



# 4th Lincolnshire Local Transport Plan

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2013/14 – 2022/23 April 2013



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*SECTION 1*



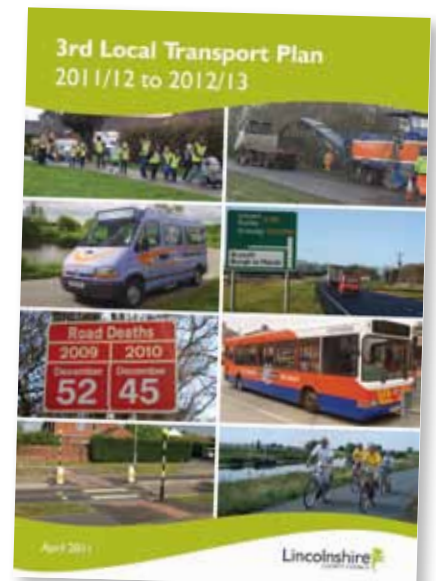
*Introduction*

# I. Introduction

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## Background

- 1.1 The need for local transport authorities to prepare a statutory Local Transport Plan (LTP) was first set out in the Transport Act 2000. This required authorities to produce a 5 year plan setting out their policies and programmes for transport, together with a set of targets against which to monitor progress.
- 1.2 The more recent Transport Act 2008 gave local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option to set different time spans for the strategy and implementation plan elements.
- 1.3 At the time that the 3rd LTP was being prepared, there was great uncertainty around the future of transport nationally following the change of Government in May 2010 and the subsequent Comprehensive Spending Review announced in October 2010. As a result, the Council adopted a “light touch” approach for LTP3, with the adopted Plan covering just two years – 2011/12 and 2012/13.
- 1.4 Although some national issues around transport have recently become clearer (e.g. the new National Strategic Framework for Road Safety published in May 2011), there is still uncertainty in several areas. For example, at the time of writing, the new Local Transport Boards which will prioritise funding for majors schemes locally are still being set up with funding levels still only indicative and the programme of refranchising rail services has yet to be confirmed following the problems with the West Coast Main Line franchise.



## The 4th Lincolnshire Local Transport Plan

- 1.5 This 4th Lincolnshire Local Transport Plan (LTP4) covers the 10 year period 2013/14 to 2022/23. It builds on the strategies and policies adopted during the first 3 LTPs. The accompanying Implementation Plan (set out in Chapter 15) covers the years 2013/14 and 2014/15 for which firm funding allocations have been received from the Department for Transport. The Implementation Plan will be rolled forward once the impact of the next national Comprehensive Spending Review on funding levels for local transport is known.
- 1.6 Over the 10 year period of LTP4, it is expected that the individual strategies and policies which make up the overarching LTP will continue to evolve to reflect ongoing changes at the national level and new local initiatives. These strategies and policies are highlighted in the appropriate chapter of this Plan and further details can be found on-line at [www.lincolnshire.gov.uk/ltp4](http://www.lincolnshire.gov.uk/ltp4)

## The County and Existing Transport Networks

**1.7** Lincolnshire is a large, predominantly rural shire county covering 5921 square kilometres (2286 square miles) representing some 4.5% of England. Its population of 714,800 (ONS 2011 mid-year estimate) is contained within some 307,000 households (2011 Census). Consequently, the county is relatively sparsely populated at just 1.21 people per hectare, less than a third of the equivalent figure for England of 4.07 people per hectare. This varies across the county from the relatively densely populated City of Lincoln (26.08 people per hectare) to East and West Lindsey (just 0.78 and 0.77 people per hectare respectively) as shown on Figure 1 below.

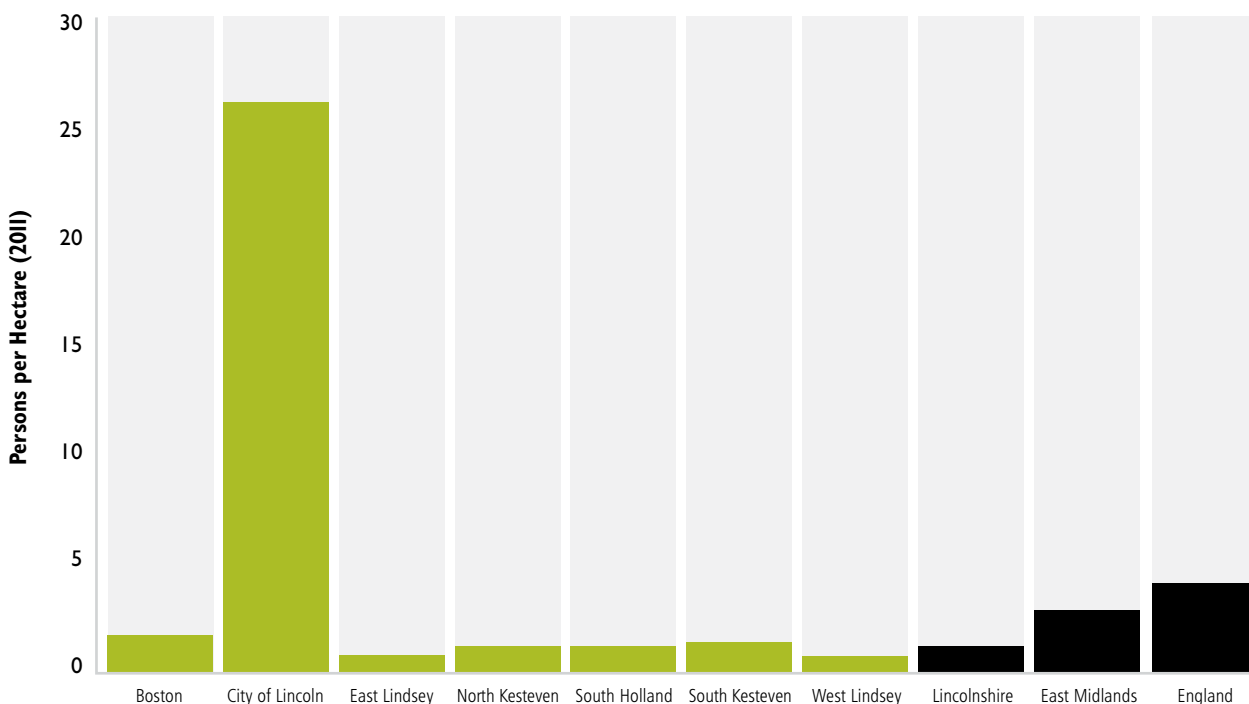


Fig 1 Population Density in Lincolnshire

**1.8** Outside of the largest urban areas of Lincoln, Boston and Grantham, none of the remaining towns have resident populations in excess of 30,000 (although the coastal population increases dramatically during the holiday season) and more than a third of the population live in settlements of less than 3,000.

**1.9** Due to the extent of the county, the highway network is extensive at some 8,905 kilometres (5,534 miles) – the 5th largest of any local highway authority. However, within this total, there are no motorways and just 66 kilometres (41 miles) of dual carriageway of which the vast majority are made up of the A1 and the A46. A breakdown of the county's road length is shown in Table 1.

# 1. Introduction

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Classification	Kilometres	Miles	%
Trunk Roads	62	38	0.7%
A Roads	1,046	650	11.7%
B Roads	789	490	8.9%
C Roads	2,933	1,823	32.9%
Unclassified	4,075	2,533	45.8%
<b>Total</b>	<b>8,905</b>	<b>5,534</b>	

Table 1 Road Lengths in Lincolnshire (April 2012)

- 1.10** Much of the road network for which the County Council is responsible is narrow and of poor alignment, with almost 80% being C class or unclassified roads. A large proportion of the County Strategic Road Network linking the major towns (shown on Figure 2) falls well below current design standards with resulting low speeds and safety issues.
- 1.11** Since the 1st LTP was published in 2000, good progress has been made in improving bus services across Lincolnshire with the roll out of InterConnect and CallConnect services in the rural area and IntoTown services in the market towns. However, services remain limited in the evenings and at weekends. Further details can be found in Chapters 5 and 11 respectively.
- 1.12** The rail network in Lincolnshire is limited, with just Grantham lying on the main inter-city network (the East Coast Main Line), although connections are also available at Newark, just outside the county. Only 9 of the 22 largest towns have a rail station. The Nottingham-Grantham-Boston-Skegness line operates as the 'Poacher' Community Rail line. Although rail services are relatively limited away from the East Coast Main Line, rail passenger numbers across Lincolnshire have risen in recent years with some 4.5m people using the county's stations in 2010/11, up from 4.1m in 2004/05. The existing rail franchises which cover the county are all due for renewal in the next few years, although the timetable for these is currently unclear following the problems with the West Coast Main Line franchise.
- 1.13** During the earlier LTP periods some progress has been made in expanding the cycling network across the county, particularly in the larger urban areas where the opportunities are greatest to encourage people to cycle for shorter trips. There is now approaching 400 km of cycleway within the county, with many other facilities such as Toucan crossings and advanced stop lines.





Fig 2 Strategic Road and Rail Network



*SECTION 2*

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*Key challenges  
for the 4<sup>th</sup> Local  
Transport Plan*

## 2. Key Challenges for the 4th Local Transport Plan

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### Background

- 2.1 Transport impacts on everyone's lives in many ways, be it catching a bus to work, walking to school or driving to a hospital appointment. Good transport is essential for a thriving economy and for social well being, as well as supporting a range of wider aims and objectives such as encouraging a healthier lifestyle.
- 2.2 Both nationally and locally, pressure on existing transport networks continues to grow as the demand for the movement of people and goods increases. At the same time, concerns about the environmental impacts of transport continue to increase. Three key challenges have been identified for the 4th Lincolnshire LTP :
- *Supporting growth and the local economy,*
  - *Improving access to employment, training and key services, and*
  - *Contributing to a healthier community.*

### Supporting Growth and the Local Economy

- 2.3 In recent years, population growth in Lincolnshire has been substantially above that recorded both regionally and nationally. Growth between 2001 and the most recent 2011 Census is shown in Figure 3 opposite. Over this time, the population in the County has grown by some 10.4% compared with 8.3% in the East Midlands and 7.4% in England. Within this overall increase, there are wide variations across the county with Boston, North Kesteven and South Holland showing exceptionally strong growth (15.8%, 14.9% and 15.3% respectively), whilst that in East Lindsey has been more limited at just 4.7%.

## 2. Key Challenges for the 4th Local Transport Plan

**2.4** Generally over the last decade, the number of births and deaths in the county have been approximately the same. Hence the growth in population has been driven by net inward migration. This has been from both internal migration (from elsewhere in UK) as people attracted by the rural life-style and lower house prices have moved into the county, and also from international migration, particularly from eastern European EU states associated with employment opportunities in the agricultural and food processing industries in the south-east of the county. However, there are also signs of an increasing birth rate in recent years.

**2.5** The population of Lincolnshire is set to continue to increase strongly in future years. The latest population projections suggest that Lincolnshire's population could reach some 911,300 by 2035, a further increase of 28% above 2011 levels. At the same time, the proportion of the local population over the age of 65 is predicted to rise to 28%.

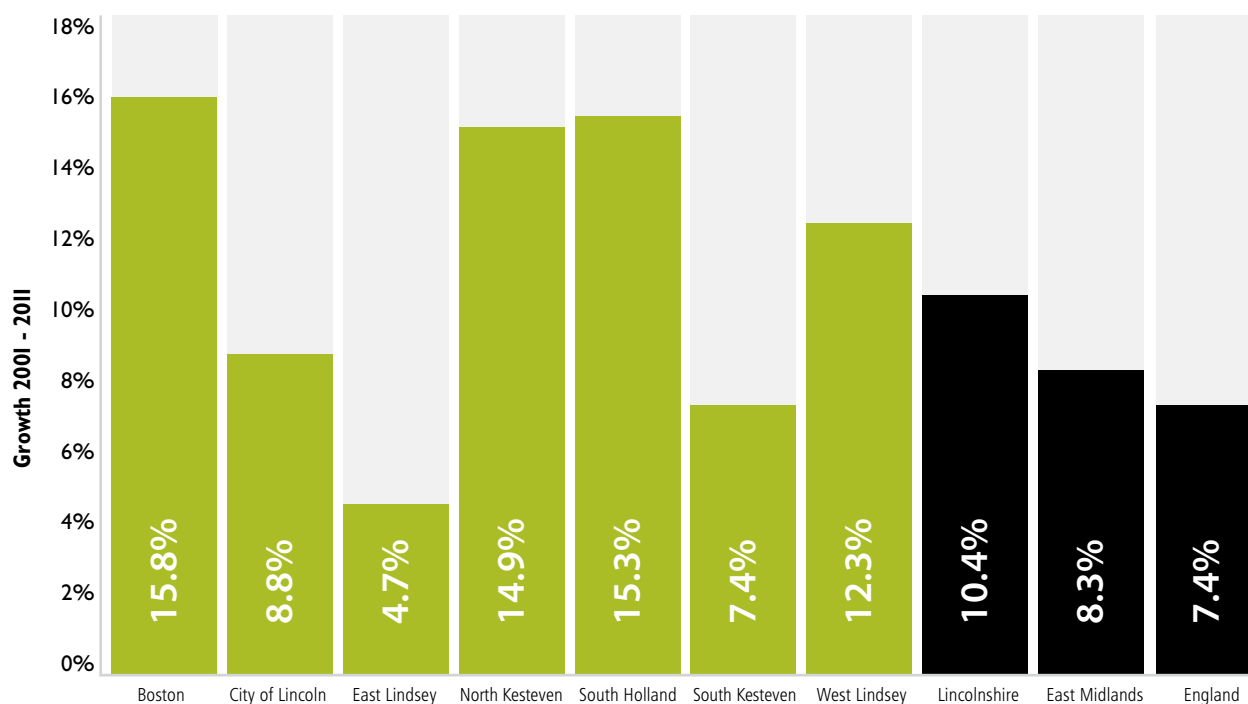


Fig 3 Population Growth 2001 to 2011

**2.6** Currently across the county, the new Local Plans are at various stages of development. These will set out proposals for further growth over the next 15 – 20 years. Table 2 outlines the current position with each of Plans, along with the levels of housing and employment land proposed. In addition, Lincoln, Grantham and Gainsborough have all received Growth Point status and will therefore be the focus for delivering much of the development proposed in the relevant areas.

## 2. Key Challenges for the 4th Local Transport Plan

- 2.7** Inevitably, increasing development will put further pressures on existing transport networks across the county. The close integration between transport and land-use planning is key to achieving longer-term sustainable development. With the demise of the former Regional Plans and Structure Plans, this has taken on even more importance at the local level, particularly in a two-tier authority such as Lincolnshire. The County Council as local highway authority is therefore working closely with the District Councils as required under the 'duty to cooperate' within the recent Localism Act 2011. In some instances, this is happening through Joint Strategic Planning Committees.
- 2.8** In many cases, particularly in respect of proposed major Sustainable Urban Extensions (SUEs), there is a need for substantial investment in infrastructure, including transport. The County Council is working alongside the District Councils and Joint Planning Units in preparing appropriate Infrastructure Development Plans (IDPs) in support of the Local Plans.

Area	Current Position	Housing Allocation (dwellings)	Employment Land Allocation (hectares)	Plan Period
Central Lincolnshire (City of Lincoln, North Kesteven & West Lindsey)	Partial draft Core Strategy issued for consultation in July 2012 including strategic and Sustainable Urban Area policies.  Core Strategy Area chapters for Lincoln, Gainsborough and Sleaford published for consultation in January 2013 with March 2013 deadline for responses.	42,800	210	2011/12 – 2030/31
East Lindsey	Draft Core Strategy published for consultation in October 2012	7446	21.6	2012 -2028
South East Lincolnshire (Boston Borough & South Holland)	Strategies and Policies Preferred Options document to be published in February/ March 2013	13,920	To be set (inc. up to 60 Ha for a rail freight interchange)	2011-31
South Kesteven	Core Strategy adopted in July 2010. Examination in Public of Grantham Area Action Plan held in October 2012. Plan not supported by Inspector.	11,750	205	2008 – 2026

Table 2 Lincolnshire Local Plans – Current Position and Development Proposals

- 2.9** However, it is becoming increasingly apparent that delivering the necessary transport infrastructure will not be easy in the current economic climate. A range of funding opportunities will therefore need to be explored including contributions by developers via Section 106 agreements and Community Infrastructure Levies (CIL), Growth Point Funding, funding available from the Local Enterprise Partnership and from the new Local Transport Boards.

## 2. Key Challenges for the 4th Local Transport Plan

- 2.10 In support of the larger urban areas of Lincoln, Boston, Grantham and Gainsborough, the County Council in partnership with the appropriate District Councils has developed area-based transport strategies. These are summarised in subsequent chapters of this LTP.
- 2.11 A key objective of the 4th LTP is to support economic growth within the county in line with the aims of the government's own transport white paper 'Creating Growth, Cutting Carbon' published in January 2011. The role that transport has in supporting the local economy has been highlighted in previous LTPs, but in the current economic climate, this has assumed even greater importance.
- 2.12 Traditionally, Lincolnshire's key economic sectors have been agriculture, manufacturing and tourism, all of which have provided proportionally more employment than national levels as shown in Table 3 below. However, these industries tend to be low skilled and low wage industries, with limited higher value added activities.

	Lincolnshire	East Midlands	England
Agriculture and fishing	6%	3%	2%
Manufacturing	12%	13%	9%
Construction	5%	5%	4%
Distribution, hotels and restaurants	25%	23%	23%
Transport and communications	5%	7%	9%
Banking, finance and insurance	14%	17%	21%
Public administration, education and health	27%	27%	27%
Energy and Water	1%	1%	1%
Other services	4%	4%	4%

Table 3 Employment by Broad Employment Group 2011

- 2.13 However, unemployment tends to be relatively low at 3.3% in December 2012 compared with 3.7% in England and Wales. However, this hides a wide variation across the county with a corresponding figure in the Gainsborough area of 6.7% falling to just 1.8% in Bourne. In addition, in some areas unemployment has a high seasonal variation, particularly on the coastal strip where tourism is the main industry. For example, in the Skegness area, unemployment was some 5.9% in December 2012, up from 3.4% in August 2012. Figure 4 overleaf shows unemployment levels in the county over the last 12 months.

## 2. Key Challenges for the 4th Local Transport Plan

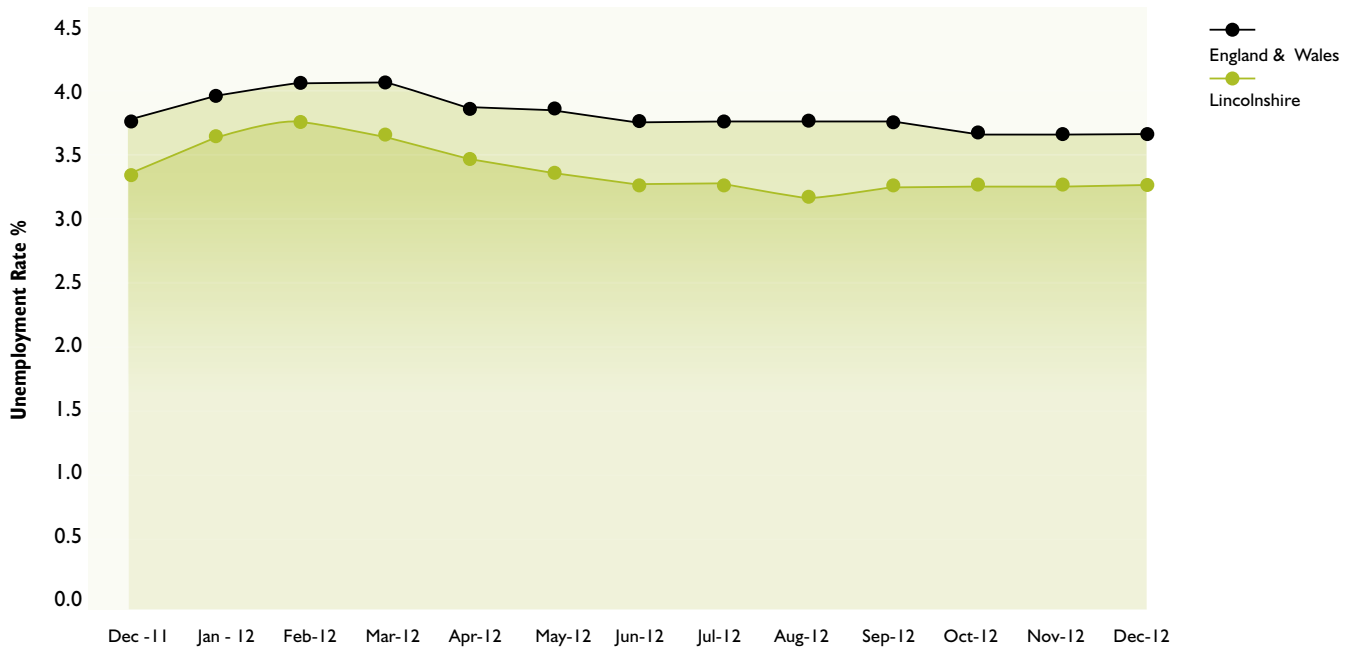


Fig 4 Unemployment in Lincolnshire

2.14 As a consequence of the above, the Lincolnshire economy under-performs when compared to others in the East Midlands and nationally. Figure 5 shows the latest available economic figures as measure by the Gross Value Added (GVA) and Average Earnings. In terms of GVA, the Lincolnshire figure is only 70% of the national figure, whilst average earnings are running at 88% of the national average.

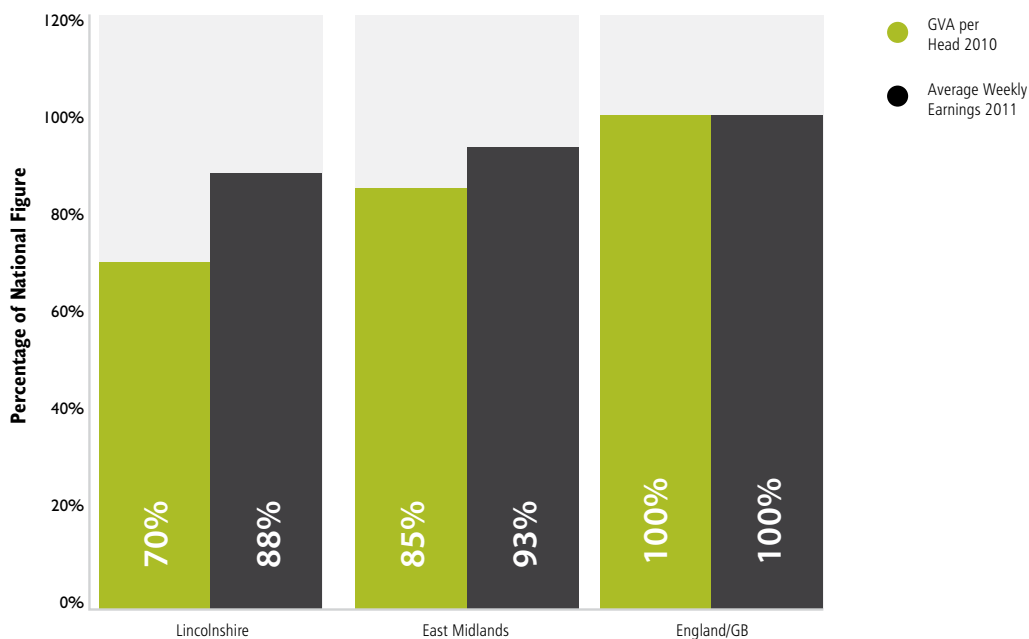


Fig 5 Gross Value Added and Average Earnings Comparison



## 2. Key Challenges for the 4th Local Transport Plan

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- 2.15 A more detailed picture of the Lincolnshire economy can be found in the Local Economic Assessment published by the Lincolnshire Research Observatory ([www.research-lincs.org.uk](http://www.research-lincs.org.uk)).

