

A Transport Strategy for the Lincoln Area

(Revision 1)



February 2008



Lincolnshire County Council

- in partnership with -

City of Lincoln Council
North Kesteven District Council
West Lindsey District Council

A Transport Strategy for the Lincoln Area Revision 1

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Foreword

The City of Lincoln is the County Town of Lincolnshire and so its continued economic success is important not just in a local context but also for the county. It also has an important role to play in the future growth of the East Midlands region.

The draft Regional Spatial Strategy for the East Midlands acknowledges that Lincoln has *'significant potential to strengthen its position in the Region as a cultural and commercial centre and this should be encouraged'*, whilst the draft Regional Transport Strategy recognises the need to *'develop the transport infrastructure and services needed to support Lincoln's role as one of the Region's five Principal Urban Areas in a sustainable manner'*.



Lincoln is a city that continues to be 'on the up'. The University of Lincoln and the A46 upgrade to the A1 have stimulated economic growth which has seen Lincoln's national profile rise significantly in recent years. Over three million people visit the City every year, particularly drawn by the historic cathedral and castle, as well as

the new state-of-the-art City and County Museum, 'The Collection'.

Recent investment in public realm improvements within the cultural quarter has sought to improve the experience for visitors on foot in this part of Lincoln, whilst Lincoln's status as a New Growth Point has enabled a recent bid for Growth Point infrastructure funding.

In recognition of the importance of the role of transport in supporting corporate initiatives at a local and regional level, the County Council and its partner authorities commissioned a multi-modal transport study for the Lincoln area. This resulted in an integrated transport strategy, 'A Transport Strategy for the Lincoln Area', being endorsed by the Councils in January 2006.

Following changes to regional transport policy and funding, it was considered necessary to update the original Strategy. This process was completed in December 2007. In the same way as its predecessor, the subsequent Revised Strategy will be delivered through a variety of initiatives and funding sources over several five year Local Transport Plan periods.

The Revised Strategy continues to recognise the need for investment in transport infrastructure to support the continued growth of Lincoln. It has been developed to conform to the newly adopted central and local Government's Shared Priorities and will also help inform the development of the emerging Local Development Frameworks currently being produced by the City and District Councils.

Chapter 1: Introduction

The Original Strategy

During 2004 and 2005, a multi-modal study of all forms of transport in the Lincoln area was undertaken by specialist transport consultants working with Lincolnshire County Council and their partner authorities (the District Councils of North Kesteven, West Lindsey and the City of Lincoln). The study's aims are shown in Table 1.1.

Figure 1.1 shows the study area, which is based on the Lincoln Policy Area included within the County Structure Plan. Although Lincoln's influence extends beyond this boundary, the focus of the study was on addressing the transport issues within this area.

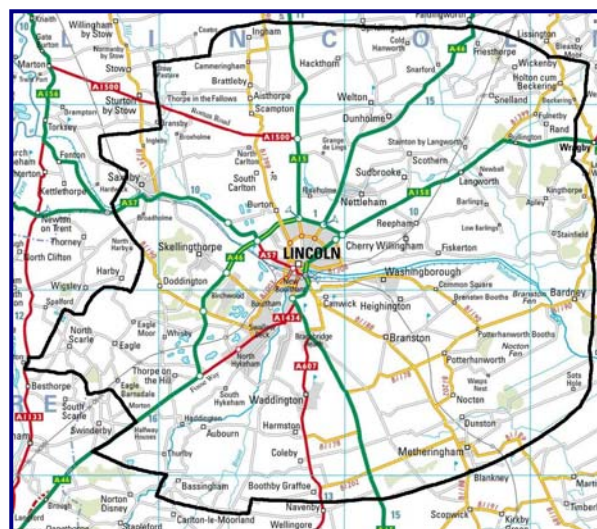


Figure 1.1: Study Area

The recommendations from the study were put together to form a transport strategy for all modes of transport known as 'A Transport Strategy for the Lincoln Area'. This document was endorsed by the Councils in January 2006 and was intended to guide transport investment in the Lincoln area for the next fifteen years and beyond.

The original Strategy was made up of a range of proposed transport improvements, together with a timetable for introducing each of them and the means of delivery. It also included Outcomes, which set out the intended achievements of the Strategy.



Aims of the Original Study

- To improve the management of traffic, to protect the environment and promote efficient and convenient movement by various modes of transport
- To reduce the negative impacts of through traffic, particularly heavy goods vehicles, in the centre of Lincoln
- To develop transport infrastructure schemes which enhance sustainable economic development, safety and local amenity
- To encourage and develop movement by public transport, cycling and walking as part of an overall strategy designed to increase transport choice
- To increase accessibility for all sections of the community
- To develop transport infrastructure that enables sustainable economic development and addresses priority areas for economic regeneration in the Lincoln Area

Table 1.1: Aims of the Original Study

The Need for a Revised Strategy

The original Strategy document set out how it should be treated 'as a 'live' document which is flexible in nature and able to accommodate changes in national, regional and local policy as well as third party influences such as developer contributions'. It was also intended to be regularly monitored, in order to 'identify the potential need for change', and to allow more significant reviews to be undertaken where necessary.

Since January 2006, various changes have occurred in local and regional policy, in particular the publication of the draft Regional Spatial Strategy (RSS) for the East Midlands, in September 2006. This contains a Sub-Regional Strategy for the Lincoln Area, which includes revised housing targets. In addition, the Regional Funding Allocation process for the East Midlands resulted in altered timescales for implementation of the Lincoln Eastern Bypass, one of the key catalysts for delivering the original Strategy.



These changes, together with increasing development pressures and the progress made in developing the various transport schemes contained within the original Strategy, have had significant impacts on the original recommendations. This resulted in the need to update the original Strategy to reflect relevant advancements, and a brief update to the original recommendations was carried out in order to produce a Revised Strategy which takes account of the various changes in feasible timescales, funding situations and the broader policy context.

