

A Transport Strategy for the Lincoln Area

Progress Report 2013



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Contents

1	Introduction.....	1
2	What did LITS aim to deliver?.....	3
3	What has happened since LITS was published?.....	5
4	What may happen in future?.....	9
5	Is the Strategy being delivered?.....	11
6	What will the Strategy deliver over the coming years?.....	24
7	How will the Strategy be delivered and monitored?	29

Appendix A – High Level Programme

Appendix B – Funding Streams

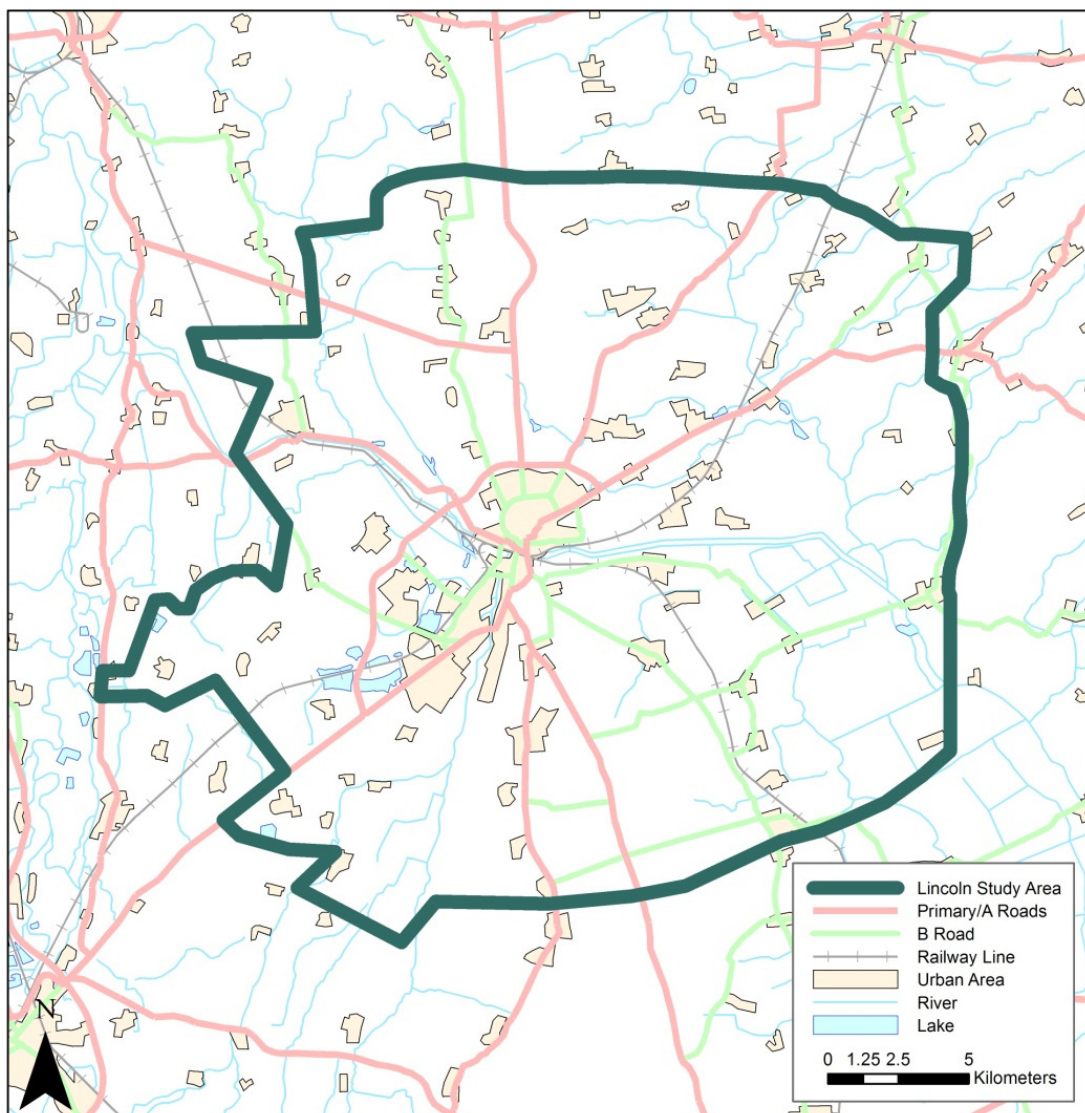
1 Introduction

1.1 Lincoln Integrated Transport Strategy

The Lincoln Integrated Transport Strategy (LITS) presents a plan for long term transport investment in the city and its surrounding area. As the county town and the major commercial and cultural centre of Lincolnshire, the city has a key role to play in the vitality of the area. The provision of improved and integrated transport policy, services and infrastructure form a cornerstone of proposals to support economic development that will support the long term prosperity of Lincoln and Lincolnshire.

LITS was first published in early 2006 and revised in 2008. It is the product of a partnership between Lincolnshire County Council (LCC), City of Lincoln Council (CoLC), West Lindsey District Council (WLDC) and North Kesteven District Council (NKDC). The area covered by LITS is shown within Figure 1-1.

Figure 1-1 – LITS Area



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Following changes to regional policy and funding, a 'light-touch' review of LITS was published in 2008. This review updated the strategy to reflect progress made and changes to funding and programming of individual transport improvements.

1.2 2013 Progress Review

This report presents the output from a Progress Review, which has assessed progress made in delivering LITS since 2008 and provides a more detailed programme of delivery, of both established and emerging transport improvements, over the short, medium and long term. The report answers a number of key questions, which enable progress to be assessed and identify what needs to be delivered, including:

- What did LITS aim to deliver?
- What has happened since LITS was published?
- What may happen in future?
- Is the Strategy being delivered?
- What will the Strategy deliver over the coming years?
- How will the rest of the Strategy be delivered and monitored?

2 What did LITS aim to deliver?

2.1 Aim and Objectives

The broad aim of the Lincoln Integrated Transport Strategy (LITS) is to provide a vision for improving the infrastructure for users of all modes of transport. It also recognises that a good transport network can provide the conditions to support economic growth and a better environment.

The original strategy had six broad objectives. These were expanded in 2008 and have been revised by this review (see Table 2-1 – Revised LITS Objectives), to take account of changes in policy and focus for transport over the past few years.

Table 2-1 – Revised LITS Objectives 2013

Ref:	Objectives
SO1	To assist the sustainable economic growth of Lincolnshire through transport infrastructure improvements
SO2	To remove strategic road-based freight from Lincoln and other adversely affected communities through encouraging the use of alternative modes and improving links to the Primary Road Network
SO3	To ensure that the transport infrastructure meets the needs of existing and proposed developments especially: <ul style="list-style-type: none"> • In the regeneration priorities in the Lincoln Policy Area • Including minimising congestion through the promotion of walking, cycling, public transport and minor highway improvements • Parking provision and management
SO4	To reduce the number and severity of road traffic accidents by reducing the potential for conflict between different modes and improving the facilities for convenient and safe alternatives.
SO5	To maximise accessibility and reduce peripherality by improving the range of travel options especially for those without access to a private car.
SO6	To increase public transport usage by improving reliability, frequency, journey time and integration of bus and rail services.
SO7	To improve overall air quality and noise levels within the study area, especially in the Air Quality Management Area in Lincoln, by the removal of unnecessary traffic by: <ul style="list-style-type: none"> • Removing through traffic • Reducing local journeys by car • Other traffic management measures
SO8	Protect and enhance the built environment by reducing the adverse impacts from traffic, through improvements to the transport infrastructure.
SO9	Improve the attractiveness and liveability of central Lincoln for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles
SO10	To support the effective implementation and delivery of the Core Strategy and the emerging priorities of the Local Transport Body and Greater Lincolnshire Local Enterprise Partnership.
SO11	To reduce Lincoln's carbon emissions through planning, improving and managing transport
SO12	To reduce the overall impact of travel decisions by making best use of the range of transport interventions available including smarter choices, technology and information.