### Improving Access To Employment, Training And Key Services

- 2.16 As highlighted in Chapter 1, Lincolnshire is a large, predominantly rural shire county. As a consequence, much of the county is sparsely populated with people having to travel long distances to work and to key services such as shops and health centres. This has been exacerbated over recent years with the centralisation of some key services, particularly in the health sector, and the loss of local facilities such as post offices and village shops.
- 2.17 Adding to the problem is an ageing population within Lincolnshire. The latest 2011 Census results also show a continued increase in the number of elderly people in the county, with some 20.9% of people now aged 65 or over. This compares with figures of 16.3% and 17.1% for England and the East Midlands respectively. Across Lincolnshire, the figure varies dramatically from just 14.4% in Lincoln up to 26.2% in East Lindsey. Many of the elderly either have no access to a car or are unable to drive and hence are increasingly reliant on public and community transport.
- 2.18 Many areas within the county suffer from some degree of social exclusion and deprivation. The most recent Index of Multiple Deprivation (IMD 2010) data is shown diagrammatically in Figure 6. In general, the east of the county suffers greater levels of deprivation than the west. In the east, levels of deprivation are at their greatest on the coast and in parts of Boston, although much of the rural area also suffers to some degree. In the west, the more deprived areas are general confined to parts of Lincoln, Grantham and Gainsborough.
- 2.19 Based on the 2010 IMD, 12% of Lincolnshire's population live within the 20% most deprived areas of England.
- 2.20 Consequently, a key challenge for the 4th Lincolnshire Local Transport Plan is to further develop innovative and affordable initiatives to improve access to jobs, training and other key services across the county. Proposals are outlined in subsequent chapters of the Plan, particularly in Chapter 11 – Improving Accessibility.

## 2. Key Challenges for the 4th Local Transport Plan

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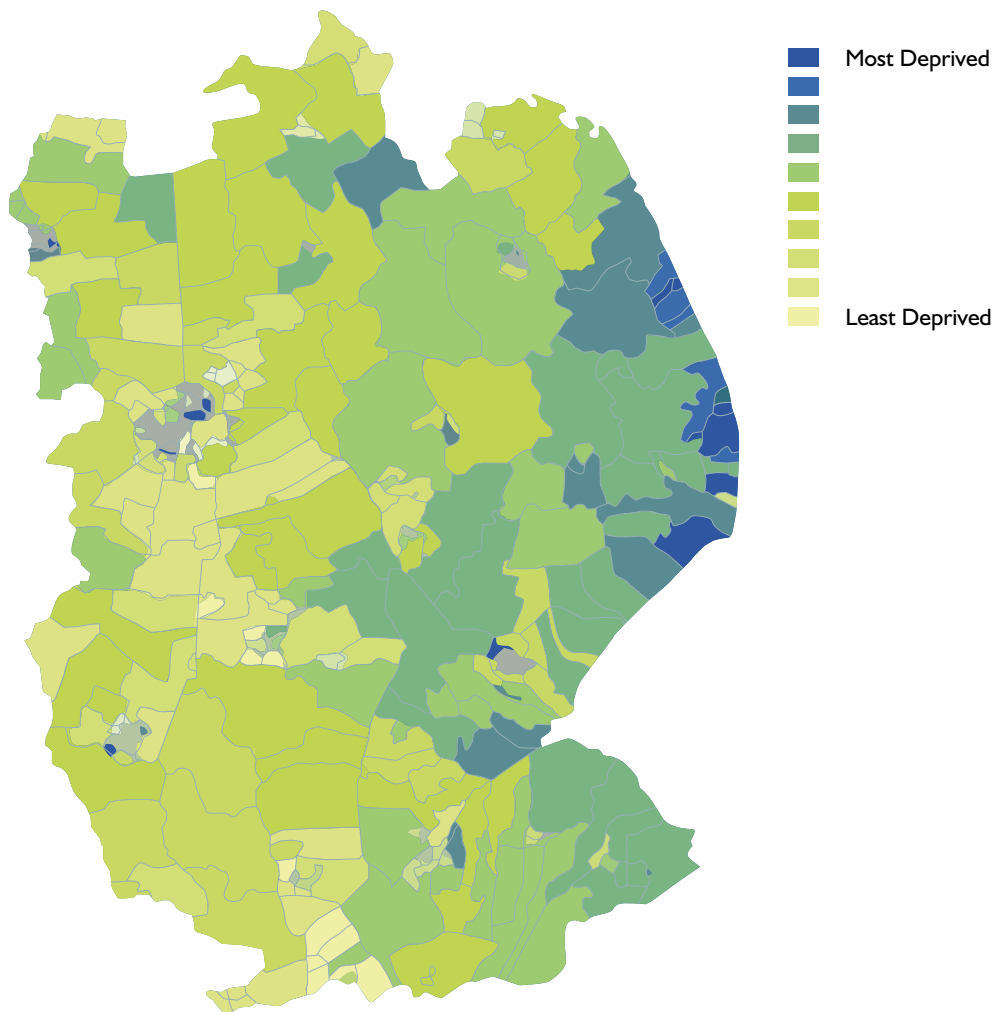


Fig 6 Index of Multiple Deprivation 2010

### Transport and Health

2.21 Over recent years, there has been a growing recognition of the role that transport has in contributing to improved health across all ages. This falls under 4 general areas which are discussed further below:

- *Encouraging an active lifestyle*
- *Improving road safety*
- *Better access to healthcare*
- *Reducing health impacts*

2.22 Lack of physical activity and poor fitness has been shown to contribute to obesity, cardiovascular disease, strokes, diabetes and some cancers, as well as to poorer mental health and a general reduction in life expectancy.

## 2. Key Challenges for the 4th Local Transport Plan

**2.23** In Lincolnshire, the number of children overweight or obese continues to rise. The latest data for Year 6 (aged 10-11) are shown in Figure 7. Some 20.2% of Year 6 Lincolnshire children are obese, slightly above the national average of 19.0%. Again, there is a wide range across the county from just 16.5% in North Kesteven to 24.5% in South Holland. There is a similar picture in respect of adult obesity with 25.0% being classed as obese within the county compared with 24.2% in England.

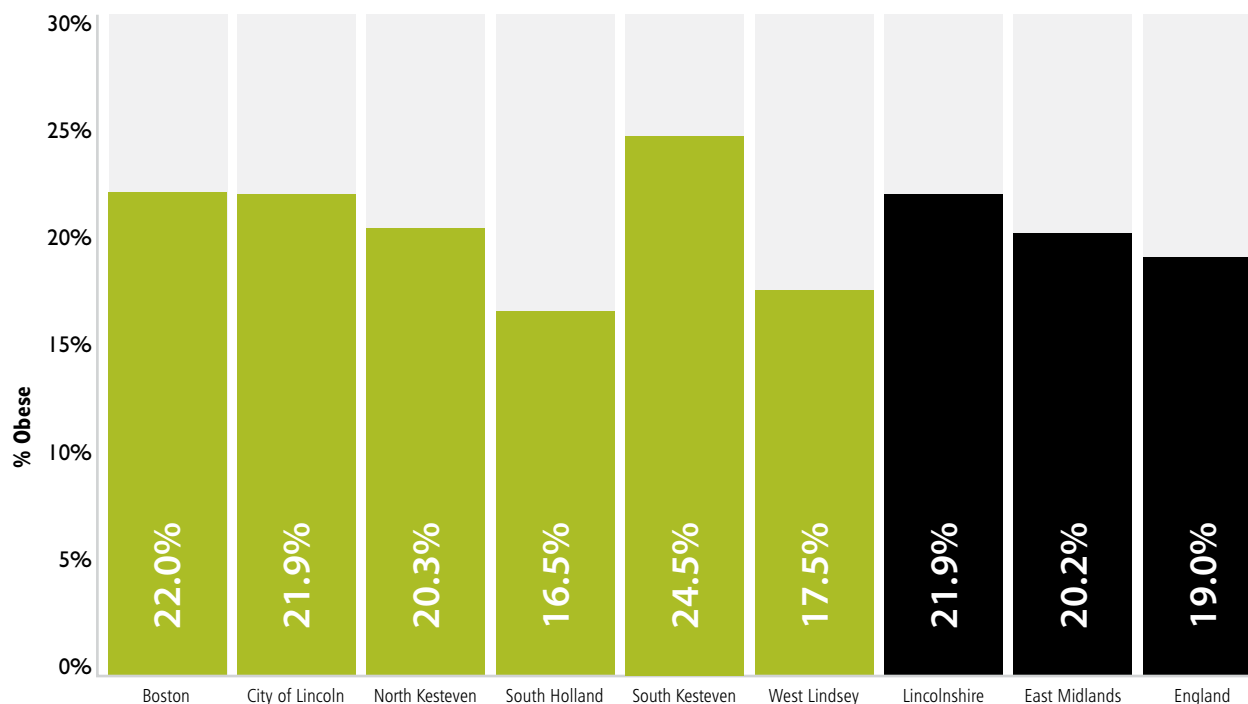


Fig 7 Obesity in Year 6 (aged 10-11) Children

**2.24** Life expectancy in Lincolnshire is roughly in line with the average for England, as shown in Table 4 below.

	Lincolnshire	England
Male	78.3 years	78.1 years
Female	82.0 years	82.2 years

Table 4 Life Expectancy

**2.25** Further details of issues around health in Lincolnshire are contained in the Joint Strategic Needs Assessment 2011. This can be found at the Lincolnshire Research Observatory ([www.research-lincs.org.uk](http://www.research-lincs.org.uk)).

## 2. Key Challenges for the 4th Local Transport Plan

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- 2.26 The DfT's "Active Travel Strategy" published in February 2010 stressed the role of walking and cycling in encouraging people to adopt a more active lifestyle. This has since been re-iterated in the Transport White Paper "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen" (January 2011) and the Public Health White Paper "Healthy Lives, Healthy People" (first published in November 2010 and updated in July 2011). Initial research into the outcomes on the Cycling Cities and Towns programme suggested that there are good public health benefits to be gained provided that interventions are targeted at those with the lowest existing levels of physical activity.
- 2.27 Most recently, the National Institute for Health and Clinical Excellence have produced Public Health Guidance Note 41 Walking and Cycling: local measures to promote walking and cycling as forms of travel and recreation. This guidance, produced at the request of the Department of Health, sets out how people can be encouraged to increase the amount the walk and cycle to encourage a more active lifestyle and improve health.
- 2.28 During the first three Lincolnshire LTPs, there has been a strong focus on encouraging walking and cycling through a range of initiatives including :
- *Improved facilities for walking and cycling through the Community Travel Zones, Rural Priority Initiatives and Rights of Way Improvement Plan,*
  - *Work under the 'Healthy Schools' initiative as part of the delivery of school travel plans*
  - *CATCH (Choose Active Travel, Choose Health) funding (in partnership with NHS Lincolnshire) for schools to provide a range of facilities including cycle storage, access improvements for pedestrians and parent waiting shelters.*
  - *The rollout of Bikeability cycle training*

## 2. Key Challenges for the 4th Local Transport Plan

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- 2.29 The focus on encouraging walking and cycling will continue during LTP4, as outlined in the rest of this Plan.

### Improving Road Safety

- 2.30 Although good progress has been made in reducing the number of collisions in Lincolnshire since the peak of the late 1980s, some 411 people were killed or seriously injured on the county's roads during 2011.
- 2.31 In Lincolnshire, road safety is delivered through the Lincolnshire Road safety Partnership. This comprises the County Council, Lincolnshire Police, Lincolnshire NHS Trust, Lincolnshire Fire and Rescue, Highways Agency, Lincolnshire Probation Service and East Midlands Ambulance Service. The strategy is based around the 4 Es of Education, Enforcement, Engineering and Evaluation. Further details can be found in Chapter 12.

### Better Access to Healthcare

- 2.32 As highlighted in the Social Exclusion Unit's 'Making the Connections' report in 2003, the general centralisation of healthcare facilities due to economies of scale has led to the need to travel greater distances to healthcare facilities. This is a major problem in large rural counties such as Lincolnshire, particularly when added to the high proportion of elderly residents, many without access to a car, as highlighted earlier. Poor access can lead to missed appointments with the consequent impact not only on the patient's health, but also significant cost to the NHS.
- 2.33 A key element of the Council's approach to improving accessibility in the rural areas during the previous LTP period has been the roll out of the CallConnect demand responsive public transport services (see Chapter 11). These now cover most of the county and passenger surveys have shown that good use is being made of these services to access healthcare services. In addition, community transport and voluntary car services (see Chapter 11) also have an important role to play in this area.

### Reducing Health Impacts

- 2.34 Transport can have a detrimental impact on people's health in various ways, but the two of greatest concern are air quality and noise. Poor air quality can contribute to heart and lung conditions and reduce life expectancy, with children and the elderly or those with existing health problems being more susceptible than adults particularly in urban areas. Improved vehicle emission standards have successfully led to reductions in emissions from road traffic over many years, although in some of the larger urban areas, European standards are still being exceeded.

## 2. Key Challenges for the 4th Local Transport Plan

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- 2.35** Under the Environment Act 1995, the District Councils have been reviewing air quality across Lincolnshire. As a result Air Quality Management Areas have been declared as a result of emissions produced by road traffic in Lincoln (for nitrogen dioxide and particulates), Boston (nitrogen dioxide) and Grantham (nitrogen dioxide). Working through the Lincolnshire Strategic Air Quality Partnership comprising the County Council and relevant District Councils, Air Quality Action Plans have been developed which seek to reduce levels of these pollutants. More details can be found in Chapter 14. Encouraging greater travel through walking, cycling and public transport as an alternative to the car also has a role to play in improving air quality.
- 2.36** As with vehicle emissions, excessive noise from road traffic is predominantly an issue in the urban areas and alongside major rural roads. Exposure to excessive noise can result in a range of health issues including stress and anxiety, cardiovascular and physiological, and sleep disturbance.
- 2.37** To comply with the requirements of the European Environmental Noise Directive, the Government has carried out a Noise Mapping exercise in respect of road and rail noise. This has identified some 20 sites across Lincolnshire where exposure to road traffic noise may be an issue. As local highway authority, the County Council is responsible for undertaking further investigations at these locations and then consulting with the relevant District Council on possible solutions. Further details can be found in Chapter 14.
- 2.38** Under the new NHS reforms, the responsibility for public health is moving to local authorities. This will be led by Directors of Public Health and overseen by Health and Wellbeing Boards. These boards are currently operating in shadow form and will take on their statutory duties from April 2013. This new responsibility opens up the opportunity for even closer links between public health and other local services (including transport) within local authorities.
- 2.39** A Health Impact Assessment has been carried out as part of the Strategic Environmental Assessment (SEA) produced in support of this LTP. A copy of the SEA can be found at [www.lincolnshire.gov.uk/ltp4](http://www.lincolnshire.gov.uk/ltp4).

### Other Challenges

- 2.40** The key challenges highlighted above are not the only issues which the 4th Lincolnshire LTP will need to tackle going forward. Other issues include reducing the environmental impact of transport and reducing carbon emissions. These are highlighted in the appropriate chapters of this Plan.

*SECTION 3*



*Policy context*

## 3. Policy Context

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### Background

- 1.1 Local Transport Plans need to be set in the wider context of national policies and strategies, along with local non-transport policies. This chapter summarises key policies and strategies that have influenced the 4th Lincolnshire Local Transport Plan.

### National Policy Context

#### *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen*

- 1.5 The most recent Transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' was published in January 2011. It focuses on transport's contribution to meeting two key government objectives:

- *to help create growth in the economy, and*
- *to tackle climate change by cutting carbon emissions.*

- 3.3 As well as these two key objectives, the important themes within the White Paper include :

- *decentralising power to enable local delivery*
- *enabling sustainable transport choices*
- *encouraging active travel to improve health and wellbeing*
- *making public transport more attractive*
- *managing traffic to reduce carbon emissions and tackle congestion, and*
- *supporting the role of local transport in society*

#### *Transport Act 2000 and 2008*

- 3.4 Between them, these two Acts set the legislative framework for the production and review of Local Transport Plans. In addition they also give authorities a range of other powers relating to :

- *quality bus contracts/partnerships*
- *road user charging*
- *workplace parking levies*
- *travel concessions*

#### *Traffic Management Act 2004*

- 3.5 This Act and its subsequent guidance places a 'Network Management Duty' on local highway authorities. The aim of this duty is to minimise disruption to all highway users and to make the most efficient use of the highway network. Each authority is required to appoint a Traffic Manager to over see this duty. In addition, the Act gives authorities additional powers to better manage roadworks carried out by others such as statutory undertakers (including the power to introduce charges for over-running roadworks should they so wish) and to take on the enforcement of parking, bus lanes and other moving traffic offences. Recent progress on implementing this duty in Lincolnshire can be found in Chapter 5.



## 3. Policy Context

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### *Making the Connections : Report on Transport and Social Exclusion*

- 3.6** This report produced by the Social Exclusion Unit back in February 2003 was a major step forward in highlighting the importance of transport in reducing social exclusion by providing improved access to key services such as employment, education and training, healthcare and food shopping. It first introduced the concept of 'accessibility planning'. Not surprisingly, in a large rural shire county such as Lincolnshire, accessibility has long been identified as a key issue to be tackled. Further details can be found in Chapter 11.
- 3.7** More recently, the Commons Environmental Audit Committee has launched an inquiry into 'Transport and the accessibility of public services'. This will review progress made since the publication of the original 'Making the Connections' report, in particular whether government policy is ensuring that people can access key services. Lincolnshire County Council was invited to give evidence to the Committee.

### *National Planning Policy Framework*

- 3.8** Published in March 2012, the National Planning Policy Framework (NPPF) introduced major reforms to the planning system aimed at making it less complex whilst protecting the environment and promoting sustainable growth. The previous Planning Policy Guidance Note on Transport (PPG13) which ran to some 42 pages has been replaced by less than 2 pages within the NPPF.

### *The National Air Quality Strategy*

- 3.9** An updated National Air Quality Strategy was published in July 2007. The strategy contains policies for the assessment and management of UK air quality and implementation of European Union and International agreements. It sets out a way forward for air quality issues, setting out the air quality standards and objectives to be achieved and introducing a new policy framework for tackling fine particles. In addition, it identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the strategy's objectives. Further details on how this issue is being tackled in Lincolnshire can be found in Chapter 14.



## 3. Policy Context

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### *Noise Policy Statement for England*

**3.10** The government's Noise Policy Statement for England was published in March 2010 setting out its long term vision on noise policy. More specifically in respect of transport-related noise, the government has been carrying out a noise mapping exercise in response to the European Environmental Noise Directive 2002/49/EC. Further information of the relevance for Lincolnshire can be found in Chapter 14.

### *Climate Change Act 2008*

**3.11** This Act sets up a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to ensure steps are taken towards adapting to the impact of climate change. It also sets out national emission reduction targets and introduces the concept of carbon budgeting. Details of how Lincolnshire is responding to the need to cut carbon emissions from transport can be found in Chapter 14.

### *Health and Social Care Act 2012*

**3.12** Building on the earlier White Paper 'Healthy Lives, Healthy People: Our Strategy for Public Health in England', The Health and Social Care Act 2012 transfers the Public Health role to upper tier local authorities and establishes Health and Wellbeing Boards whose role it is to develop a Joint Health and Wellbeing Strategy (JHWS) for their area. Further information on the role of transport in support of the Lincolnshire JHWS can be found in Chapter 2.

### *Countryside and Rights of Way Act 2000*

**3.13** A key requirement of this Act is the need for each Authority to prepare a Rights of Way Improvement Plan (RoWIP). Lincolnshire's RoWIP was adopted in 2007 and is currently being reviewed. Further details can be found in Chapter 13.

### *'Reforming Our Railways' Command Paper*

**3.14** In response to the McNulty Rail Value for Money Study which conclude that Britain's railways were among the most expensive in Europe, the government published the 'Reforming Our Railways : Putting the Passenger First' command paper in March 2012. This sets out the government's strategy for the railway, focussing particularly on achieving efficiencies (of around 30% by 2019) whilst supporting economic growth and improving passenger experience.

**3.15** Alongside the command paper, the government also published two consultation papers, one on rail decentralisation - which looks at the options for devolving more accountability and decision making to the local level – and a second on fares and rail ticketing. Set alongside the rolling programme of rail franchise renewals due over the next few years, it is clear that the rail industry will continue to operate in a climate of uncertainty for some time to come.

### Greater Lincolnshire Local Enterprise Partnership (LEP)

**3.16** Launched in January 2011 following the decision to abolition of the Regional Development Agencies and Sub-Regional Strategic Partnerships, the Greater Lincolnshire LEP covers the historic county of Lincolnshire comprising Lincolnshire County Council, North Lincolnshire Council and North East Lincolnshire Council. An early action of the LEP was the identification of the key business sectors which underpin and drive forward the economy of Greater Lincolnshire. These have been identified as :

- *Agri-food*
- *Renewables/Environmental Technology*
- *Health and care*
- *Public Service Sector*
- *Engineering/Manufacturing*
- *Logistics*
- *Visitor Economy*

**3.17** At the same time, transport - and in particular improved infrastructure - was identified as being vital to many sectors of the LEP economy. This was again identified as an issue in a recent study carried out on behalf of the LEP looking at Lincolnshire supply chains, particularly in respect of the Agri-food and Logistics sectors.

**3.18** To date, good relationships have been established with the Greater Lincolnshire LEP in respect of transport issues. In the future, these links will become stronger as it is expected that the LEPs will have an important role to play in the proposed Local Transport Boards to who funding and decision making are to be devolved in due course.

### Land-Use Planning and Local Plans

**3.19** As highlighted in Chapter 2, in order to achieve longer term sustainable development within Lincolnshire there needs to be integration between transport and land-use planning. Since Lincolnshire is a two-tier authority, the County Council in its role as local highway/transport authority is committed to working closely with the District Council and the associated Joint Planning Units as they develop their Local Plans in line with the National Planning Policy Framework.



*SECTION 4*

.....

*Transport vision  
& objectives*

## 4. Transport vision & objectives

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### Lincolnshire's Transport System in 2030

- 4.1 Although this LTP only covers the period from 2013/14 to 2022/23, it is important that it is set within an overall vision of how Lincolnshire's transport system will develop in the longer term. To this end, the 'Vision for 2030' shown in Figure 8 below was adopted for previous LTPs and this holds good for LTP4.

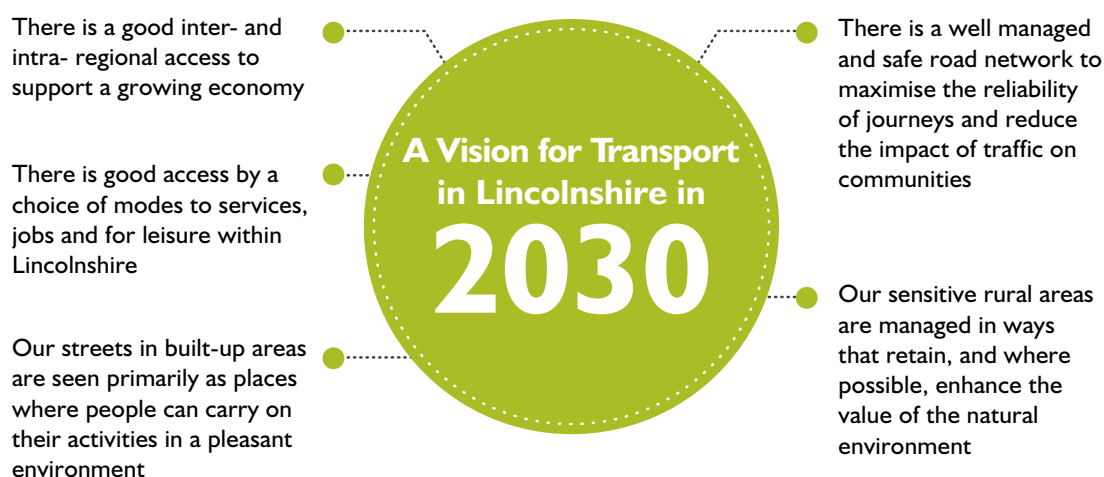


Fig 8 A Longer Term Vision for Transport in Lincolnshire

### Transport Objectives for the 4th Local Transport Plan

- 4.2 To help deliver the longer term vision set out above, a set of specific transport objectives for transport have been adopted for the 4th LTP. These were originally developed in consultation with stakeholders and the public during the earlier LTPs and have been reviewed and refined to better reflect transport issues which have arisen both nationally and locally since then. They are set out opposite.
- 4.3 Inevitably, with budgets expected to remain constrained in the shorter term, not all the objectives identified above will be tackled to the same degree and there will be competing pressures for limited funding which will need to be carefully managed.