The revision to the original Strategy was undertaken to review the timescales associated with each proposed transport improvement and ensure that the Revised Strategy remains an effective and up-to-date transport planning tool. The review of the original Strategy has considered the timescales and delivery mechanisms for each scheme in light of changes to policy and scheme details, but the content of the original Strategy (the infrastructure improvements contained within it) has not been reconsidered and therefore remains unchanged.

Chapter 2: The Strategy Process

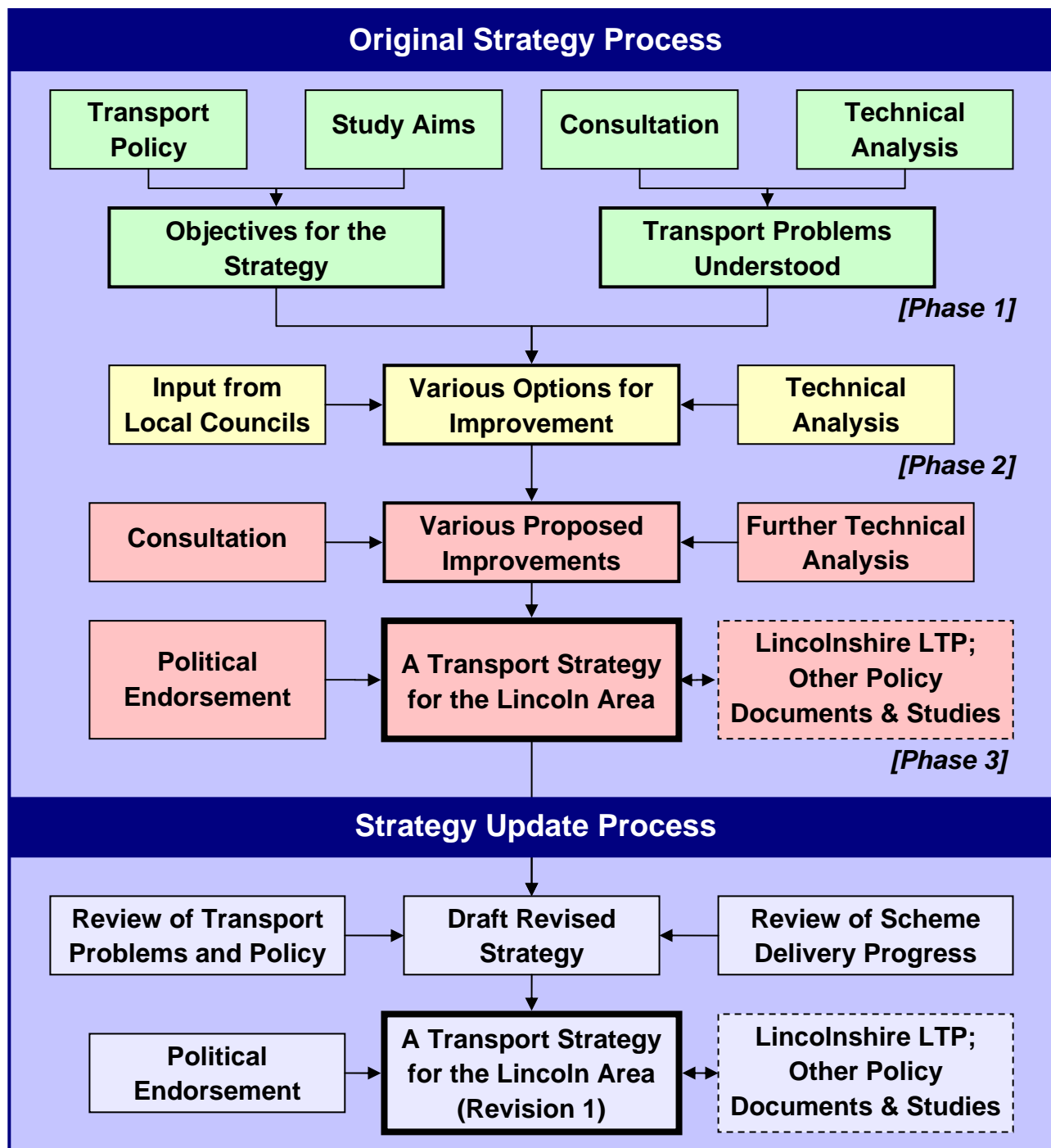


Figure 2.1: Study Process

Introduction

The original study process was carried out in three separate phases between January 2004 and August 2005, as reported within the original document 'A Transport Strategy for

the Lincoln Area' (August 2005), whilst the process of updating the original Strategy was carried out between July and December 2007. Each stage of these studies is shown in Figure 2.1 and described in more detail within this Chapter.

Original Strategy Process

The original study aims outlined in Chapter 1 were combined with a review of all relevant existing transport and land-use policies to produce objectives for the original Strategy. This was undertaken to ensure that it was in line with national, regional and local policies.

To properly understand the various issues associated with transport in the study area, all transport-related problems and issues were investigated. This was undertaken through a combination of technical research and consultation with the general public and stakeholders. The consultation included transport specialists at the various councils, representatives from interested parties such as bus companies and cycle groups, and members of the public.

Using this understanding of problems and issues, a wide range of improvement options were generated for all modes of transport in the Lincoln area. These ideas were analysed by technical specialists to determine which options should be discounted and which required further consideration.

The options for improvement were then assembled to form a programme for transport investment in the Lincoln area. Further technical analysis assessed the benefits of different schemes and the public were also consulted for their views on priorities. The original Strategy was subsequently endorsed by the County Council and its partner authorities and was used in shaping the Local Transport Plan and other transport and land use policy documents relevant to the Lincoln Area.

Consultation with the public was an important part of the original study process. In April 2004, during Phase 1, a questionnaire was issued to a random sample of 10,000

households to determine the problems people face when travelling in the Lincoln area and what their suggestions were for improvements to transport.



This was supplemented by a stakeholder workshop to gain an understanding of their views of the problems facing transport within the Lincoln area. Stakeholders included representatives from regional and local Government, the emergency services, statutory consultees, transport providers, non motorised user groups and environmental groups.