2.2 Improvements

For LITS to fulfil its objectives, a range of transport improvements were identified; an indication of the likely timescale for the implementation of these improvements was presented in the 2008 version of LITS.

Table 2-2 – LITS Transport Improvement Schemes and Measures

Transport Improvement – Scheme or Measure	Short-term (2008-2016)	Longer Term (2016-2026+)
Small -scale walking/cycling/public transport schemes	x	x
Quality Bus Corridors	x	x
Real Time Passenger Information	x	
Public Transport Interchange	x	
Park and Ride	x	x
Parking Strategy	x	x
Rail Service Improvements	x	x
Lincoln Eastern Bypass	x	
Traffic Management Measures	x	x
City Centre Pedestrian Improvements	x	x
East-West Link	x	x
Western Growth Corridor Link	x	
Lincoln Southern Bypass		x
Relief Road Improvements		x

2.3 Outcomes and Benefits

The Strategy set out outcomes supported by the implementation of LITS and the individual transport improvements. If achieved, they will make a significant contribution to making Lincolnshire a healthier, cleaner, safer and more accessible place to live, visit, and do business. These outcomes will deliver five key benefits to Lincoln and the surrounding area:

- **City centre benefits** brought through the reallocation of road space following the removal of unnecessary traffic
- **Accessibility benefits** for all transport users associated with providing more options to travel throughout the Lincoln Area
- **Environmental benefits** for the Lincoln Area such as improved air quality and improved public realm
- **Safety benefits** resulting from the transfer of traffic onto more appropriate routes and reducing conflict with cyclists and pedestrians
- **Economic and regeneration benefits** through supporting existing land uses and proposed developments

3 What has happened since LITS was published?

3.1 Changes to the National Economy

Since 2008, when the latest version of LITS was published, there have been significant changes in Lincoln, the surrounding area and the UK as a whole, which have had considerable impacts on both people and businesses. The 2008 financial crisis has had a fundamental effect on the prosperity of the country, with economic recession and the national budget deficit resulting in closures of businesses, loss of employment and constraints on public, commercial and personal finances. Like many other locations, this has affected Lincoln and may continue to do so for some time. The economic situation may also have an impact on the delivery of LITS due to the greater limits on the availability of funding resulting from reductions in budgets both nationally and locally.



3.2 Changes to Policy

Policy has also changed significantly since 2008. The election of the Coalition Government in 2010, led to changes to both the structure and focus of the policies that guide the development of economies, and transport, in local areas.

Of perhaps greatest significance was the removal of the regional tier of government with greater focus for policy being at the local level through the establishment and growing role of Local Enterprise Partnerships and a greater requirement for local authorities to work together. With this as a background, a new Local Plan for Lincoln is being developed jointly by the County Council, North Kesteven, West Lindsey and City of Lincoln, covering the Central Lincolnshire area.

Nationally, new planning policy has been released, in the form of the National Planning Policy Framework (NPPF) which sets out planning policies for England and how the Government expects these to be applied. It aims to simplify the planning system and policy, whilst encouraging sustainable development. The Government also released a new Transport White Paper (*‘Creating Growth; Cutting Carbon: Making Sustainable Local Transport Happen’*), which focuses local transport policy on the twin aims of supporting economic development while also reducing the environmental impact of transport choices.

Lincolnshire’s latest Local Transport Plan (LTP4) was published in April 2013 and has been written to cover the ten-year period between 2013/2014 and 2022/2023. Its key objectives are to create a safer, more efficient transport network which

nurtures sustainable economic growth, and creates a better environment for residents and visitors. The improvement of provision for sustainable modes of transport, such as bus and bicycle, are also given significant precedence.

The Health and Social Care Act 2012 sets out key legislative changes which include a new focus for public health and greater accountability locally, with local authorities taking on responsibility. This should bring a stronger focus on transport in terms of the role it can play in improving the health and wellbeing of the general public.

A new City Centre Masterplan for Lincoln was published in 2012, updating the plan to ensure it remains valid so that it may effectively continue to guide new development across the city centre and adjacent areas. How transport supports the city centre is vitally important, whether it be providing efficient access or reducing the impact of traffic, LITS needs to support the aims of the Masterplan in delivering an improved city centre for living, working and visiting.

In order to contribute to reaching national carbon reduction targets the Low Carbon Lincoln Partnership (LCLP) was formed and a Low Carbon Plan has been developed with the involvement of all sectors of the community to help steer plans for reducing Lincoln's carbon footprint. Transport will have a key role to play in supporting these proposals.

3.3 Changes to Lincoln

Lincoln is currently going through a period of significant change, which is reflected in its population growth. Between 2008 and 2011, the city experienced a 6.3% increase in its number of inhabitants, a substantially higher rate than the East Midlands and the rest of England. With further increases in population likely over the coming years, as a result of urban expansion, transport improvements contained in LITS will need to be delivered to support greater demand for travel.



The weakness of the national economy has been reflected in the local economy of Lincoln, with the total number of businesses decreasing by 8% between 2009 and 2011. This figure was double the national average for the same period, and was also worse than the East Midlands and Lincolnshire statistics. Economic weakness was also reflected in the Lincoln's employment statistics, which saw the number of people in employment reduce by 7.7% between 2008 and 2012. Once again, these statistics are significantly worse than the national average, and are poorer than the equivalents for Lincolnshire and the East Midlands.

The City of Lincoln performed much better in terms of its environmental impact. Between 2008 and 2010, its carbon emissions from transport reduced by 4%, in line with the rest of the United Kingdom. However, car ownership within the City of Lincoln increased by 20% in the decade 2001-2011, although the rate of growth at the latter end of the period is likely to have been slower with new Lincolnshire vehicle registrations going up by only 0.4% between 2008 and 2011.

Nonetheless, volumes of traffic within Lincoln City Centre saw substantial falls between 2008 and 2012, with AM peak hour (8-9am) traffic into the city centre declining by 6.2%, whilst AM peak period (7-10am) traffic reduced by 3.4%. Annual Average Daily Traffic (AADT) travelling between the north and south of the city saw a 3.3% reduction in traffic for the same period. These decreases in traffic, and reductions in carbon emissions, are likely to be as a result of the slowdown in the economy.

A sizeable reduction in freight traffic was also experienced. Indeed, the drop in freight traffic surpassed the figure for total traffic reduction, with AM peak hour freight traffic into the city centre dropping by 15.9%, and peak period freight traffic falling by 15.2%, between 2008 and 2012. HGV traffic between the north and south of the city saw the biggest fall, of 16.3% for that period. However, freight rail traffic is also down, suggesting that the recession is to some extent responsible for the decline in freight road traffic.



Public transport has been a partial beneficiary of the reduction in road traffic. Bus passenger numbers in Lincolnshire went up by 0.6% between 2009/10 and 2011/12, a higher increase than that experienced in the East Midlands and Non-Metropolitan England. Looking more closely at the LITS area, bus passengers increased by 4% for routes continually operating between 2008 and 2012. The area's performance is therefore superior to that for England as a whole including London.