## 4. Transport vision & objectives

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### Local Transport Plan Objectives

*to assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network*

*to improve access to employment and key services by widening travel choices, especially for those without access to a car*

*to make travel for all modes safer and, in particular, reduce the number and severity of road casualties*

*to maintain the transport system to standards which allow safe and efficient movement of people and goods*

*to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs*

*to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment*

*to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems*

*to minimise carbon emissions from transport across the county*





*SECTION 5*

.....

*Supporting  
growth & tackling  
congestion*

## 5. Supporting growth & tackling congestion

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### Background

- 5.1 One of the key objectives for transport in the County is to support the local economy and encourage sustainable growth. Locally, tackling growing levels of congestion is seen as an important part of achieving this. A common complaint from industry and businesses is that high levels of congestion have a detrimental impact through increased delays and higher operating costs. In addition, queues of slow moving vehicles also contribute to increasing levels of greenhouse gases and other emissions.
- 5.2 Across the county, the issue of congestion is at its worst in the larger urban areas of Lincoln, Boston and Grantham. As highlighted elsewhere in this LTP, all of these are expected to see high levels of future housing growth within the appropriate Local Development Framework, as is the town of Gainsborough where the population is predicted to double by 2031. Consequently, specific Transport Strategies have been developed for these four urban areas and these are outlined in the following chapters.
- 5.3 However, increasing levels of congestion is not just of concern in the four areas above. The rest of this chapter outlines some of the various initiatives which are being pursued, all contributing to addressing congestion whilst supporting growth.

### Major Transport Schemes

- 5.4 The importance of major transport infrastructure projects in supporting the economy has long been recognised. However, the mechanism for securing funding for major schemes (typically over £5m) from central government is changing. Following consultation by the Department for Transport in 2012, from 2015/16 onwards funding for major schemes will be devolved down to new Local Transport Boards on a per capita basis (comprising local transport authorities and local enterprise partnerships as a minimum). Local Transport Boards (LTBs) will then decide how best to spend the allocated funding to schemes across its area. The proposal for Greater Lincolnshire Local Economic Partnership (LEP) area is a Transport Board based upon the Lincolnshire County Council boundary, since both North and North East Lincolnshire Council have indicated that they wish to join the Humber LEP Transport Board. An indicative funding level of £17.9m covering the 4 year period 2015/16 to 2018/19 has recently been received from DfT. At the time of writing, details of the proposed LTB assurance framework and prioritisation process are being finalised.
- 5.5 In the meantime, the Council has identified four major schemes as priorities in the short to medium term, namely :
- *Lincoln Eastern Bypass (see Chapter 6),*
  - *Lincoln East-West Link (Chapter 6),*
  - *Grantham East-West Relief Road (Chapter 8), and*
  - *Spalding Western Relief Road (Chapter 10)*

## 5. Supporting growth & tackling congestion

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- 5.6 Of the above schemes, only Lincoln Eastern Bypass is currently set to benefit from any DfT funding, with substantial developer contributions also expected. In the case of the Grantham and Spalding schemes, the first phases are to be provided directly by proposed developments, with further contributions to future phases via S106 Agreements or Community Infrastructure Levy. The Lincoln East-West Link is also expected to benefit from contributions from future developments.

### Traffic Management Act 2004

- 5.7 Under the Traffic Management Act (TMA) 2004, each local transport authority has a duty to minimise disruption to all traffic (including cyclists and pedestrians) on its network and ensure they are making the most efficient use of the network. In support of the implementation of this national legislation, the County Council has been pursuing a wide range of initiatives during recent LTP periods. The Lincolnshire Network Management Plan published in March 2009 outlines the overarching approach being taken. A copy can be found at [www.lincolnshire.gov.uk/nmp](http://www.lincolnshire.gov.uk/nmp) and recent initiatives include :

- *setting up of the new Highways Alliance between Lincolnshire County Council and its design consultant, traffic signal contractor and term maintenance contractor to improve the delivery of highway services*
- *implementing the new CONFIRM integrated highways asset management system to better manage the highway network*
- *reviewing the operation of Traffic Sensitive Streets*
- *reviewing the speed limits on priority routes*
- *upgrading the Urban Traffic Control (SCOOT) system to Siemens COMET*
- *replacing the Traffic Control CCTV cameras, operating system and displays*
- *implementation of Civil Parking Enforcement (scheduled for December 2012)*

## 5. Supporting growth & tackling congestion

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- 5.8 An early action during the 4th LTP period will be a review of the Network Management Plan and the associated action plan.

### Public Transport

- 5.9 Buses have an important role to play in tackling congestion and improving access in the larger urban areas and market towns in the county by providing an alternative to car travel. In general, the focus in Lincolnshire during previous LTP periods has been as follows:



- *in Lincoln, where the majority of services operate commercially, the Council has worked closely with operators to deliver a variety of improvements for bus passengers*
  - *in other larger urban areas, new accessible IntoTown services have been rolled out. These now operate in Boston, Grantham, Spalding, Sleaford and Gainsborough, with the 'Nipper' service operating in Louth.*
  - *a programme of supporting bus stop improvements*
  - *improved access to timetable information, including at bus stops, at key locations in Lincoln via realtime signs, via SMS text messaging and online ([www.truetimes.info](http://www.truetimes.info))*
- 5.10 More specific details can be found in the following chapters.
- 5.11 Although both the rail network and services are perhaps limited in Lincolnshire when compared to the national situation, the Council continues to look for opportunities to work with Network Rail and the train operators to strengthen rail's role for commuting into and out of the larger urban areas. Examples include the improvements to the station car park at Metheringham, the proposed enhancements at Hykeham station as part of the successful 'Access LN6' bid and partnership work with the Nottingham-Lincoln Stakeholder Board to try and secure increased services on the line. However, continuing uncertainties in the rail industry, both in terms of proposed efficiency savings and refranchising are likely to limit opportunities in the short term.

### Walking and Cycling

- 5.12 Walking and cycling contribute in a variety of important ways to the vision and objectives outlined in Chapter 4, including helping to tackle congestion in the larger urban areas, particularly for shorter trips. During previous LTP periods, schemes to improve facilities for cyclists and pedestrians (such as new footways and cycleways, improved crossing facilities, new street lighting and cycle parking) were rolled out through the Community Travel Zone initiative. Where possible, advantage has also been taken of funding sources through other partners such as Sustrans' Links2School and Connect2 funding. In addition, the development of walking and cycling networks form important elements of the transport strategies adopted in the larger urban areas and outline in the following chapters

## 5. Supporting growth & tackling congestion

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- 5.13** In addition, the public rights of way network has a role to play where routes link outlying villages to larger urban areas. Opportunities to strengthen this role are being taken as part of the Lincolnshire Rights of Way Improvement Plan (RoWIP). Further information can be found in Chapter 13.
- 5.14** During the 4th LTP, improvements to encourage walking and cycling in the larger urban areas will continue to be pursued as resources allow. The County Council will particularly look to work with other partners in securing funding opportunities for such schemes. In addition, the Lincolnshire Walking and Cycling Strategy will be revisited.

### Motorcycling

- 5.15** After a sharp rise in the number of motorcycles and mopeds licences across the country during the mid-1990s and early 2000s, the number has levelled off in recent years. However, for many people they still provide a relatively cheap and reliable alternative to the car for travelling short distances. During the 3rd LTP period, the County Council in partnership with the social enterprise "Access Your Future" has developed a 'Wheels to Work' scheme providing mopeds and scooters to allow access to employment and training for those who are most rurally isolated.
- 5.16** The County Council's Motorcycling Strategy published in 2010 has two objectives - to reduce the number of motorcycle casualties on the county's roads and to improve facilities for motorcyclist and hence encourage greater use. The first of these is highlighted further in Chapter 12 and the Strategy can be found at [www.lincolnshire.gov.uk/mcycle](http://www.lincolnshire.gov.uk/mcycle).

### Travel Planning

- 5.17** Tackling congestion through the planning process has centred around the use of travel plans to engage developers and occupiers with congestion busting solutions. New employment and residential developments of more than 20 dwellings are required to develop a bespoke Travel Plan to support their application as part of the development control process.
- 5.18** Large developments in the County have developed framework travel plans, supported by business led travel plans as the site develops. During 2011, this has enabled section 106 funds to be secured for delivering identified capital works and softer measures, such as car sharing, from the travel plan to minimise additional single occupancy car journeys.
- 5.19** Work from the successful Local Sustainable Transport Fund bid will strengthen the development control process with policy documents and best practice will ensure measurable travel plans continue to evolve. The County Council is keen to see more funds secured through development travel plans to enable the delivery of hard and soft measures and embed the ethos of sustainable travel within new developments before and after occupancy.

## 5. Supporting growth & tackling congestion

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- 5.20** Developing travel plans for existing sites and organisations has been successful through LTP3 period. Sustainable Travel Officers have worked with large organisations such as Grantham College, Lincoln Hospital and Siemens to enable them to deliver initiatives that reduce single car occupancy to work. This has included surveying staff, cycle challenges and developing car sharing. A pilot of MyPTP (personalised travel plan) is underway to delivery 1000 sustainable journey plans to staff in Lincolnshire County Council, Siemens and Lincoln City Council.
- 5.21** Future work with businesses will follow a mixed approach with solutions based on need including travel plan development, coaching sessions and incentives where appropriate. Following the success of MyPTP, this will be rolled out to businesses at a subsidised rate by the County Council, and the promotion of public transport and other sustainable modes for the journey to work will be emphasised. Further work with Higher Education establishments will develop to not only provide sustainable transport solutions for the present, but also signpost potential users to services such as Wheels to Work.
- 5.22** The County Council has also been able to carry out a range of travel plan improvements through partnership working with business and other agencies. For example, the Motiv8 Lincs programme for public sector organisations, has funded cycle storage in key locations across the County. Working with Sustrans has enabled the County Council to secure external match funding for schemes such as Boston Toot Road (Phase 2) and Grantham Queen Elizabeth Gardens.
- 5.23** Lincolnshire County Council continues to develop its own travel plan which is currently being reviewed and updated to reflect changes to work patterns and continued adoption of New Ways of Working. The County Council recognises the importance of leading by example and valuing the role that travel and behavioural change can play in contributing to the organisation's wider objectives and work streams. The package of measures within the travel plan includes: car sharing, personal travel planning, discounts for public transport users, walk and cycle challenges, pool bikes and Bikeability Level 2 and 3 cycle training.

### Sustainable Travel to School – School Travel Plans

- 5.24** The 2010 school census suggested that 27,266 car journeys are made to school in Lincolnshire every day, and 3,652 of these car trips are made from with 0.6kms of the school – an easy 7 minute walk. Achieving a change of just 1 in 5 of these journeys will bring measurable benefits in terms of health, the economy, the environment and congestion.
- 5.25** Further progress in achieving modal shift in schools was made during the LTP3 period through School Travel Plans. With 100% of schools in Lincolnshire having a nationally accredited School Travel Plan in place, focus has turned to working intensely with selected pupils and staff from 17 schools that have the highest number of people travelling by car for journeys of less than 1 mile. Over 1200 pupils attended workshops, which resulted in modal shift over 8% from using the car.

## 5. Supporting growth & tackling congestion

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**5.26** CATCH (Choose Active Travel, Choose Health) funding is a capital grant programme for Lincolnshire schools, provided in partnership with Public Health, with support available for schools to remove barriers to walking and cycling. Over £70,000 was released to schools during LTP3 to enable delivery of over £150,000 investment in projects. This has benefitted 26 school including increased cycle storage facilities, footpath enhancements, and parent waiting shelters. Sustainable Travel Officers from the Smarter Choices and Accessibility team continue to work with schools to promote the use of these new facilities.



**5.27** One effective way of encouraging sustainable travel to school has been through the use of interactive resources, which are available to all schools. During September 2011 to July 2012 219 schools and 39,242 pupils participated in Lincolnshire County Council initiatives, such as virtual Big Bike Races, the Golden Boot Challenge, WoW (Walk once a Week), and Steposaurus. The Big Bike Race has been especially successful, and purchased by other Local Authorities such as Stockport. These resources will continue to be available for schools, and their success monitored through the use of surveys. Now well established in Lincolnshire, The Big Bike Race will be marketed to other Local Authorities for use in schools across the Country.

**5.28** The success of the Local Sustainable Transport Fund programme for Lincoln will give further opportunities for this work to develop and establish further partnerships with bus and train operators, walking and cycling partners. Best practice established through the period of LTP3 has given an excellent opportunity to roll this out intensively throughout the LN6 area, and develop new initiatives such as Scootability, Personalised Travel Planning and Bike Hire. The LN6 work will provide the stepping stones for these schemes to evolve into a sustainable travel behaviour change programme delivered across Lincolnshire.

### Parking

**5.29** Parking has an important role to play within an overall transport strategy. The availability of parking and its cost can have a significant impact on people's decision to drive or not. Similarly, availability of parking is often seen as key to economic success for both the retail and tourism sectors.

**5.30** As part of its role as Transport Authority, the County Council is responsible for co-ordinating the strategic parking policy for Lincolnshire. Recently the County Council took over the responsibility for on-street parking enforcement from the police with the implementation of Civil Parking Enforcement (CPE) in Lincolnshire in December 2012. At the same time, the seven district councils agreed to introduce CPE in district council off street car parks. In association with the implementation of CPE, a county wide Parking Policy has been adopted (see [www.lincolnshire.gov.uk/cpe](http://www.lincolnshire.gov.uk/cpe)). It is anticipated that CPE will reduce congestion in the urban areas and also assist businesses since there will be a better turnover of on-street limited waiting bays. The County and District Councils will continue to work closely to co-ordinate parking operations where appropriate.

## 5. Supporting growth & tackling congestion

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- 5.31 In addition, through the development control process, the County Council continues to seek to ensure that new developments provide appropriate levels of parking for cars, service vehicles, cyclists, motorcyclists and those with disabilities.

### Intelligent Transport Systems

- 5.32 A key element of any transport strategy is making best use of the existing transport infrastructure and an increasingly important contributor to this is the use of innovative transport technologies. Progress in this area during recent LTP periods includes :
- *updating of the SCOOT signal control system to the Siemens Comet Urban Traffic Management Control system to improve integrated system performance, to integrate future systems using a common database and to improve the ability of system operators to respond to incidents and congestion occurring on the highway network.*
  - *upgrading of 24 traffic signal control cameras to replace obsolete equipment and improve picture quality and speed of operation*
  - *further expansion of real time passenger transport information, both via the internet and SMS text messaging*
  - *introduction of bus priority at key signalled junctions in Lincoln and Boston using GPS technology, giving priority to those buses running behind the scheduled timetable*
- 5.33 Opportunities to expand the use of intelligent transport systems will continue to be considered during the 4th LTP period as resources and funding permit. This will include the development of better traffic control strategies and, in the longer term, considering the need to convert to digital communications.



*SECTION 6*

.....  
*Lincoln*

## 6. Lincoln

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### Background

6.1 The 'Transport Strategy for the Lincoln Area' was first adopted in 2006 and updated in February 2008. It was developed by the County Council in partnership with City of Lincoln, North Kesteven and West Lindsey District Councils, following widespread consultation with partners and the public. The strategy recognises the importance of supporting the continued economic success of the City of Lincoln, not just in the local context but also for the wider county.

6.2 Identified within the strategy is a programme of transport improvements looking forward to 2026 and beyond. This includes :

- *major highways schemes such as the Lincoln Eastern Bypass, the East-West Link and the Lincoln Southern Bypass*
- *a new Public Transport Interchange in association with a major city centre retail development*
- *Park and Ride*
- *Quality Bus Corridors*
- *Small scale walking, cycling and public transport improvements*
- *Uphill and city centre traffic management schemes*
- *Improvements to the existing Western and Northern Relief Roads*

Further details can be found at [www.lincolnshire.gov.uk/lts](http://www.lincolnshire.gov.uk/lts) and recent progress is outlined within this chapter.

6.3 More recently, the County Council in its role as highway authority has been working closely with the Central Lincolnshire Joint Planning Unit (covering the district councils of City of Lincoln, North Kesteven and West Lindsey) on the development of the Local Development Framework (LDF). Lincoln already has Growth Point status which marks it out for major growth and the Partial Draft Core Strategy Area Policies for Lincoln issued for consultation in January 2013 (covering the period 2011/12 to 2030/31) allocates some 18,800 dwellings in and around the Lincoln Principal Urban Area, together with 140 hectares of new employment land. Much of the new residential development is earmarked for 3 new Sustainable Urban Extensions to the west, south-east and south-west of the city.

6.4 In order to ensure that the new development is sustainable from a transport perspective and to build on the existing transport strategy, policies and plans within the draft Core Strategy seek to ensure that :

- *the necessary transport infrastructure is provided,*
- *new development does not unnecessarily increase car use,*
- *access to key services and facilities is maintained and enhanced, and*
- *opportunities for journeys to be made by a range of modes are maximised.*

### Recent Progress

#### *Eastern Bypass*

- 6.5 One of the key proposals within the adopted Transport Strategy is the construction of an Eastern Bypass from the A158 round to the A15 south of Bracebridge Heath. This would create a strategic north-south route around the city centre, removing through traffic (most notably on the A15) and freeing space to 'lock-in' the benefit and enable the delivery of other sustainable travel elements of the strategy within the city centre. The Bypass is key to unlocking future development on the eastern side of the city, in particular in relation to the two proposed Sustainable Urban Extensions.
- 6.6 Due to the economic slowdown and Government austerity measures, the Department for Transport requested a revised, single carriageway scheme should be costed. A "best and final bid" was submitted in the summer of 2011.
- 6.7 The Chancellor of the Exchequer made the announcement as part of his 2011 autumn statement that the Lincoln Eastern Bypass would be one of 35 infrastructure projects to receive government funding. The Council were given clear direction that a funding contribution of £50m would be towards a single carriageway bypass. The total expected cost of which is estimated at £98m. The County Council is making a £14m contribution from its capital programme and is underwriting the remaining £34m which will be recovered from developer contributions over time.
- 6.8 To comply with the conditions of the £50m government contribution, advice has been received that a new planning application is required (the existing planning permission being for a dual carriageway scheme). This was submitted in December 2012, with a further public consultation taking place as part of this process. Construction is estimated to take around two years and could potentially start in 2014/15.

#### *East – West Link*

- 6.10 The first phase of the proposed East-West Link will see a new link formed between the High Street, via Tentercroft Street through to Canwick Road/Pelham Bridge. This provides the opportunity to pedestrianise High Street between Wigford Way and Tentercroft Street thereby addressing some of the problems caused by the proposed increase in freight trains over the High Street level crossing and facilitate the provision of a pedestrian footbridge. It would also include a number of bus priority measures to improve bus access to the new Public Transport Interchange outline above.

## 6. Lincoln

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- 6.11** Detailed design of Phase 1 of the East-West Link is substantially complete with a full scale public consultation being undertaken in August 2010. This showed strong public support for the scheme, with 80% of people being in favour of its construction. Planning permission for the scheme was granted in October 2012 and conservation area consent was granted by the Secretary of State in December 2012. Subject to the progress of Side Road Orders and Compulsory Purchase Orders, it is hoped that construction will commence in early 2014
- 6.12** Future phases include possible improvements in the Canwick Road area through to South Park Avenue (Phase 2) as well as along Ropewalk (Phase 3). These are dependent upon developer funding coming forward and meaningful discussions are continuing with potential developers on Phase 2. The University of Lincoln and the owners of the adjacent St Marks Retail Park have conjoined in a joint master planning exercise to inform the shape of future development in this area and its impact on, and contribution to, the Phase 3 proposal.

### *Whisby Road Improvement Scheme*

- 6.13** To the south-west of the city, Whisby Road in North Hykeham has seen significant new development in recent years, including Teal Park, a 35.3 hectare business park, and an £180m "Energy from Waste" processing plant, both currently under construction. These developments have facilitated significant highway improvements to the junction of Whisby Road with the A46 Western Relief Road with the provision of a roundabout replacing the existing staggered cross roads and the dualling of a short section of the A46.
- 6.14** Concerns have however, been raised locally regarding the suitability of Whisby Road, particularly for non-motorised users who wish access these sites and the existing commercial and leisure facilities located in the area. Currently there are no footways and lighting is present for only a short length of the route. Concerns were also raised regarding the potential increased congestion at the Station Road and Doddington Road Junctions with Whisby Road.
- 6.15** A £3.2m improvement scheme has been designed to widen the carriageway, provide 2.5m wide segregated, shared use footways / cycleways on each side, full street lighting, new signal controlled pedestrian crossing points and improvements to the Station Road junction in the form of a new roundabout.
- 6.16** The scheme is being funded from a variety of sources including the LTP Integrated Transport allocation, developer contributions through section 106 agreements and the successful Local Sustainable Transport Fund bid 'Access LN6' outlined later in the Chapter. Detailed design work is at an advanced stage and construction is expected to commence in early 2013.



### Park and Ride

6.17 Earlier investigations into the best location(s) for Park and Ride site(s) to serve Lincoln, determined that the A46/A57 junction to the west of the city was the most deliverable in terms of general location, commercial viability and engineering feasibility. Investigations into the most appropriate site at this location in terms of accessibility and environmental impact have continued and an options appraisal of the potential route(s) to and from the site to the City centre has been carried out. Alternative funding options such as PFI type arrangements have also been explored.

### Public Transport Interchange

6.18 As part of the proposed Lindongate retail development within the city centre, it is proposed to replace the existing bus station with a new facility adjacent to the railway station, thereby creating an integrated public transport interchange. Outline planning consent for this development, was granted in early 2012. As yet the timeframe for delivery remains uncertain due to the current economic climate.

### 'Access LN6' – Local Sustainable Transport Fund

6.19 During 2012, a successful bid was made to the DfT's Local Sustainable Transport Fund (LSTF). Known as 'Access LN6', some £4.9m was secured to improve sustainable travel in the Station Road/Whisby Road/Doddington Road area of SW Lincoln and North Hykeham over the period until 2014/15. The LN6 area lies adjacent to the A46 trunk road and is one of the major employment areas, with ongoing developments including Teal Park Business Park and the Energy From Waste site. 'Access LN6' will see a range of sustainable travel initiatives provided over the coming years including:

- *enhancements at Hykeham rail station*
- *the provision of local bus services, which are currently extremely limited*
- *facilities to encourage walking and cycling*
- *travel planning initiatives, both residential and businesses*
- *a contribution to the Whisby Road Improvement Scheme to provide improved facilities for pedestrians and cyclist*

### Walking and Cycling Schemes

6.20 During the LTP2 and LTP3 periods, schemes to encourage walking and cycling have been delivered across the Lincoln area through the Integrated Transport allocation under the Community Travel Zone banner. Recent examples include a new Toucan crossing installed on Doddington Road and cycling facilities along Hawthorn Road and Moorland Avenue.



