Local Transport Plan 5

Lincolnshire
COUNTY COUNCIL
Working for a better future

Contents

Foreword

Cllr Richard Davies
Lincolnshire County Council

Welcome to Lincolnshire County Council's Local Transport Plan 5.

Since we published our last LTP (4) in 2013, a lot has happened in the world of local transport. The Government's announcement banning the sale of both new petrol and diesel cars by 2030 and the huge steps forward in tackling climate change with the commitment to be net-zero carbon by 2050, will have a significant bearing on what happens to transport during the time-scale of this plan.

We are also planning for 100,000 new houses across Greater Lincolnshire together with economic growth coming from employment land allocations of some 950 hectares. Whilst the growth of the internet and virtual connectivity is changing how we learn, work and shop, there can be no doubt that maintaining and improving physical connectivity remains a critical part of what we do. Since the last LTP, we have seen the completion of the Lincoln Eastern Bypass and received confirmation for funding for the North Hykeham Relief Road. We have also seen a significant uplift in our rail connectivity to London with 13 services a day as well as improvements to local services planned for delivery in May 2021, although the pandemic has seen short-term changes to this.

The CallConnect demand responsive bus service goes from strength-to-strength and pre-COVID-19 it was carrying over 320,000 passengers per annum using 30 vehicles.

The Council have provided support to active travel too, with over £1 million invested in improving routes and facilities for pedestrians and cyclists.

Of course, we cannot ignore the issues that the global COVID-19 pandemic has thrown at us. This has seen the county council have to adapt and offer support to our citizens in a way that would have seemed inconceivable 18 months ago. But we have stepped up and provided help to businesses and individuals and shown just how effective local government can be when provided with the right resources.

Whilst the full effects of the pandemic on the way we live our lives are not yet known, it is clear that it has accelerated changes that were already happening. As the world is beginning to recover, we have an opportunity to reassess and review our priorities, and we can now start to plan properly for the challenges ahead.

There can be no doubt that travel patterns have altered for good, but it is too early to say exactly what impact these changes will have. It seems likely that flexible working from home will remain to some extent for many people, and so there will likely be changes to commuting times going forward. Access to education will return to something approaching normal, but access to health and our shopping activities have altered in ways that seem irreversible, at least in part.

Travelling less – and for different reasons – will lead us to reassess our programmes, with a likely growth in leisure travel as seeing our loved ones becomes more important.

Over £1 million invested in improving routes and facilities for pedestrians and cyclists.

Our tourism sector has been badly affected by the bans on non-essential journeys but both our natural and our historic built environments are still as wonderful as ever and will see visitors return to appreciate what we have to offer. I'd like to see the growth in recreational walking and cycling continue, and spill-over into everyday commuting and utilitarian trips. To that end, this LTP is supported by both walking and cycling strategies, aimed at encouraging active travel and the blurring of commuting and leisure.

The challenges that confront us centre on continuing to support the economic activity and growth, whilst reducing carbon emissions and our impact on the environment. We will need time to fully appreciate and understand the consequences for the transport system that the pandemic has led to, and adapt our approach as we get a better picture of what is happening.

We will need to ensure we maintain a convenient transport system, and one that offers choice and value for money. For many across the large rural expanses, that is likely to mean continuing to use a car, but one that is powered in a different way. This will require different infrastructure. We must also cater for those who perhaps struggle with access and aren't able to use a car. Our young people need to aspire to better education and better job opportunities, so we need to see improvements to connectivity for education, training and workplaces.

In our more urban areas we need to change perceptions and create places that are desirable to spend more time in and become focussed on people not vehicles. Shorter vehicle trips can be more easily replaced with more active modes of transport, providing a boost to the economy and the environment, by reducing congestion, improving air quality, and creating more welcoming and cleaner urban centres.

So I shall seek from the Government:

- A fair and equitable share of investment for connectivity both digital and physical for broadband, transport and highways.

- A change in rules and regulations to allow greater innovation in rural areas, particularly where the market has failed. I want to make Lincolnshire a pathfinder to tackle the challenges of electric vehicle technology, a modernisation of public transport provision and support the green industrial revolution.

- The ability to have a greater say in setting transport fares and pricing that reflects the different character of a large rural area with no mass urban centre.

- A greater appreciation of rurality and the challenges it presents.

My offer to you is that:

- We commit to maintaining and improving local connectivity both virtual and physical.

- We support infrastructure that unlocks local sustainable development and provides improved access for all.

- We support the commitment to Net-Zero Carbon by 2050.

And alongside our partners:

- We will provide for transformed transport networks and services, including walking and cycling, rail and bus networks, electric vehicle charging and digital provision and digital services.