In January 2005, during Phase 3 of the study, a second questionnaire was issued to the same 10,000 households within the Lincoln area setting out the Emerging Strategy. The questionnaire included a range of proposed improvements to transport and asked which improvements people regarded as priorities. A series of Public Exhibitions were also held over six days throughout the study area. This

supplemented the leaflet and questionnaire through providing additional information. In total over 1,000 members of the public attended. This was supplemented by another consultation with the same stakeholders.

Strategy Update Process

The process of revising the original Strategy began in July 2007 with a review of altered and emerging policy, to determine whether the original Strategy's Objectives remained valid in light of the changes to national, regional and local policy since January 2006. One additional objective was added resulting from the emerging policy to facilitate the proposed sustainable urban extensions: *'To support the effective implementation and delivery of both the emerging Sub-Regional Strategy and the new Growth Point agenda of the Lincoln Policy Area'*.

The transport problems within the study area identified within the original study were also reviewed to determine any key changes to the existing or future situation. This process was much less extensive than the investigations within the original study, but all areas were considered and a number of issues were highlighted. Those in addition to the original problems highlighted were:

- Delays to buses caused by congestion
- Issues with concessionary bus fares
- Increasing development pressures
- Increased level crossing closures
- Poor city centre air quality

Public consultation was not carried out during the update process as the elements in the original Strategy were not subject to review.

A review was also undertaken of the progress achieved since the original Strategy was published in implementing the various proposed schemes and transport

improvements. This took account of factors such as the Regional Funding Allocation process, the development of outline schemes to a more detailed level and the consequent determination in some cases of more accurate scheme costs. Changes in likely funding sources were also considered, such as major developments which could potentially deliver private funding for infrastructure schemes.



This review resulted in the development of a revised delivery programme for the various schemes contained within the original Strategy. Following various discussions with stakeholders from the County Council and their partner authorities, this Revised Strategy was finalised and presented to Councillors from each authority for endorsement.

One of the key decisions within the update process was to align the timescales of the Revised Strategy with those outlined for the delivery of the draft Regional Spatial Strategy and other planning documents. The short-term was therefore changed to refer to the period up to 2016, whilst the longer term correspondingly now refers to the period 2016 to 2026 and beyond. This ensures that in accordance with the above documents the Revised Strategy covers the period up to 2026 as opposed to 2021.

Chapter 3: Proposed Transport Improvements

Introduction

The improvements to transport proposed by the Revised Strategy, both in the short-term (up to 2016) and in the longer-term (2016 to 2026 and beyond) are summarised in Table 3.1 below and briefly described within the remainder of this Chapter.

The timeframes associated with these improvements were confirmed by LCC and its partners at a workshop in November 2007. Where possible, schemes have been allocated for delivery in the short-term or the longer term. However, as shown in Table 3.1, both timescales have been selected for many schemes, either to reflect their proposed

delivery using a phased approach, or due to an ongoing aspect to their implementation.

The details of those schemes allocated for the very short-term (2008 to 2011) is contained within the 2nd Lincolnshire Local Transport Plan 2006/07 to 2010/11 (Lincolnshire County Council, March 2006).

As with its predecessor, the Revised Strategy will be challenging to deliver within the identified timeframes as it is subject to significant levels of funding issues outside the direct control of the County Council. This is explained in more detail within Chapter 4.

Transport Improvement – Scheme or Measure	Short-term (2008-2016)	Longer term (2016-2026+)
Small-scale Walking/Cycling/Public Transport Schemes	X	X
Quality Bus Corridors	X	X
Real Time Passenger Information	X	
Public Transport Interchange	X	
Park & Ride	X	X
Parking Strategy	X	X
Rail Service Improvements	X	X
Lincoln Eastern Bypass	X	
Traffic Management Measures	X	X
City Centre Pedestrian Improvements	X	X
East-West Link (Rope Walk to South Park Avenue)	X	X
Swanpool Link (A46 to Tritton Road)	X	
Lincoln Southern Bypass		X
Relief Road Improvements		X

Table 3.1: Proposed Transport Improvements

The plan contained within Appendix A demonstrates how these various proposals will link with the existing transport infrastructure within the Lincoln Area. The improvements within the Revised Strategy are not intended to be a series of piecemeal interventions, but an integrated set of measures that will result in significant benefits to the transport network within the Lincoln Area.



Sustainable Travel Initiatives

A range of ongoing sustainable travel initiatives are proposed in the short and longer term to encourage people to use more sustainable means of travelling wherever possible. They would involve a wide range of different initiatives, some of which are already in operation throughout Lincoln:

- School Travel Plans
- Workplace Travel Plans
- Car-sharing initiatives
- Personalised travel planning
- Travel awareness campaigns
- Education initiatives
- Safer Routes to School

Small-Scale Walking, Cycling and Public Transport Schemes

The Revised Strategy proposes that the pedestrian and cycle network, as well as public transport infrastructure where

possible, is extended and improved through the County Council's continued programme of Community Travel Zones. This involves local transport investment within the study area to encourage people to use their cars less, making the best use of the existing transport network.

Improvements of this nature have been carried out throughout the Lincoln area, which includes North Hykeham, and are proposed to continue in the short and longer term through an ongoing programme of investment. They would support other initiatives proposed as part of the Parking Strategy and the range of sustainable travel initiatives discussed below.

Quality Bus Corridors

Quality Bus Corridors (QBCs) are proposed along four key routes in Lincoln, as shown in the plan below.