## 6. Lincoln

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### Congestion Hotspots

6.21 During the 3rd LTP period a number of key junctions around Greater Lincoln have been identified as “congestion hot spots”. These include:

- *Tritton Road/Beevor Street*
- *Washingborough Road/Canwick Road*
- *Newark Road/Rookery Lane/Brant Road*
- *Outer Circle Road/Wragby Road*
- *Newark Road/Station Road North Hykeham.*

6.22 Feasibility studies have been undertaken on each of these junctions to establish what improvements can be made to reduce congestion, whilst maintaining or preferably improving facilities for non-motorised users. The first of these enhancements at Tritton Road/Beevor Street was implemented in the summer of 2012.

6.23 A programme to deliver the remaining schemes over the next 3-4 years is currently in development. This will be done via a variety of funding sources including future maintenance programmes (such as planned traffic signal refurbishments, major carriageway reconstruction and surfacing programmes) and localised maintenance schemes combined with the LTP Integrated Transport allocation and 3rd party contributions to maximise the benefits that can be drawn from these improvements.

### Quality Bus Corridors

6.24 The transport strategy identified 4 key routes along which quality bus corridors would be developed. The focus during LTP3 has been on the busiest of these along High Street (QBC1) where a highly successful scheme has been delivered to improve traffic movements, increase bus priority (and hence reliability) and enhance the local environment. This £1.2m scheme was completed in December 2011.



### Buses

6.25 The majority of services within the Lincoln area operate on a commercial basis. As such, the authority continues to work with bus operators to deliver improvements for bus services across the area. Examples of initiatives during recent LTPs include:

- *improvements to bus stops with raised kerbs and timetable information,*
- *realtime information available on-street, online or via SMS text messaging*
- *bus priority provided at key signalled junctions for those buses running late*
- *introduction of biomethane fuel buses to reduce carbon and greenhouse gas emissions*

- 6.26 During LTP4, the successful 'Access LN6' bid highlighted above will see new bus services introduced in the south-west of the city and further ways of encouraging greater bus use across the area will continue to be explored.

### *Rail*

- 6.27 Direct rail services between Lincoln and London are limited to a single service (one train down in the morning and one back in the evening) from Lincoln to London running via the Midland Main Line and a second service via the East Coast Main Line, but again just one train down in the morning and back in the evening. With the existing East Coast Main Line franchise due for renewal in December 2013, the County Council and other partners are lobbying strongly for additional direct services within the new franchise. A business case has been prepared and submitted to DfT and shortlisted train operating companies will be lobbied at the appropriate time.
- 6.28 A continuing concern is the proposal to route freight traffic currently using the East Coast Main Line along the Peterborough – Spalding – Lincoln – Doncaster Joint Line running through Lincolnshire. Whilst the proposed improvements to the Joint Line may bring benefits for passenger services in terms of improved journey times and a longer operating day, the proposal will substantially increase the down time at level crossings, particularly those in centre of Lincoln and Spalding, with consequent delays for traffic and pedestrians. Discussions are ongoing with Network Rail regarding a proposal to construct 2 new footbridges across the railway on the High Street and Brayford Wharf East in Lincoln. In addition, the County Council have brought forward the delivery of Phase 1 of the East-West Link to provide an alternative route for vehicles, thus further mitigating the impact of increased rail usage on other transport modes around the city.
- 6.29 In addition, the County Council, in partnership with Nottinghamshire County Council and other local business groups, is lobbying for improved services on the Nottingham-Newark-Lincoln line. Similarly, the Council is keen to see service improvements on the Lincoln – Gainsborough - Doncaster/Sheffield lines, which would also help support the development of Gainsborough as a Growth Point by providing access to wider job and education opportunities.

### *Southern Bypass*

- 6.30 This proposal to complete the full orbital relief road around the city is a longer-term scheme within the adopted Lincoln Transport Strategy. To protect the alignment from future development, a Preferred Route was adopted in December 2006.

## 6. Lincoln

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### Proposals for LTP 4 Period

- 6.31** As highlighted earlier in the chapter, key to the future of Lincoln is the development of the new Local Development Framework (LDF), with transport having an important role to play within this process. Consultation on the Partial Draft Core Strategy took place in 2012 and an Examination in Public is scheduled for 2013. Alongside the Core Strategy, proposals for a Community Infrastructure Levy are being developed to assist in funding the various infrastructure (including transport) required to support the proposed levels of growth in the City. Consideration will also be given to securing other funding opportunities as these arise (for example, those to be delivered through the LEP). It is anticipated that dependent upon the final form of the LDF, a review of the current Lincoln Area Transport Strategy will need to be carried out during the LTP4 period and in any case before 2016 to ensure it continues to reflect changing policies, economic circumstances and local needs.
- 6.32** In the meantime, work to deliver the current strategy will continue as funding opportunities arise, bearing in mind the current financial constraints.



*SECTION 7*

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*Boston*

# 7. Boston

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## Background

- 7.1 The 2nd Local Transport Plan outlined the work that was being undertaken at that time on the preparation of a Transport Strategy for Boston. Following widespread consultation, 'The Transport Strategy for Boston 2006 – 2021 and beyond' was adopted in 2006. It was developed and funded in partnership with Boston Borough Council and included £10m of proposals for both short and long term transport improvements. Further details can be found at [www.lincolnshire.gov.uk/bts](http://www.lincolnshire.gov.uk/bts). Recent progress in delivering the strategy is highlighted below.
- 7.2 Through the South East Lincolnshire Joint Strategic Planning Committee (comprising Boston Borough Council, South Holland District Council and the County Council), a Local Development Framework Core Strategy is currently in preparation. This will set out future development proposals for the Boston area and the Transport Strategy will be an important supporting document.

## Recent Progress

### Online Widening

- 7.3 The £5.5m A16/A52 online widening scheme was completed in April 2011 and has reduced journey times across the centre of town by up to 20% by increasing network capacity and efficiency. The work included improvements at key junctions, widening of junction approaches and over the level crossing, with enhancements for pedestrians and cyclists.

### Market Place Enhancement

- 7.4 The £2m Market Place Enhancement Scheme was completed in June 2012 and was delivered in partnership with Boston Borough Council, English Heritage and East Midlands Development Agency (AMDA). The scheme focused on improving the streetscape, refurbishment of the footways and making the area more pedestrian friendly by removing a large percentage of the car parking.



### Public Transport

- 7.5 An important element of the overall strategy is enhancements to public transport. Some £2m of public transport improvements have been identified with the Boston IntoTown bus service being launched in June 2008. This has seen a 300% increase in ridership and is now typically carrying 24,000 passengers per month. In addition, real time information is being provided and improvements to the bus and rail stations in terms of accessibility, facilities and pedestrian linkages are also programmed.

### *Walking and Cycling*

- 7.6 The £400,000 walking and cycling improvements (over and above those linked to the online widening scheme mentioned above) involve upgrading existing signal controlled crossing points, improving pedestrian signage, completing existing cycle networks and providing better cycle storage facilities at key points within the town.

### *Car Parking*

- 7.7 A £200,000 car parking and signing strategy for the town has been introduced on the strategic network to make it easier for people to move around the town. This has included some de-cluttering of existing signs.

### *Traffic Management*

- 7.8 The strategy also includes £1m of traffic management improvements at additional main junctions on the A16/A52 outside of the online widening scheme. These involve updating existing facilities, banning some turning movements (such as the recently introduced right turn ban from Sleaford Road into Brothertoft Road) and introducing one way systems.

### *Proposals for LTP4 Period*

- 7.9 As part of the development of the Core Strategy mentioned above, it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy and the County Council will continue to work closely with the Borough Council on this during the 4th LTP period.
- 7.10 In addition, other identified elements within the Transport Strategy continue to be delivered as funding permits, including the Waterways Project which includes improvements to cycling facilities alongside the South Forty Foot Drain.
- 7.11 The works to replace St Botolph's Footbridge is due to start soon and will be completed by December 2013. This scheme will improve accessibility for wheelchair users, dismantled cyclists, families using prams or pushchairs and mobility scooters.



HECKINGTON

HN  
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Way out →

Stop  
Look  
Listen  
Beware  
of trains



WAY  
OUT  
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*SECTION 8*

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*Grantham*

## 8. Grantham

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### Background

- 8.1 The existing Transport Strategy for Grantham was adopted in 2007. It was developed in partnership with South Kesteven District Council and included extensive stakeholder and public consultation. The recommendations in the Strategy included proposals that would improve conditions for all modes of travel using a variety of funding sources. Further details can be found at [www.lincolnshire.gov.uk/gts](http://www.lincolnshire.gov.uk/gts) . Progress in delivering the strategy over recent years is highlighted below.
- 8.3 Grantham was given Growth Point status in 2007. As a result, the population of the town is planned to increase from the current level of approximately 40,000 to around 48,000 by 2016 and some 60,000 by 2026. Although the recent downturn in the economy may affect the pace of this growth, the County Council and SKDC are still committed to the principle of major growth in the town.
- 8.4 A governance structure was set up to manage the Growth Point and the role of the Transport Strategy Steering Group was expanded to ensure all transport matters associated with the Growth Point are considered in conjunction with the Transport Strategy.
- 8.5 South Kesteven District Council are one of the earliest local authorities in the region to have an adopted Local Development Framework Core Strategy. Transport issues were considered in considerable detail during the preparation of the draft Core Strategy and at the Examination in Public held in early 2010. The Transport Strategy provided the evidence that was required to support the proposals for transport in the town. The Grantham Area Action Plan (GAAP) was submitted to the Secretary of State in December 2011 and an Examination in Public took place in October 2012. The proposals in the GAAP generally accord with the development assumptions made during the preparation of the Transport Strategy. Overall, the Plan allocates a further 6150 dwellings in the Grantham area (between 2012 and 2026), the majority of which will take the form of Sustainable Urban Extensions (SUES) to the north-east and south of the town. In addition, some 90 hectares of employment land are proposed. Although the Inspector has not supported the GAAP, his concerns were mainly about the need to identify additional development sites that could be brought forward quickly if there were delays on the two proposed SUES. Progress is being made on both with building about to start on the north east site and a masterplan has been approved and adopted for the southern one.

### Progress During LTP3 Period

#### *Public Transport*

- 8.6 LTP 3 gave details of the 'IntoTown' town bus routes which were launched in April 2010 to link the outer town areas to the town centre, including the hospital and the rail station. Currently six separate routes are operating using new low floor buses. Current patronage figures show the services carrying on average just under 40,000 passengers a month. A programme of bus stop upgrades has been carried out to provide raised kerbs at almost two hundred stops. The infrastructure improvements were funded from LTP budgets, with the County Council providing initial revenue support, mainly from S106 contributions. However, it is intended that services will become self financing in a short time.
- 8.7 One of the Growth Point initiatives is to regenerate the area adjacent to the railway station. Land acquisition is currently being carried out to allow the first phase of the project, the building of a Business Incubation Centre, to take place. The project also includes improvements to be made to pedestrian access to the station and better integration between bus and rail services.

#### *Town Centre Improvements*

- 8.8 LTP 3 confirmed that work had started to improve the Market Place-Westgate area. This major enhancement, mainly funded from Growth Point budgets, re-laid all pedestrian areas with high quality York Stone, rationalised parking and provided public art that reflected Newton's links with the town. A second phase to extend the improvements into Wide Westgate has now been completed. The two schemes have reduced the dominance of the car in these important areas and made them more attractive for shopping and leisure users.

#### *Improvements for Non-motorised Users*

- 8.9 An audit was carried out to determine the gaps in the facilities for pedestrians and cyclists. A priority list of improvements was prepared and work has continued to provide these important additional links. Funding from S106 and SUSTRANS has been used to support LTP funding.

#### *Bridge Strikes*

- 8.10 A high priority in the Transport Strategy were measures to reduce the very high level of bridge strikes in the town. The bridges on the A52 Barrowby Road, A607 Harlaxton Road and A52 Springfield Road (all carrying the East Coast Main Line) suffer some of the highest number of bridge strikes in the country. All of the bridge signing has been improved and Network Rail have carried out work to make the bridges more conspicuous. It is intended to implement an area-wide HGV ban once an East-West relief road is in place (see paragraph 8.12 overleaf).

## 8. Grantham

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### *Pennine Way Link*

8.11 One of the schemes identified as a priority in the Transport Strategy was the construction of a link from the A52 west of the town to the B1174 at Great Gonerby. This requires a crossing of the Grantham to Nottingham railway. It was always envisaged that this scheme would be funded through a S106 agreement associated with a major housing development. Growth Point status provided an impetus to the proposed development and planning approval has now been given. A S106 agreement has been completed and this will ensure the bridge is completed once 750 houses have been built.

### *East West Relief Road*

8.12 Another major scheme identified in the Transport Strategy is an East-West Relief Road to the south of the town. Again it was realised that this would be reliant on developer funding. A single landowner owns most of the land on the route of the proposed relief road and discussions have been taking place for a considerable time on how development could provide funding for the road. Planning approval has recently been given for a major distribution complex adjacent to the A1 south of Gorse Lane and this requires the applicant to construct the first phase of the relief road from the A1 to the B1174 including a new all movement junction on the A1. Discussions are taking place with the Highways Agency on how this junction can progressed quickly if funding becomes available via the "Growing Places" fund. The land to the east of the B1174 has been included in the adopted Core Strategy as a location for a future sustainable urban extension.

8.13 Work is continuing on the necessary processes that are required for this major development. A Masterplan is being developed and extensive consultation is taking place. This has allowed a preferred alignment to be agreed for the relief road and work has now started on the preparation of a planning application. It is proposed that this will be submitted in spring 2013. Although it is envisaged that funding for the relief road will eventually be provided by either S106 or CIL the County Council have realised that these funding routes would normally delay the start of the construction of the road until significant housing was built. They have therefore allocated up to £30m to provide short term funding for the scheme. The current programme is for construction to start in 2014. The scheme requires a viaduct over the ECML railway and positive discussions have taken place with Network Rail on technical matters. There are however concerns that Network Rail may request a significant fee for permission to construct the viaduct based on the uplift value of the land. This would severely reduce the funding available for local improvements, and would also seem to ignore the likely reduction in bridge strikes in the town once an alternative route for HGVs is available.



### Proposals for LTP4 Period

8.14 The Transport Strategy which was published in 2007, stated:-

*“ A review will be undertaken every five years, or whenever any major changes occur at a local, regional or national level. These reviews will include monitoring and evaluating the success of the Strategy in tandem with the LTP itself and will identify any need for a change in the Strategy.”*

8.15 It is therefore proposed to carry out a review of the strategy early in the LTP4 period. This will look at the baseline data and assumptions to check if they are still relevant and robust. If significant change is proposed it will be necessary to carry out further consultation work. Until the review is complete priorities contained in the original strategy will be progressed.



*SECTION 9*

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*Gainsborough*

## 9. Gainsborough

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### Background

- 9.1 As a result of Gainsborough's designation as a Growth Point by central government, substantial development is proposed for the town over the next 20 - 25 years. Following extensive stakeholder engagement led by West Lindsey District Council, an agreed master plan for growth was adopted which proposes 3 sustainable urban extensions on the southern, northern and eastern edges of the town. The initial phase of development, "the Southern Neighbourhood", was granted planning permission in 2010 for some 2,500 dwellings, together with elements of employment, retail and community facilities.
- 9.2 These proposals have been incorporated within the emerging Central Lincolnshire Joint Core Strategy, which in total allocates a further 10,000 dwellings and some 25 hectares on employment land around Gainsborough over the period up to 2030/31. A Partial Draft Core Strategy and accompanying Sustainable Urban Extensions Policies was published in January 2013 and will be the subject of an Examination in Public in due course.
- 9.3 The current Gainsborough Transport Strategy was developed by the County Council in partnership with West Lindsey District Council, the principal landowners, their Transport and Development Consultants and a wide range of local stakeholders including public transport providers. The Strategy was formally adopted in 2010 by both the County and District Council. More recently, the strategy has been put forward to inform and provide evidence to the Local Development Framework (LDF). This is being pursued through the joint Core Strategy consultation process. Full details of the strategy can be found at [www.lincolnshire.gov.uk/gats](http://www.lincolnshire.gov.uk/gats)

### Recent Progress

#### Sustainable links

- 9.4 During the LTP2 period, the County Council successfully bid for funding via the Homes and Communities Agency (HACA) Community Infrastructure Fund (CIF). The grant of £1.85m was used to provide a number of small scale cycling and walking improvements around the town. These included four Toucan and one Zebra crossings, a pedestrian refuge, subway improvements at Central Station and six shared-use cycleway schemes (new and extensions). The programme also provided improved infrastructure for real-time bus information for the town and Interconnect 100 bus routes, together with advance design works for possible improvements to Lea Road Railway Station, where an active Station Adoption Group now exists. The IntoTown bus service introduced in April 2006 continues to be well used.



- 9.5 In line with the agreed governance strategy for the Gainsborough growth agenda, multi-disciplinary teams were set up to develop the details which formed the basis of the planning permission and Section 106 agreements for the proposed Southern Neighbourhood. Chaired by the County Council's Divisional Highways Manager for Greater Lincoln and Gainsborough, the multi-disciplinary Transportation and Infrastructure Working Group included practitioners from West Lindsey District Council and Lincolnshire County Council's experienced in areas of spatial planning, transport planning, highway design, economic development, schools transport and social infrastructure. Private sector input included the principal landowner, his Land Agents and Transport Consultant, principal public transport providers (Stagecoach) and other stakeholders as and when required.
- 9.6 The transport planning approach to growth in Gainsborough has been based on sustainable transport principals, given that the outer limits of the proposed urban extensions are all within 2 km of the town centre. There is very little requirement for extensive "off-site" highway infrastructure as the master plan for containing traffic growth focuses on new public transport, cycling and walking networks within the proposed developments linking to existing and improved transport facilities already in place. The S106 agreement includes contributions to new and improved bus services (both capital investment and revenue support), bus stop enhancements, cycleway and pedestrian route improvements and travel packs, which inform new residents of transport choices and offer (time limited) discounts for public transport use.
- 9.7 The S106 agreement also makes provision for a Travel Plan Co-ordinator to be responsible for ensuring the agreed targets for modal shift are rigorously monitored and reported to regular Travel Plan Steering Group meetings and requires the publication of an annual performance report. In the event of targets falling short, the travel plan can be revised by the Steering Group in order to meet or revise these targets. The S106 agreement ensures that the developer is tied in to continuous monitoring and improvement, by active participation in this process and not simply subject to a nominal financial penalty should they not be achieved.

### *Public Realm*

- 9.8 In partnership with West Lindsey District Council, a scheme for the upgrade of the public realm in Gainsborough Market Place and surrounding area is currently in progress. Phase 1 was completed in 2010 at a cost of £2.126m, funded by the County Council, West Lindsey District Council, the former East Midlands Development Agency and the private sector. The scheme involved the complete redesign of the existing market place area, returning it to a coherent open space and repaving with quality natural stone, thereby restoring the market place layout closer to its historic form. This has resulted in it being much more conducive to pedestrian use and creating the potential for increased viability of local retail and business users. The second phase of the works (£525,000) on Market Street and Church Street is due to be completed by March 2013.

## 9. Gainsborough

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### Proposals for LTP 4 Period

- 9.9 As highlighted above, key to the future of Gainsborough is the development of the new Local Development Framework (LDF) and the associated Central Lincolnshire Core Strategy which set out the proposals for growth through to 2031. Transport will inevitably have a key role to play within the LDF process. Consultation on the Partial Draft Core Strategy and accompanying Sustainable Urban Extensions Policies took place during 2012, with an Examination in Public scheduled for 2013. Alongside the LDF process, proposals for a Community Infrastructure Levy are also being developed, which will help fund the required transport improvements going forward. It is anticipated that dependent upon the final form of the LDF, a review of the current transport strategy for Gainsborough will need to be carried out during the LTP4 period and in any case before 2016 to ensure it continues to reflect changing policies, economic circumstances and local needs.
- 9.10 In the meantime, work to deliver the current strategy will continue as funding opportunities arise, bearing in mind the current financial constraints.



*SECTION 10*

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*Supporting the  
larger towns*

# 10. Supporting the larger towns

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## Background

**10.1** Although the four urban areas of Lincoln, Boston, Grantham and Gainsborough discussed in the previous chapters will be the predominant focus of growth in Lincolnshire in coming years, there are other large market towns across the county which are also expected to experience lesser amounts of growth as well as to continue to provide a focus for services to residents, visitors and those living in outlying rural areas. Consequently, it is important that transport plays its part in supporting the economic well-being of these towns. The following paragraphs outline recent progress and current proposals in these towns.

## Bourne

**10.2** The town centre of Bourne continues to suffer from the effects of through traffic, particularly north-south traffic using the A15. The South West Relief Road, provided via S106 funding but pre-funded by the County and District Councils, has reduced east-west flows in the centre. A number of projects have been carried out under the Community Travel Zone initiative to encourage non-car use for short journeys including a new pedestrian crossing and a number of traffic calming schemes.



**10.3** Although the newly adopted Core Strategy suggests most housing growth in South Kesteven will be concentrated in the Grantham area, the current population of Bourne of 14,700 is expected to grow by about 50% in the next 5-10 years when the large Elsea Park development is completed on the south-western edge of town. During the life of LTP4, opportunities will be pursued to improve sustainable travel in the town with funding through S106 agreements.

## Louth

**10.4** Following local consultation, various minor capital schemes have been completed in Louth in recent years as part of the Community Travel Zone initiative to aid both pedestrians and cyclists. Several of the schemes have been jointly funded with East Lindsey District Council (e.g. links to the new Meridian Leisure Centre). It is hoped that further partnership arrangements between the local authorities, developers and other bodies can be built upon in the future to deliver further transport improvements. The 'Nipper' town service introduced in April 2010 is now carrying over 4,000 passengers each month.



## 10. Supporting the larger towns

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### Skegness

- 10.5** During the earlier LTP periods, transport links to the economically important coastal area were substantially improved with the construction of the A16/A158 Partney Bypass (opened in August 2005) and the A158 Burgh Le Marsh Bypass (opened in November 2007). As well as these major schemes, improved facilities for cyclists and pedestrians have been provided in and around Skegness through the Community Travel Zone initiative.
- 10.6** More recently, studies are being undertaken, with a scheme to be trialled to enhance the pedestrian environment and improve transport infrastructure within Skegness town centre. A scheme to improve bus movement through the town centre has already been completed and potential improvements to aid movement by pedestrians in all areas of the town are being explored.
- 10.7** During LTP4, the County Council will continue to work with East Lindsey District Council and local land owners and developers to seek to improve the movement of traffic in and around the Skegness and wider coastal area, including the possibility of a western relief road for the town. Close contact with the District Council will be maintained as they prepare their Local Development Framework Core Strategy.

### Sleaford

- 10.8** A masterplan for the town has been developed and this is being used to inform the development of the Central Lincolnshire Core Strategy. It is likely that Sleaford will see significant growth during the plan period, with some 4,500 dwellings and 20 hectares of employment land currently included within the draft Core Strategy Area Policies published for consultation in January 2013. Discussions have already started with developers on the measures needed to make the proposals sustainable in transport terms. In the short term, this will be through S106 contributions but an Infrastructure Delivery Plan is being prepared that will then be used to produce a Community Infrastructure Levy policy. The IntoTown town bus service continues to operate successfully and this will be extended using S106 funding as the opportunity arises.
- 10.9** As highlighted in previous LTPs, proposals have been in development to bring the former Bass Maltings back into use. The Maltings are a 500,000 sq ft Grade 2\* complex of Edwardian malthouses and ancillary buildings. They are the largest single complex of industrial maltings in the UK and currently in private ownership. Achieving the necessary access to allow the major mixed-use redevelopment of the site has been difficult. However, through joint working with North Kesteven District Council, a new link road over the railway is being provided. This is associated with an approved planning application for a major supermarket which will also see the closure of a level crossing. It is anticipated that the new road layout will facilitate further developments in this area of the town. There have been some delay in this project due to land assembly difficulties but the two councils are looking at using compulsory powers.