- We will encourage private sector investment to help meet net-zero and step in to stimulate growth and investment in electric vehicle charging and other innovations.

- We will focus on a place based approach supporting local needs and identifying local solutions.

I look forward to the challenging and exciting times that lie ahead.

Chapter 1: Introduction

Welcome to Lincolnshire County Council's LTP 5. This plan is designed to cover the short- medium- and longer-term time horizons for transport and highways for the whole county.

The publication of this LTP is a statutory duty for local transport authorities under the Local Transport Act 2008.

The short-term horizon is for the period 2022-26 and focuses on what is needed to continue to support the sustainable growth agenda of delivering new houses and jobs, whilst reducing carbon emissions and supporting the recovery from the COVID-19 pandemic. It will also need to take account of the changes to accessibility and mobility that have taken place in the short-term but that may become permanent changes in the longer-term; the growth of home working and home shopping being two key examples.

In the medium-term this plan is designed to support the Local Plans all with time lines running until 2034. Whilst there is less detail for this time frame, the plan looks at infrastructure requirements for all modes but notably for rail where planning horizons are often extended due to the complexity of the rail industry.

Finally, the plan has a short section on the longer-term future and what issues, trends and opportunities await the county up until 2050.

The document's structure

The LTP is divided into four parts each having a separate role.

Part 1 – The core document: Lincolnshire's Integrated Transport Strategy

This part of the LTP provides the context, evidence and the high-level policy and strategy content. It provides a policy bridge from the spatially based District Local Plans, the county council's Corporate and Green Master Plans and also links transport policy into the Local Industrial Strategy, the Tourism Action Plan, the Joint Strategic Needs Assessment and a wide range of other higher-level policy and strategy documents covering the socio-economic, environmental and health agendas. Links to the national and pan regional policy agendas are also to be found in this part of the LTP alongside references to the role transport can play in supporting our priority sectors and our spatial approach of development which focuses on Sustainable Urban Extensions.

This part of the document also sets out the guiding principles and policies for transport delivery now and for the longer-term and provides an indication as to the importance and the range and types of interventions required.

Part 2 – Delivery and Implementation Plan

Chapter 5 contains the proposed implementation plan and our priority list of improvements. However, given the diverse nature of Lincolnshire, a number of additional approaches to implementation and delivery have been developed, these are outlined below.

Local Transport Boards (LTBs) and strategies

This part of the LTP is focussed on implementation, interventions and approaches for delivery at the local level. Over the last few years, across Lincolnshire a series of LTBs have been developed, or are under development, centred on the main urban areas and larger market towns.

The areas covered include:

- Boston

- Gainsborough

- Grantham

- Lincoln

- Skegness, Mablethorpe and the East Coast

- Sleaford

- Spalding and Holbeach, and;

- Stamford.

To date, two of the boards have developed full strategies, with their areas shown in the following diagrams. The others are in a process of development.

Within the framework of the LTP and the supporting modal strategies, the LTBs are at the heart of local delivery and enable partners to consider and develop interventions and schemes that reflect the locality and are founded upon a sound evidence base. They are also able to integrate schemes into local programmes and packages enabling greater efficiencies and the ability to make significant improvements across all modes and against a wide-range of objectives. Within the framework of the LTP and the model strategies the LTBs

Two key elements in the development of the LTB strategies are traffic or transport modelling and stakeholder engagement. Modelling is used to both understand the current and future conditions within a strategy area, based on predictions of land use and economic development, and then to test the impact of potential options before the more promising of those options are taken forward into the final strategy. Engagement with stakeholders and, where appropriate, the wider public, helps to inform the understanding of the current situation within the strategy area and future plans which may affect transport but also identify potential options and generate ownership of the strategy by potential partners in its delivery.

All of the latest developments of the LTBs can be accessed on the Transport Strategies page on our website.

