

Lincolnshire Coastal Highway

Overview

- Economy led
- Route focused
- Requires stakeholder input
- Long term plan for investment and priorities
- Deliverability
- Building on previous and ongoing improvements
- Wide range of possible options for improvements



Study objectives

- Define the Lincolnshire Coastal Highway
- Understand the wider economic need
- Identify how the Coastal Highway supports further development and growth
- Provide strong evidence base
- Confirm the need for improvements
- Engage with key stakeholders
- Develop recommendations for most appropriate and beneficial projects
- Conclude with a strategy for promoting the Coastal Highway for development and funding

Process

- We are using the standard Department for Transport approach with a strong link between evidence and strategy
- Phase 1
 - Develop economic overview
 - Understand current and future situation
 - Confirm the need for intervention
 - Define objectives
 - Option identification
 - Shortlisting
- Phase 2
 - Development and assessment of potential options
 - LCH Strategy and Summary Report

Defining the corridor

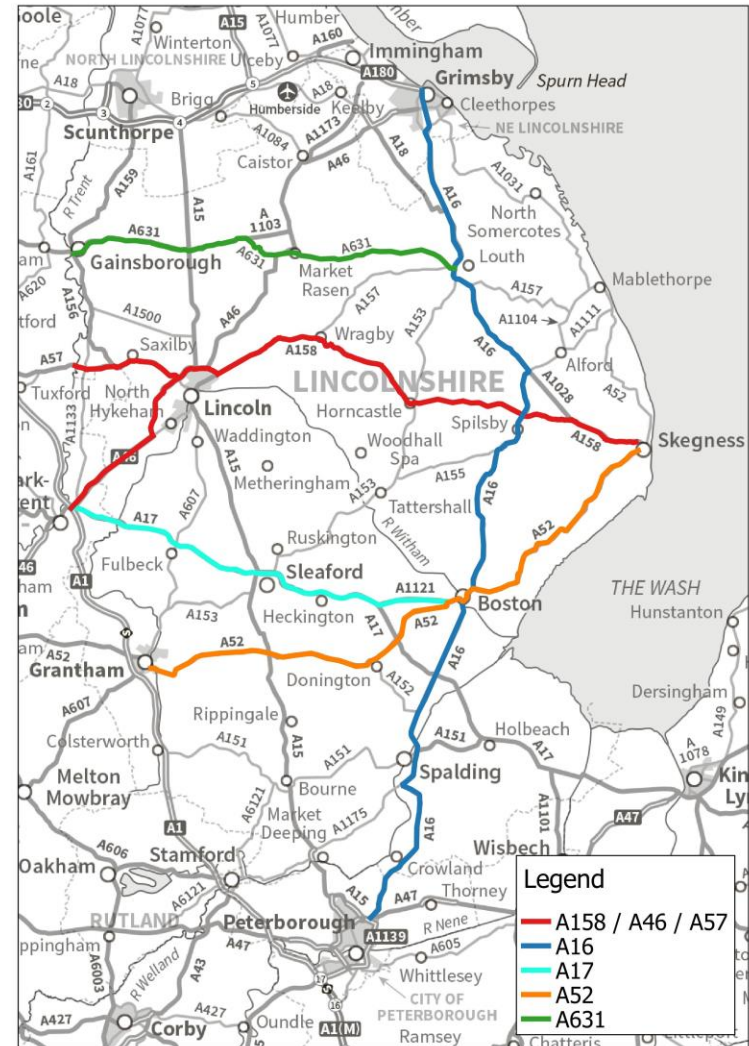
Overview

- Define the LCH Area
- Identify origin – The AI
- Identify the destination – Skegness
- Identify potential corridors
- Confirm primary corridor



Defining the corridor

- AI identified as the starting point of the corridor:
 - A16 via M180
 - A631/A16
 - A158 via A46 or A57
 - A17/A52
 - A52
 - A16/A52



Defining the corridor

Assessment Criteria

- All the potential corridors have benefits however, the A158 was selected on basis of:
 - Highest population within 2 hours drive time of Skegness
 - Most likely route from East and West Midlands (two key tourism markets for the coast)
 - Improvements would also potentially benefit other centres (e.g. Lincoln, Wragby, Horncastle) as well as Skegness