## 10. Supporting the larger towns

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### Spalding

- 10.10** Of major concern for the future economy of Spalding town centre is the proposal by Network Rail to route additional freight trains along an upgraded GN/GE Joint Line through the town. Traffic modelling has shown that the increased barrier down time at level crossings will result in severe road network disruption. In addition, there are proposals to create a Rail Freight Interchange to the south-west of Spalding near the old A16. Whilst this will have significant benefits in terms of transferring freight from road to rail, it may also increase rail traffic through the town meaning additional infrastructure improvements are necessary.
- 10.11** As a result of the above and the recent planning permission for Holland Park which includes 2,250 homes to the west of Spalding, a Western Relief Road is being promoted. The relief road will provide a link between the B1172 (Spalding Common) and the B1356 (Spalding Road). It is the intention that the approved Holland Park development will provide a section of the relief road, the County Council has identified a preferred route for the link between the Holland Park development and Bourne Road and will be progressing work to identify a preferred route for the remaining section during 2013. Once the entire route has been identified then work towards a planning permission for the remaining section between the Holland Park development and the B1356 (Spalding Road) can be progressed.

### Stamford

- 10.12** As described in LTP3, a number of Community Travel Zone schemes have been carried out to encourage and improve non car journeys. These include pedestrian crossings, footways and cycleways. A feasibility study into a bypass or relief road was proposed in LTP2. Work started on this, with the traffic model being updated. However, currently work is on hold as it seems unlikely that funding for any major improvement will be available in the short to medium term. South Kesteven District Council's adopted Core Strategy does not propose any significant housing growth for the town and therefore there are unlikely to be any opportunities to use S106 funding for any major work. However, smaller developments will allow some S106 monies to be available for improving sustainable travel in the town.

*SECTION 11*

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*Improving  
accessibility*

# 11. Improving accessibility

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## Background

- 11.1** The 'Making the Connections' report published by the Social Exclusion Unit in 2003 set down the challenge of tackling accessibility to local transport authorities. Lincolnshire County Council continues to make strong progress in tackling the challenges of access to employment, education and training, health services and key service centres through identifying and developing transport and local solutions. Providing sustainable and healthy transport options remains a key objective, such as walking, cycling, using public transport, and car sharing. Access to local services, and thereby reducing the need for travel, is achieved through supporting local business and service provision and continuing the roll out of high quality broadband provision. 2011 – 2013 has seen an increased focus on accessibility solutions enhancing the economy and carbon management, reflected in the successful outcome of the Local Sustainable Transport Fund bid.
- 11.2** During the 3rd LTP period strong partnership working has continued to be successful in tackling the challenge of accessibility to services. Excellent Ageing, the flagship project for older people, has driven forward partnership projects and fed into policy decisions. Partnerships with the private and community/voluntary sectors have allowed the County Council to deliver improved accessibility solutions such as Wheels to Work, Community Minibus Brokerage, and improved access to local essential services in rural areas in shops, post offices and access points. As travel patterns become more complex, those without access to a car are in danger of being excluded from participating in 'normal behaviours' without imaginative and flexible accessibility solutions delivered by the private, public and voluntary and community sector. The following chapter sets out the role of transport and non-transport solutions to improving accessibility, giving examples of where progress has already been made and the scope for further work over the period of the 4th LTP.

## Public Transport

- 11.3** During the first three LTP periods, delivering accessibility through improved public transport across the county has focussed on the expansion of the InterConnect/CallConnect bus network. InterConnect routes now operate on key corridors between the larger urban areas. Alongside the InterConnect services, CallConnect demand responsive services operate, providing prebookable, flexible feeder services to local centres and enabling onward journey bus connection to the large urban centres and facilities such as hospitals. Figure 9 opposite shows how the coverage of these services has grown since 2006. Although good progress has been generally made, it is recognised that services remain limited in the evenings and at weekends in some areas.
- 11.4** Expansion of the CallConnect services during 2010 and 2011 saw a 52% increase in the number of passengers carried over these two years, with almost 250,000 trips using the services during 2011.

# 11. Improving accessibility

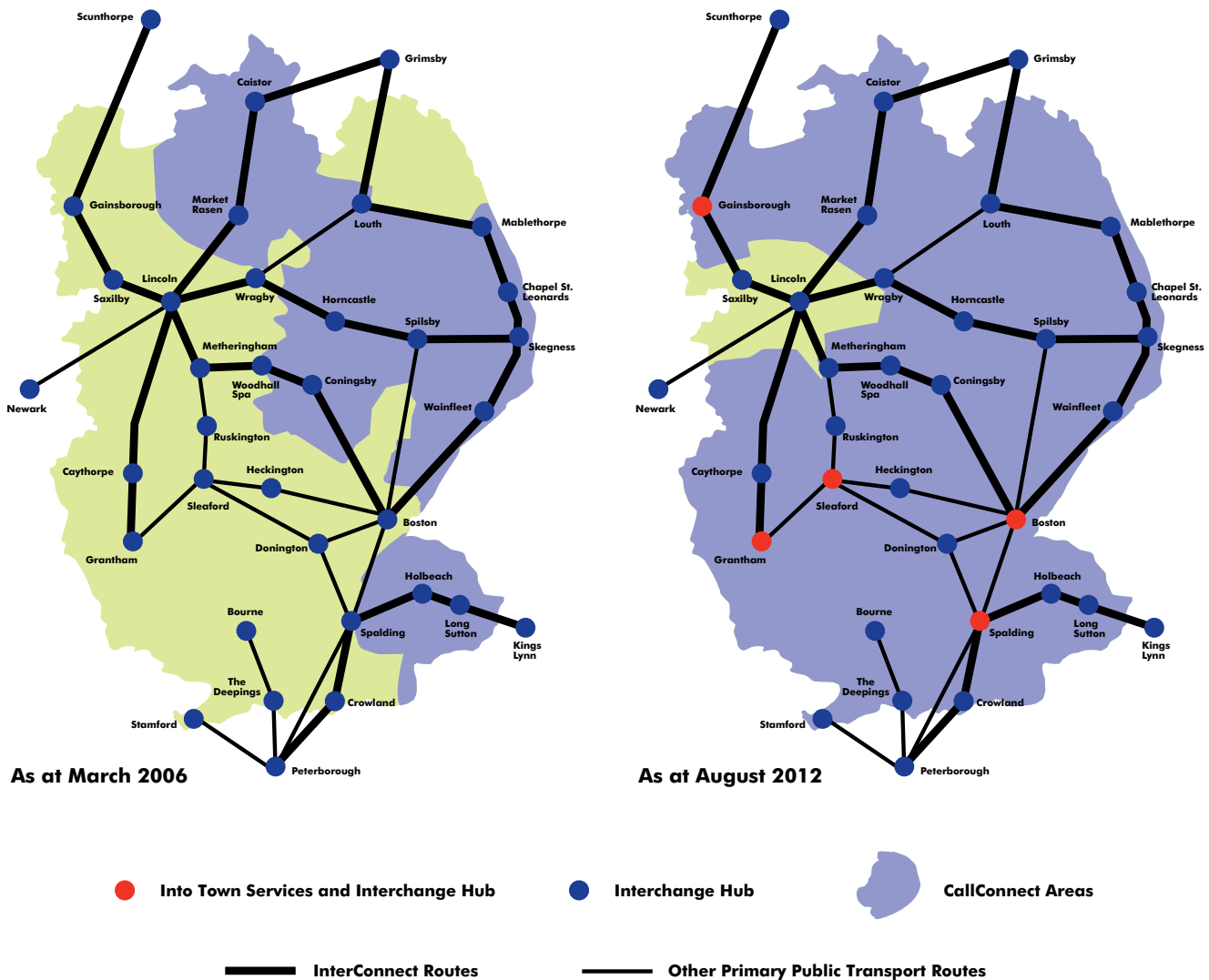


Fig 9 InterConnect and CallConnect Coverage 2006 and 2012

Lincolnshire County Council

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**11.5** Lincolnshire's CallConnect services continue to be used an example of best practice in various arenas, most recently the Commission for Rural Communities study into social isolation for the older people in rural areas. As a direct success of the successful Stamford and Welland CallConnect service (which uniquely involves 4 authorities - Lincolnshire, Rutland, Peterborough City and Northamptonshire), Northamptonshire County Council have rolled out a similar demand responsive service across their county. The management and scheduling of services of this Northamptonshire service is provided through Lincolnshire's Matrix Centre.

## 11. Improving accessibility

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- 11.6** During the 4th LTP period, the authority will look to further increase the number of people using the InterConnect/CallConnect services across the county. However, with the newly acquired responsibility for the National Concessionary Fares Scheme, proposed changes to Bus Service Operators Grant (BSOG) and the expectation of further reductions to funding for local authorities after the next national Comprehensive Spending Review, this is likely to prove challenging.
- 11.7** A key factor in increasing patronage on local bus services is the provision of good quality information. The popularity of bespoke websites (such as [www.lincsbus.info](http://www.lincsbus.info)) has continued to grow, particularly among younger people. During the 4th LTP period, the authority will continue to support local bus services by producing area bus guides for residents and visitors alike and continuing to develop and improve web based information. In addition, the use of social media to inform bus users of timetable changes, ticketing initiatives and travel updates will also be investigated.
- 11.8** The introduction of new “stop specific” roadside displays at appropriate bus stop locations will be phased in during the next LTP4 period. These displays will show the departure times and other information specific to each stop to aid bus users to better interpret the information displayed. Feedback from bus users will be used to further improve these developments.
- 11.9** During the 4th LTP period, improvements to public transport infrastructure will continue to build on progress made in recent LTPs. Current infrastructure levels across the authority stand at:
- *Bus stop poles and timetable displays at approximately 2100 stops*
  - *Accessible boarding kerbs and crossing points at 1800 stops*
  - *Real time information systems operating in Lincoln, Boston, Grantham and Gainsborough*
  - *Continuing match funding grants for Parish bus shelters with a further 12 awards being made during 2012 to improve infrastructure in key rural locations.*
- 11.10** Significant investment has been made to improve infrastructure at key locations, where multimodal journeys can be made. A prime example includes Metheringham Rail Station, where improved facilities have included, information points, cycle storage, signage and interchange point for demand responsive CallConnect bus services. The authority will continue to work with partners, such as bus and train operators, to investigate creating multi modal hubs at locations where local bus services link with accessible modes including demand responsive transport, walking, cycling and rail services. Sites currently identified for possible enhancements are Market Place, Alford and Market Square, Wainfleet, where consultation with local communities will help identify need and appropriate improvements.



### Community Transport

- 11.11** In a large, predominantly rural shire county such as Lincolnshire, the Community Transport sector continues to be an important service for those who are unable to access public transport. This importance has been recognised nationally through the Community Transport Fund; a 'one off' grant disseminated to Local Authorities in 2011 and 2012 to build capacity in existing schemes and support the start up of new initiatives. The County Council has taken this opportunity to work in partnership with the Community Transport Association (CTA) to identify how the sector can be strengthened and expanded to complement the existing transport network in Lincolnshire. Key to this is the development of a Community Transport Strategy which will enable Lincolnshire's allocation of the Community Transport Fund to be spent across the county, benefiting those who have been identified as the most isolated from public transport options.
- 11.12** In addition, through the Excellent Ageing Programme, the County Council have commissioned a research project in partnership with the University of Lincoln. The project will identify the key problems older people face in accessing transport in Lincolnshire through focus groups, interviews and stakeholder engagement. Outcomes from the project will form part of the Community Transport Strategy and feed into policy and operational decisions over the period of LTP4. Currently, the community transport network in Lincolnshire comprises of Lincoln Dial-a-Ride, 22 voluntary car schemes, Wheels to Work and community minibuses.
- 11.13** Lincoln Dial-A-Ride continues to be in a strong position, providing over 25,000 journeys a year using volunteer drivers. The County Council will continue to support this provision with financial and officer support, including the marketing of the service to potential new passengers, especially in light of forthcoming changes in the delivery of Adult Social Care and the personalisation agenda.
- 11.14** Collectively the voluntary and community car schemes in Lincolnshire provided over 41,500 round trip journeys in 2011/2012 with many being made to health appointments. The voluntary car schemes in Lincolnshire continue to benefit from training and networking through the Community Car Scheme Forum. To address the previous gap in provision in West Lindsey, Louth Voluntary Car Scheme has taken on volunteer drivers for this area and manage the booking of these drivers. Larger schemes, such as Louth Voluntary Car scheme and Stamford community transport have received support and advice from the CTA as part of the Community Transport Fund to ensure they remain sustainable schemes for the long term future.
- 11.15** Wheels to Work continues to grow as a successful social enterprise providing access to employment, education and training to those who are most rurally isolated. Delivered through the social enterprise 'Access Your Future', the programme provides an economic and environmentally friendly transport solution (by means of the loan of a moped/scooter) to those who are unable to use public transport to access employment and training opportunities.

## 11. Improving accessibility

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- 11.16** During the LTP3 period, Access your Future have worked with the County Council to identify and develop income opportunities with the aim that the scheme will become self-sustaining and not reliant on Local Authority grants. Two further income streams have been identified - the development of Compulsory Bike Training (to be launched in December 2012) and the offering of trailer training (an essential qualification for many young people working in rural Lincolnshire due to the agricultural work).
- 11.17** During the LTP3 period, work with the existing community minibuses in the county has enabled a Minibus Brokerage Project to be trialled. Access to transport for community groups, specifically for day trips or transport to different venues, was identified in consultation as a gap in the current provision. Minibus Brokerage enables not-for-profit groups to hire a vehicle, creating a flexible and affordable option. The income secured by the hiring group ensures their vehicle becomes sustainable in the long term, as well as serving the local community. The brokerage happens via a bespoke website. The County Council have committed to provide grants to two organisations each year until 2017 to enable the renewal of minibuses for members of the Community Minibus Brokerage scheme.
- 11.18** Supporting and enabling Community Transport will continue to be a priority for the County Council during the LTP4. The development of a Community Transport Strategy, with ring fenced funds, will ensure that existing organisations will be able to manage the increasing demands of an ageing population in Lincolnshire. The rurality of the County, coupled with the financial pressures on the local bus network, puts a heavier emphasis on the importance of Community Transport in providing accessible services for all ages, which will be reflected in the strategy. Projects that develop solutions for young people accessing education, training and leisure, especially in rural areas, will also be actively encouraged. A partnership approach to deliver these aspirations will be essential.

### Walking and Cycling

- 11.19** During earlier LTPs, walking and cycling have been encouraged through a programme of improvements rolled out under the Community Travel Zone and Rural Priority Initiative banners. Although these initiatives are no longer being directly promoted in this form, the County Council continues to build on these improvements by providing further enhancements to the walking and cycling networks with schemes including new footways, cycleways, crossing facilities and advanced stop lines. In particular, the Council looks to work closely with other partners such as Sustrans to secure funding through other pots such as 'Connect2' and 'Links2School', which has seen schemes such as the Leasingham – Sleaford link and the Carlton Le Moorland - Bassingham Pathway completed in recent years. In addition, a series of 8 cycling maps have been produced highlighting cycling facilities around the county. These have been well received and continue to be updated as funding allows.





- 11.20** Bikeability is the nationally accredited cycle training programme, funded by the Department for Transport to enable cycle safety skills and confidence to be developed in children, young people and adults. In 2010 Lincolnshire County Council became a registered provider for Bikeability and since then has been actively involved in the development and delivery of the training programme in the county. Training Levels 1 and 2 for children in Years 5 and 6 is delivered in association with School Games Organiser Host Schools; Sincil Sports College in Lincoln, Spalding High, Priory Ruskin Academy in Grantham and Caistor Grammar school. Some 4,000 children in Lincolnshire received Bikeability cycle training between September 2011 and March 2012. The Department for Transport has held up the Lincolnshire Bikeability scheme as best practice in the country for partnership working, which has helped secure a further £888,000 funding to deliver the cycle training to 22,500 children, until March 2015.
- 11.21** In addition, the County Council has also developed an adult cycle training programme, modelled on the principles of Bikeability. The programme, Bike-Able, will be delivered to over 1200 individuals through the successful Local Sustainable Transport Fund bid over the next 3 years, assisting in the promotion of cycle use and encouraging more individuals to commute to work, thereby reducing traffic congestion and emissions.
- 11.22** During the 3rd LTP period, Lincolnshire County Council has continued to support Bikelt, the Sustrans project that has brought about significant increases in the number of children cycling to school in the Lincoln area. This work is to be expanded into Sleaford and Grantham, as well as a major focus on the LN6 area where the Bikelt officer will be a key part of the work funded by the Local Sustainable Transport Fund.
- 11.23** Also of importance in improving access for pedestrians and cyclists is the public rights of way network. Further details on the implementation of the Lincolnshire Rights of Way Improvement Plan can be found in Chapter 13. Finally, the development of major initiatives such the National Cycle Network and cycling elements of the Lincolnshire Waterways Project continue to contribute to cycle tourism in the county, as well as providing for commuting and recreational trips in and around the urban areas.

### Rail

- 11.24** Although relatively limited in coverage, the local rail network has an important role to play for many in providing access to key services in Lincolnshire. Indeed, in recent years, the number of passengers using the county's stations has shown a steady increase from 4,155,000 in 2004/05 to 4,517,000 in 2010/11.

## 11. Improving accessibility

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**11.25** The Poacher Line Community Rail Partnership continues to promote the Nottingham – Sleaford – Boston – Skegness line to encourage its use and secure its longer term future. A recent major initiative was the Skegness station interchange re-development works jointly funded through the European Regional Development Fund, Network Rail's National Stations Improvement Programme, East Midlands Trains and Lincolnshire County Council. The total cost of the project was some £720,000 with the aim of reviving Skegness station interchange and enabling greater use of multi modal transport.



**11.26** In addition, Network Rail completed a £21m investment in a track renewal programme in 2011 between Boston and Skegness giving a new lease of life to the route, improved reliability and a smoother ride for passengers. The Partnership has also been successful in the delivery of smaller scale projects part funded by the Designated Community Rail Development Fund including the provision of pigeon netting for the station canopy at Skegness and CCTV at Aslockton.

**11.27** Unfortunately, the rail industry continues to undergo considerable change following the government's acceptance of the main aim of the McNulty report published in May 2011 to achieve a 30% efficiency saving by 2019. At the time of writing, there are ongoing discussions regarding the future devolution of rail responsibilities which have yet to be resolved, making engagement with the rail industry difficult. In addition, the main rail franchises affecting Lincolnshire are coming up for renewal, with the new East Coast Main Line franchise originally due to start in December 2013, the East Midlands franchise in April 2015 and the Northern franchise in April 2014. However, the timing of these is now in doubt following recent issues around the refranchising of the West Coast Main Line services.

**11.28** In the meantime, the key priorities for rail in the county will focus on :

- *pressing the case for improved Lincoln-London direct services as part of the new East Coast franchise. A business case has been submitted to DfT.*
- *maximising the benefits of the ongoing Joint Line upgrade through the county as part of the new East Midlands franchise*
- *improving access to, and the facilities at, Lincolnshire's stations as funding opportunities arise*

**11.29** Once issues around rail become clearer, then the County Rail Strategy ([www.lincolnshire.gov.uk/rail](http://www.lincolnshire.gov.uk/rail)) will be revisited early in LTP4 period.

### Reducing the Need to Travel

**11.30** The Department for Transport has highlighted the importance of reducing the need to travel within the accessibility mix. The constraints of the current economic climate have presented challenges in providing local services in rural areas, which can often be an expensive solution with a limited number of customers. The post office closures in 2007 saw the loss of service in some areas, but also the introduction of more flexible provision, such as mobile services. The current investment programme by Post Office Ltd is likely to see further changes to the local network by locating Post Office services alongside retail counters. The County Council's commitment to ensuring communities have access to an acceptable level of service is enabled through the Rural Gain Grant. The grant enables small businesses to become more sustainable by enhancing the services and products they offer, by financial support, publicity and a signposting service to rural enterprise.

**11.31** Businesses in Lincolnshire have benefitted from Rural Gain Grant funding of over £40,000 in 2011-2012, which improved post office services, the availability of food locally and training access to small communities. One example of where Rural Gain Grant has provided an essential shop and post office is in the village of Welbourn; a Rural Gain Grant has updated the facilities within the store to enable the sale of fresh fruit and vegetables and upgrade their existing facilities so they can provide a up to date service for local people. This has reduced the need to travel out of the village, increased turnover by £1,000 a week and therefore allowed the shop to employ two part time members of staff.



**11.32** The good value for money and success of completed projects has enabled the County Council to commit to provide Rural Gain Grants to Lincolnshire businesses until 2016. Future successful Rural Gain Grant projects will not only demonstrate that essential services have been provided to the local community, but also enable a touch point for information on transport options in the area and actively promote the use of sustainable transport to their business.

**11.33** Digital connectivity plays an important part of providing accessibility without the need to travel through home working, communication, shopping and leisure. Its economic importance as well as its role in quality of life makes this a priority for Lincolnshire. The vision of Lincolnshire's Local Broadband Plan is that "by 2017 our lives and life chances will be transformed by the availability and use of digital technologies that supports a healthy, sustainable economy and vibrant communities, enriches people's lives, and gives access to high quality, efficient public services".

## 11. Improving accessibility

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- 11.34** An investment of around £57m is expected to achieve universal broadband coverage of at least 'standard' speed (2 megabytes per second) and access to 'superfast broadband' (24-30mbps) by 2015. The investment in infrastructure will be made in the rural areas of the county where commercial providers would not otherwise invest without public support.
- 11.35** Access to digital infrastructure is the first step to maximising the impact on the economy and to achieving digital inclusion. An equally important step is ensuring that everyone has the 'ICT life skills' to take advantage of the opportunities. Activities are being piloted with EU funding to raise the awareness of businesses to the opportunities and to encourage use by residents and communities. Information about the local broadband plan can be found at [www.onlincolnshire.org](http://www.onlincolnshire.org).

*SECTION 12*



*Safer roads*

## 12. Safer roads

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### Background

12.1 Road safety services in Lincolnshire continue to be provided by the multi-agency Lincolnshire Road Safety Partnership (LRSP). The Partnership was formed in June 2000 and comprises the following agencies:

- *Lincolnshire Police*
- *Lincolnshire NHS Partnership Trust*
- *Lincolnshire Fire and Rescue*
- *Lincolnshire County Council*
- *The Highways Agency*
- *East Midlands Ambulance Service*

12.2 Great strides have been made in reducing road casualties in Lincolnshire over the last decade. The average number of killed and serious (KSI) road casualties that occurred on the County's roads between 1994 and 1998 was 757. That figure has reduced considerably over the intervening years and between 2005 and 2009 (the Government's new base line) the average fell to 411, a 46% reduction. In 2008, the total number killed or seriously injured was 337, the lowest on record.

12.3 There has also been a sustained reduction in the number of fatal casualties with 2010 seeing the lowest number (45) ever recorded in Lincolnshire. This is nearly half the 1994 – 98 baseline average of 81. However, road safety continues to be a major concern both nationally and locally. Since 2008, KSI casualties have increased in the county, reaching 483 in 2011. Unfortunately, this rising trend has been identified in most road user groups.