Area of Lincoln Local Transport Board
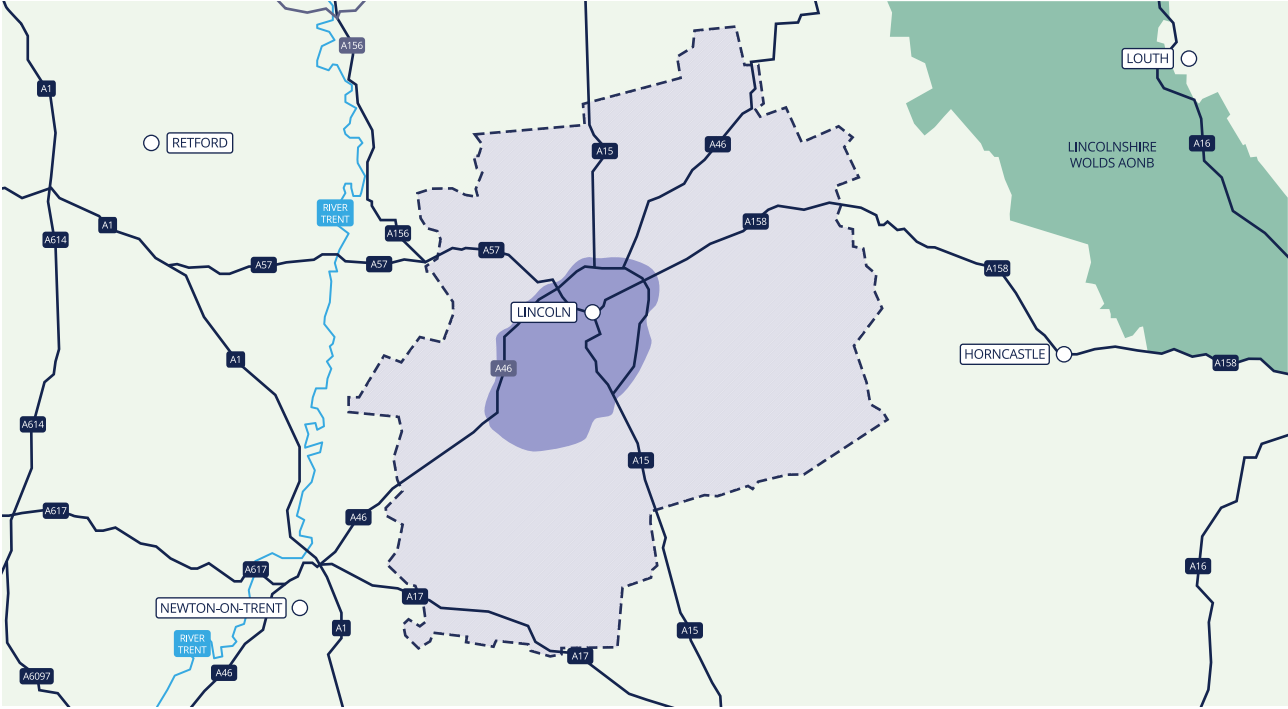
Area of Gainsborough Local Transport Board

Urban area   Strategy area
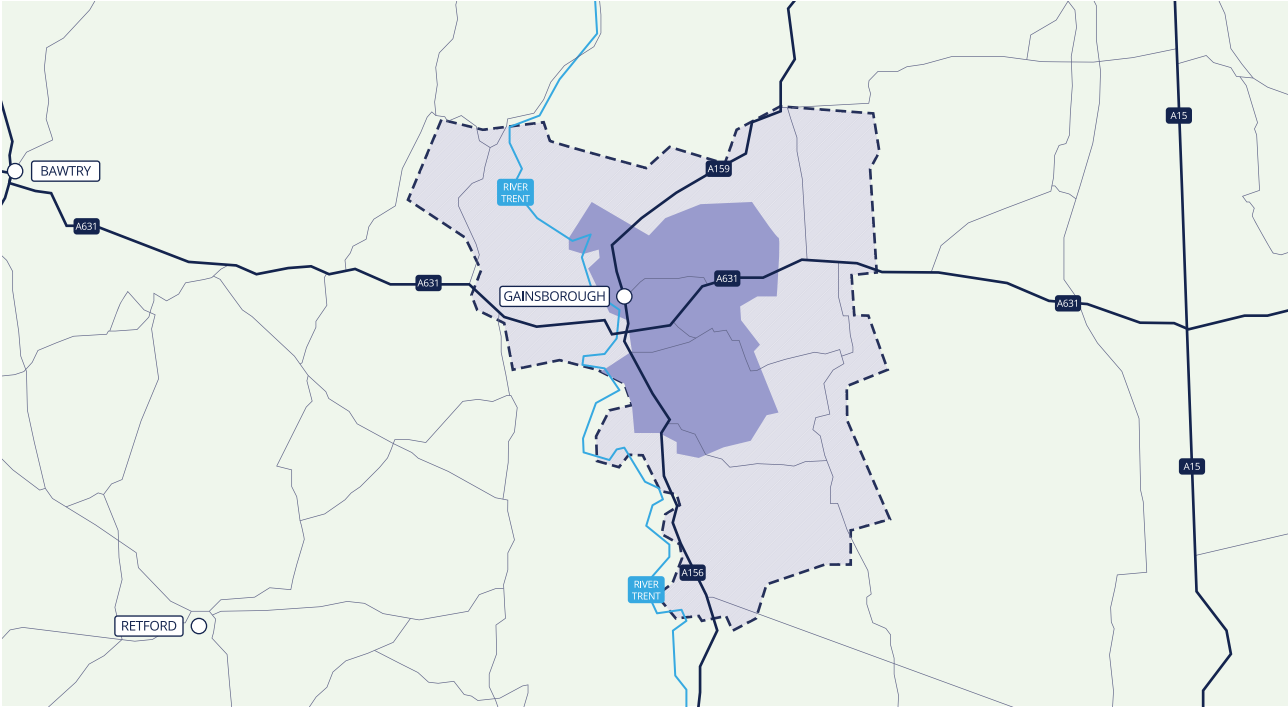
Route Action Plans (RAPs)