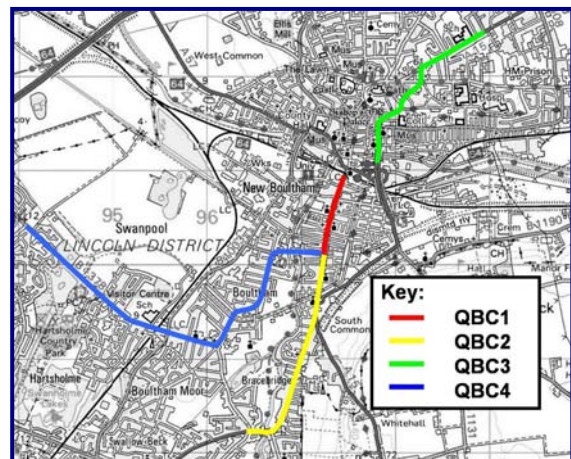


Figure 3.1: Quality Bus Corridors

QBC1 would be along High Street between St Marks Street and Dixon Street and would be the top priority. It is likely to include bus lanes, parking and delivery restrictions, and signal priorities, with the aim of improving journey times for buses.

QBC2 would be along High Street, St Catherine's and Newark Road from Dixon Street to Brant Road and could also include bus lanes, parking restrictions and signal priorities.

QBC3 would be along Broadgate, Lindum Road and Wragby Road, but it is anticipated that it would require the introduction of the Lincoln Eastern Bypass to reduce the congestion on this route and improve journey times to a sufficient level.

QBC4 would be along Dixon Street, Boultham Park Road and Skellingthorpe Road. Whilst there is little space available for bus lanes, some priority could be given to buses at certain locations, particularly the Skellingthorpe Road level crossing.

Some aspects of the QBCs are longer term aspirations that may not be introduced until after 2016. The opportunity may also exist for additional QBC routes to be added in the future as appropriate. **The exact nature of all the measures involved in each Quality Bus Corridor would require a more detailed feasibility study.**

Real-Time Passenger Information

As well as the Quality Bus Corridors previously described, the existing Real-Time Passenger Information system would be extended across the majority of the urban bus network to provide bus passengers waiting at bus stops with up to the minute information about when the next bus will arrive.

The original Strategy also proposed extending the InterConnect network to the Lincoln – Gainsborough corridor, however this has now been implemented and no



further corridors remain for the extension of Lincoln's InterConnect services. Other possible improvements to public transport may also be possible through partnership with the bus companies.

Public Transport Interchange

As part of the proposed Lindongate development within the city centre, a new facility is proposed to replace the existing bus station in the city centre. This is fully endorsed by the Revised Strategy and would provide a new bus station which would have clear high quality pedestrian links to the railway station and key city centre areas.

Park & Ride

Within the Revised Strategy, Park & Ride continues to be proposed as a key initiative for improving access to the city centre. This would form part of the wider Parking Strategy for the town (see below). Analysis of predicted parking demand carried out during the original study process revealed that the city centre would already benefit significantly from remote parking stock to supplement city centre provision.

Two 'areas of search' for potential Park & Ride sites were identified within the

original study process, to the west and east of the city. These would each be served by frequent high quality bus services to and from the city centre along routes with bus priorities to avoid congestion.



Proposals put forward as part of the three major sustainable urban developments have included Park & Ride facilities, however **feasibility investigations, which have already commenced, are required to determine the most appropriate locations for any Park & Ride schemes.**

Parking Strategy

A Parking Strategy for Lincoln city centre was developed as part of the original study process. This involved the formation and implementation of clear policies aimed at making better use of existing facilities and suggested additional provision of parking stock as appropriate.

Developed through consultation with the City of Lincoln Council, it is envisaged that this will help support the regeneration of Lincoln. Short-term measures involve re-classification of car parks, development of pricing structure and improvements to the security and safety of car parks.

Rail Service Improvements

Improvements to rail services are proposed wherever possible, however due to funding issues and the structure of the rail industry, there is a limited amount of influence that local authorities have in securing such improvements.

However, proposed service alterations within the recent re-franchising process would result in direct services between Lincoln and London. These are supported by the Revised Strategy, which also proposes that other opportunities that may arise for further service improvements are fully explored.

Lincoln Eastern Bypass

One of the key improvements that the Revised Strategy proposes is the Lincoln Eastern Bypass. This is an established proposal to join the A158/Wragby Road roundabout to the A15 south of Bracebridge Heath. This would create a strategic north/south route of county and regional significance and provide an alternative route for traffic which currently has to pass through the city centre. It would be supported by traffic management measures to 'lock-in' the benefits in the city centre and improve the environment along the roads relieved by the new bypass through improving accessibility and reducing community severance.

This proposal continues to be of key significance to facilitating the overall aim of the Revised Strategy. Alongside other schemes, it provides the opportunity to deliver the city centre improvements identified in the City of Lincoln's emerging Local Development Framework and is of fundamental importance to the successful

delivery of a number of schemes within the Revised Strategy.

The current alignment of the LEB, which has received planning permission, is currently subject to an alignment review (subject to consultation) to take account of the potential increase in housing allocations contained within the draft Regional Spatial Strategy.

Traffic Management Measures

A variety of traffic management measures continue to be proposed which would alter traffic movements in the centre of Lincoln.



Some of these are proposed in Lincoln's historic core, which is also known locally as the 'Uphill area' of the city centre. Increased restrictions for traffic in the area surrounding the Cathedral and Bailgate would ensure that the city's historic buildings, particularly the Cathedral, are protected from the negative environmental impacts of traffic. This would protect and

enhance the tourism economy and when combined with other city centre measures would result in significant improvements to the public realm.

The Lincoln Eastern Bypass is expected to reduce traffic levels and congestion through the city centre, particularly along the Canwick Road - Pelham Bridge - Broadgate - Lindum Road corridor. Traffic management measures are therefore proposed to 'lock-in' the benefits of the Lincoln Eastern Bypass. This would aim to ensure that, overall in Lincoln, the Lincoln Eastern Bypass does not encourage unnecessary trips by car. **A feasibility study is required to determine the exact nature of all these measures.**

East-West Link

A new road, known as the East-West Link, is proposed to the southeast of the city centre. It is current proposed from Rope Walk, along Tentercroft Street, under Pelham Bridge to a junction with Great Northern Terrace, then south on an alignment with the old railway to Canwick Road/South Park Avenue junction. An additional potential link could join up with Washingborough Road, to the east of the Canwick Road junction. **The exact alignment and make up of the scheme is subject to more detailed feasibility investigations.**

This scheme would improve access to the city centre and certain areas south east of the city centre. When combined with the Lincoln Eastern Bypass, this would support the delivery of the City Centre Masterplan and other documents with the City's Local Development Framework. It would also cater for more strategic east-

west movements across the city centre and ensure that traffic uses the most appropriate route. This would support the delivery of improvements to the pedestrian and public transport environment.