### National Strategic Road Safety Framework

12.4 In May 2011 the Coalition Government published its road safety framework with its vision to ensure that Britain remains a world leader on road safety. The key points of the framework are:

- *the Government believes in localism*
- *local authorities should have the freedom to make their own decisions on road safety so they develop solutions that best serve their communities*
- *overarching national targets are not the most effective way of improving road safety*
- *decentralising funding and removing targets and performance frameworks will create more room for local flexibility and innovation*

12.5 The Government expects that its own actions together with the key contributions from local authorities, service providers and local communities will continue to deliver a downward trend in road casualties. It has forecast reductions based on a low (50%) and a central (40%) projection compared with the 2005 - 2009 average. These are neither targets nor a definitive forecast.

### Casualty Statistics and Issues in Lincolnshire

**12.6** Figure 10 highlights the trend in killed and seriously injured (KSI) casualties in Lincolnshire since 1990. This shows a substantial and sustained reduction in KSI casualties compared to the early 1990s and from the Government's 1994 to 1998 baseline. However, since 2008 there has been a year on year rise of serious injury casualties through to 2011. Although there has been a decline in fatal casualties over the same period it essential that this rising trend in serious injury casualties is reversed.

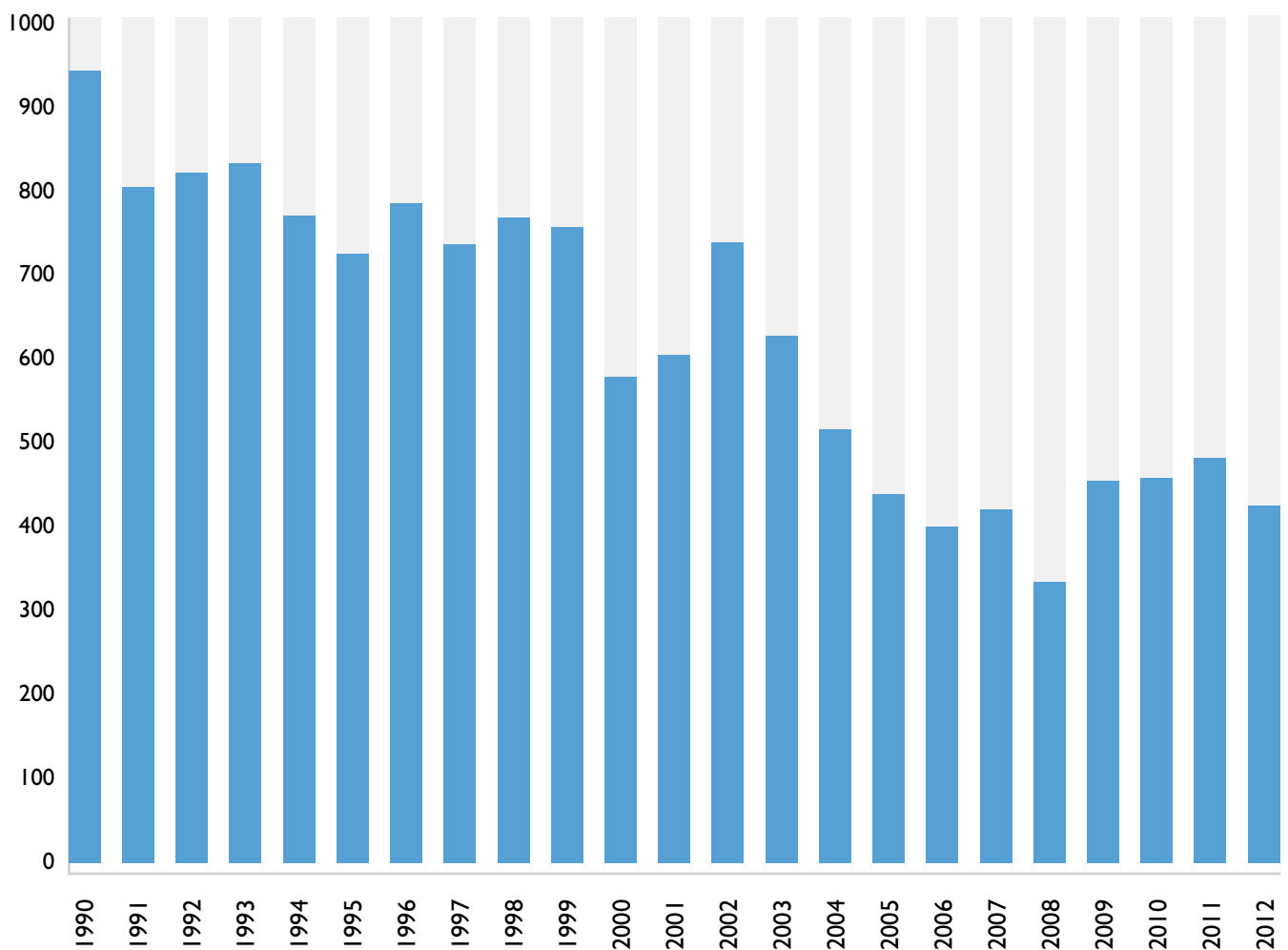


Fig 10 Killed and Seriously Injured Casualties in Lincolnshire

**12.7** Good progress has also been made in recent years in reducing the number of child (0-16yrs) KSI casualties with a 58% reduction achieved from an average of 76 for 1994-98 to 32 for 2005-09. In 2010 and 2011, there were no child fatalities resulting from road collisions.

## 12. Safer roads

**12.8** The work of the Lincolnshire Road Safety Partnership is very much driven by the supporting evidence base. Some of the key issues highlighted by this are:

- *Lincolnshire has a higher proportion of car user KSI casualties (53%) than the national proportion (40%). As a consequence, the proportion of pedestrian and cyclist casualties is lower than that nationally*
- *the majority of the county's KSI casualties occur on the rural road network with 67% on roads with a speed limit of 50 mph or more*
- *the type of child KSI casualties in Lincolnshire differs from that nationally with 33% of such casualties being vehicle passengers compared with 20% nationally. Consequently there is a lower proportion of child pedestrian casualties in the county (45% compared with 63% nationally)*
- *17 to 24 year olds represent 10% of Lincolnshire's population but account for 23% of all KSIs (compared to 17% nationally) and are involved in 23% of all fatal casualties and are therefore significantly over-represented.*
- *mature drivers (60+) represent 28% of Lincolnshire's population and account for 18% of KSIs and 23% of all fatal casualties; This is a growing problem in the county as highlighted in Figure 11 below and, with the population set to age dramatically in coming years, is likely to increase if not tackled now.*
- *Motorcyclists (all those using two wheeled motor vehicles) are over represented when compared to the total traffic, representing 23% of all KSI casualties in 2011 and 21% of fatalities; the average age of riders involved in fatal collisions is 41 years and 75% of KSI casualties are on high powered motorcycles, an upward trend since 2008.*
- *between 2007 and 2010, 68% of all KSI collisions – where the purpose of journey is known - involved driving for work or on business*
- *analysis of collisions within and from those areas identified in Lincolnshire as being among the 10% most deprived areas nationally shows that residents in these areas are not overrepresented in road traffic collisions contrary to national experience*
- *misuse of speed is still identified as a primary causation factor in injury collisions, along with failing to judge another person's path or speed*

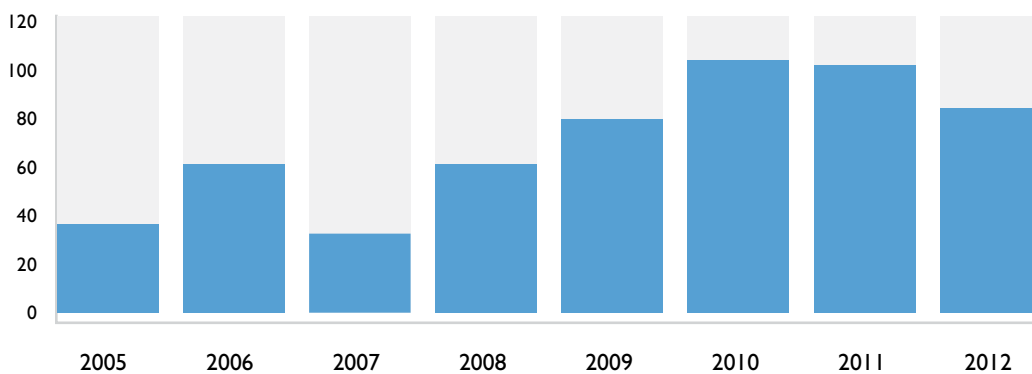
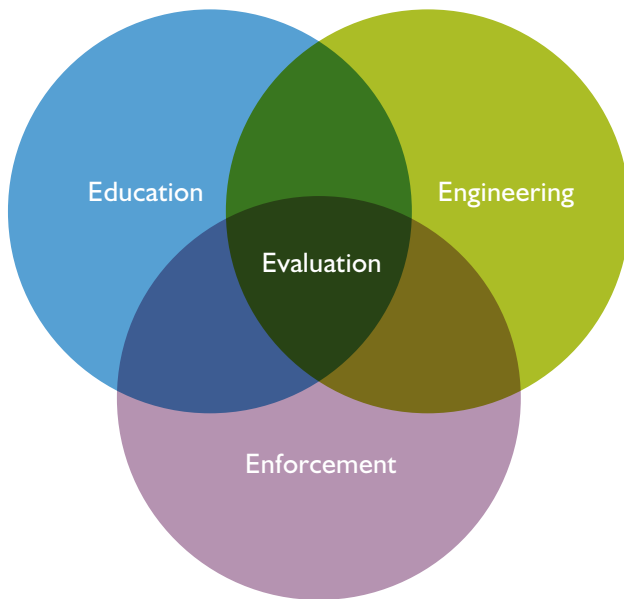


Fig 11 Killed and Seriously Injured Casualties 60 Years of Age Plus in Lincolnshire



### Forward Strategy for Road Safety in Lincolnshire

**12.9** During 2012, the LRSP adopted a new Forward Strategy for Road Safety, which aims to “be intelligence led, flexible and focus on the 4 Es of Evaluation, Education, Engineering and Enforcement”.



**12.10** The Forward Strategy also sets out some short term targets for the county based on the Government’s low projections. These are particularly challenging for Lincolnshire as the 2005-09 base period represents the five lowest recorded years for casualties, achieved after several years of substantial decreases. Targets through to 2020 will therefore be reviewed by the LRSP Strategic Board in the early years of LTP4.

**12.11** The remainder of this chapter outlines some of the new and ongoing initiatives which aim to tackle the road safety priorities highlighted earlier during the LTP4 period.

### Education, Training and Publicity

**12.12** Education, training and publicity remains an integral part of LRSP’s casualty reduction strategy. The following groups remain a priority for this LTP:

- *Young drivers between the ages of 17 – 24*
- *Young road users between the ages of 8 – 11*
- *Mature drivers over the age of 60 years*
- *Those who drive as part of a trade or business*
- *Motorcyclists*
- *Pedal cyclists*

## 12. Safer roads

12.13 A summary of activities directed towards the above groups is shown in Table 5:

	Issues	Actions
<b>Young drivers aged 17-24</b>	<ul style="list-style-type: none"> <li>This age group of drivers is at greatest risk from injury on our roads.</li> <li>Two in five have a collision within the first year of passing their driving test and one in three are involved in a fatal or serious collision.</li> </ul>	<ul style="list-style-type: none"> <li>Driver information programme directed towards those in 6th form education, college or university.</li> <li>2 Fast 2 Soon – three stage programme combining theatre in education with theory and practical drive.</li> <li>Safe young Driver programme</li> <li>Young passenger awareness</li> <li>Car Crash simulator</li> </ul>
<b>Young Road Users between aged 8-11</b>	<ul style="list-style-type: none"> <li>This age group shows the largest increase in pedestrian casualties (see para 9.15).</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian training and traffic trails are offered to all KS2 children.</li> <li>Introduction of Community School Safety Zones outside primary schools.</li> </ul>
<b>Mature Drivers over the age of 60</b>	<ul style="list-style-type: none"> <li>Increasing elderly population in Lincolnshire</li> <li>More likely to be killed or seriously injured if involved in a road collision.</li> </ul>	<ul style="list-style-type: none"> <li>Courses currently being held in all seven District authority areas, funded from a range of sources</li> </ul>
<b>Those who drive as part of their trade or business</b>	<ul style="list-style-type: none"> <li>68% of all KSI collisions -where the purpose of the journey is known - involve business user drivers</li> </ul>	<ul style="list-style-type: none"> <li>Employers Charter launched in November 2004</li> <li>Over 50 small and medium companies have or are developing strategies.</li> <li>Driver Information Programme (DiP) provided for County Council staff and Members.</li> </ul>
<b>Motorcyclists</b>	<ul style="list-style-type: none"> <li>Far too many motorcyclists continue to be killed and injured on the County's roads each year.</li> <li>75% of all KSIs relating to TWV's are on high powered motorcycles. The average age of riders involved in fatal collisions is 41.</li> </ul>	<ul style="list-style-type: none"> <li>Bikesafe - launched in April 2004 providing motorcyclists with the opportunity to improve their skills with training from highly skilled advanced motorcyclists.</li> <li>Performance Plus – Launched in 2009 providing motorcyclists with the opportunity to attend a 1 day programme at the County's premier racing circuit at Cadwell. Training includes classroom based theory on defensive riding, a mechanical safety workshop and supervised on-circuit training to improve riding skills.</li> <li>Displays held at many of the major motorcycling events including Cadwell Park, Butlins and organised "bike-nights".</li> </ul>
<b>Pedal Cyclists</b>	<ul style="list-style-type: none"> <li>Whilst child KSIs remain low, collision trends involving adult cyclists are increasing. KSIs have almost doubled to 20 for the first half of 2012, compared to 11 for the same period in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>In conjunction with Lincs FM, LRSP has launched a scheme to support employees who commute to work by pedal cycle. This involves promoting the benefits of cycling, providing road safety advice and supporting companies with advice on sustainable travel.</li> <li>The well-established Bikewise programme for 9 – 11yr olds has now been superseded by the nationally approved Bikeability programme, which is coordinated by the County's sustainable travel team</li> </ul>
<b>Drugs and Driving</b>	<ul style="list-style-type: none"> <li>Remains a concern for all drivers</li> </ul>	<ul style="list-style-type: none"> <li>Joint work with the Drug and Alcohol Action Team (DAAT) to raise awareness of the dangers of driving whilst under the influence of drugs or alcohol</li> <li>Owing to new requirements for service providers by the Driving Standards Agency LRSP will cease to deliver the national Drink Drive Rehabilitation course from June 2013. Nevertheless, LRSP will continue to promote awareness of the consequences of driving under the influence of drugs and alcohol.</li> </ul>

Table 5 Road Safety Initiatives during the 4th LTP Period

### The Life Skills Academy (LSA)

- 12.13** Developed as part of the Department for Transport's (DfT) Rural Development Project, with substantial funding provided by the DfT, the LSA provides advanced facilities to develop and train those identified as high risk groups. The acquisition of a state of the art advanced driving simulator also provides enhanced opportunities for drivers to improve their skills within a safe environment. Use of the simulator is to be offered to members of the emergency services, specialist organisations and the business community to assist them in gaining a level of expertise significantly above that of other road users.
- 12.14** The national speed awareness workshops are being delivered from both LRSP and the Life Skills Academy. The net income is used to fund the revenue costs required to run the Life Skills Academy and to enhance road safety within Lincolnshire.
- 12.15** During the life of LTP4 it is proposed to:
- *expand the portfolio of nationally referred driver offending courses*
  - *develop the Driving Standards Agency (DSA) fleet driver training*
  - *develop the Taxi retraining scheme*
  - *maximise use of the driving simulator*
  - *develop post-test training for motorcyclists*
  - *become a DSA training provider for the Certificate of Professional Competence (CPC) for drivers of large goods and public service vehicles*
  - *develop the mini-bus training programme*

### Engineering

- 12.16** Well targeted highway engineering interventions remain a highly effective casualty reduction measure and represent excellent value for money. Local safety schemes are generally low cost, high value schemes that are targeted at locations where collisions have occurred resulting in injury. Typically, these schemes show a first year rate of return of 300%. LRSP will continue to identify and implement a programme of low cost local safety schemes based on cluster, link and route analysis.



## 12. Safer roads

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**12.17** Sites for treatment are selected through one of the following approaches:

- *single sites where there has been a cluster of injury collisions in recent years*
- *mass actions sites identified as having the same problems e.g. wet skidding problems*
- *route treatments on A and B roads identified as having a high collision rate (in terms of injury collisions per kilometre)*
- *in addition to the above, the opportunity is taken to co-ordinate and cross-fund local safety schemes with other highway improvements and maintenance schemes*

**12.18** As well as specific local safety schemes, the County Council implement an annual programme of surface treatments. These are prioritised using collision data and also make a significant contribution to road safety.

**12.19** Road Safety Audits are undertaken on all major improvement schemes, including minor improvements and those funded by developers under S 278 of the Highways Act, which could affect safety on the highway. There is no doubt that the road safety audit process, which provides an independent assessment of the safety implications plays an essential role in identifying and eliminating potential problems at various stages of the design and construction process.

**12.20** School Safety Zones (SSZ) were first introduced in 2002/2003 and had four aims : to reduce the risk of children being injured when walking from behind a stationary vehicle, to reduce vehicle speeds, to encourage greater use of walking or cycling and to improve the general school environment during opening and closing times. Since that time, there have been 88 zones implemented, an average of nearly 10 per year (including 2011/2012). Post installation surveys suggest that schools with SSZ continue to be well supported by their local communities.

### Enforcement and Engagement

**12.21** Lincolnshire Police, in partnership with LRSP, have developed an intelligence led approach to enforcement focussing resources on specific areas, key events and individuals based on current data. A range of alternative enforcement methods are used including:

**a) Two wheeled motor vehicles (TWMV)**

- *Operation Octane / STEALTH enforcement directed at routes which have high incidence of motor cycle collisions.*
- *Bike safe, which provides bikers with an on road ride supervised by police or advanced motor cycle trainers.*
- *Engagement with the motorcycling community at key motor cycle events*
- *Tri-force, cross region motor cycle initiatives involving Lincolnshire, Humberside and South Yorkshire Police forces.*

### b) Working in schools

- Road Safety Officers from LRSP attend schools/colleges providing road safety and anti social behaviour education to students.

### c) Young drivers. (17-24 years)

- Proactive operations on routes identified as having a high number of collisions in the young driver age group.

### d) Mature road users.

- Police casualty reduction officers promote the LRSP mature drivers course whenever possible.

**12.22** In addition, the Police will continue to focus on drink/drugs driving, speed, mobile phone use and failure to wear seat belts which are contributory in three quarters of all fatal collisions across Lincolnshire, Nottinghamshire, Derbyshire and Leicestershire. These behaviours are known collectively as the “Fatal Four” and are prevalent across gender and age groups.

## Speed Management

**12.23** Research has shown that reducing speeds not only significantly reduces the number of collisions but also their severity. Lincolnshire continues to adopt a variety of approaches to speed management as highlighted in the following paragraphs.

**12.24** Camera technology continues to be one of the most effective interventions for reducing speed related casualties across the County’s highway network. Currently there are 52 fixed, 82 mobile and 1 average camera site in Lincolnshire. This has achieved an annual average 66% reduction in KSIs at speed camera sites since their introduction, which equates to 15 less people killed and 75 less serious casualties each year. In addition, there has been a 38% reduction in personal injury collisions at camera sites which equates to 132 fewer collisions. There has been an 89% reduction on the daily average number of vehicles above the speed limit at fixed camera sites, a 23% reduction at mobile sites and 76% reduction at the average speed camera site at Ropsley.



**12.25** Other measures for influencing the speed of vehicles generally fall into two categories, legislative and physical. Speed limits fall into the first category whereas traffic calming measures fall into the second.

## 12. Safer roads

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- 12.26** Following earlier guidance from the Department of Transport (DfT), the County Council adopted a new policy on Speed Limits which outlines the criteria that is required to be met, such as the length and density of roadside development, determining the “level” at which a speed limit is set as well as information regarding the accident history. The new policy also includes criteria for rural locations and accident reduction sites. In recent years, a review has taken place to ensure that all speed limits on our A and B routes are in line with the County Council’s policy, thereby ensuring consistency across the County. However, more recently in January 2013, DfT published updated guidance for local councils on setting local speed limits, including 20 mph limits. The County Council is currently considering the implications of this guidance.
- 12.27** During the 4th LTP period, LRSP will maintain and deploy fixed and mobile camera technology at sites prioritised in terms of collisions and/or public concern. In addition, a number of sites will be selected for digital upgrade. These will focus on high priority casualty sites where cameras have been subject to vandalism. Other vandalised sites will be refurbished as soon as possible.
- 12.28** Mobile cameras will be used at emerging casualty sites. Seventy-five per cent of time spent by speed reduction officers will be directed towards mobile camera technology.

### Reactive Signs

- 12.29** Lincolnshire County Council’s policy on the use of reactive signs has three strands:-
- *mobile speed signs (SIDS) are provided to local police forces for them to deploy in their area.*
  - *local communities can fund the purchase of permanent signs providing the chosen site is subject to a site assessment and they provide funding for future maintenance.*
  - *permanent signs are provided at sites chosen following requests from councillors with priority being determined by speed readings and accident records.*
- 12.30** The Partnership use reactive signs as a collision reduction measure frequently supporting other interventions. A number of VAS signs were erected as part of the Department for Transport’s Rural Demonstration Project.

### Communication and Community Engagement

- 12.31** LRSP actively pursues opportunities to maximise public awareness of road safety issues. This is a constant objective when developing communication strategies and tactics. The overriding principle is to support the delivery of the Partnership’s initiatives in terms of Education, Engineering and Enforcement, and in doing so help to achieve constant and sustained casualty reduction on Lincolnshire’s roads. All schemes, initiatives, marketing and communications activities will be effectively monitored and evaluated.

**12.32** Communication priorities will be targeted towards the priority action groups and will focus on the following:

- *developing a community engagement programme in order to attend events that focus on priority action groups*
- *developing targeted regional and local road safety campaigns*

**12.33** Specific initiatives and themes that will be developed during LTP 4 include:

- *drink-drive seasonal campaigns timed for Christmas and the summer.*
- *migrant worker drink-drive campaigns at targeted locations.*
- *engaging with bikers at meetings around the County and highlight appropriate training schemes and raising awareness of I-biker apps for smart phone users.*
- *engaging with regional partners to promote the Fatal 4 (seatbelt, speed, drink and mobile phones).*
- *publishing news letter/magazine promoting the work of LRSP*
- *engaging with military bases in the region to promote road safety.*
- *highlighting the profile of pedal cyclists by means of awareness for other road users and promoting the use of high visibility clothing and cycle helmets.*
- *raising awareness, through radio advertising, of 'lighting up', 'be seen' and 'braking distances' for all road users.*
- *improving and updating the road safety web site to make it more user-friendly.*
- *working with major companies to engage businesses in road safety events.*





*SECTION 13*

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*Asset  
management*

# 13. Asset management

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## Background

**13.1** Lincolnshire County Council are responsible for one of the largest highway networks in the country with assets comprising :

- *almost 5,600 miles of carriageway*
- *2,050 miles of footway/cycleway*
- *2,500 miles of drainage network*
- *1,533 bridges and 2,502 culverts, and 265 footbridges, retaining walls and other structures*
- *64,616 street lights and 12,134 illuminated signs*
- *150 traffic signal junctions and 151 signalised pedestrian and/or cycle crossing facilities*
- *2,500 miles of Public Rights of Way*
- *1,865 miles of priority winter maintenance network*

**13.2** During previous LTP periods, Lincolnshire County Council gave priority to maintaining its highways assets through increased funding and more cost effective works contracts. However, there remained a significant backlog of maintenance and with spending constrained during the 3rd LTP period, the condition of the network (particularly the unclassified network) is deteriorating.



