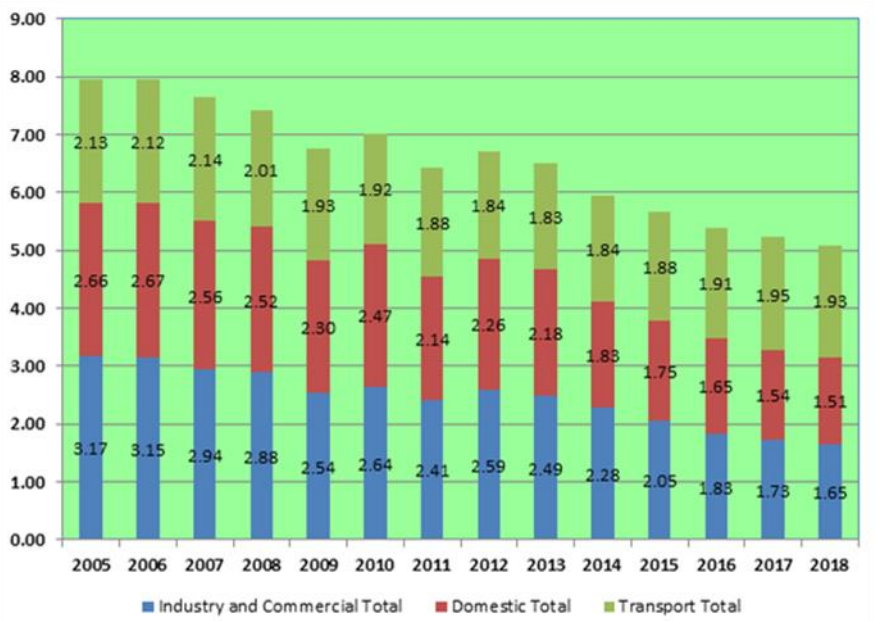
LTP V will become one of the crucial strategic documents for Lincolnshire and will sit alongside: Greater Lincolnshire's Local Industrial Strategy, the Economic Recovery Plan, Greater Lincolnshire's Planning for Growth agenda, the County Council's corporate plan, the Green Master Plan and the Joint Strategic Needs Assessment.

There are a number of external audiences – in particular national government, but also local planning authorities, developers and investors. The document will be integral to the spatial development across Lincolnshire. As such the Strategic Infrastructure Development Plan will be aligned with the infrastructure asks of the LTP. The District Local Plans will provide both an input into LTP V in terms of identified development but will in turn be shaped by LTP V as a new transport policy framework takes shape, ultimately working towards a level of policy integration.

Timescales: Combining Current, Medium and Future Thinking, – 2026, 2036 and 2050

Taking three dates – 2026, 2036 and 2050, we will set out the medium and long term requirements as well as horizon scanning to 2050. 2036 is a key date for a number of complementary documents including transport strategies and growth allocations in the adopted Local Plans. To bring about the greatest benefits for Lincolnshire we will strive to integrate spatial planning and transport planning.

Some emerging trends in technology and society as well as strategic ambitions in Lincolnshire stretch out to 2050 – in line with the Planning for Growth Agenda and Green Master Plan timelines.



As an example of the need to think about the longer term, the graph above highlights the role that transport currently plays in terms of CO² contribution and shows the scale of the challenge in terms of moving to clean transport and demonstrates the need for us to think about 2050 targets in our short, medium and long term actions. The shift to sustainability will need to build over time to meet local, national and international commitments.

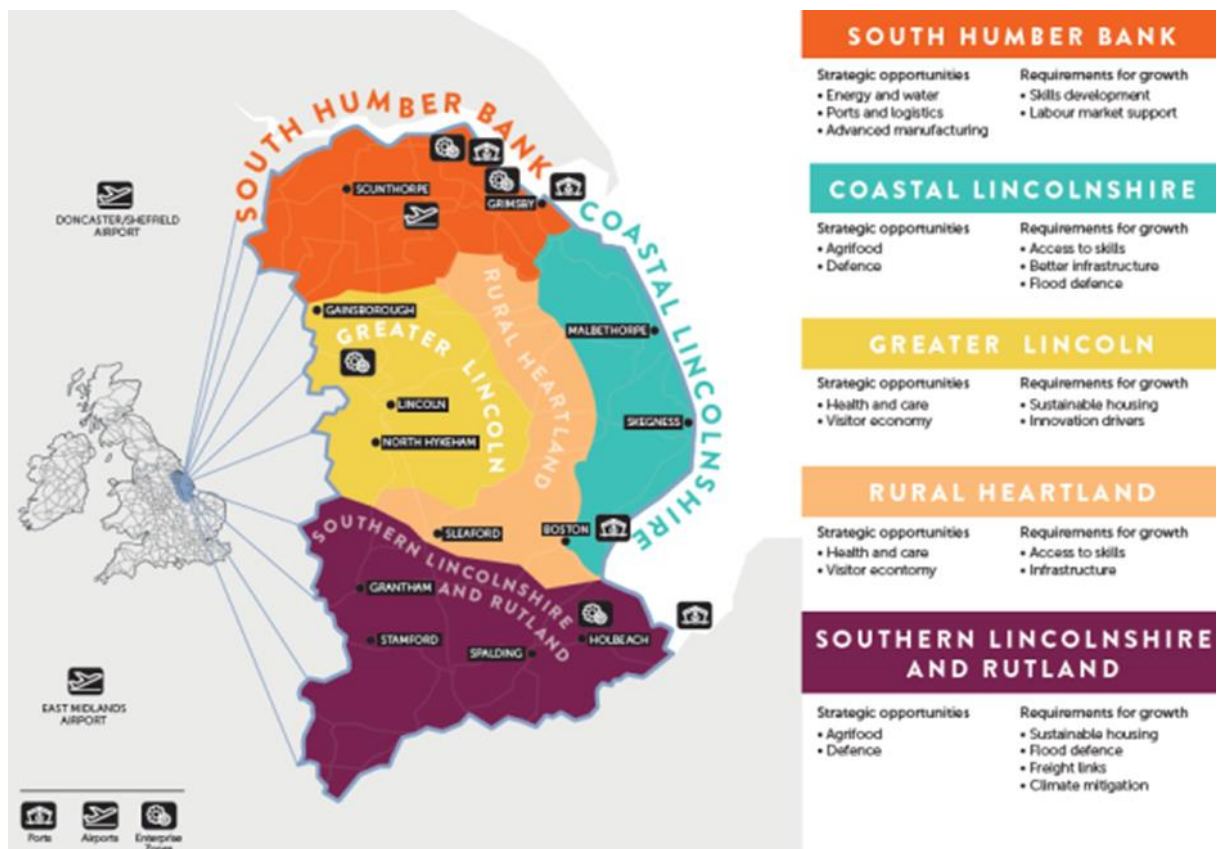
What will be included?