The East-West Link would also enable the pedestrianisation of the High Street between Wigford Way and Tentercroft Street and the closure of the High Street level crossing to traffic. However, consideration is being given to the potential for continued use of this route for buses only. This would improve the environment within the city centre and would in turn encourage tourism and assist in the economic growth of the city. **The exact nature of these improvements would again be subject to a more detailed feasibility study.**

Other City Centre Improvements

Further to the various schemes above which relate to the city centre, the Revised Strategy proposes further schemes in the longer term to improve the public realm and make the city centre more permeable. This would include the extension of pedestrian areas and priorities in the city centre, along with further alterations to city centre traffic arrangements.

These proposals would further support the delivery of the improvements contained within the City of Lincoln's emerging Local Development Framework. **They could involve a variety of measures, the exact nature of which would require more detailed study.**

Swanpool Link

The proposed Swanpool Link would form a new route from the Western Relief Road to

Tritton Road across the Swanpool area, with a connection to the Skellingthorpe Road/Birchwood Avenue junction. This would be delivered as part of the Western Growth Corridor development proposals and is therefore an entirely developer-led improvement scheme, dependent upon the Western Growth Corridor proposals.

Lincoln Southern Bypass

The Lincoln Southern Bypass is a new road proposed in the long-term from the A15 in the east to the A1434/A46 roundabout in the west, which would complete a full orbital relief road around Lincoln. Public consultation for this scheme has been carried out and a preferred alignment for this route has been identified.



Relief Road Improvements

The Revised Strategy proposes various long-term improvements to the existing Relief Road to the west and north of the city to ensure that it continues to provide good quality routes to bypass urban areas.

To the north of the city, this would involve making best use of the existing network and improving the existing roundabouts as they start to become increasingly congested. In due course it could also

include upgrading the single carriageway sections to dual carriageway.

To the west of the city, improvements are proposed to many of the junctions which already suffer from congestion during peak periods. This may also be supplemented by upgrading some of the single carriageway sections to dual carriageway, **but this would be subject to further investigation.**

As this section of the relief road is designated as Trunk Road it falls outside the jurisdiction of the County Council. Consequently, the timescales associated with delivering these proposals will be subject to discussions with the Highways Agency.

Summary

As can be seen from the improvement measures identified within this Chapter,

the Revised Strategy represents a truly multi-modal set of transport improvements. These are aimed at making best use of the existing network whilst also providing the necessary infrastructure improvements required to facilitate the continued economic growth of Lincoln and the growth agenda promoted by Central Government and the draft Sub-Regional Strategy.

The measures within the Revised Strategy will, when combined, enable the overall aim of the Revised Strategy for the Lincoln Area to be achieved. This includes:

- Encouraging modal shift
- Reducing congestion
- Improving accessibility
- Improving the environment
- Improving quality of life
- Supporting the economy

Chapter 4: Delivery and Funding

Introduction

The primary mechanism of public funding for infrastructure improvements is through the Local Transport Plan (LTP) process. However, the allocated LTP funds for the Lincoln Area are not sufficient to deliver all the improvements proposed by the Revised Strategy. A key issue for its delivery is therefore to identify other potential sources of funding, such as Central Government funding or developer contributions, and the extent of their availability.

The delivery of the Revised Strategy within the identified timeframes will be challenging and subject to funding issues outside the direct control of the County Council.

It should be noted that the costs shown in this Chapter are clearly stated as being either an estimated order of cost magnitude or a cost estimate which includes optimism bias. As such, they are not 'fixed' and may be subject to change.

Scheme Delivery

Scheme	Estimated Cost*	Linked to Other Schemes**
Small-scale Walking/Cycling/Public Transport Schemes	£8m-£10m	
Quality Bus Corridors	£5m-£10m	LEB/EWL
Uphill traffic management	<£2m	
East-West Link (Rope Walk to South Park Avenue)	£45m-£55m	
City Centre Pedestrian Improvements	<£2m	EWL
Further city centre traffic management	£5m-£10m	EWL/LEB
Park & Ride	£5m-£10m	LEB/NEQ/SEQ/WGC
Real-Time Passenger Information	<£2m	
Northern Relief Road junction improvements	£2m-£5m	EWL/LEB

*All costs shown are estimated orders of cost magnitude and are subject to change

**See Glossary of Terms for abbreviations

Table 4.1: Schemes to be Delivered with Developer Contributions and LTP Funding

Table 4.1 shows those schemes which are proposed to be delivered using a combination of private funding from developments, secured through the planning process, and LTP funding. The timescales of delivery for these schemes are therefore at least partially within the control of the County Council. The

breakdown of funding sources would be determined separately for each scheme. All of the estimated costs shown are estimated orders of cost magnitude. The links between schemes are also shown to demonstrate the integrated nature of the Revised Strategy.

Scheme	Delivered as Part of:*
Public Transport Interchange	Lindongate development
Swanpool Link (A46 to Tritton Road)	Western Growth Corridor urban extension

*See Glossary of Terms for abbreviations

Table 4.2: Development-Dependent Schemes

Table 4.2 shows those schemes which are proposed within the Revised Strategy but which will be delivered entirely within proposed developments. These schemes are anticipated to be entirely funded by these

developments and their timescales and delivery are therefore entirely reliant upon them. LCC therefore has very little influence in the timescales for delivering these schemes.