Following the success of the LTB approach for local delivery in an area, Lincolnshire County Council is now in the process of developing RAPs for the strategic roads in the county. These take the broad principles set out in the LTBs but look along the length of a key corridor or route.

Strategic routes identified for RAP work
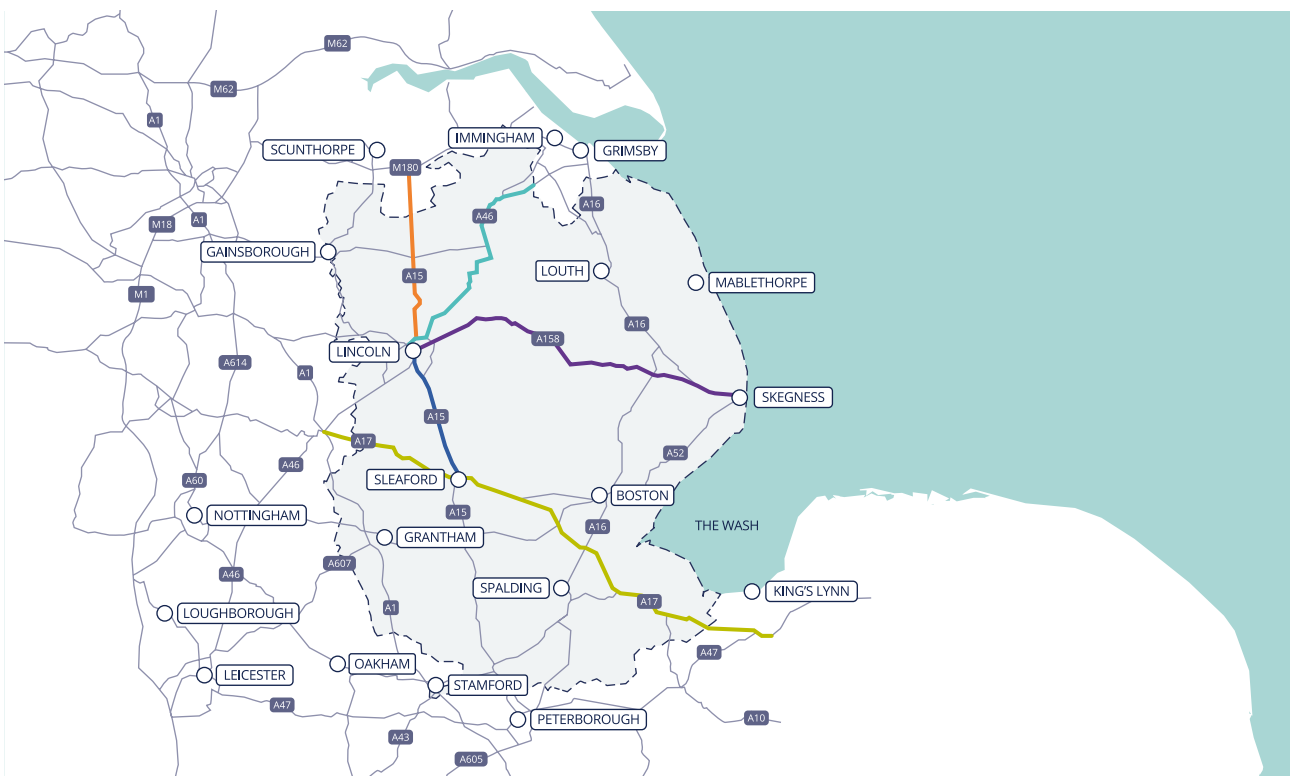
Highways Infrastructure Asset Management Plan (HIAMP)

The HIAMP reflects the approach outlined in the Code of Practice "Well-Managed Highway Infrastructure". This Code of Practice serves as a guidance document to local authorities, encouraging them to implement a risk-based approach within their service. This document demonstrates our continued commitment to a risk-based approach, whilst taking into account the specific local factors that define Lincolnshire county.