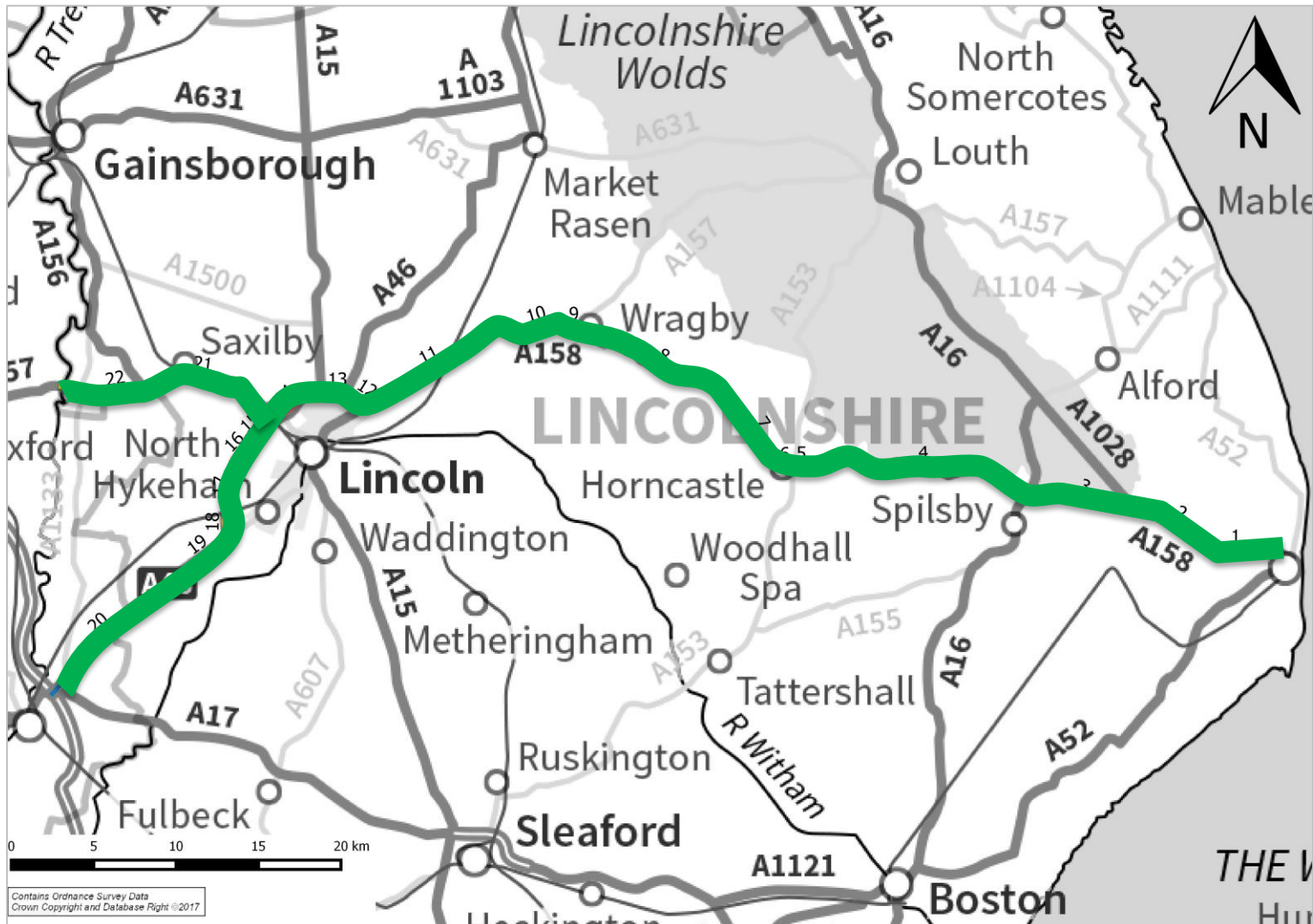
Defining the corridor

Assessment Criteria...cont

- Includes some of the most congested routes which currently provide poor journey time reliability
- Route passes around rather than through key centres
- Mostly within LCC control
- Avoids Lincolnshire Wolds – A631 and A16 (north)
- Corridor funnels out as it approaches the coast – Ingoldmells/Chapel St Leonards