Scheme	Estimated Cost*	Likely Funding Source**
Western Relief Road improvements	Unknown	HA/Dev
Lincoln Eastern Bypass	£100m-£120m	RFA/Dev/LCC
Lincoln Southern Bypass	£50m-£80m	RFA/LCC/Dev
Rail improvements	Unknown	NR/TOCs/LCC

*All costs shown are cost estimates which include optimism bias and are subject to change

**See Glossary of Terms for abbreviations

Table 4.3: Other Schemes

Table 4.3 shows those schemes within the Revised Strategy which are reliant upon third parties for securing funding and delivery. All of the estimated costs shown are cost estimates which include optimism bias and which may be subject to change.

Summary

The tables shown above illustrate the challenging nature of funding the Revised Strategy, since the bulk of funding sources are outside the direct control of the County Council. It also illustrates the requirement for a financially flexible Strategy which is able to react to a constantly changing political

climate in terms of available Government funds for transport and also the uncertain nature of available developer contributions.

As the process of developing and revising the original Strategy has been integrated with relevant land use policy, the Revised Strategy provides the potential for a transparent means of securing developer contributions through legal agreements (Section 106 Planning Obligations) as part of planning permissions. A planning levy system to secure such contributions is currently being developed by the County Council.

Chapter 5: Outcomes

Introduction

Outcomes can be defined as *intended changes to transport which would result from a Strategy being introduced over a period into the future*. A range of Outcomes setting out what the original Strategy should achieve were developed during the original study and agreed by the study partners.

During the update process, these Outcomes were reviewed to ensure that they are still appropriate for setting out what the Revised Strategy is intended to achieve. The original Outcomes were confirmed and an additional Outcome, relating to the delivery of the draft Sub-Regional Strategy, was identified in order to reflect the Government's growth agenda for the Lincoln Area.



Shared Priorities

As the original Strategy was predominantly being driven by the Local Transport Plan process, the Outcomes were classified according to the Government's 'Shared Priorities for Transport'. This is still relevant for the Revised Strategy.

The Shared Priorities are a series of initiatives introduced through agreement between Central Government and the Local Government Association. The Shared

Priorities balance Central Government's interest in seeking improvements in key public services at a national level such as transport with the importance of local needs and priorities. The four shared priorities for transport are shown in Table 5.1. These are supported by other local priorities where appropriate, as well as issues relating to quality of life.

Shared Priorities for Transport

- Tackling Congestion
- Delivering Accessibility
- Safer Roads
- Better Air Quality

Table 5.1: Shared Priorities for Transport

The Revised Strategy's 16 Outcomes listed below are categorised according to the Shared Priorities, with additional categories for local issues and quality of life issues.

Congestion

Outcome 1: A reduction of 'through trips' within the urban area, particularly:

- Trips passing through the city centre
- HGV trips

Outcome 2: A reduction in the modal share for the private car for:

- Trips into Lincoln city centre
- Trips on the 'school run'

Outcome 3: A reduction in the impact of car trips resulting from development

Air Quality

Outcome 4: An improvement in air quality within the urban area (particularly the AQMA within central Lincoln)



Safety

Outcome 5: A reduction in casualties, particularly:

- Involving vulnerable road users
- In locations significantly used by children
- At sites with known accident issues

Accessibility

Outcome 6: An increase in public transport trips into and through the city centre

Outcome 7: The provision of appropriate parking options for all users of the city centre

Outcome 8: Sufficient freedom of movement for all modes to and within the Lincoln Area



Quality of Life

Outcome 9: An increase in levels of walking & cycling within the Lincoln Area, particularly:

- Parents and children travelling to and from school
- Short trips of less than two miles
- Trips into the city centre

Outcome 10: An improvement in the liveability quality of Life within the Lincoln area

Outcome 11: A reduction in noise levels caused by traffic (particularly for sensitive receptors such as schools and hospitals)



Local Priorities

Outcome 12: An increase in the vitality of Lincoln as a sub-regional centre by encouraging trips for tourism, leisure, business and shopping

Outcome 13: A city that operates effectively for trade and service vehicles

Outcome 14: The provision of appropriate access to development sites with minimised impact of increased traffic on the local area

Outcome 15: The protection of the historic environment from traffic impacts

Outcomes 16: The Sub-Regional Strategy delivered by 2026

Chapter 6: Benefits of the Revised Strategy

Introduction

The Revised Strategy contains a multi-modal collection of measures aimed at making best use of the existing network whilst also providing the necessary infrastructure improvements required to facilitate the continued economic growth of Lincoln, the growth agenda promoted by Central Government and the draft Sub-Regional Strategy.

These measures will, when combined, enable the overall aims of the Revised Strategy – of encouraging modal shift and reducing congestion, of improving accessibility, the environment, the economy and quality of life within the Lincoln Area – to be achieved.

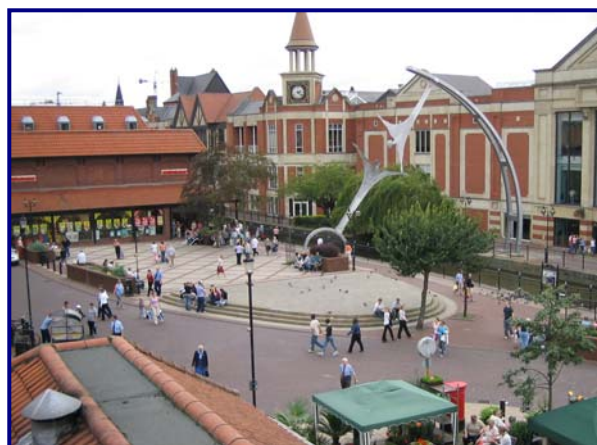
The benefits associated with implementing the Revised Strategy and achieving the Outcomes identified in Chapter 5 can be separated into five broad categories:

- **City centre** benefits brought through the reallocation of road space following the removal of unnecessary traffic
- **Accessibility** benefits for all transport users associated with providing more options to travel throughout the Lincoln Area
- **Environmental** benefits for the Lincoln Area
- **Safety** benefits associated with the Revised Strategy
- **Economic and regeneration** benefits for Lincoln, the County and the East Midlands

These benefits are discussed in turn within the remainder of this Chapter.