Lincolnshire County Council has for some time been committed to developing a consistent, proactive approach towards our service. Therefore, the authority is continuing to demonstrate best practice with regards to asset management. Recent weather events show us that this approach is very much the right way for us to deliver our service, to make maximum use of our available resources. Our asset-led approach has already fostered results throughout the years, notably through our efforts to align ourselves with the DfT's requirements through the Self-Assessment Process. These efforts enabled us at the time to become one of the first two authorities to achieve Band 3 status with the DfT, receiving maximum funding as a consequence.

Part 3 – Supplementary and supporting modal strategies and road safety

The core Integrated Transport Strategy is supported by a range of other strategies and plans that provide more detail and expand on the policies and proposals of a particular transport mode with a focus on a shorter-time frame. These strategies and plans are designed to be more fluid and able to react more quickly to changing circumstances. It is hoped to make these parts of the LTP more of a "living" document that can reflect on the changes and demands in terms of available funding and what is happening on the ground.

They also provide actions, interventions and approaches that should be adopted for each mode and provide the framework for delivery which is the focus of Part 2.

Part 4 – Monitoring and evaluation

Monitoring and measuring performance is key to delivery. The LCC Annual Monitoring Report is available and provides an update on performance from previous LTPs as well as an indication of the state of play across the whole transport and highway network. Moving forward as new technologies develop, a review of how data is collected and monitored will be undertaken to ensure the measurement of the LTP's success is kept up to date.

The recent announcement from the Government in "Decarbonising Transport"[1] states that "Going forward, LTPs will also need to set out how local areas will deliver ambitious quantifiable carbon reductions in transport, taking into account the differing transport requirements of different areas. This will need to be in line with carbon budgets and net-zero." Clearly, the monitoring and evaluation of carbon as part of the LTP moving forward is going to become more important and this will be built into our monitoring processes in the future.

Consultation and engagement

The development of the LTP focussed on engagement with officers and Lincolnshire County councillors and partners across the transport sectors, but also with strategic bodies. This provided evidence and technical input into drawing up the plan. Following engagement, progress to a wider consultation was undertaken.

Due to coronavirus the decision was made to develop a digital consultation. This led to high levels of engagement with target groups who would not traditionally become involved with the development of transport policy. The consultation enabled greater input from the public and the ability to further shape and improve the LTP.

The webpage and survey developed for consultation purposes received more than 3,300 visits, over 1,200 documents downloaded, and 731 surveys were completed.

Several organisations provided written responses to the email address provided. These were mainly from district and parish councils and special interest groups.

Respondents were asked to rank the priority of the six themes identified in LTP5. The highest ranking was "Promoting the Quality of Life" with an average score of 2.87. The remaining themes all averaged about 3 apart from "Promoting High Aspirations" which scored the lowest priority average at 5.01.

As part of the consultation, the survey asked respondents to rate their support of the objectives contained in LTP5. The highest supported objective being "Ensure a resilient and reliable transport system for the movement of people, goods and services" with 97.1% of respondents strongly agreeing or agreeing with that objective. Even the objective with the least support "Support the introduction of low carbon technologies and thus reduce reliance on fossil fuels" still had an overall approval of 80.7%.

Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA)

Introduction

The SEA/SA process is carried out during the preparation of Local Plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

SEA is used to describe the application of environmental assessment to plans and programmes in accordance with European Council Directive 2001/42/EC[2]. The SEA Directive is enacted in England through the "Environmental Assessment of Plans and Programmes Regulations" (SI 2004/1633, known as the SEA Regulations)[3].

An SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the Environmental Impact Assessment Directive (85/337/EEC)[4] and the town and country planning (Environmental Impact Assessment) Regulations[5].

SEA only considers the environmental effects of a plan, whilst SA consider a plan's wider economic and social effects in addition to its potential environmental impacts, however, it is obligatory that SAs meet all of the requirements of the SEA Regulations.

Sustainability Appraisal

SA is an interactive process of gathering data and evidence, assessment of environmental effects, developing mitigation and monitoring measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.

The approach adopted for the SA of the LTP 5 follows that set out in the Practical Guide to SEA[6] and the Planning Practice Guidance to SEA and SA[7]. It involves the development of an assessment framework comprising a series of sustainability objectives, assessment criteria and indicators. This framework is developed from an understanding of environmental problems and opportunities identified through a review of existing baseline information and a review of other plans, programmes and environmental protection objectives relevant to the plan area (i.e. Lincolnshire) and subject matter (transport).