LCH Corridor



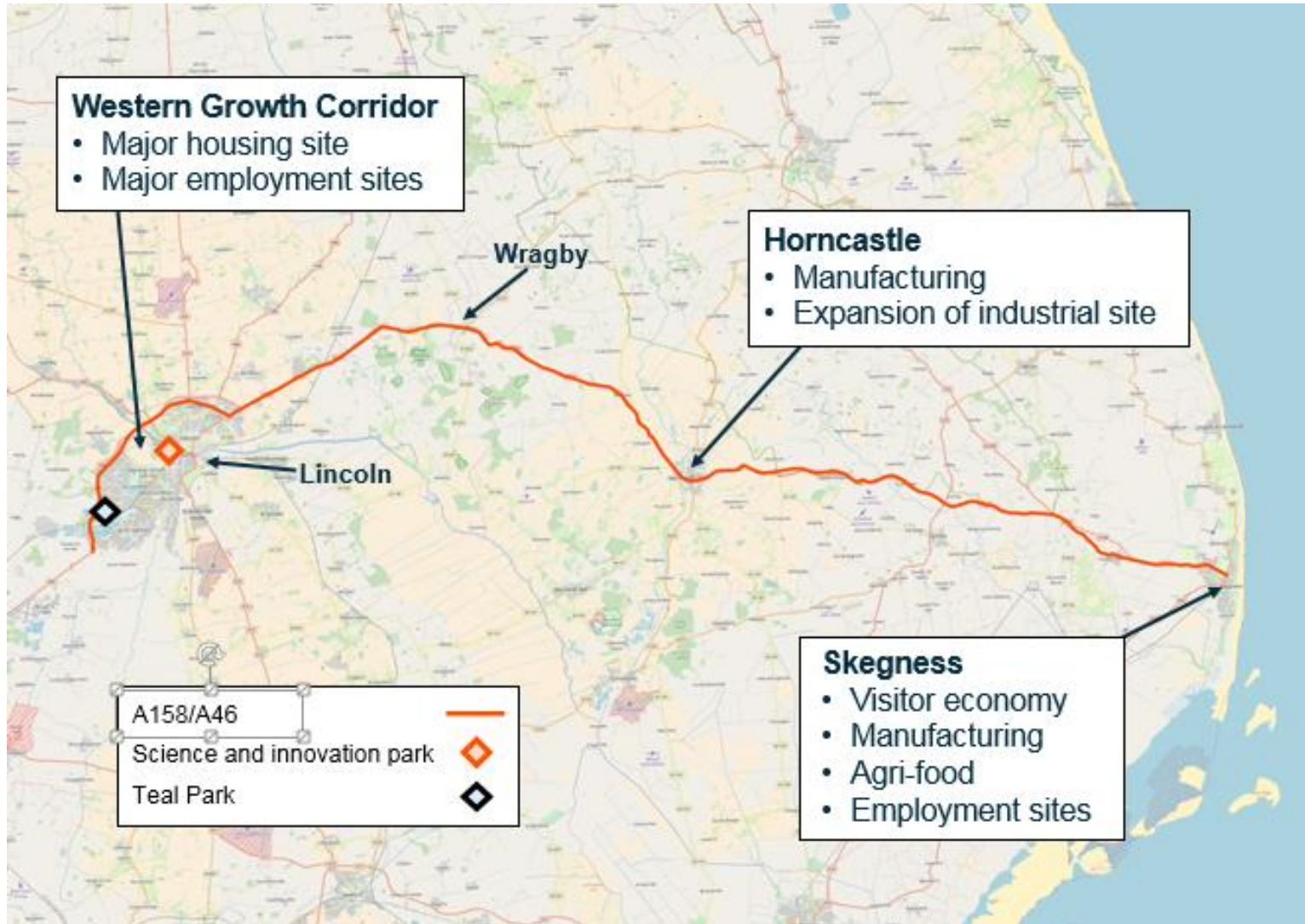
Focus of Economic Development

- Implications of current situation on economic development
 - Transport related barriers to business growth
 - Transport related barriers to development of employment & housing sites
- Gathering evidence
 - National evidence of role of transport in supporting growth
 - Combination of local economic analysis and consultation

Focus of Economic Development

- Analysis of local economies, with major focus on:
 - Major sectors supporting economic growth
 - Key locations for accommodating future growth
- Transport investment can support local economic benefit:
 - Improved productivity
 - Increased trade
 - Attraction of investment and workers