City Centre Benefits

Analysis indicates that the introduction of the highway infrastructure included within the Revised Strategy (in particular, Lincoln Eastern Bypass and the East-West Link) would provide alternative routes for traffic which currently passes through the city centre. When combined with the traffic management measures to 'lock-in' the benefits associated with this relocation of traffic, this provides the opportunity to reallocate road space within central Lincoln. This will support the introduction of the city centre improvements within the City of Lincoln's emerging Local Development Framework.



The Revised Strategy proposes to utilise this road space for the benefit of all types of user and make Lincoln a more vibrant and accessible city centre for residents, visitors and businesses. The Revised Strategy includes measures to extend and enhance pedestrian areas and priorities, improve the cycle network, introduce Quality Bus Corridors and close the High Street level crossing to traffic.

This combination of interventions will result in significant benefits for all users and

fundamentally change and improve the public realm within the city centre.

Accessibility Benefits

The multi-modal nature of the Revised Strategy will also ensure that accessibility throughout the Lincoln Area will be enhanced.

Traditionally, movements within the Lincoln area are heavily dependant on the private car. However, as a consequence of introduction of the highway infrastructure included within the Revised Strategy (in particular the Lincoln Eastern Bypass), it will be possible to re-allocate road space on key arterial routes to and from Lincoln to accommodate the introduction of viable Quality Bus Corridors and Park & Ride facilities. This will significantly improve the options for travel within the Lincoln Area.



The removal of traffic from key arterial routes and communities will also result in significant net benefits in terms of severance. In addition, the intention to further improve public transport services will further improve accessibility and provide additional attractive options for travel by public transport.

Safety

The relocation of traffic to modern standard highways away from the city centre and key

arterial routes will make a significant contribution to improving safety and reducing road casualties. This will be further enhanced by traffic management measures reducing vehicle conflicts with non-motorised users in the city centre.

When combined with the security benefits resulting from the improvements to the existing car parking stock and the introduction of a modern Public Transport Interchange, safety will be further enhanced.

Environment

The Revised Strategy will result in environmental benefits within the city centre as a consequence of the relocation of unnecessary traffic onto the highway schemes proposed. This will have particular benefits within the Air Quality Management Area and for sensitive receptors such as the Cathedral within Lincoln's historic core. These environmental benefits will further contribute to the improved public realm within the city centre.

The Revised Strategy will result in some disbenefits as a consequence of the slight predicted increase in traffic associated with the introduction of the highways schemes. Any disbenefits are likely to be predominantly restricted to the relevant route corridors of these schemes.

Economic and Regeneration Benefits

The Revised Strategy will support the needs of existing and proposed developments within the Lincoln Area. It offers high value for money when measured against Department for Transport criteria for measuring economic benefit through reducing congestion and improving journey time reliability.

The Revised Strategy supports regeneration proposals within North Kesteven, West

Lindsey and parts of the City of Lincoln which qualified as Objective 2 areas under the European Regional Development Fund up to 2006.

The benefits identified for the city centre will ensure that the city remains an attractive location for residents, visitors and businesses, thereby sustaining its role as the County Town and one of the five key urban areas within the East Midlands. The introduction of the East-West Link will facilitate the realisation of the aspirations for the public realm improvements contained within the emerging Local Development Framework.

The Revised Strategy will also act as a catalyst for development opportunities to the west of the city in the Western Growth Corridor and to the east of the city within the North East Quadrant and South East Quadrant.



As with many other benefits associated with the Revised Strategy, the introduction of the Lincoln Eastern Bypass, the East-West Link and the other highway schemes proposed are of fundamental importance to ensure that economic and regeneration benefits are delivered. In particular, the Lincoln Eastern Bypass will open up a strategic growth area, important in reinforcing Lincoln's status as

one of the Region's five principal urban areas.

Summary

The Revised Strategy can be seen to deliver significant benefits within the Lincoln Area for residents, visitors and businesses.

The introduction of the proposed highway schemes, in particular the Lincoln Eastern Bypass, can be viewed as the catalyst for facilitating these benefits. They provide the opportunity to reclaim the city centre for the benefit of the public realm and also facilitate the introduction of improved public transport infrastructure and facilities for non motorised users, thus increasing accessibility and options to travel.

Once implemented, the Revised Strategy will ensure that City of Lincoln and its surrounding hinterland continues its economic success, maintaining its function as the County Town of Lincolnshire and as one of the five key urban areas for the East Midlands.

The draft Regional Spatial Strategy for the East Midlands identifies that '*Lincoln has significant potential to strengthen its position in the Region as a cultural and commercial centre.*' The transport infrastructure proposed as part of the Revised Strategy will enable these regional aspirations to be achieved and support the future growth of the East Midlands Region.

As the Revised Strategy is to be delivered through a combination of the Local Transport Plan and land use policy of the study partners, it can be seen to represent a truly integrated land use and transport strategy which will maximise the potential for improvements within the Lincoln area.

Chapter 7: Implementation, Monitoring and Review

'A Transport Strategy for the Lincoln Area' (Revision 1) provides a range of transport improvements, together with a timetable for introducing each of them and the means of delivery. The Revised Strategy also provides an effective means of identifying investment priorities required to support the growth aspirations targeted at a regional and local level for the Lincoln Area, as well as the transport infrastructure required to deliver the Revised Strategy's Outcomes identified in Chapter 5.



Priorities within the original Strategy were identified through consultation with the general public and stakeholders, consideration of pertinent policy documents and technical analysis. These priorities have now been revised and targeted for delivery in the short-term (2008-2016).

Those elements of the Revised Strategy identified as longer term priorities remain fundamental to achieving the overall concept of the Revised Strategy to help encourage modal shift, reduce congestion and improve accessibility, the environment, the economy and quality of life within the Lincoln Area by 2026.