The key stages of the SEA process are the following:

Stage A: Setting the context and objectives, establishing the baseline and deciding on scope (this stage);

Stage B: Developing and refining strategic alternatives and assessing their effects;
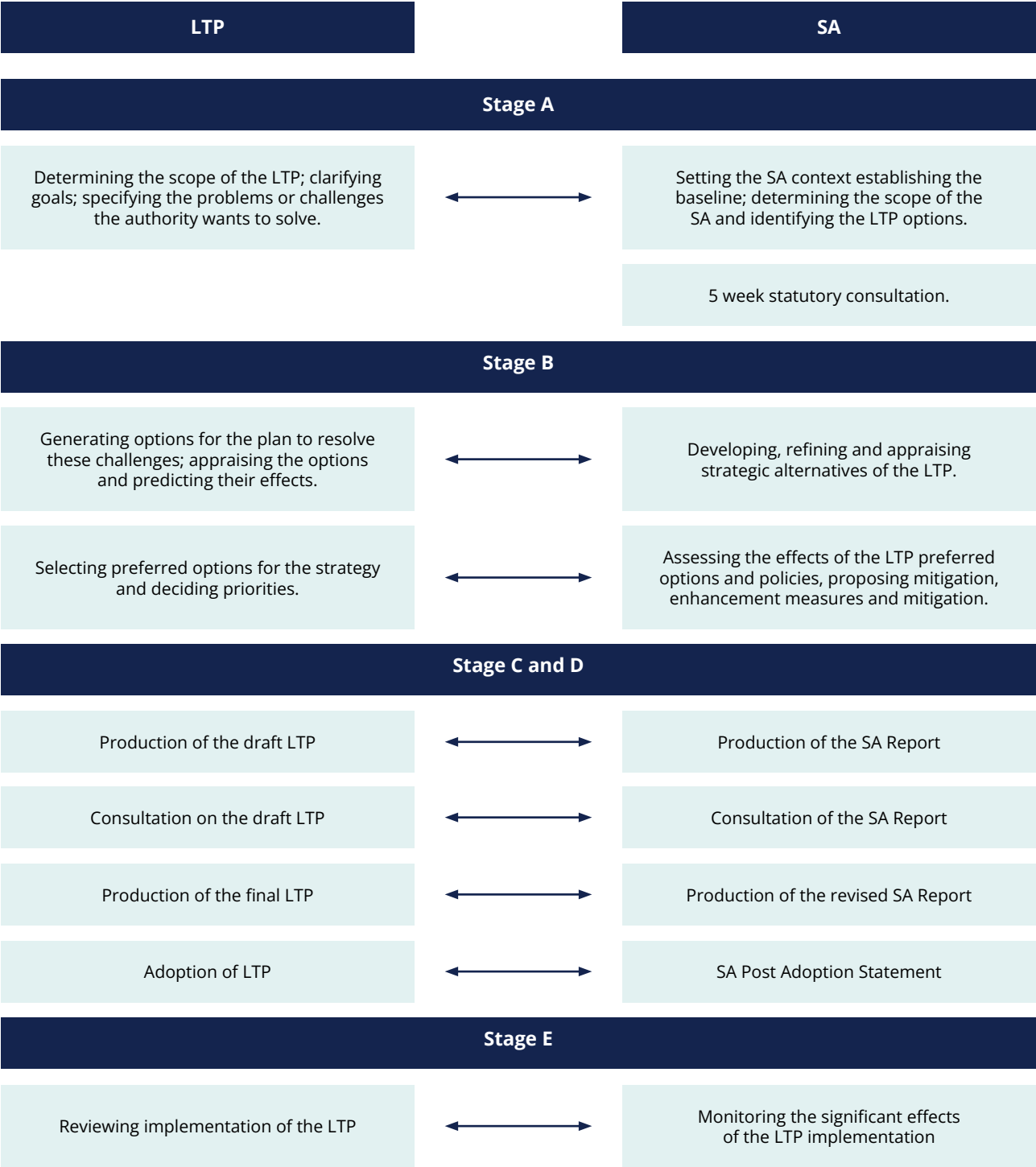
Stage C: Preparing the Environmental Report;

Stage D: Consulting on the draft plan or programme and the Environmental Report; and

Stage E: Monitoring the significant effects of implementing the plan or programme on the environment.

The stages of the SA process and their interactions with the LTP process are depicted in the follow diagram.

The stages of the SA process and their interactions with the LTP process

LTP	SA

Stage A

Determining the scope of the LTP; clarifying goals; specifying the problems or challenges the authority wants to solve.	⟷	Setting the SA context establishing the baseline; determining the scope of the SA and identifying the LTP options.
		5 week statutory consultation.

Stage B

Generating options for the plan to resolve these challenges; appraising the options and predicting their effects.	⟷	Developing, refining and appraising strategic alternatives of the LTP.
Selecting preferred options for the strategy and deciding priorities.	⟷	Assessing the effects of the LTP preferred options and policies, proposing mitigation, enhancement measures and mitigation.