**13.3** This deterioration was exacerbated by the impact of two severe winters (2009 and 2010) and the drought conditions experienced during 2011. This is estimated to have caused approximately £7m to £10m of additional damage to the road network in areas underlain by moisture susceptible soils. A bid for additional emergency capital funding was submitted to DfT in March 2012 but was rejected. However, it remains the case that a significant proportion of the Lincolnshire network is susceptible to damage during drought conditions and normal funding levels are not adequate to manage this problem.

**13.4** Within Lincolnshire all construction and maintenance work is delivered through an externalised service which is subject to competitive tendering. The current Highway Works Term Contract was awarded in April 2010 for a minimum of 5 years, with a provision for annual extensions up to March 2020. This contract includes all maintenance and highway improvement works up to a value of £200,000 (except Traffic Signal installations and traffic signal computer systems, which are maintained under two separate contracts) and has an annual turnover in the region of £35m to £40m. In April 2010 the Council implemented a new Highways Asset Management system (CONFIRM) to assist in the management, planning and delivery of the maintenance of the highway network.

## 13. Asset management

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**13.5** Efficiency in maintenance is high on Lincolnshire's agenda and the authority has developed a number of innovative solutions to deliver its efficiency and savings targets including:

- *new forms of contracts and partnership working with our term contractors and professional service providers*
- *service reviews to deliver efficiency savings*
- *collaboration with adjacent authorities and the midlands region*
- *reviewing maintenance policies and services.*

**13.6** The following sections highlight some of the issues and proposed strategies that will be adopted during the 4th LTP period in respect of asset management.

### Transport Asset Management Plan

**13.7** National guidance on producing a TAMP has been produced in the form of the CSS document "Framework for Highway Asset Management". The initial work to develop the County Council's first Asset Management Plan was based on this guidance and was further developed in conjunction with other funding partners who were highway authorities in the midlands area of the UK.

**13.8** In 2012 Lincolnshire developed a 2nd Transport Asset Management Plan which focussed on the level of service and priorities that could realistically be achieved given the likely availability of funding for the period 2012-2016. This will result in a change of strategy with more emphasis on preventative maintenance treatments (such as surface dressing) and a reduction in funding for reactive and structural maintenance.

### Principal Roads

**13.9** During the last 5 years, the principal road capital maintenance programme has taken a balanced approach based upon consideration of structural, surface and skidding resistance condition to secure the long term future of the network by carrying out the correct treatment at the optimum time.

**13.10** Survey results on principal roads over the past 5 years have been variable year on year but in general have shown that the network has been maintained in a steady state condition with the more recent surveys indicating that the network is showing signs of deterioration in condition. Figure 12 shows the results of condition surveys over the past 5 years. The condition of Lincolnshire's principal roads is better than the national average, with results in

# 13. Asset management

the top quartile nationally.

**13.11** Lincolnshire has been at the forefront of initiatives to model and predict the deterioration of the highway network. Early results from this work are encouraging and allow the authority to make informed choices in respect of treatment options and targeted maintenance to maximise the value of investment in maintenance. In order to seek best value from the budget available during the 4th LTP period, an asset management approach will continue to be taken with a balanced approach between structural, surface and skidding condition in order carry out the correct treatment at the optimum time to secure the long term future of the network.

**13.12** The increased use of targeted structural patching and surface dressing instead of reconstruction and surfacing works will be promoted to maintain the integrity of the network over the short to medium term. It is anticipated that this strategy will assist in slowing down any structural deterioration of the network during the current period of funding constraints.

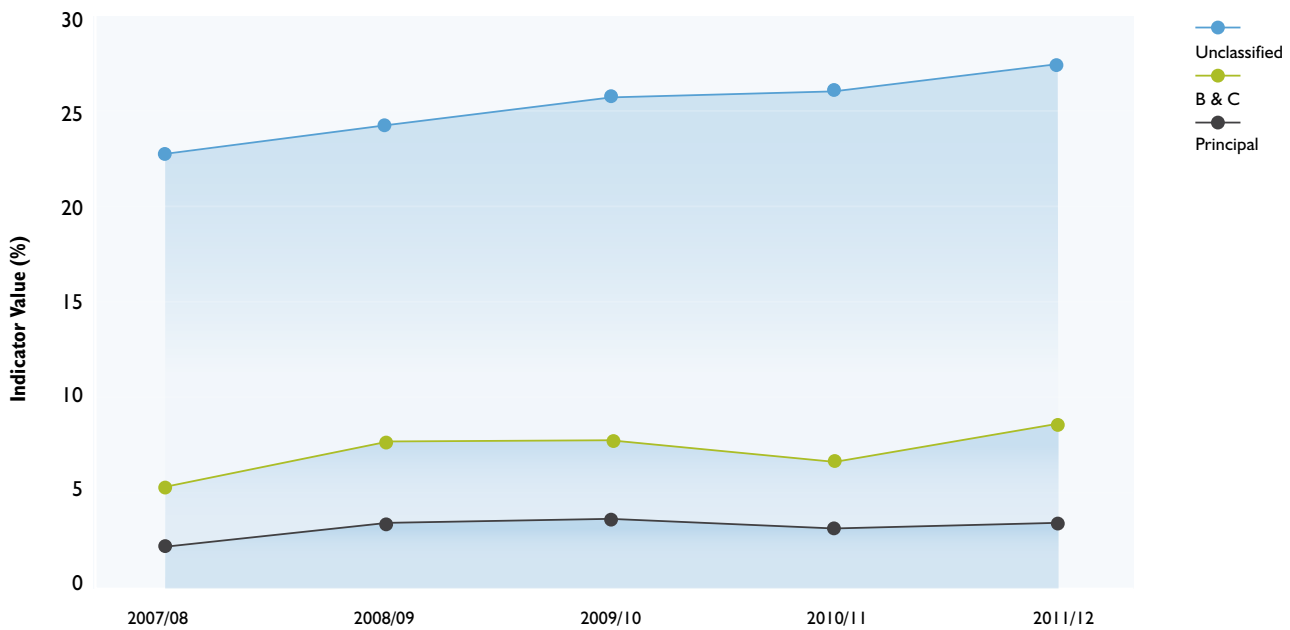


Fig 12 Road Condition Surveys In Recent Years (lower figure = better condition)

## Other Roads

**13.13** SCANNER surveys were introduced for all B & C class roads at the beginning of the 2nd LTP period. Surveys are undertaken on 50% of the network each year and a rolling 2 year average has been established. Analysis of these results shows that despite additional funding being diverted onto B & C class roads, the condition of these roads continued to

deteriorate over the period.

- 13.14** On the unclassified network, Coarse Visual Inspection (CVI) surveys have continued using accredited surveyors to achieve a consistent standard. Surveys are undertaken on a quarter of the network each year and a rolling 4 year average has been established. These surveys shows that the condition of the unclassified network is continuing to deteriorate in accordance with the predictions of our deterioration models.
- 13.15** As with principal roads, in order to seek best value from the budget available during the 4th LTP period, an asset management approach will continue to be taken with a balanced approach between structural, surface and skidding condition to secure the long term future of the network by carrying out the correct treatment at the optimum time in the future. This will involve the use of appropriate structural and condition surveys and the new CONFIRM asset management system. In the longer term, additional funding will be required to maintain the network in a safe and serviceable condition.

### Footways

- 13.16** Surveys of footway condition suggest that there has been a significant improvement in condition in recent years as a result of additional resources targeted at minimising injuries and third party claims through the replacement of non central urban flagged surfaces with flexible surfacing and specific additional allocation to fund refurbishment of central urban footways.
- 13.17** In order to seek best value from the budget available during the 4th LTP period, an asset management approach will be taken to ensure that the correct treatment is undertaken at the optimum time and to maintain the footway network in its current condition in order to minimise injuries and third party claims. Footway Network Surveys (FNS) are being introduced across all footway hierarchies to monitor and report on condition and target maintenance.

### Routine Road Maintenance

- 13.18** Routine road maintenance covers ongoing routine maintenance of the highway and includes areas such as grass cutting, sign cleaning, safety fencing, tree and shrub maintenance, etc. The service continues to be developed in response to changing demands. Examples include :
- *drainage records have been improved through inventory surveys and data capture to target cleansing cycles and ensure the cost effectiveness of the service*
  - *a programme of tree inventory, inspections and risk assessments has been completed on the Principal Road Network and this is now being rolled out on the lower road hierarchies*
  - *street lighting inspections and maintenance cycles have been reviewed to maximise the efficiency of lamp changing frequencies*

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**13.19** The Highways Term Maintenance Contract awarded in April 2010 and based upon the New Engineering Contract (NEC) 3 Term Services Contract – Option C (Target Contract with Price List) was developed as a flexible and incentivised contract which would enable the service to develop and respond to changes in demand, standards and resources. Following completion of the first two years of the contract the county believe that this has delivered considerable savings when compared to other models of delivery. It is envisaged that routine maintenance services will continue to be subject to review during the period of the contract to ensure we are providing an efficient, cost effective service to meet public demands and to reflect the budgets available.

### Bridges and Other Structures

**13.20** There are 4300 structures in Lincolnshire that are the responsibility of the County Council. These comprise 1533 bridges (over 1.5m span), 2502 culverts, 121 footbridges, 10 gantries and 134 recorded retaining walls. In addition there are a further 724 privately owned structures, including 488 bridges, 234 culverts and 2 footbridges, carrying County Maintained roads. There are a further 619 retaining walls where ownership has not been determined. The main owners of these are Network Rail, Highways Agency (now responsible for Rail Property bridges), Environment Agency and various Internal Drainage Boards. Approximately 60% of the bridge stock was built prior to 1922 and a high proportion of the bridges and culverts in Lincolnshire consist of brick arches, many in excess of 100 years old.

### Bridge Assessments

**13.21** All eligible bridges (1102) have been assessed from the original County Bridge Assessment programme which started in back 1991. More recently, the County Council has embarked upon a programme of structural reviews followed by re-assessments, where deemed necessary. The need for this review was generated by a Highways Agency programme to provide better information to hauliers using abnormal loads, the introduction of Eurocodes, the move away from HB ratings for bridges and the introduction of SV (Special Vehicle) ratings and the need to carry out bridge assessments on a 15 year cyclic programme. This programme started with the abnormal load routes and has moved onto the remainder of the network prioritising bridges based on routes and the risk of the deck materials. The programme started in 2010 and to date 21 structural reviews have been carried out that generated the need for seven bridge re-assessments.

**13.22** The programme of structural review will continue during the 4th LTP period, along with any subsequent re-assessments that are identified.

### Bridge Strengthening and Weight Restrictions

**13.23** Measures have been put in place so that all bridges carrying County Maintained roads are now capable of carrying the 40/44 tonne European vehicle.

**13.24** There are now only five weight restricted bridges and these include two listed structures and a bridge on the County boundary managed by another authority. There is only one bridge not owned by the County Council which is weight restricted and the road is in private ownership on the other side of the bridge. The weight restrictions on all the Network Rail bridges carrying County maintained roads have been removed, mainly by replacing the deck slabs.



**13.25** There are no plans to remove any further weight restrictions but any bridge which deteriorates to such an extent that the strength reduces the capacity below the 40/44 tonne European vehicle, identified through the bridge re-assessment programme, will be strengthened or replaced.

### Bridge Inspections

**13.26** All the bridges in the County are inspected in line with the Code of Practice for County Highway Structures, with inspection cycles dependant upon bridge importance and size. The County Council now stores all the asset data for all the structures on a Confirm Highway Asset Management system which is used throughout the County to store all asset data.

### Bridge Maintenance

**13.27** During LTP3 the majority of the structures budget was targeted at maintenance works and the upgrading of weak parapets on high priority sites on the classified and unclassified network. In addition with the start of the new Alliance Term Contract, two dedicated maintenance teams were allocated to preventative and routine maintenance. This programme is likely to continue throughout the life of LTP4 and, in general, bridge maintenance funding will be targeted at those bridges identified from the bridge inspection programme and prioritised by the bridge management system.

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### Culvert/Footbridge/Retaining Wall Maintenance

- 13.28** There are over 2500 culverts owned by the County Council and the list increases every year as additional culverts are uncovered, often as a result of a failure or a problem with flooding. In addition, the culverts on the recently opened A1073 Spalding – Eye Improvement have still to be added to the inventory. The records of retaining walls are not complete but additional resources have been allocated during LTP3 to record retaining walls in potential concentration areas such as Lincoln. At present there are 619 known retaining walls where the County Council has no record of ownership. Determination of ownership of these walls would require significant legal resource in order to resolve, and will be dealt with as the need arises for economic reasons
- 13.29** With the future funding being extremely limited, the intention is to only address culvert failures when they occur, unless there is a clear indication that a culvert is on the brink of failure.

### Safety at Bridge Sites

- 13.30** Many bridges are situated at junctions where turning radii are insufficient for modern day traffic, particularly where roads run parallel to watercourses with crossings of watercourses at 90 degrees. In addition there are many bridges sites where the bridge creates a constriction in the road, particularly on high speed minor roads. The parapets in both these cases create a hazard to traffic in themselves and the parapets are generally significantly substandard. The bridges at many of these sites are not fit for purpose and are a hazard for motorists and regular vehicular impacts on the parapets (particularly brick, masonry etc) create a maintenance liability and cause long term damage (separation of parapets from arch barrel).
- 13.31** Where it is deemed cost effective, funding will be targeted towards upgrading parapets to increase safety and reduce future maintenance costs and if necessary this may include reconstruction or widening of bridges where appropriate.

### Street Lighting

- 13.32** Over recent LTP periods, the number of street lights and illuminated signs has continued to increase to new developments, highway improvements and safety schemes.



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Type	LTP2	LTP3	LTP4
Street Lights	57,834	62,253	64,439
Illuminated Signs	10,200	10,850	11,899
Vehicle Activated Signs	22	174	235
Feeder Pillars	230	595	639
Ancillary Points	62	120	255
Subway Lights	136	136	177
<b>Total</b>	<b>68,484</b>	<b>74,138</b>	<b>77,644</b>

Table 6 Number of Street Lights and other Illuminated Equipment

**13.33** Progress was made on the key LTP3 issues. Data cleansing has ensured the accuracy of energy submission reports ensuring that payments reflect the actual consumption. Lighting data has also been collected for two District Councils within the shared services agreement and a review of street lighting policy has begun to take effect in the following areas:

- *Capital funding for additional street lights is withdrawn.*
- *When street lights are replaced at the end of their useful life, the target for 20% reduction in energy consumption as compared with the lights they are replacing is consistently achieved.*
- *Dimming lights is considered routinely. New housing developments have part night lighting specified.*
- *HID lamps, LED and dimming technology are the key factors for reliability and minimum energy consumption.*
- *Links between inventory, works ordering and performance reporting systems have been established. The new Confirm processes for street lighting have improved the visibility of repair and routine maintenance operations.*

**13.34** Budget pressures remain, particularly due to volatile energy prices. Energy costs increased by some 15% in October 2011 and 12.5% in October 2012. In addition, the number of assets maintained continues to increase year on year, further adding to costs.

**13.35** Street lighting issues going into the 4th LTP period include:

- *the slow rate of replacement of ageing lighting columns*
- *maintenance of carbon management and energy conservation plans*
- *budget pressures due to the volatility in the electricity wholesale market*
- *securing efficiencies in service delivery with Alliance partners*
- *implementation of a minimum risk asset management plan*

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**13.36** Key issues for the management of street lighting in LTP4 include (as resource permit):

- *enabling the assessment of priorities by age and condition of assets*
- *working with Alliance partners to improve timeliness of service delivery*
- *keeping the pressure on to drive down electricity consumption*
- *further development of the Confirm processes using on-site tough books technology for update of asset, inspection information and test results*
- *tackling the street lighting maintenance backlog*
- *reviewing the County Council's street lighting policy.*

### Traffic Signal Control Systems

**13.37** There are currently some 300 traffic signal installations across the county comprising:

- *150 junctions*
- *129 pedestrian crossings (including 1 combined horse crossing)*
- *22 combined pedestrian and cycle crossings*
- *1 tidal flow system (i.e. 3 lane road with variable direction centre lane)*

**13.38** The operation of traffic signal installations is carried out at a control centre in City Hall Lincoln. The traffic signal installations are linked via telecommunications to the computer systems in the control centre. The computer monitoring systems have been updated recently (i.e. Siemens Comet UTMC) to improve integrated system performance, to integrate future systems using a common database and to improve the ability of system operators to respond to incidents and congestion occurring on the highway network.

**13.39** All new traffic signals are provided with low energy LED signal aspects and new energy efficient microprocessor controllers. Extra low voltage installations are used where appropriate to reduce the risk of electrocution. Typically traffic signals have a design life of 15 years. In terms of safety and reliability the County Council sees the replacement of traffic signals which are 20 years old or greater as a priority.

**13.40** The County Council operate 26 traffic control cameras which are used to monitor traffic flows and support the operation of the Traffic Signal Control Systems by identifying incidents on the highway and allowing appropriate action to be taken. The CCTV images are shared with City of Lincoln, South Kesteven and North Kesteven District Councils and the Police for crime reduction operations. In return, images from 36 district council CCTV cameras have been added to the traffic control centre in Lincoln.

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**13.41** During the 4th LTP period, improvements to the traffic signals systems will continue to be pursued, subject to funding being available. Issues to be considered include :

- *further develop the traffic signals systems to assist with faster responses to incidents and to minimise the impact of congestion*
- *replace obsolete and time expired traffic signal equipment to prevent unplanned loss of control over the traffic signal installations*
- *investigate possible savings in carbon emissions and operating costs as new technology is developed*
- *publish CCTV images from traffic control cameras on the internet to help road users to plan their journeys*
- *extend the sharing of camera images with additional District Councils*
- *upgrade the telecommunications system for traffic signals systems to broadband in advance of the termination of the analogue circuits in 2018*

### Public Rights Of Way

**13.42** The Public Rights of Way network in Lincolnshire is very extensive with some 2,500 miles (4000 km) of routes spread across 550 parishes – an average of just over 7km for each parish area in the County. The network also includes over 950 bridges for which the County Council has a duty to maintain and replace when necessary.

**13.43** Public Rights of Way form a significant means of gaining access to the countryside, and in addition can provide good transport links in and around towns. The promotion, development and improvement of rights of way within a rural setting can add significantly to the social and economic vitality of the countryside and is often the only means available for local people and visitors to enjoy the natural beauty that the countryside offers.

**13.44** Lincolnshire's Countryside Access & Rights of Way Improvement Plan 2007-2012 (RoWIP) reflects the varying roles that the rights of way network plays and is written across four distinct themes of Sustainable Transport, Health & Well-Being, Rural Economy & Tourism and Social Issues. The plan is a strategic document which sets out how the County Council intends to improve the management, provision and promotion of the County's public rights of way network.



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**13.45** Good progress has been made during the implementation of the ROWIP as highlighted under the themes below.

**Sustainable Transport** - the improvement of off-road routes linking communities with schools, employment centres and local services. Surface improvement works have taken place on over 5km of paths and infrastructure improvements have taken place which have greatly improved the accessibility of the network. Examples include surface improvements on a popular riverside path at Sleaford, improvements to a number of well used village paths across the county including Skellingthorpe, Wellingore, Market Rasen, Muckton and Bourne. Surfacing and drainage improvements on a bridleway in Willingham Woods have also been undertaken as part of the new Lindsey Trail.

**Health & Well-Being** - in partnership with the former Lincolnshire Primary Care Trust, the County Council has delivered many improvements to rights of way utilised by the "Walking for Health" groups. The Council continues to work closely with the NHS to encourage people to lead an active lifestyle. Works have included the removal of numerous stiles and other barriers to access as well as the surfacing of key routes, and the installation of a bridge at Anderby Creek. The improvement of the health walking network has been supplemented by general access improvements including the removal of 216 stiles and the replacement of a further 266 with more accessible gates.

**Rural Economy & Tourism** – During the course of RoWIP implementation a wide variety of walking and cycling leaflets have been published including;

- 42 Lincolnshire Walks leaflets
- 6 Limewoods walks leaflets
- 4 Railway walks leaflets from Poacher Line stations
- 8 Lincolnshire Cycling leaflets
- 2 Limewoods cycling leaflets

Assistance has been provided to partner organisations to develop the Spa Trail and the Spires and Steeples Trail. In addition, work has also been undertaken with stakeholder groups to establish the Lindsey Trail in the Lincolnshire Wolds AONB. The 69 mile long multi user route was formerly opened in July 2012 and has won a national British Horse Society Award.

**Social Issues** – Efforts have been made throughout the life of the plan to promote countryside access to a wider group of users and people who are currently under represented in the countryside. A Countryside Access Educational Pack has been produced for schools and community groups. A disability access audit of all the routes included in the Lincolnshire walks series of leaflets has been undertaken to identify barriers on the network and improvements which would increase accessibility. A pack of 'Countryside for All Routes' has been published containing five routes in the County. The leaflets provide detailed site information including path surfaces, path gradients and cross slopes, as well as the location of seats, gates, parking and other on site facilities.

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**13.46** The Countryside Access Team has also been working on a number of initiatives aimed at increasing the opportunities for community involvement in public rights of way management. These have included volunteer assistance with public rights of way condition surveys, utilising volunteer working groups, the establishment of an adopt a path scheme and the review of the Parish Paths Partnership Scheme.

**13.47** In order to effectively manage the extensive network which is spread across the County the following priority system is now in place:

**Priority 1 routes** - Viking Way, recreational routes currently promoted by the County Council and Bridle Trails.

**Priority 2 routes** - Locally important routes such as dog walking routes, routes to schools, routes to amenities, authorised routes promoted by other organisations, P3 adopted routes.

**Priority 3 routes** - All other available routes, including those that could be made available if resources were available.

**Priority 4 routes** - All routes requiring significant capital input or subject to long standing legal/permanent structure issues.

**13.48** Since the signing of a Public Service Agreement (PSA) with Government in 2002, good progress has been made in increasing the percentage of rights of way that are open and available to use by the public, with the figure rising from 57.8% in 2002/03 to 77.25% for 2011/12. The current target is to ensure that the percentage of rights of way open and available does not fall below an average of 71% over any four year period.

**13.49** Work has now commenced on the second Lincolnshire RoWIP. A great deal has changed since the publication of the first RoWIP and RoWIP 2 will have to take account of significant changes in National policy and the current economic climate.

**13.50** Whilst RoWIP2 will consider the whole PRow and countryside access network, the plan will focus on the areas of the County which are covered by other green infrastructure plans and strategies e.g. Coastal Country Park and the Witham Valley Country Park. Concentrating efforts in defined areas will enable the countryside access network to be developed and improved within a strategic framework and enable improvements which have a proven evidence base to be prioritised.

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**13.51** Limited resources will prevent the County Council from undertaking a full round of public consultation or a detailed network assessment, however, the principles regarding public need which underpinned the first RoWIP, and the network assessment made at that time are all still considered to be relevant. A stakeholder consultation will be undertaken during the coming summer to establish if RoWIP has been successful and invite suggestions for future priorities.



### Winter Maintenance

**13.52** During adverse weather conditions in the winter months, the winter maintenance service underpins all services and activities within the county. The authority currently treats some 34% (or 1,870 miles) of the total highway network under its control utilising a fleet of 43 dedicated spreaders, covering all the A and B roads, a road from most villages to a main road, roads to key facilities such as hospitals and where possible to within 500m of all schools.

**13.53** Lincolnshire is at the leading edge of precautionary salting of highways using the pre-wetted technology together with ABP additives and utilising GPS controlled spreading. Only 2 depots out of the 8 operational winter maintenance depots now remain with un-covered salt storage.