Key Economic Locations, Sites & Sectors



Current and Future Coastal Highway

Transport

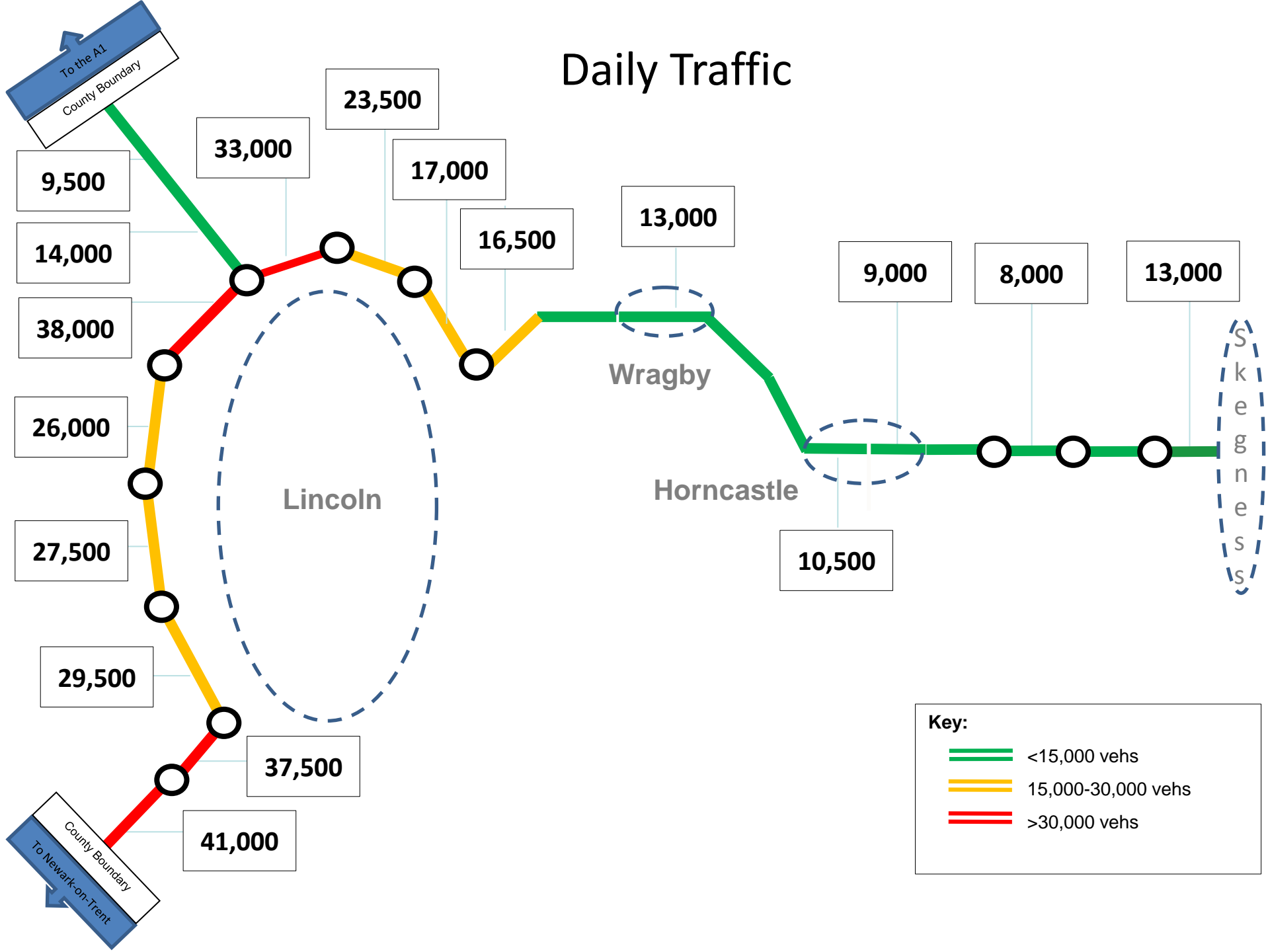
Current Coastal Highway

- 57 miles from A1 to Skegness
- A46 Newark to Lincoln entirely dual carriageway
- A57 all single carriageway within Lincolnshire
- A mixture of single and dual carriageways around Lincoln
- Predominantly single carriageway from Lincoln to Skegness with limited overtaking opportunities
- Lack of alternative routes for some sections