Stage C and D

Production of the draft LTP	⟷	Production of the SA Report
Consultation on the draft LTP	⟷	Consultation of the SA Report
Production of the final LTP	⟷	Production of the revised SA Report
Adoption of LTP	⟷	SA Post Adoption Statement

Stage E

Reviewing implementation of the LTP	⟷	Monitoring the significant effects of the LTP implementation

Chapter 2:
This is Lincolnshire

Lincolnshire is the second largest county in the United Kingdom and covers 2,687 square miles.

The county of Lincolnshire consists of the seven Districts/Boroughs of Lincoln, East Lindsey, West Lindsey, North Kesteven, South Kesteven, Boston and South Holland. These districts include the major towns of Lincoln, Boston, Skegness, Gainsborough and Grantham. Within these districts there are 600 parish and town councils. North Lincolnshire and Northeast Lincolnshire act as unitary authority areas which are separate to the seven districts in the transport area managed by LCC.
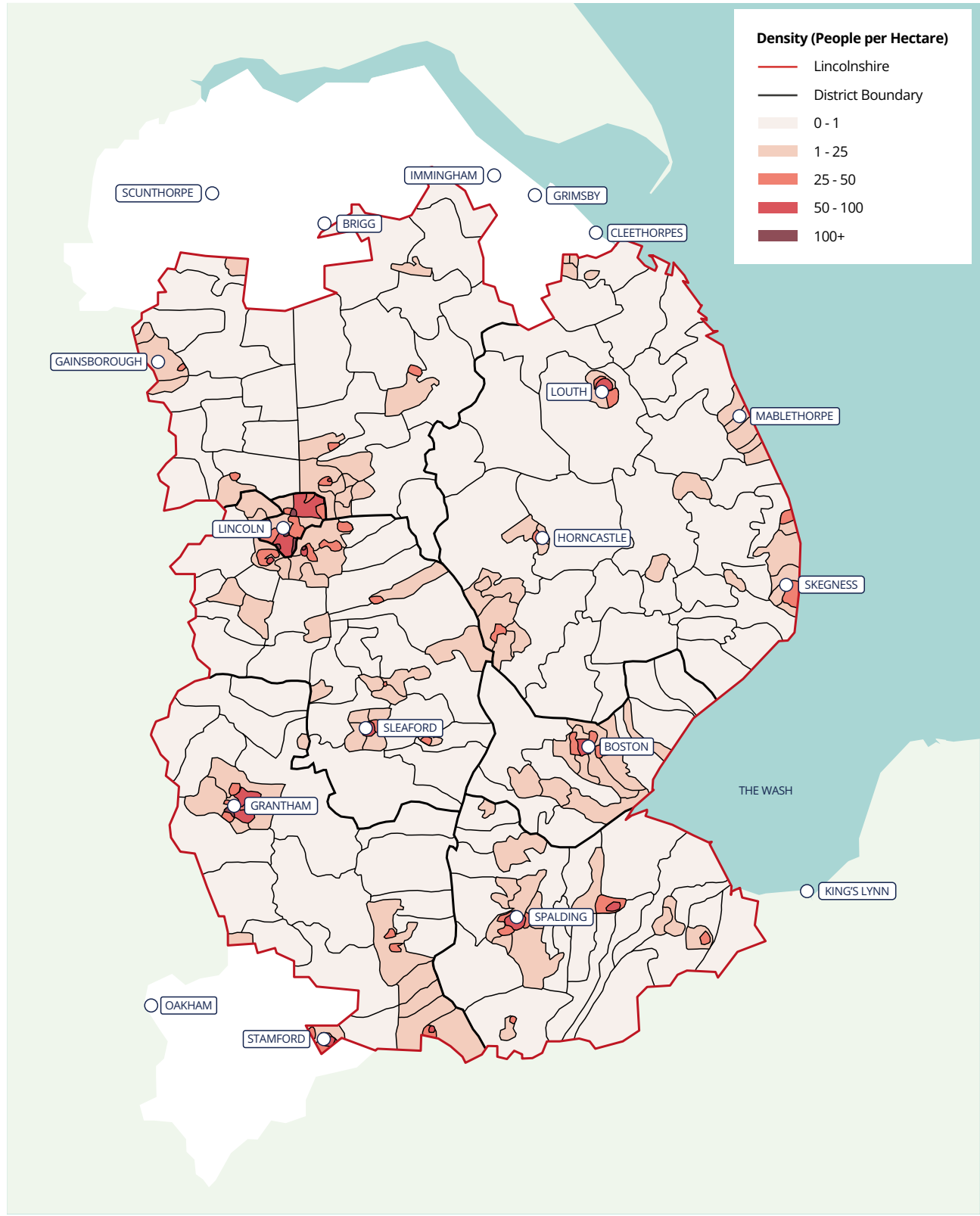
Population

Lincolnshire has an estimated population of 796,500 as of 2021, up from 713,653 in 2011 and 646,643 in 2001. This 11% change increase, from 2011-2021, is larger than the 9% national projected increase. Furthermore, there was a 10% population increase from 2001-2011, again above the national average of 7%[8].