**13.54** One of the major issues for highway authorities is the treatment of footways and cycleways. Lincolnshire has worked with other county authorities (through the Midlands Service Improvement Group) to achieve a practical solution that is both achievable, affordable and meets the requirements of current legislation.

**13.55** During the 4th LTP period, opportunities will be sought to continue to be improve the Winter Maintenance service. Initiatives to be considered include:

- *continue with the process of placing the storage of all salt within salt barns*
- *engaging with local communities to implement mutual aid and self help arrangements*
- *continuing to take an active role in national winter maintenance research building on the new guidance contained within "Well Maintain Highways"*
- *implementing the advice contained within the Quarmby report, "The Resilience of England's Transport System in Winter", undertaken during 2010.*

*SECTION 14*

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*Transport &  
the environment*

# 14. Transport and the environment

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## Background

14.1 With increasing demand for travel comes growing concerns regarding the environmental impacts of transport. The following sections highlight some of the issues and problems, together with steps being taken to minimise these impacts.

## Reducing Carbon Emissions

14.2 The Climate Change Act 2008 requires UK greenhouse gas emissions to be reduced by 34% on 1990 levels by 2020 and 80% by 2050. The Government's Carbon Plan published in December 2011 sets out proposals for achieving the required emission reductions nationally. With road transport representing 26% of total UK domestic greenhouse gas emissions (2011 DECC), action to encourage low carbon travel is an important part of achieving these targets. Consequently tackling climate change by reducing carbon emissions is one of the two key government objectives addressed by the Transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' published in January 2011 (the other being creating growth in the economy).

14.3 As one of 18 local authorities signing up to the Local Government Association's 'Climate Local' initiative in June 2012, the County Council continues to demonstrate its strong commitment to reduce carbon emissions. The most recent government figures (for 2010) show that road transport in Lincolnshire accounts for some 29% of all CO2 emissions as shown in Figure 13 below. However, this varies dramatically from 32% in West Lindsey to just 13% in Lincoln.

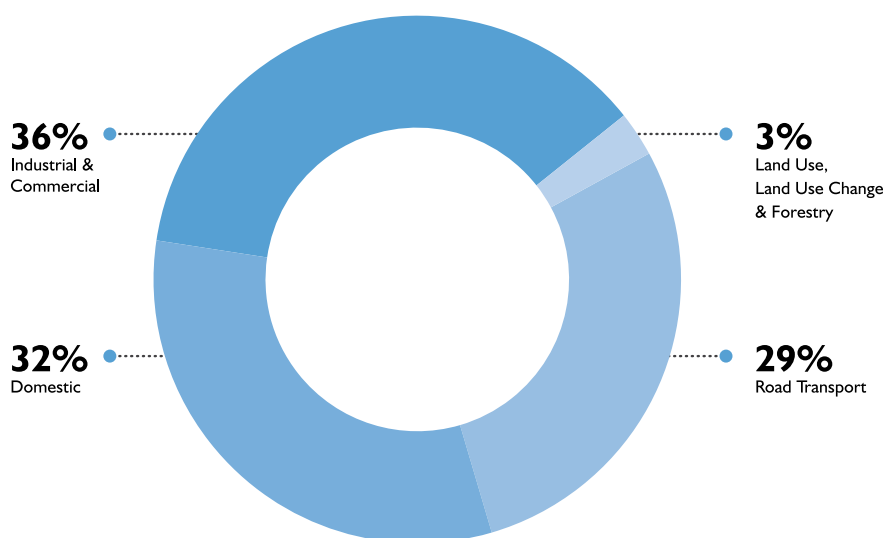


Fig 13 Breakdown of CO2 Emissions in Lincolnshire 2010



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### Carbon Reduction Transport Initiatives

14.4 There are a wide range of transport initiatives which will help in reducing carbon emissions. Some of the measures being pursued in Lincolnshire are outlined in the following paragraphs.

### *Encouraging Sustainable Travel*

14.5 As highlighted in earlier chapters of this LTP, considerable work has been focussed on encouraging greater use of walking, cycling and public transport as alternative modes of travel to the car through schemes such as Community Travel Zones and Rural Priority Initiatives, along with the improved InterConnect, CallConnect and IntoTown bus services. These are all supported with 'Smarter Choices' initiatives such as travel information, travel planning and marketing and promotion. This will continue in the 4th LTP period.

14.6 As highlighted earlier in Chapter 6, during 2012 the Council also made a successful bid for £4.9m to DfT's Local Sustainable Transport Fund (LSTF). Known as 'Access LN6', the project will see a package of many of the initiatives highlighted in the above paragraph delivered in the Whisby Road/Doddington Road/Station Road area of Lincoln and North Hykeham over the next 2 – 3 years. A key objective of the LSTF is to reduce transport carbon emissions, whilst supporting economic growth.

### *Alternative Fuels*

14.7 For a while now, the County Council have been exploring the promotion and use of alternative fuels (bio-diesel; ethanol etc.) under the Carbon Management Plan. The Council considers that the most appropriate technology would appear to be the use of natural gas and biomethane, either on a dual fuel or dedicated basis.

14.8 This followed workshops with partners and a study of conclusions published in September 2009 (developing Lincolnshire's low carbon transport strategy). The key conclusions of the study were:

- *Dual fuelled and gas vehicles offer a minimal risk stepping stone towards a low carbon transport future (there are an estimated 10 million gas powered vehicles in use across the world based around well established technologies);*
- *The use of biogas as a vehicle fuel:*
  - > *is a more efficient way of reducing CO2 emissions than using it to generate electricity;*
  - > *achieves significant air quality improvements including particulate and noise reduction;*
  - > *could provide cost benefits over the use of fossil transport fuels through reduced fuel costs and fiscal incentives;*

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- *There are potential resources in Lincolnshire that could act as feedstocks for anaerobic digestion and hence for the production of biogas;*
- *Initial analysis suggests that the conversion to biomethane of all 1,705 vehicles surveyed during the high level analysis would save 168,000 tonnes CO2 per annum – over 9% of the current transport emissions in the County;*
- *The same analysis identified sufficient potential feedstocks within Lincolnshire to support an anaerobic digestion capacity capable of fuelling such a fleet;*
- *With the recent introduction and adjustment of fiscal incentives, there are now viable business models for the generation of biogas for fuel production and use;*
- *There are cost savings and benefits to public and private sector fleet operators and to fuel producers for producing biogas, converting it to biomethane and utilising it as a vehicle fuel;*
- *Sources of feedstock and location of fleets suggest that an initial fuel network of 6 sites should be provided and would be justified economically.*

**14.9** During LTP3, in partnership with Stagecoach East Midlands a successful bid was made for funding from the former EMDA to run a pilot scheme of biomethane/diesel buses with biomethane sourced from anaerobic digestion of food and animal waste. The initiative saw 11 Optare Solo buses converted to run on biomethane and operating on routes focussed around the historic Cathedral Quarter in Lincoln. Over the first year, an estimated 170 tonnes of carbon were saved, whilst at the same time reducing emissions in the historic heart of the city and also increasing passenger numbers by some 10%. Despite some initial technical problems, the trial has demonstrated that biomethane is a suitable fuel for bus operations, as well as generating considerable interest among other local authorities.



**14.10** More recently, the County Council was part of a consortium awarded £800,000 by the Department for Transport and the Technology Strategy Board to develop a new Compressed natural Gas (CNG) filling station on Whisby Road, near Lincoln. The successful consortium included local businesses Lindum Group, Denby Transport, Cartwright Brothers, Hargreaves (UK) Services Ltd and JouleVert Ltd supported by the Council and CNG Services Ltd. As well as providing a new filling station, the funding will be used to buy new dual-fuel vehicles and retrofit others.

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**14.11** During the 4th LTP period, the County Council will continue to look for opportunities to work with others to support the development of alternative fuels for road transport.

### *Reducing Energy Use*

**14.12** The third key strand of carbon reduction is reducing electrical energy use. In Lincolnshire, this is being achieved through a variety of initiatives including:

- *the continued adoption of more efficient technologies in street lighting, such as HID and LED lamps*
- *the development of a new street lighting policy on dimming and part-night lighting following trials in the county*
- *the use of low energy LED signal heads at new traffic signal installations, along with extra low voltage microprocessor controllers*
- *the installation of solar powered LED lights at rural bus stops*

### *Air Quality*

**14.13** Extensive research has indicated that there are statistically significant links between poor air quality and a range of health issues, most notably cardiovascular and respiratory problems, leading to reduced life expectancy. There is particular concern in respect of vulnerable groups including the young, the elderly and those with pre-existing health problems.

**14.14** As required by the Environment Act 1995, the local authorities in Lincolnshire have been reviewing and assessing air quality across the county. Whilst the responsibility to carry out this work rests primarily with the District Councils, there is also a duty for the County Council to participate as local transport authority where pollution from traffic is shown to be a problem.

**14.15** To date, five Air Quality Management Areas (AQMA) have been declared in Lincolnshire where levels of nitrogen dioxide (NO<sub>2</sub>) levels are predicted to exceed the thresholds set down in the National Air Quality Strategy. In all cases, the primary source of NO<sub>2</sub> is road traffic. The five areas are :

- *Lincoln centre (City of Lincoln Council – declared Dec 2001)*
- *Haven Bridge, Boston (Boston Borough Council – June 2001)*
- *Bargate Bridge, Boston (Boston Borough Council – March 2005)*
- *Wharf Road, Grantham (South Kesteven District Council – Aug 2001)*
- *Brook Street/Manthorpe Road, Grantham (South Kesteven District Council – June 2011)*

**14.16** In addition, following further investigations, a city-wide AQMA was declared in Lincoln in February 2008 following assessment of fine particulates (PM<sub>10</sub>) at key junctions across the city.

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**14.17** Working through the Lincolnshire Strategic Air Quality Partnership (comprising representatives of the County Council and the 3 District Councils), Air Quality Action Plans have been developed which seek to address the identified problems. At the same time, the District Councils have continued monitoring air quality levels, particularly with the AQMAs.

### *City of Lincoln*

**14.18** The adopted Lincoln Transport Strategy identifies a number of transport initiatives which, as well as improving transport across the city, will also contribute to better air quality. These include measures to encourage walking and cycling, as well as public transport enhancements. In addition, funding has now been secured from the Department of Transport towards the proposed Lincoln Eastern Bypass. Once constructed, this is expected to substantially improve air quality on the A15 Canwick Road/Broadgate corridor where exceedences are currently at their highest. Progress on delivering the Lincoln Transport Strategy is highlighted in Chapter 6.

**14.19** The original AQMA declared for NO<sub>2</sub> covered the majority of the major road network within the city centre. However, a Detailed Assessment undertaken in 2010 using monitoring data and dispersion model predictions suggested that, although exceedences of the threshold are still likely, there was a significant reduction in the original exceedence area. It had been hoped that following further monitoring during 2011, the area covered by the AQMA might be reduced. However, due to problems with the NO<sub>2</sub> monitoring during 2011, this has not been possible. This position will be reviewed again in the light of results from 2012.

**14.20** Similarly, a further assessment of PM<sub>10</sub> levels carried out in 2009 using the monitoring results from the permanent particulate monitor installed on Broadgate suggested that the daily mean objective was only likely to be exceeded at one road junction (Broadgate/Monk Road/Clasketgate/Lindum Hill traffic signals). Again, consideration was being given to reducing the extent of the original district-wide PM<sub>10</sub> AQMA to just the area around the affected junction. Unfortunately, changes to the monitoring of PM<sub>10</sub> during 2011 have meant that this has not been possible. The position will be reviewed again once the 2012 results are available.

### *Boston Borough*

**14.21** As in Lincoln, the adopted Boston Transport Strategy outlined in Chapter 7 includes several transport projects which will contribute to improved air quality as well as providing wider transport benefits. Examples include the successful IntoTown bus service introduced in 2008, which has seen a threefold increase in patronage, and the A16/A52 Online Widening scheme.

**14.22** The results of the recent monitoring suggest that, in general, concentrations are showing a downward trend. However, the data is as yet not conclusive enough to allow either of the AQMAs to be dedeclared. Monitoring is therefore continuing and the Air Quality Action Plan is to be reviewed.

## 14. Transport and the environment

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### South Kesteven (Grantham)

- 14.23** Chapter 8 outlines progress on delivering the adopted Grantham Transport Strategy which is a key element of the Air Quality Action Plan, with initiatives such as the IntoTown bus service introduced in April 2010 helping to encourage more sustainable travel.
- 14.24** Following a detailed assessment, a second AQMA was declared in Grantham in June 2011 in the Brook Street/Manthorpe Road area. The most recent AQ monitoring as outlined in the 2012 Updating Screening and Assessment Report suggests that there are also other areas in the town where the thresholds are being breached. Consideration is currently being given to consolidating the existing AQMAs into a single area to incorporate these new areas of concern. In the meantime, monitoring continues.

### Noise

- 14.25** The impact of noise on health is associated with a range of non-auditory outcomes including :

- *annoyance,*
- *cardiovascular and physiological*
- *sleep disturbance.*
- *stress, anxiety and mental health,*
- *cognitive function in children, and*

- 14.26** In addition, there is emerging evidence that long term exposure to noise, including that from transport, can cause an increased risk of direct health effects.
- 14.27** The Noise Policy Statement for England (NPSE) published by the Department for Environment, Food and Rural Affairs (Defra) in March 2010 includes the long term vision 'to promote good health and quality of life through the effective management of noise within the context of Government policy on sustainable development'. In England, the requirements of the European Noise Directive (2002/49/EC) are implemented through the Environmental Noise (England) Regulations 2006 (as amended). In response to the Directive, Defra have produced noise maps for England using computer modelling highlighting where noise from road and rail traffic is likely to be an issue. Action plans have then been produced for the 23 largest urban areas.
- 14.28** Away from these larger urban areas (which includes Lincolnshire) Defra have release the noise maps to the local highway authorities (known as the Noise Making Authorities within the legislation). It is their responsibility to carry out further investigations and share the outcome with the Noise Receiving Authorities (in the case of Lincolnshire the appropriate District Council).
- 14.29** Within Lincolnshire, Defra have identified some 20 locations where noise levels are of concern. These are primarily along some of the busier roads in Lincoln and Boston and alongside heavily trafficked sections of the rural A16 and A17 in the south-east of the county. At the time of writing, further assessments are currently being undertaken to ascertain the scale of the issue and if there are any reasonable actions to reduce noise levels in these areas.

## 14. Transport and the environment

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### Improving the Streetscape

**14.30** There is a growing recognition that within urban areas, the highway is not just about moving vehicles but also where people live, shop, work and play. Good design therefore needs to recognise this wider 'liveability' role. Documents such as, 'Streets for All' and 'Manual for Streets' set out good practice in this area.



**14.31** The County Council works closely with District Councils and other interested organisations when developing highway schemes in urban areas to ensure that the final designs support these wider aims. Recent examples include:

- *'Bailgate Restored' in historic uphill Lincoln which has seen worn and shabby highway surfaces replaced with natural York stone. At the same time, new raised crossing points for pedestrians were installed and the opportunity taken to declutter the area by removing unnecessary street furniture and signs. The £1.2m scheme was overseen by the Historic Lincolnshire Partnership and completed in July 2010*
- *in the Market Place/Westgate area of Grantham as outlined earlier in paragraph 8.8*
- *Gainsborough Market Place as highlighted in paragraph 9.8*
- *Boston Market Place as highlighted in paragraph 7.4*

**14.32** Similar opportunities will continue to be taken to enhance the streetscape during the 4th LTP period.

### Reducing the Impact of Traffic

**14.33** Locally, high level of traffic flows and vehicle speed cause concern for both urban and rural communities with the consequential impact of quality of life. The main concerns centre around:

- *the speed of vehicles and associated safety fears*
- *the size and weight of vehicles on inappropriate roads, particularly in rural areas where agriculture and food processing businesses are heavily dependent upon road haulage, as are the quarrying and aggregates industry*
- *the conflict of traffic with other more vulnerable road users, particularly cyclists and pedestrians*

## 14. Transport and the environment

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**14.34** Reducing the impact of traffic on communities has been an important part of earlier LTPs and will continue to be so in LTP4. Initiatives include :

- *reducing vehicle speeds through traffic calming and improved signing as appropriate. Further national guidance on setting speed limits has recently been produced and this will be considered when setting appropriate speed limits across the county.*
- *the use of temporary and permanent reactive speed signs to encourage drivers to slow down*
- *routeing HGVs away from communities (where a suitable alternative exists) through appropriate weight restrictions*





*SECTION 15*

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*Implementation  
Plan 2013/14  
& 2014/15*

# 15. Implementation Plan 2013/14 & 2014/15

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## Background

- 15.1** Due to the continued uncertainties around longer term future levels of funding for local transport, the following LTP4 Implementation Plan has been limited to just 2 years - 2013/14 and 2014/15 - since DfT have provided firm transport capital funding allocations for this period. Indicative funding levels post-2014/15 will be dependant upon the outcome of the next national Comprehensive Spending Review.
- 15.2** The programmes that follow are therefore based upon the best information available at the time of writing, but may be subject to change as further information is received and programmes are finalised.

## Capital Programme

- 15.3** Capital funding allocations (for both Integrated Transport and Maintenance blocks) for local transport authorities covering 2013/14 and 2014/15 were confirmed by DfT in March 2012. In addition, the County Council made a successful bid to the Local Sustainable Transport Fund as outlined in Chapter 6.
- 15.4** Based on the above, Table 7 summarises the current capital programme for 2012/13 and the proposed capital programme for 2013/14 and 2014/15. The figures for 2012/13 include carry-forward from the previous year, along with an additional £2m of County Council funding provided to tackle the problem of drought damaged roads. At the time of writing, the programme for future years is still under development so no detailed breakdown across the delivery areas is available for this draft LTP4.
- 15.5** Funding for major roads schemes is not included with these figures.

## Revenue Funding

- 15.6** Table 8 summarises the current transport-related revenue budget and that proposed for 2013/14 and 2014/15.

## 15. Implementation Plan 2013/14 & 2014/15

### Future Funding Streams

15.7 As indicated above, the programmes above are based upon the Local Transport Settlement announced in March 2012. However, the authority will be looking to pursue further opportunities for securing transport funding as opportunities arise including :

- any further funding streams announced by the DfT (such as the £15m Cycling Safety Fund to which a bid is being made)
- contributions from development proposals, both via S106 Agreements and the emerging Community Infrastructure Levy (CIL) process
- joint working with other partners, district and parish councils, and voluntary groups
- other opportunities such as European funding, funding made available via the Local Enterprise Partnerships, etc.

Service Area	Current 2012/13 £000	Proposed 2013/14 £000	Proposed 2014/15 £000
<b>Integrated Transport</b>			
Lincoln	1,089	1,150	750
Boston	267	375	375
Grantham	308	500	500
Gainsborough	83	0	0
Local Initiatives	2,420	1,400	2,314
Rights of Way	152	50	50
Road Safety	763	750	750
Public Transport	1,087	400	400
Town and Village Centre Enhancements	299	0	0
Local Sustainable Transport Fund	522	1,172	344
<b>Sub-total</b>	<b>6,990</b>	<b>5,797</b>	<b>5,483</b>
<b>Maintenance</b>			
Roads (including Footways)	24,396	24,060	20,700
Bridges & Other Structures	1,877	2,075	2,075
Street Lighting	741	750	750
Traffic Signals	632	600	600
Signs	125	50	50
<b>Sub-total</b>	<b>27,771</b>	<b>27,535</b>	<b>24,175</b>
<b>Total</b>	<b>34,761</b>	<b>33,332</b>	<b>29,658</b>

Table 7 Current 2012/13 and Proposed Capital Programme 2013/14 and 2014/15

## 15. Implementation Plan 2013/14 & 2014/15

Service Area	Current 2012/13	Proposed 2013/14	Proposed 2014/15
<b>Maintenance</b>			
Structural	6,669	6,700	6,813
Environmental	3,213	3,228	3,282
Safety	9,209	9,251	9,408
Other	1,010	1,015	1,032
Winter	4,568	4,589	4,667
<b>Sub-total</b>	<b>24,669</b>	<b>24,782</b>	<b>25,201</b>
<b>Road Safety</b>			
Road Safety Partnership (including Safety Cameras)	1,408	1,436	1,465
<b>Public Transport</b>			
Bus Operations (including Concessionary Fares)	13,855	14,040	14,105
<b>Other</b>			
Local Sustainable Transport Fund	1,013	1,454	1,149
Traffic Regulation Orders	114	116	118
Traffic Counts and Surveys	136	139	141
<b>Total</b>	<b>41,195</b>	<b>41,967</b>	<b>42,179</b>

Table 8 Current 2012/13 and Proposed Revenue Programme 2013/14 and 2014/15

*SECTION 16*



*Monitoring*

# 16. Monitoring

## Background

- 16.1** The first 2 Local Transport Plan contained a comprehensive set of indicators and targets against which progress was monitored and reported to the Department of Transport. Many of the indicators were set nationally and hence monitoring was mandatory, whilst others were developed locally.
- 16.2** However, more recently the government has looked to reduced the burden of data collection on local authorities. This has result in a “Single Data List” setting out all the datasets to be submitted to central government on a routine basis. In respect of transport related information, this list is much reduced from earlier requirements.
- 16.3** Although the mandatory need to monitor and set targets has been greatly reduced, many indicators still have a role to play in terms of day-to-day operational management and hence still continue to be monitored. Some have associated targets as part of the authority’s business planning process (see Table 9 below), whilst others are just monitored to establish longer term trends (Table 10). Data comes from a variety of sources with some being collected locally by the Council, whilst others are provided annually by the Department for Transport.
- 16.4** Where targets have been set, this has initially been for just the two years covered by the Implementation Plan, namely 2013/14 and 2014/15. Targets for future years will be set as part of the Council’s ongoing business planning process in the light of future funding levels.

Indicator	2011/12 or 2011 Actual	2012/13 or 2012 Target	2013/14 or 2013 Target	2014/15 or 2014 Target
<b>Collected over Financial Year</b>				
Principal Roads where maintenance should be considered	4%	4%	4%	4%
Non-Principal Classified Roads where maintenance should be considered	9%	7%	8%	8%
Unclassified Roads that require maintenance	New	25%	25%	25%
Footways that require maintenance	New	10%	10%	10%
Bus service on time (non-frequent services)	78%	79%	80%	80%
<b>Collected over Calendar Year</b>				
Total Killed and Seriously Injured casualties	485	426 (p)	437	427
Child Killed and Seriously Injured casualties	29	34 (p)	27	26

Table 9 **Indicators with Targets** (p) = provisional actual figures for 2012

## 16. Monitoring

Indicator	2009/10 or 2009 Actual	2010/11 or 2012 Actual	2011/12 or 2011 Actual
<b>Collected over Financial Year</b>			
Bus patronage (million passengers)	16.3	16.9	16.4
Average speed on A roads during morning peak (mph)	35.6	35.3	36.3
Skidding Resistance on Principal Roads (length lower than national investigatory level) (3 year rolling average)	11.0%	9.4%	7.4%
Proportion of Rights of Way Network easy to use (4 year rolling average)	71.4%	71.8%	73.7%
<b>Collected over Calendar Year</b>			
Area wide traffic (million vehicle kilometres)	5841	5832	5830
Cycling (Index : 2003 = 100)	102.1	94.9	108.0
Lincoln - inbound peak hour traffic (vehs)	22,706	22,824	22,068
Boston – inbound peak hour traffic (vehs)	14,569	14,389	14,565
Grantham – inbound peak hour traffic (vehs)	11,695	11,570	11,519
Total slight casualties	2862	2908	2838
Pedestrian crossings with facilities for disabled people	82%	83%	85%

Table 10 Indicators Monitored for Longer Term Trends