However, as Lincolnshire's population has increased in recent years, the number of bus passengers per head of population has dropped by 3% between 2009/10 and 2011/12, which is still a better performance than for the East Midlands region, but worse than the equivalent all England statistic.

Passengers who have used bus services have seen an improvement in bus punctuality between 2009 and 2011, with the proportion of services within Lincoln judged to be 'on time' rising from 68.7% to 73.7%.

The rise in rail passengers seen over the last decade continued between 2008/09 and 2010/11, with the number of people using stations in the LITS area rising by 5%. This figure outperforms the rest of Lincolnshire, but is a smaller increase than for England as a whole.

With climate change remaining high on the policy agenda, the increased use of sustainable forms of personal transport such as cycling, is a vital part of the country meeting its carbon dioxide reduction targets. Lincoln city centre has responded to this by seeing an increase in cycle journeys of between 3% and 9.5%, dependent on the cycle route in question.

For Lincoln, between the years 2001 and 2011, the proportion of journeys to work taken by car, train and on foot has increased, but the proportion of cycle, motorcycle and bus journeys has decreased. Looking at the journeys made to school, both primary and secondary schools saw car and cycle journeys fall, and walking rise between 2007 and 2010. However, the proportion of primary school journeys taken by public transport has gone down, while they have risen for journeys to secondary school.



Improved road safety is a core outcome for the Lincoln Integrated Transport Strategy. It is therefore significant that the total number of accidents has reduced by 7% between 2008 and 2012.

4 What may happen in future?

While considerable changes have occurred both nationally and locally since the last review of LITS, proposals for growth in Lincoln over the coming two decades may be even more significant at the local level.

The Draft Central Lincolnshire Local Plan has significant plans to boost economic development, housing provision and employment growth up to 2036. The Central Lincolnshire Joint Planning Committee anticipates the need for 36,960 houses for the whole of Central Lincolnshire, and 23,654 in or immediately adjacent to the Lincoln Principal Urban Area. To facilitate this, both brown and green field sites will be used, with four major Sustainable Urban Extensions planned: the Western Growth Corridor, North East Quadrant, South East Quadrant and South West Quadrant. These developments represent a near 50% increase in the number of dwellings in Lincoln by the mid-2030s.

Urban extensions also provide an opportunity for industrial development, with 28 of the 153 hectares earmarked for this purpose coming from these sites.

As the principal settlement and service centre of Lincolnshire, Lincoln is a major destination for shoppers across the county. The level of retail footfall to the city centre is forecast to rise further over the coming years, both as a result of general increases and improvements in the retail offer and through the construction of new developments.



Plans are also in place to maximise the economic benefits of the 800th anniversary of the signing of the Magna Carta, with Lincoln Castle having undergone significant renovation. Visitor projections forecast a substantial increase in tourists over the next decade and infrastructure may need to be improved.

Lincoln has a growing reputation as a centre for higher and further education, with continuing growth at the University of Lincoln and Lincoln College, Bishop Grosseteste University College becoming a university in its own right and the opening of the University Technical College.

Transport will have a considerable role to play in the delivery of all these changes, both through the provision of infrastructure to support developments, some of which may not happen without new infrastructure, and the management of resulting

demand for travel. Furthermore, there are planned changes to transport provision and infrastructure which may have significant impacts on Lincoln. The improvement of the railway line through Lincoln by Network Rail will provide additional capacity which may result in an increase in the number of trains passing through Lincoln city centre. This will have an impact on both road traffic and pedestrians and LITS contains mitigating proposals.

5 Is the Strategy being delivered?

5.1 LITS Benefits

As stated previously, LITS identified five broad areas through which the Strategy would deliver benefits for Lincoln:

- City Centre
- Accessibility
- Environmental
- Safety
- Economic and Regeneration

5.1.1 City Centre

Significant progress has been made towards delivering the two major highway improvements which will have a direct impact on traffic movements within the city centre. Construction is underway for the first phase of the East-West Link, which is due to open towards the end of 2016. The Lincoln Eastern Bypass scheme has successfully passed through the statutory processes with the main construction phases planned for commencement in 2016. These two schemes will make a significant difference to the city centre, with through traffic, particularly HGVs, moved away from the city centre, or indeed out of the urban area altogether, and the impact of the increase in level crossing closures will be significantly mitigated.

While traffic management schemes are being progressed, which will help to lock in the benefits of Lincoln Eastern Bypass, further, yet to be identified schemes will be brought forward as the Bypass is completed, to ensure that the benefits of this major scheme are fully realised.

The proposed Lincoln Transport Hub will provide modern facilities for the city centre for rail, buses and taxis. This will substantially improve the provision for public transport modes in the city centre and make bus and rail travel more attractive overall.

As stated in the 2008 report, the major highway schemes will enable road space to be reallocated to other modes and significant steps have already been made. One



of the Quality Bus Corridors (QBCs) has been implemented, one partly delivered and a further two will go-ahead once LEB has been completed. The Cultural Quarter pedestrian improvements brought considerable benefits to the pedestrian environment in an important area of the city centre, providing a safer environment for non-car users. The High Street pedestrianisation will bring further improvements to those on foot following the completion of the East-West Link scheme. In addition, improvements to Brayford Wharf East, including conversion to one-way operation, would also improve the local city centre environment.

5.1.2 *Accessibility*

With significant progress being made on the major highway schemes proposed by LITS, opportunities will become available to move space over to other modes on major arterial routes over the next few years, particularly in relation to public transport. Work will need to be undertaken quickly after the opening of Lincoln Eastern Bypass, for example, to achieve significant benefits. Any delay could lead to the opportunities being lost with traffic returning to the city centre.

Work has already begun, and in some cases been completed, in the lead up to the delivery of these schemes. As well as the completion of QBC 1, telematics have enabled buses to be given priority at a number of signalised junctions, saving between 30 to 60 seconds per location. This will be further rolled out as more buses are fitted with the equipment and further QBCs and potential Park & Ride corridor improvements are implemented.

The new Parking Strategy for the city also presents opportunities to lock in the benefits of the highway schemes, particularly if coupled with the development of potential Park & Ride sites to be considered for development through the Sustainable Urban Extensions. A number of actions from the previous Parking Strategy have been implemented which support LITS including the zoning of parking types and harmonisation of charges within those zones.



The Community Travel Zones implemented as part of LITS have supported travel by non-car modes, increasing accessibility and reducing severance through the delivery of a range of schemes including pedestrian crossings, traffic calming, speed restrictions and cycle routes. These improvements can now be coupled with those delivered as part of the Access LN6 Local Sustainable Transport Fund project (now expanded to Access Lincoln) which has delivered a significant range of both hard and

soft measures over a three year period, to also increase accessibility and reduce severance.

Severance will be further reduced in the city centre through reductions in traffic brought about by the proposed major highway schemes, with the installation by Network Rail of two new pedestrian bridges over the railway line and associated improvements to the public realm including the pedestrianisation of the High Street between Wigford Way and Tentercroft Street.

5.1.3 *Environmental*

Work undertaken to develop proposals for the major highway schemes since 2008 has continued to show that significant benefits to the environment of Lincoln will be brought about by these projects.