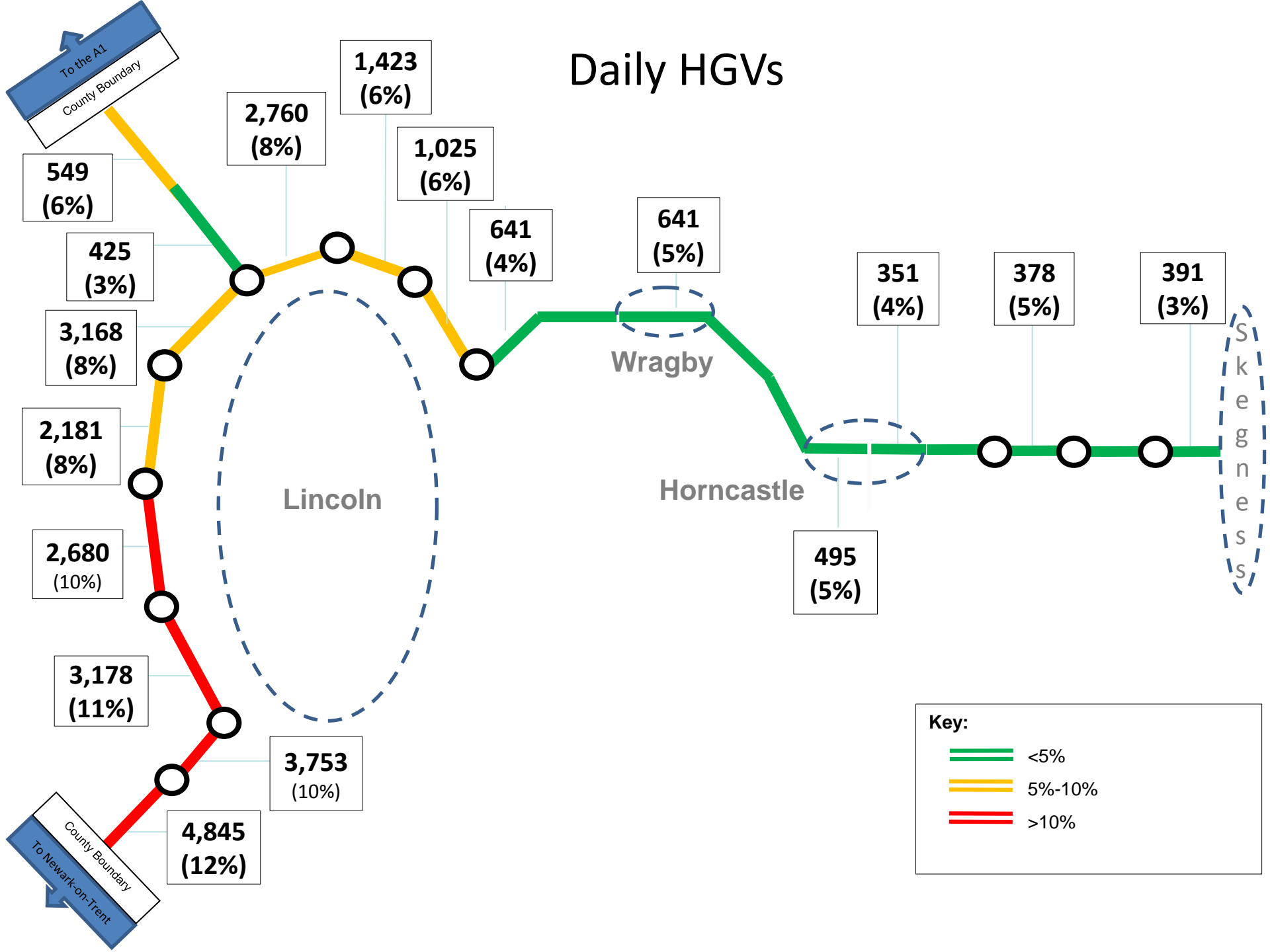
Current Coastal Highway – Function

- Strategic route between A1, Lincoln and the coast
- Strategic alternative route to Humber Ports
- Link between rural areas, villages and larger centres
- Public transport route
- Access to farmland and properties
- Urban streets