Delivering the Revised Strategy within the identified timeframes will be challenging and subject to funding issues outside the direct control of the County Council. However, the County Council and its partner authorities are committed to achieving the Outcomes identified.

The Revised Strategy will predominately be taken forward through the Local Transport Plan process. It is anticipated that a Major Scheme Funding Bid for the Lincoln Eastern Bypass will be presented to the Department for Transport and the Government Office for the East Midlands during the current Local Transport Plan period. If this bid proves successful and funding is released, this will represent a significant step forward in facilitating the desired transport improvements within the Lincoln Area.

The Revised Strategy will also be promoted through the current and emerging land use policies of the District Councils and the Region, which detail the land-use and planning policies and aspirations within the study area. The importance of integrating the Revised Strategy with these documents has been of paramount importance throughout the process to ensure integration and 'joined up thinking' between the County Council and its partner Districts. Of particular importance



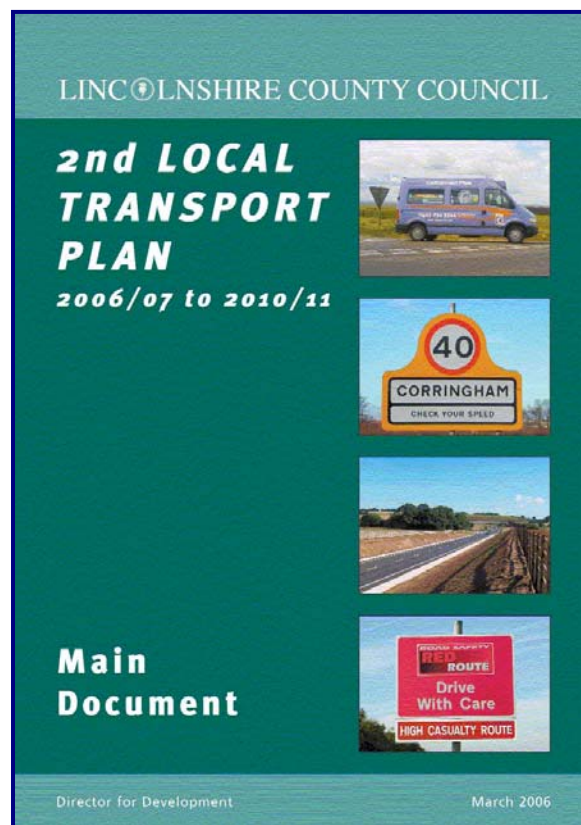
are the land-use and regeneration aspirations for central Lincoln currently being promoted through the City of Lincoln's City Centre Masterplan, which forms part of the City's emerging Local Development Framework.

In light of the recent shift in emphasis towards regional prioritisation for transport, it should be viewed as a natural progression that local transport strategies such as the Revised Strategy need to be able to demonstrate their contribution to regional needs in order to secure funds for their implementation.

The transport improvements proposed in the short-term of the Revised Strategy, and the 'Outcomes' they are targeted to achieve, are integrated with the aspirations promoted within regional policy documents such as the draft Regional Spatial Strategy (including the Sub-Regional Strategy and the Regional Transport Strategy), The Regional Tourism Strategy and The Regional Economic Strategy. Discussions regarding the ongoing inclusion of regional support for the Revised Strategy within these policies will continue.

It has been acknowledged that further investigations and technical analysis are required to determine the exact nature of several transport improvements proposed by the Revised Strategy, particularly those in the long-term such as the East-West Link, Traffic Management proposals and Park & Ride. Once this has been undertaken the implementation of these elements of the Revised Strategy will be actively pursued by the County Council and its partner authorities. This will include discussions with regional partners.

The Revised Strategy itself will continue to be treated as a 'live' document which is flexible in nature and able to accommodate changes



in national, regional and local policy as well as third party influences such as developer contributions. The Revised Strategy provides the potential for a transparent means of securing developer contributions through legal agreements (Section 106 Planning Obligations) as part of planning permissions which will enable the County Council to provide balanced and integrated transport improvements rather than piecemeal interventions. This will also enable the Revised Strategy to be further revised as necessary to accommodate the findings of the feasibility studies identified above.

A monitoring programme will be developed in order to measure the effectiveness of implementing the Lincoln Transport Strategy schemes against achieving the identified objectives. This will build on the monitoring being carried out as part of the second LTP and be further developed to include monitoring on an individual scheme basis as appropriate.

Glossary of Terms

Abbreviations

AQMA	Air Quality Management Area
CoL	City of Lincoln Council
Dev	Developer
DPE	Decriminalised Parking Enforcement
EWL	East-West Link
HA	Highways Agency
LCC	Lincolnshire County Council
LEB	Lincoln Eastern Bypass
LTP	Local Transport Plan
NEQ	North East Quadrant sustainable urban extension
NKDC	North Kesteven District Council
NR	Network Rail
RFA	Regional Funding Allocation process for the East Midlands
SEQ	South East Quadrant sustainable urban extension
TOC	Train Operating Company
TN	Technical Note
WGC	Western Growth Corridor sustainable urban extension
WLDC	West Lindsey District Council

Other Terms

Developer	A private sector organisation looking to build any new development, including houses, offices, shops or warehousing. As part of the planning process for any development, the County Council can negotiate for the developer to contribute funding towards the maintenance of the surrounding infrastructure, which can be used to pay for transport schemes
Optimism Bias	An uplift applied to cost estimates for infrastructure schemes which is required by the Department for Transport to take account of the demonstrated systematic tendency for estimates to be over-optimistic
Option	A scheme or measure considered as part of the study process
Outcome	A desirable situation which the Revised Strategy is intended to achieve
Stakeholders	Specific people or organisations who have a particular interest in or are responsible for some form of transport in the Lincoln Area

Appendix A: Plan of Transport Improvements

The enclosed plan shows the location of the various transport improvement schemes proposed by the Revised Strategy in the short-term and in the longer term.