Whilst the Air Quality Management Areas (AQMA) remain in place in Lincoln, the original city centre AQMA plus a city-wide AQMA introduced in February 2008, reductions in traffic in the city over the past few years have resulted in improved air quality. The implementation of Lincoln Eastern Bypass, East-West Link and Lincoln Southern Bypass complemented by other traffic management, public transport and public realm improvements, will help to ensure that further environmental improvements are secured and that air quality will continue improve to a level where the Air Quality Management Areas are no longer required and impact on specific sensitive receptors and the historic areas are reduced.

5.1.4 *Safety*

LITS remains on course to deliver significant safety improvements over the next few years. Already, smaller scale walking, cycling and traffic management schemes have improved safety at individual locations and the reductions in traffic experienced in Lincoln over the past few years have contributed to fewer accidents (accidents decreased by 7% between 2008 and 2012). However, significant clusters of accidents remain on the highway network and further work will be required to investigate these and identify improvements.



The delivery of key LITS schemes will see a further reduction in traffic both in the city centre and the wider urban area, which should lead to additional safety benefits. Public transport, walking and cycling improvements should also lead to personal security benefits across the transport network. In parallel, Lincolnshire County Council, in partnership with the Lincolnshire Road Safety Partnership, continues to

implement Local Safety Schemes, to reduce accident levels at identified cluster sites.

5.1.5 *Economic and Regeneration*

The statements made in the 2008 LITS report on the economic and regeneration benefits of the Strategy remain valid today. Improvements to Lincoln have benefits that reach outside of the immediate city centre or urban area. Major transport improvements for Lincoln itself will also support the economies of other towns and Lincolnshire as a whole. As the major urban area and service centre for Lincolnshire, the success of the city is vital to the prosperity of the wider county. LITS, as a package of improvements, supports Lincoln's position but individual schemes will also support the wider area. The ongoing implementation of Lincoln Eastern Bypass, for example, will provide improved highway access between areas to the north and south of Lincoln, reducing journey times and improving reliability for both freight and people travelling past the city. The now completed Teal Park dual-carriageway improvement on the A46 has directly supported new employment developments to the west of the city, supporting economic growth in the area and improving journey times for both local and through traffic.

Supporting the economy of the city centre is vital to the prosperity of the Lincoln and the county as a whole. LITS will remove through traffic, reducing congestion and supporting a healthier environment. Pedestrians and cyclists will experience benefits from traffic reductions, reduced severance and improved environment, which in turn will make Lincoln a more attractive location to shop, visit and do business. Schemes already delivered as part of LITS have improved the attractiveness of the city centre and further schemes will build upon this.



Accessing the city centre by non-car modes will be made easier, through bus priority, the new Transport Hub and, potentially Park & Ride, supporting access to the jobs market for those without the use of a car. The new Parking Strategy also looks to support the local economy while also balancing the need to deliver carbon emission reductions.

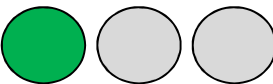

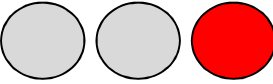
Furthermore, LITS has a vital role to play in the plans for significant expansion of the city through the Sustainable Urban Extensions. Lincoln Eastern Bypass, Lincoln Southern Bypass and Western Growth Corridor Link will facilitate major developments identified within the Draft Local Plan and without these schemes and the supporting measures contained in LITS, future growth plans will not be achieved.


The planned major developments have the potential to bring negative impacts of greater travel demand and associated growth in traffic. However, the focus for the development of transport networks within, to and from the Sustainable Urban Extensions is primarily on public transport (including the consideration of Park & Ride), cycling, walking and reducing the need to travel. These new urban areas will include local shopping centres and community facilities (e.g. schools and health care facilities), as well as employment, to reduce the need for new residents to travel longer distances to access services and work.

In a similar way that LITS schemes will support the wider area, improvements elsewhere in county and beyond will and are supporting Lincoln. The dualling of sections of the A46 Trunk Road by Highways England to the south of Lincoln (Newark to Widmerpool), for example, has significantly improved long distance access to and from the city. In addition, Highways England next Road Investment Strategy period may see the improvement to the Strategic Road Network around Newark, which again would bring access benefits to Lincoln and the surrounding area.

5.2 LITS Outcomes

Sixteen individual outcomes were identified as part of the Strategy; these state the detailed, in some cases measurable, aims of the Strategy. A commentary is provided on the progress that has been made in delivering these outcomes. The progress made to date is indicated by the 'traffic light' symbols provided for each outcome:

- Green indicates that outcomes have been delivered or significant progress has been made towards delivery of major elements of delivery and are on programme 
- Amber indicates that moderate progress has been made on delivery but is behind expectations and/or there are moderate risks to their delivery due to external factors 
- Red indicates that delivery is behind expectations and/or there are significant risks to delivery due to external factors. 

1	<p>A reduction of 'through trips' within the urban area, particularly:</p> <ul style="list-style-type: none"> • Trips passing though the city centre • HGV trips 	
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Traffic flows in general decreased within Lincoln between 2008 and 2012, despite a longer term trend of increasing car ownership and increasing population. While projects have been delivered which support a drop in traffic, the likely cause of the majority of this change will be the worsening of the economic environment since 2008. Reduced economic activity can be directly linked to a reduction in trips for both people and freight and, therefore, reduced traffic levels. Reduced economic activity will also affect the general prosperity of the population, which may trigger a shift from car travel to public transport. When the wider economy returns to a sustained period of growth, the historic accompanying trend of growth in traffic would appear likely to return. However, the implementation of LITS schemes, including those to lock in the benefits of reduced city centre traffic resulting from Lincoln Eastern Bypass, may reduce the return of this trend locally.

Whilst data collected by the County Council cannot categorically show a reduction in 'through trips', data for the city centre cordon, showing traffic travelling into the city centre, and the screenline, showing traffic passing north-south through the area, does indicate that 'through trips' may have reduced.

The LITS schemes which will have the biggest impact on reducing 'through trips' within the urban area, mostly notably Lincoln Eastern Bypass, have yet to be implemented, therefore, the major benefits for this outcome should not be expected in the immediate short term.

2

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

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

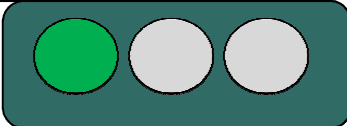
Since the last full review of LITS in 2008, data shows that there has not been a significant change in mode share, either for trips into the city centre or for the 'school run'. Over the longer term, since 2001, the proportion of people travelling to work by car has increased although this has been offset partially by increases in people walking. However, the percentage of people travelling to work by bus or bicycle has decreased.

Travel to school data, for Lincolnshire as a whole, did show some improvement in reducing car mode share between 2007 and 2010 but to a limited extent. For primary school pupils, car mode share reduced from 47.6% to 46.9%, while for secondary school pupils, car mode share reduced from 19.5% to 18.6%. However, given the county's predominantly rural nature, the figures already compared reasonably well to the national averages.

Transport improvements to be implemented as part of LITS should contribute to changes in modal share for both trips into the city centre and the school run. Public transport improvements, including QBCs, junction priority, potential Park & Ride sites

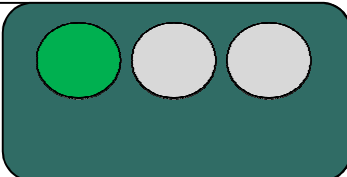
and the Lincoln Transport Hub should increase the attractiveness of bus travel while highway schemes will reduce traffic through the city centre, therefore, a shift in mode share should follow, particularly where released capacity is prioritised for public transport and other non-car modes.