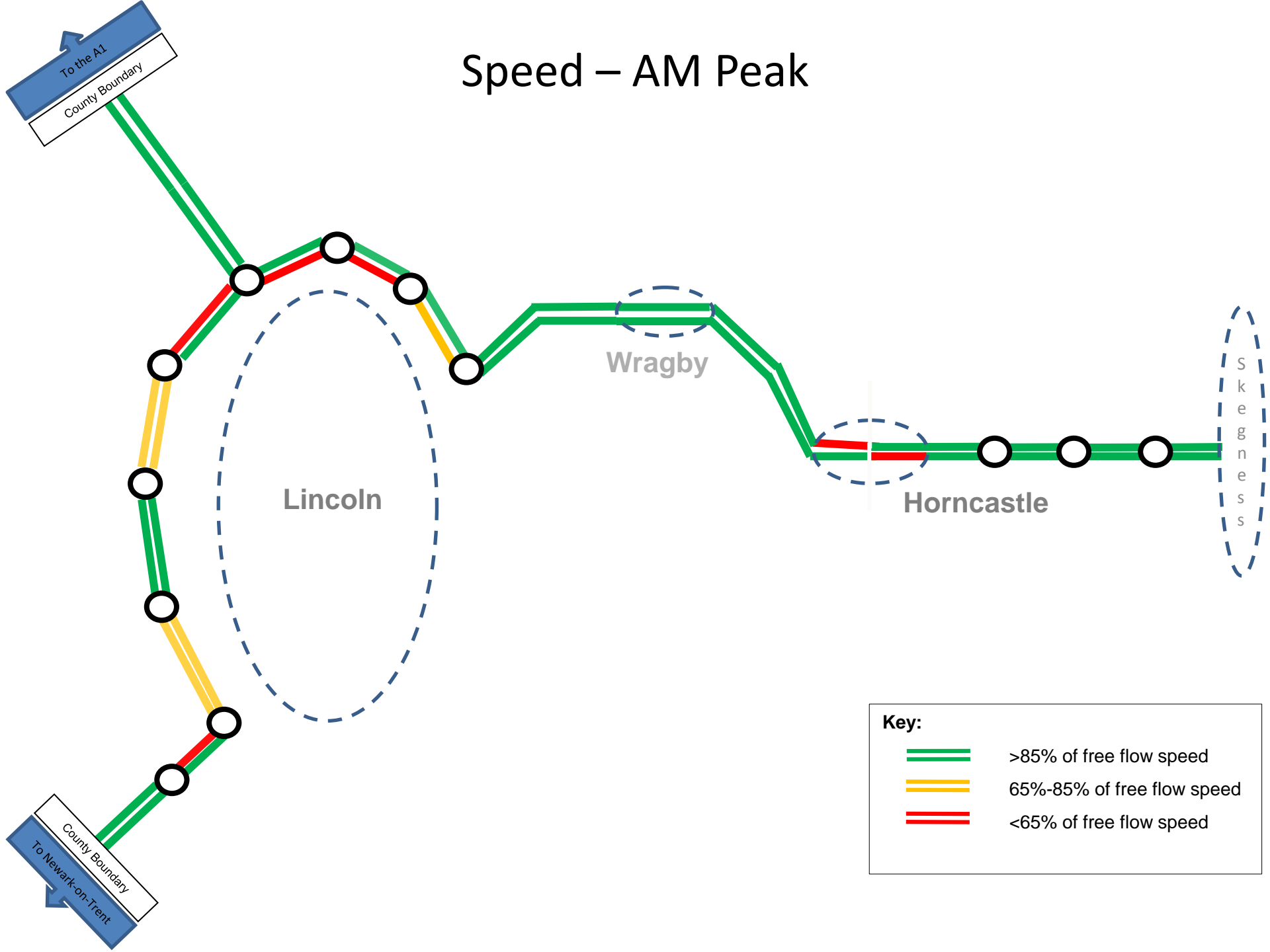
Daily Traffic



Daily HGVs



Speed – AM Peak



To the A1

County Boundary

Lincoln

Wragby

Horncastle

Skegness

Key:



>85% of free flow speed



65%-85% of free flow speed

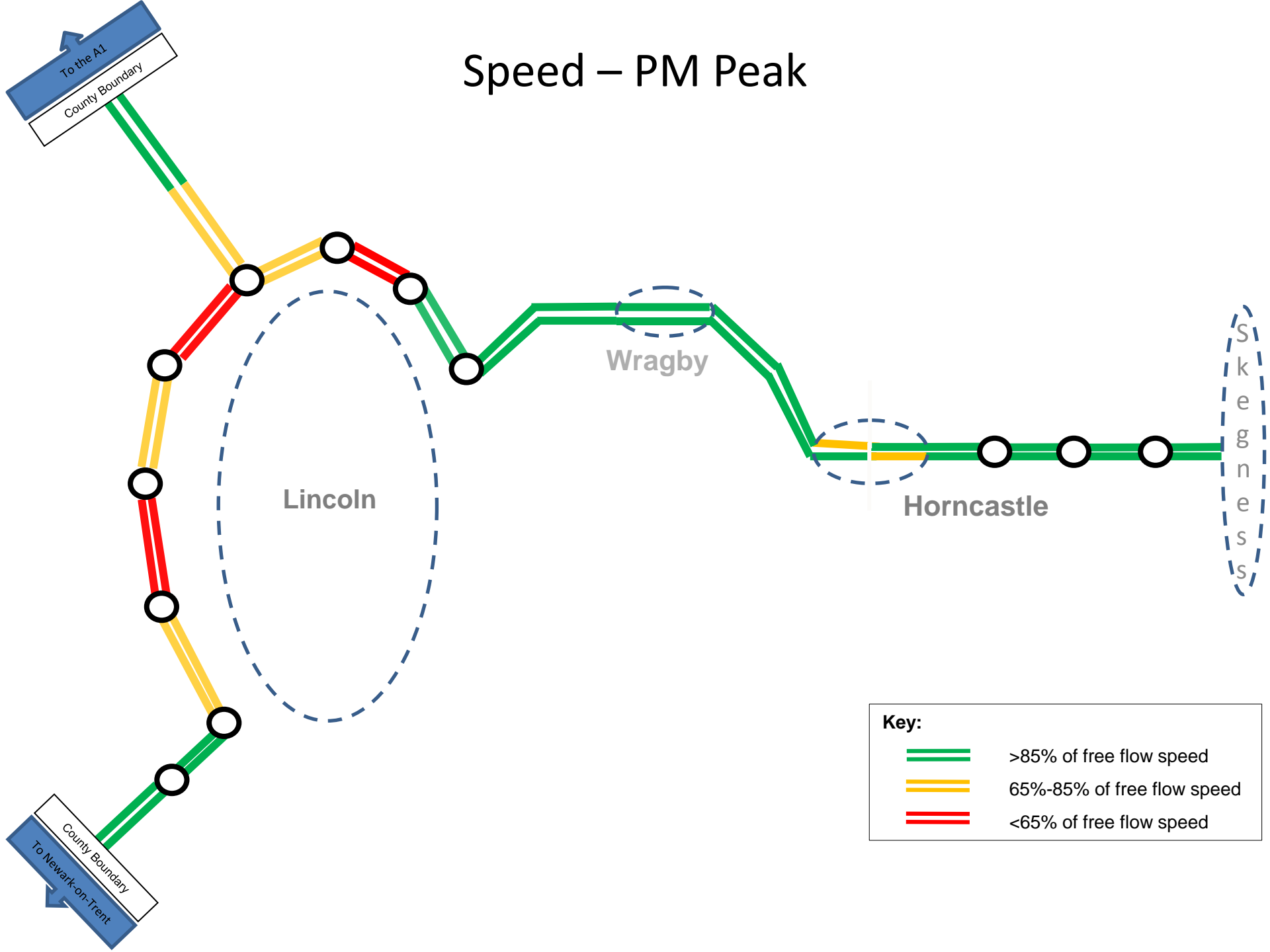


<65% of free flow speed




County Boundary

To Newark-on-Trent

Speed – PM Peak



Key:

-  >85% of free flow speed
-  65%-85% of free flow speed
-  <65% of free flow speed

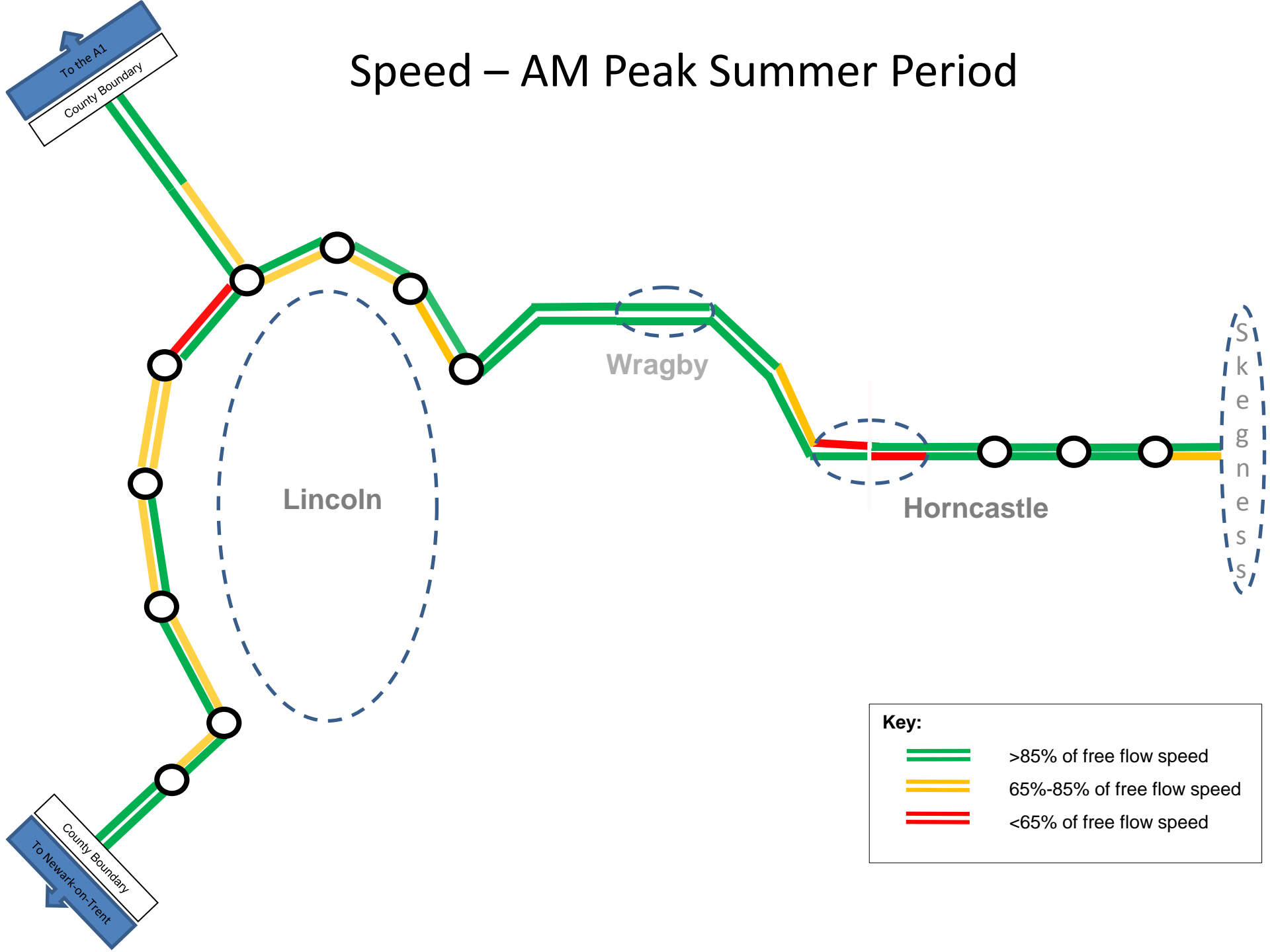
Current Coastal Highway

- Congestion at junctions
- Journey times slowest around Lincoln and Horncastle
- Peak journeys 10 or 11 mins slower than free flow
- Limited bus service provision between Lincoln and Skegness
- Limited cycle provision along the Coastal Highway
- Controlled pedestrian crossing facilities in centres but mostly uncontrolled elsewhere