The document will talk about "transport modes" from walking and cycling to freight and infrastructure, from roads to ports to cycle paths and will look at the services that we need such as rail and local bus and the opportunities to work differently through a "Mobility as a Service" model.

LTP V will provide the opportunity to reset our policies to movement – the need to move differently and use digital as a mode. Infrastructure requirements will be considered more broadly – with blue and green infrastructure playing a bigger part than in the past. Technology and data could be new areas too – managing traffic flow in urban spaces and aiding journey reliability for freight.

LTP V will have a much stronger focus on place and supporting sectors, creating environments where people, communities and businesses can thrive.

Using a place based approach we can again build upon the Local Industrial Strategy and Planning for Growth Vision; both build on Lincolnshire's geographical strengths and tackle Lincolnshire's geographical disadvantages.



Supporting Sectors

LTP V provides an opportunity to support sectors in Lincolnshire. For example: supporting the agri-food sector and the emerging food valley concept – with a focus on freight, data and connectivity to the strategic road network and ports. Maximising the opportunities for cycling and walking holidays with the visitor economy, working closely with the Tourism Action Plan and Tourism Commission.

Building the Case to Invest in Lincolnshire

Local Transport Boards, the development of transport strategies in our urban areas, the data that we hold, intelligence from local members and conversations with our businesses are all helping to shape priorities.

This will include the quality of our roads, investment in key corridors and national and international connectivity. Better rail connectivity and new rail solutions will sit alongside opportunities for CallConnect to evolve through technological innovation and emerging Mobility as a Service (MaaS) models which aim to achieve a seamless integration of multiple modes of transport. Mobility hubs and blue and green infrastructure will also be part of the picture offering access to a broader mix of transport and mobility options.

Walking and cycling are receiving significant levels of funding as part of the Government's cycling investment commitments. With the many benefits to health, congestion and air quality cycling and walking will feature strongly in the document.

Cleaner transport, fuelling, the energy agenda, automation, new business models and actual new modes of travel will transform how people, goods and services move in Lincolnshire. The importance of understanding and meeting the opportunities and challenges this will bring cannot be overstated, and particularly in a rural county. The technology is of course the how – the document must be driven by the day to day activities of the people who live in Lincolnshire and the places that they live in and visit.

We need to do better at understanding the emerging mobility and connectivity needs and expectations of people of all age groups, to ensure that Lincolnshire is successful in its ambition to grow by attracting and retaining young and working age people to live and work in Lincolnshire and to cater for the mobility needs of older and less mobile people too.

Understanding the impact of Covid-19 on sectors and behaviour will also inform the document. How will it impact people's behaviours in terms of journey patterns, choosing to work from home going forward, for example?

The fundamental challenge for our future transport network will be how to balance the demand for clean growth and improved connectivity with an increasingly congested transport system that is, in many places, at capacity. Ensuring that the existing infrastructure is used to its maximum efficiency will be at the core of the future of mobility in the County. This can only be achieved through key strategic infrastructure investments and a significant mode shift from the private car to public transport and active forms of travel.

Questions for Consideration

1. Do you think that the balance of proposed themes is right? Are there any that you would recommend prioritising over others?
2. How is Covid-19 changing how people move now and in the longer term in your divisions?

2. Conclusion

This report sets out the current approach to the developing Fifth Local Transport Plan. It explains the emerging priorities of LTP V. The report seeks support from the Committee for the approach, with a further report to be presented in early 2021.

3. Consultation

a) Risks and Impact Analysis

None

4. Background Papers

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

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