The softer improvements being implemented by the Council, particularly targeting travel to school, should also have measurable impacts on mode share, particularly when combined with other schemes which will reduce traffic.

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

This outcome is difficult to measure directly, however, LITS related improvements will continue to have an impact on development related car trips. Of particular note is that the work on the Access LN6 Local Sustainable Transport Fund project, now Access Lincoln has directly supported new developments to reduce their car-based trips, as well as improving accessibility for existing journeys.

New developments may also support wider transport measures to reduce the impact of development-related car trips. The draft Central Lincolnshire Local Plan sets out policies for the new Sustainable Urban Extensions to support walking, cycling and public transport as well as considering the provision of Park & Ride which may serve existing car movements as well as encouraging public transport use from those new developments. These Urban Extensions will also include a range of local services (e.g. schools, retail, community centres, etc) which should reduce the need to travel into the wider area for such services.

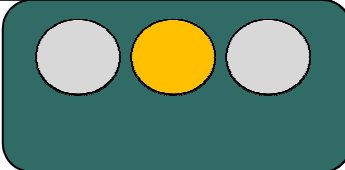
4 **An improvement in air quality within the urban area (particularly the AQMA within central Lincoln)** 

Although the Air Quality Management Area for Lincoln city centre remains in place, there have been improving trends in air quality since the last full review of LITS in 2008. The reductions in traffic in the city centre will have made a substantial contribution to these improvements and further removal of traffic from sensitive areas, through the implementation of major highway schemes (including Lincoln Eastern Bypass and East-West Link) should bring additional improvements in air quality.

However, some ongoing monitoring by the Councils is required to assess air quality and further monitoring may be required of the impact of the highway schemes in due course.

5 **A reduction in casualties, particularly:**

- Involving vulnerable road users
- At sites with known accident issues



Broadly, the number of road accidents has fallen since 2008, although concentrating on an area as relatively small as Lincoln can lead to significant fluctuations in the data. Overall, accidents involving cars reduced but those involving vulnerable road users remained constant over the same period. The distribution of accidents across the highway network remained similar during the period between 2008 and 2012 and notable clusters consistently occurred.

Individual LITS schemes have been implemented over the period to improve safety at specific locations but further work is required to generate a substantial decrease in accident and casualty levels.

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



Constraints on the public sector budgets have resulted in financial support for buses being reduced, particularly during off-peak periods in evenings and weekends. This has resulted in fewer bus services being operated and a resulting reduction in bus patronage would be expected. However, bus passenger numbers for Lincoln as a whole grew between 2009 and 2012, bucking the general downward trend nationally. While actual bus journey numbers have also increased in Lincolnshire as a whole, the population of the county has grown more quickly, therefore resulting in a reduction in the number of journeys per head.

Bus journey reliability has also improved in Lincoln, increasing the attractiveness of public transport. This will partly have been achieved through QBC1 (and part delivery of QBC2) and junction priority improvements but will also have been supported by the general reduction in traffic levels.

Rail journeys to and from the stations within the strategy area increased by 5% between 2008 and 2011, a slightly higher rate than the rest of Lincolnshire but lower than the national trend.

Proposed improvements to public transport provision contained in LITS, including further implementation of QBCs and the new city centre integrated transport interchange will lead to an increase in the attractiveness of bus and rail travel, potentially resulting in increased patronage.

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

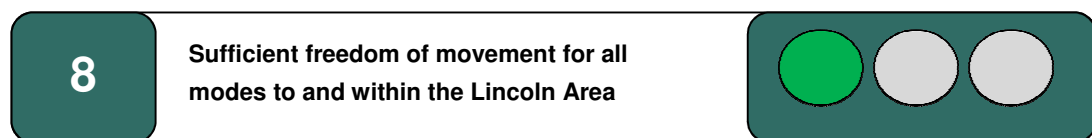


The development of a Parking Strategy in 2005 as part of the original LITS proposals provided a number of actions to support the delivering of robust parking management and appropriate provision. Actions implemented included the zoning of car parks, targeting particular users, and unifying charges across those zones. The Walk & Ride bus service was also implemented, which provides for movements between the uphill and downhill areas of the city centre. Park & Ride was also included in the Strategy and this is one of the wider measures contained in LITS.

The implementation of Civil Parking Enforcement in December 2012 has already lead to improved management of parking on-street, however, a robust assessment of the benefits of the scheme cannot be undertaken this early in its implementation.

With reductions in traffic entering the city centre over the past few years, demand for parking, as would be expected, has reduced. However, peak periods of demand continue to put strain on parking supply and projections for economic growth in the city show that further strain will be placed on this limited resource.

A new Parking Strategy has been developed for the city and provides a range of new parking policies covering parking supply, charges, residential parking zones and interaction between city centre parking and a potential Park & Ride system. This strategy provides an up-to-date picture of parking management in the city centre and a robust parking policy for the next few years, including the impacts of future development.



This outcome is also difficult to measure directly, however, it can be shown, through a review of different modes, that improvements in the freedom of movement have been made since 2008 and that further improvements will be secured through other LITS schemes.

Provision for cycling and walking have been made as part of LITS over the past few years, ranging from further pedestrian enhancements in the city centre to installation of new crossings in the rest of the urban area. Both cycling and walking have also been supported through the County Council's Community Travel Zone programme.

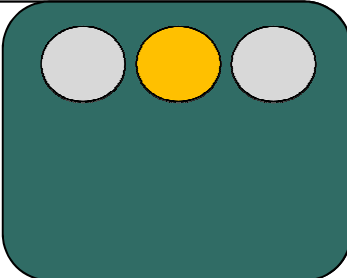
Further improvements for cycling and walking are included in LITS including further city centre pedestrianisation, the footbridges over the railway and as part of larger schemes such as the inclusion of walking and cycle routes as part of Lincoln Eastern Bypass.

Public transport improvements have been delivered in the form of QBC1 (and partly QBC2) and bus priority as individual signalised junctions, with further improvements to come through further QBCs, the public transport interchange and potentially Park & Ride.

Wider economic issues have led to significant reductions in traffic flows within the Lincoln urban area and freedom of movement will have increased to all modes through lower traffic levels in the city centre. The proposed major highway schemes will build on this current trend and increase freedom of movement further.

9 **An increase in levels of walking and cycling within the Lincoln Area, particularly:**

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



While City of Lincoln specific data has only recently begun to be collected for travel to school journeys, data for Lincolnshire as a whole has been collected for some time. Travel to school data shows that in the county, walking trips by primary school pupils has increased significantly since 2007 while cycling levels have remained relatively unchanged. In terms of secondary school pupils, walking has increased to a lesser extent and cycling decreased significantly between 2007 and 2008 but then remained largely unchanged to 2010.

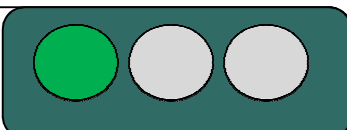
Cycling into the city centre, across the survey cordon, increased by 9.5% between 2008 and 2012. Other surveys on specific cycle routes show an average increase of 3% between 2008 and 2012.

Over the period since the last LITS report, cycling and walking improvements have been implemented through the Community Travel Zones and further public realm schemes in the city centre.

The continuing implementation of LITS will deliver further improvements to encourage cycling and walking, both within the city centre and the surrounding urban area. The two railway footbridges at Brayford Wharf East and High Street will reduce severance for pedestrians while public realm and pedestrianisation associated with a number of schemes will increase the attractiveness of the city centre for those travelling on foot. Away from the city centre, the LSTF Access LN6 packages have provided significant investment in walking and cycling, both in terms of infrastructure and softer measures.