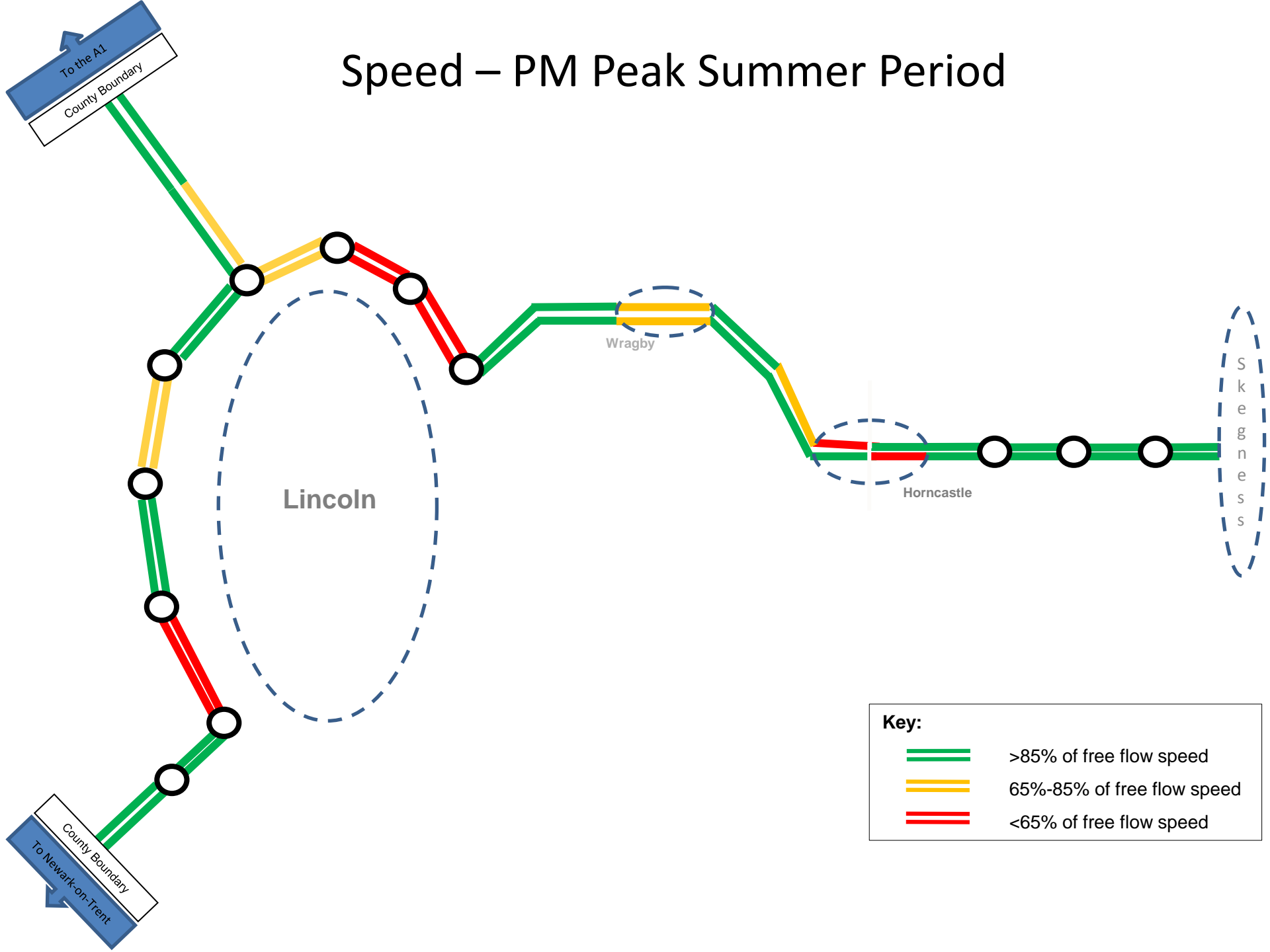
Current Coastal Highway – Summer

- Traffic flows notably higher in summer, particularly in August
- East of Lincoln – 20%-30% higher than average east of Lincoln
- Summer traffic flows lead to:
 - AM peak journeys up to 5 mins faster
 - Slower journeys between peaks (5 or 6 mins)
 - PM peak journeys similar or faster overall
 - Primarily summer traffic affects the east of Lincoln

Speed – AM Peak Summer Period



Speed – PM Peak Summer Period



To the A1

County Boundary

Lincoln

Wragby

Horncastle

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Key:



>85% of free flow speed



65%-85% of free flow speed



<65% of free flow speed

County Boundary

To Newark-on-Trent

Future Coastal Highway - Growth

- National forecasts project traffic growth of 7% by 2021 and 24% by 2036
- Forecasts based on Local Plans are significantly higher
- Significant link capacity issues around Lincoln developing over the Local Plan period
- Increased pressure on junctions in key centres

Lincolnshire Coastal Highway