Progress has been made towards achieving this outcome and transport improvements to be delivered over both the short and long term will support increasing levels of walking and cycling.

10 **An improvement in the liveability quality of life within the Lincoln area**



Liveability and quality of life can be significantly affected by transport, and traffic in particular. The recent reducing trend in traffic levels will have led to improvements in both of these issues in the Lincoln area, through improvements in air quality, reductions in severance and generally less interaction between traffic and non-car modes.

Improvements to walking, cycling and public transport will have increased the liveability of the city and the quality of life of its inhabitants, while planned improvements will continue to build upon work delivered to date. The removal of through-traffic in particular will result in improvements to the urban area, while associated reallocation of road space should encourage more people to walk, cycle and use public transport.

11

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



The reduction in traffic levels will have reduced noise levels within the urban area as a whole, although data has yet to be produced to indicate this. Further implementation of LITS improvements, ranging from major highway schemes to public transport measures should further reduce traffic and therefore is likely to lead to further reductions in noise levels.

12

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



The general economic climate has had a significant impact on Lincoln as a sub-regional centre, with reductions in both businesses and employment since 2008. However, forecasts and proposals for development show that there will be significant increases in economic activity over the long term with plans for very significant extensions to the urban area, improvements to the tourism and retail offer, and further space for business.

While national and global issues have impacted upon the vitality of Lincoln, the implementation of LITS will support the local economic recovery. The major schemes contained within LITS have yet to be implemented but the County Council has progressed these schemes (Lincoln Eastern Bypass and East-West Link in particular) in ways that mean that they will be delivered to timescales that should support returning growth.

Other measures, including those for walking, cycling and public transport should also support the attractiveness of Lincoln for the range of economic interests and the new Parking Strategy will support wider Council objectives for delivering economic development while reducing carbon emissions.

13

A city that operates effectively for trade and service vehicles



The recent reductions in traffic levels, including fewer HGVs passing through the city centre, will directly benefit trade and service vehicles, allowing for faster and more reliable journeys. Furthermore, the implementation of Civil Parking Enforcement will lead to greater availability of delivery spaces due to fewer contraventions of regulations.

The major highway schemes, including Lincoln Eastern Bypass in particular, will reduce the need for freight vehicles to pass through the city centre, therefore, increasing journey speed and reliability for both strategic freight and local trade and service vehicles.

14

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



The East-West Link, Lincoln Southern Bypass, Lincoln Eastern Bypass and Western Growth Corridor Link will all provide access to development sites and, indeed, without the latter two, the Sustainable Urban Extensions could not be delivered to the scale planned.

In a predominantly rural area like Lincolnshire, reliance on the private car is greater than it is in the metropolitan areas. However, LITS contains transport improvements, which when delivered alongside the major highway schemes, should work towards limiting the traffic impact of new major developments. The quality bus corridors, Lincoln Transport Hub, rail service improvements, Parking Strategy and, potentially Park & Ride sites, should all contribute to less reliance on the private car for journeys to and within the Lincoln urban area.

The draft Local Plan sets out a transport policy which focuses on supporting and promoting a safe and efficient transport network which offers a range of choices for the movement of both people and goods, reduces reliance on car-based travel and encourages the use of public transport, walking and cycling.

15

The protection of the historic environment from traffic impacts



The historic nature of Lincoln is one of its key assets and a number of improvements included within LITS will help to add further protection to the valuable built environment. The major highway schemes will remove traffic from city centre including the uphill area, reducing harmful pollution and vibration while also reducing the dominance of vehicles within historic views of the city. Improved management of

parking, through the new Parking Strategy, supporting the City Centre Masterplan, may reduce the impact of car parks on the protected urban environment and may also facilitate the redevelopment of some sites for more sensitive uses.

Improvements to the public realm, as part of highway and pedestrian schemes have improved the setting for the historic elements of the city centre and further improvements, including traffic management in the uphill area, will enhance the protection of Lincoln's heritage assets. Improvements to be delivered as part of LITS will become increasingly important with the projected significant increases in visitors to the historic areas of Lincoln.



The sub-regional strategy is no longer the driving policy for Lincoln, with the emerging draft Central Lincolnshire Local Plan outlining the future development proposals for the city and surrounding districts. LITS will play a key role in delivering the development aspirations outlined in the draft Local Plan and is specifically referred to.

5.3 Summary

This section has provided a summary of progress that has been made in delivering the stated benefits and outcomes from LITS. A significant range of improvements have been delivered since 2008, considerable progress has been made to bring forward the major LITS schemes and benefits are being realised. It has also been shown that the economic situation, nationally and locally, has led to changes in travel patterns in Lincoln. At present, without the major LITS schemes being in place, it is likely that economic factors rather than the Transport Strategy itself have led to changes in travel patterns. However, over the coming years, the implementation of major LITS schemes, complemented by smaller scale projects, will lead to improvements to the transport network bringing associated benefits of reduced congestion, increased accessibility, an improved and more protected environment and a supported economy. With growth returning to the economy in the medium to long term, which may lead to increases in travel demand, LITS remains relevant and is, indeed, vital to the delivery of the aspirations of Lincoln and the wider Central Lincolnshire area.

6 What will the Strategy deliver over the coming years?

While a significant proportion of the Strategy has been delivered since its publication years, major components of LITS remain in the programme for the short, medium and long term. This programme comprises both established transport improvements that have been key components of the LITS proposals over the long term and emerging improvements that have been identified since the last review of the Strategy. This Progress Review presented the opportunity to bring all relevant transport improvements, both established schemes or emerging proposals, under one policy and into one programme.

6.1 Established Transport Improvements

1 Sustainable Travel Initiatives

This transport improvement includes a range of 'soft' travel initiatives designed to encourage a shift away from care travel to more sustainable modes; initiatives include:

- Provision of support for schools, businesses and community groups to develop Travel Plans
- Implementation of grants to businesses and community groups through LSTF, DfT and LCC funding
- Lincs2Work Car Share Scheme
- Lincoln BIG Car Share Scheme
- Monitoring of travel to work trends

2 Small Scale Walking/Cycling/Public Transport Schemes

Small scale schemes to also encourage the use of alternative modes of transport to the private car:

- Cycle challenge, challenge for change
- Cycle training – Bikeability and adult cycle training 'Bikeable'
- Cycle hire/cycle loan scheme
- Free 'try the bus' passes promotion
- Walking/cycling local champions
- Lincoln BIG organise several initiatives including:
 - Big Bus Deal – reduced season ticket fares on Stagecoach services
 - Part Time Pass – This offers part time workers a scratchcard type pass with reduced bus fares

- Access Group – formed to monitor and improve access for all using Lincoln City Centre

3 Quality Bus Corridors

The completion of a network of four QBCs with the following remaining to be delivered:

- QBC2 will be along High Street, St Catherine's and Newark Road from Dixon Street to Brant Road and could also include bus lanes, parking restrictions and signal priorities (partly delivered).
- QBC3 will be along Broadgate, Lindum Road and Wragby Road, but it is anticipated that it would require the introduction of the Lincoln Eastern Bypass to reduce the congestion on this route and improve journey times to a sufficient level.
- QBC4 will be along Dixon Street, Boultham Park Road and Skellingthorpe Road. Whilst there is little space available for bus lanes, some priority could be given to buses.

4 Bus Telematics

Current proposals include the installation of INEO bus priority system at a number of locations and further schemes will be identified in due course.

5 Lincoln Transport Hub

The proposals for improved public transport interchanges (known as the Lincoln Transport Hub) are currently being developed by City of Lincoln Council and partners.

6 Park & Ride

A potential new Park & Ride system, with possible sites to the east, west and south of the city has been identified in the draft Local Plan for consideration by each of the Sustainable Urban Extensions.

7 Rail Service Improvements

The County Council is working with rail industry partners and other stakeholders to secure:

- Lincoln to London service improvements
- Nottingham-Newark-Lincoln service improvements
- Lincoln-Gainsborough-Doncaster service improvements
- Level Crossing Safety Improvements

8 Lincoln Eastern Bypass

Create a strategic north/south highway route to the east by joining the A15 with Wragby Road therefore reducing the amount of traffic currently travelling through the city centre.

9 Traffic Management Measures

A number of traffic management schemes will be progressed including:

- Uphill Area Restrictions
- City Centre Improvements associated with Lincoln Eastern Bypass
- Brayford Wharf East (linked to Network Rail delivery of footbridge)

10 East-West Link

A new urban relief road to be developed in four phases:

- Phase 1 – a new road between Canwick Road and St. Marks Street. Currently under construction.
- Phase 1a – an improvement to the South Park Avenue junction. Completed in 2015
- Phase 2 – an improvement to the Canwick Road area.
- Phase 3 – an online improvement to Ropewalk and St Marks St

11 City Centre Pedestrian Improvements

Pedestrian improvements in the form of the Brayford Wharf East and High Street Railway Footbridges, to be delivered by Network Rail, and the pedestrianisation of the High Street, between Tentercroft Street and Wigford Way.

12 Western Growth Corridor Link

A new link road (formerly known as Swanpool Link) through the Western Growth Corridor Urban Extension, delivered by developers and a combination of public sector organisations. The road will link Tritton Road and Skellingthorpe Road with potential for a link to the A46

13 Lincoln Southern Bypass

This transport improvement will involve the creation of a new highway route from the A15 in the east to the A1434/A46 roundabout in the west, completing the orbital relief road around Lincoln. Further work is required to confirm whether this will be a single or dual carriageway.

14 Relief Road Improvements

Improvements to the existing Northern and Western Relief Roads will need to be implemented as congestion increases (partially through new development) and the impacts of other schemes emerge. Improvements could include both link (e.g. dualling) and junction enhancements

6.2 Emerging Transport Improvements

16 Lincoln Eastern Bypass Dualling

The dualling of the Lincoln Eastern Bypass remains an aspiration of the County Council and will ensure that this major highway link continues to operate efficiently, and continues to support economic development of Lincoln in the long term.

17 Coach Parking Facility

The provision of a purpose-built coach park will not only reduce issues associated with the unmanaged parking of coaches, it will also provide a high quality facility which will make Lincoln more attractive to coach operators.

18 Congestion Easing Schemes

- The County Council is investing in a programme of five congestion easing schemes. These five schemes represent the five most congested locations in Lincoln and its environs and they also support the larger transport schemes such as Lincoln Eastern Bypass and East-West Link and the growth agenda. Three of the five schemes, Tritton Road/Beevor Street, Rookery Lane Area Improvement and Canwick Road Improvement have been completed. The remaining schemes include: Outer Circle Road/Wragby Road/Wolsey Way junctions
- Newark Road/Station Road junction, North Hykeham

19 Access LN6/Access Lincoln

In February 2012, Lincolnshire County Council submitted to the DfT a bid for funding through the Local Sustainable Transport Fund. The resulting Access LN6 programme included the development of a multi-modal hub around North Hykeham Station, improving its transport links and implementing a number of behavioural change measures. Since Spring 2015, this project has evolved into Access Lincoln.

20 Bus Network Review

A study to assess the appropriateness of current bus network offering in Lincoln, including how it will better serve existing and future developments, how it integrates with other modes and how it can operate on a more commercial basis.

21 Lincolnshire Cycle Strategy

A comprehensive cycle strategy has been developed for Lincolnshire drawing on experience from successful cycle initiatives from across the country. Proposals for Lincoln are being developed as part of a Lincoln Local Area Plan for cycling.

22 Parking Standards

A study of parking standards in the area will be undertaken which Lincolnshire County Council will refer to when setting parking standards policy for the whole of the county.

23 City Centre Signing Strategy

With major developments and infrastructure projects planned within and surrounding the Lincoln city centre and the wider urban area, signing will need to be updated to reflect alterations to the road network classification and hierarchy, and location of key destinations.

While urban areas are constantly changing, and signing needs to be updated to reflect these changes, the quantity of major infrastructure and development proposals to be implemented over the next few years requires a comprehensive review of signing to be undertaken.

7 How will the rest of the Strategy be delivered and monitored?

7.1 Delivery

The delivery of LITS is very much reliant on the support of partners, strong planning and programming, and sufficient funding. Without these being in place, the transport improvements promoted by LITS would take longer to be delivered or may not be delivered at all.

7.2 Partners

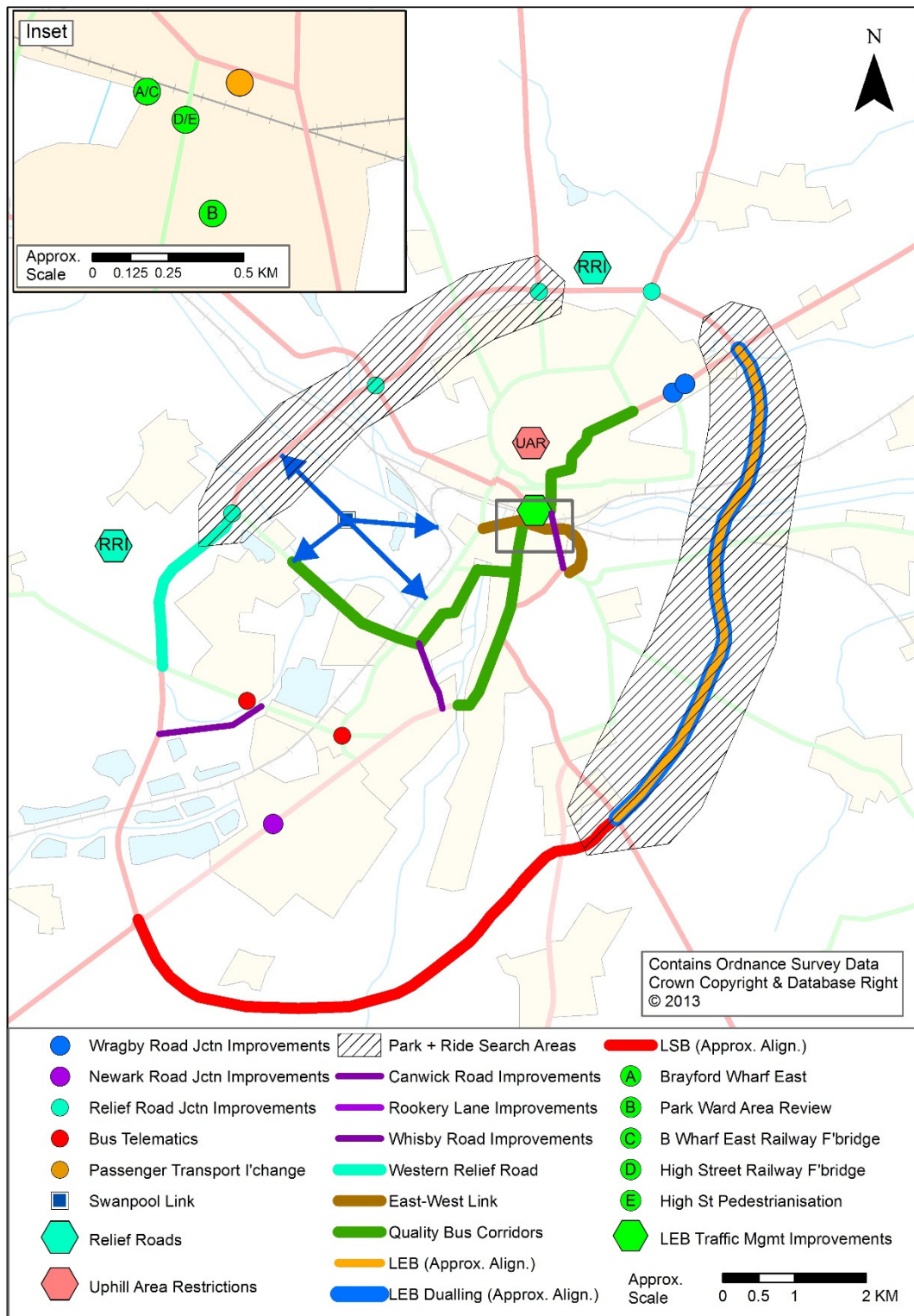
The development of LITS was undertaken in partnership between the County Council and the Central Lincolnshire districts of City of Lincoln Council (CoLC), West Lindsey District Council (WLDC) and North Kesteven District Council (NKDC). The support of these partners will also be required in the delivery of LITS and the transport improvements it contains; in fact, some of the improvements will be delivered directly by the districts themselves.

In addition to the districts, a significant range of other partners and stakeholders will be involved in the delivery of improvements, either in supporting the County Council or in taking forward improvements as part of their own programmes. In some cases, the County Council will be a partner, rather than the delivering organisation.



7.3 Programme

The 2008 'Light Touch' review produced an indicative programme for the delivery of transport improvements indicating what would be delivered in the short and long terms. Work undertaken in support of this Progress Report has taken that programme to a more detailed level providing an indication of the likely delivery timescales for individual transport improvements. While this programme (presented in Appendix A) does show more detail than previously presented, some individual delivery programmes and plans are firmly in place, while others are aspirations which are reliant on funding being secured and significant further work being undertaken prior to delivery. Furthermore, in a number of cases, the delivery of schemes is outside the direct control of the County Council, in that they will be delivered or funded by partners or are reliant on an improvement in the economy to support their delivery.



7.4 Funding

With budgetary constraints likely to remain in place for the foreseeable future, the availability of funding is perhaps the biggest obstacle to the delivery of LITS and the associated transport improvements. However, the County Council has a range of sources from which to secure funding ranging from its own capital and revenue

budgets and bidding opportunities to central Government to developer contributions, or indeed, developers delivering schemes entirely from their own funds. Other sources of funding include:

- LEP
- District Councils
- Community Infrastructure Levy\Section 106 contributions
- Developer contributions
- Network Rail
- Public transport operators

Appendix B presents a summary of the potential funding opportunities for each of the LITS transport improvements. Due to the timescales over which the improvements will be delivered and the volatility of the economy, there are likely to be changes in the funding opportunities available for each improvement, therefore, Appendix B is indicative and subject to change.

7.5 Monitoring

This Progress Report provides the output from high level monitoring of the delivery of LITS and associated transport improvements. Progress has been assessed against the benefits and outcomes identified in the 2008 version of the Strategy. Further progress reviews will be undertaken, however, a full review and update of the Strategy will be required once major highway infrastructure elements have been delivered (e.g. East-West Link and Lincoln Eastern Bypass). It is unlikely that another progress review will be undertaken before the resulting new transport strategy is delivered.

The full review of LITS is likely to include a comprehensive refreshing of all elements of the existing strategy including the objectives, improvements, stated benefits, outcomes and delivery programme and will include further consultation with stakeholders.

Appendix A – High Level Programme

Scheme Development and Preparation	
Scheme Delivery	
Indicative Scheme Development and Preparation	
Indicative Scheme Delivery	

Transport Improvement	Detailed Schemes	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	Comments
Sustainable Travel Initiatives	Various																				Ongoing implementation of schemes
Small Scale Walking/Cycling/Public Transport Schemes	Various																				Ongoing implementation of schemes
Quality Bus Corridors	QBC 2																				Preparation in run up to 2017 opening of LEB and implementation from 2018 onwards
	QBC 3																				
	QBC 4																				
Bus Telematics	Doddington Road/Tritton Road Junction – INEO installation																				LSTF funding ends in 2015
	Doddington Road/Whisby Road Junction – INEO installation																				LSTF funding ends in 2015
	Other schemes, to be identified																				Indicative
Lincoln Transport Hub																					Works commence August 2106
Park & Ride																					Indicative as linked to development of SUE
Parking Strategy	Parking Strategy Study																				Parking Strategy Study reporting in Summer 2013
	Parking Strategy																				Parking Strategy expected to be adopted by late 2013
	Parking Strategy Schemes																				Ongoing implementation of schemes
Rail Service Improvements	Rail Service Improvements																				Implementation in line with start of new franchises for ECML and East Midlands
Lincoln Eastern Bypass	Lincoln Eastern Bypass																				Construction due to start in 2015 with completion in 2017
Traffic Management Measures	Uphill Area Restrictions																				Indicative – to support Castle Reveal and Magna Carta Anniversary
	City centre improvements associated with Lincoln Eastern Bypass																				Opening following completion of Lincoln Eastern Bypass
	Brayford Wharf East																				Accompanying East West Link Phase 1
	Park Street/Mint Lane																				Indicative
	Dixon Street/Boultham Park Road																				Completed Summer 2013
East-West Link	Park Ward Area Review																				Indicative
	East-West Link Phase 1																				Current Programme
	East-West Link Phase 1a																				Indicative
	East-West Link Phase 2																				Indicative
	East-West Link Phase 3																				Indicative
City Centre Pedestrian Improvements	Brayford Wharf East Railway Footbridge																				Current Programme
	High Street Railway Footbridge																				Opened June 2016
	High Street Pedestrianisation (Tentercroft St – Wigford Way)																				To follow completion of East-West Link Phase 1
Western Growth Corridor Link																					Indicative - delivery dependent on private developers
Lincoln Southern Bypass	Lincoln Southern Bypass																				Indicative
Relief Road Improvements	Relief Road Improvements																				Indicative
Lincoln Eastern Bypass Dualling	Lincoln Eastern Bypass Dualling																				Indicative
Coach Parking Facility	Coach Parking Facility																				Indicative
Congestion Easing Schemes	Rookery Lane Area Improvement																				
	Canwick Road Improvement																				
	Outer Circle Road/Wragby Road/Wolsey Way Junctions																				Indicative
	Newark Road/Station Road Junction, North Hykeham																				Indicative
Whisby Road Improvements																					Current Programme
Access LN6/Access Lincoln	Various Schemes																				Current Programme
Bus Network Review																					Indicative
Lincolnshire Cycle Strategy																					Indicative
Parking Standards																					Indicative
City Centre Signing Strategy																					Indicative following LEB