As of the 2011 census data, the largest district in terms of population is East Lindsey with 136,401 people. This was closely followed by South Kesteven with a total population of 133,788; North Kesteven (107,766); Lincoln (93,541); West Lindsey (89,250); and South Holland (88,270). The smallest district is Boston, with a population of 64,637 people. Despite Boston having the smallest population, Boston had a 16% increase in population from 2001-2011, the largest change out of the seven Districts in the county[9].

The District of Boston also has a 12.5% population percentage of other white ethnic groups with 4.7% of the population arriving in the UK in the mid-2000s which corresponds to the large eastern expansion of the European Union in May 2004. Less than 3% of Lincolnshire's population comprises of Black, Asian and Minority Ethnic (BAME) groups. The district of Lincoln has a greater BAME population percentage in comparison to Lincolnshire.
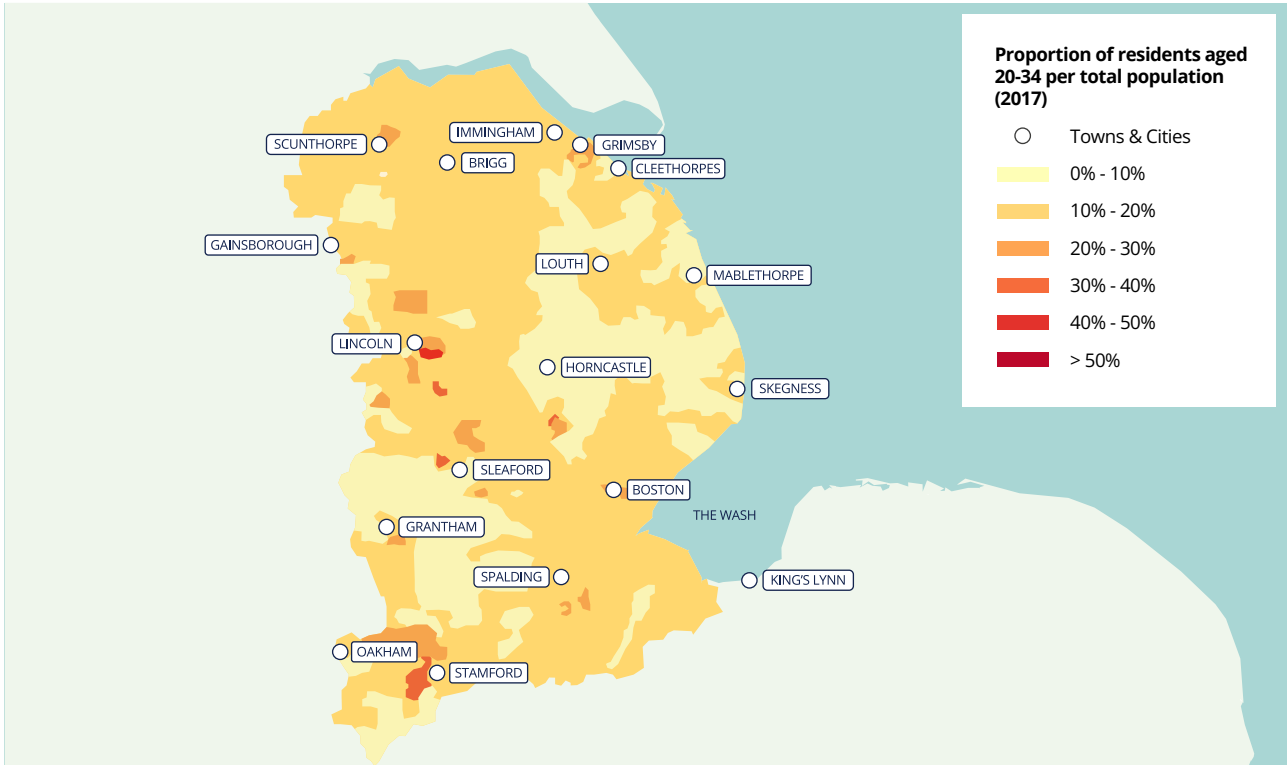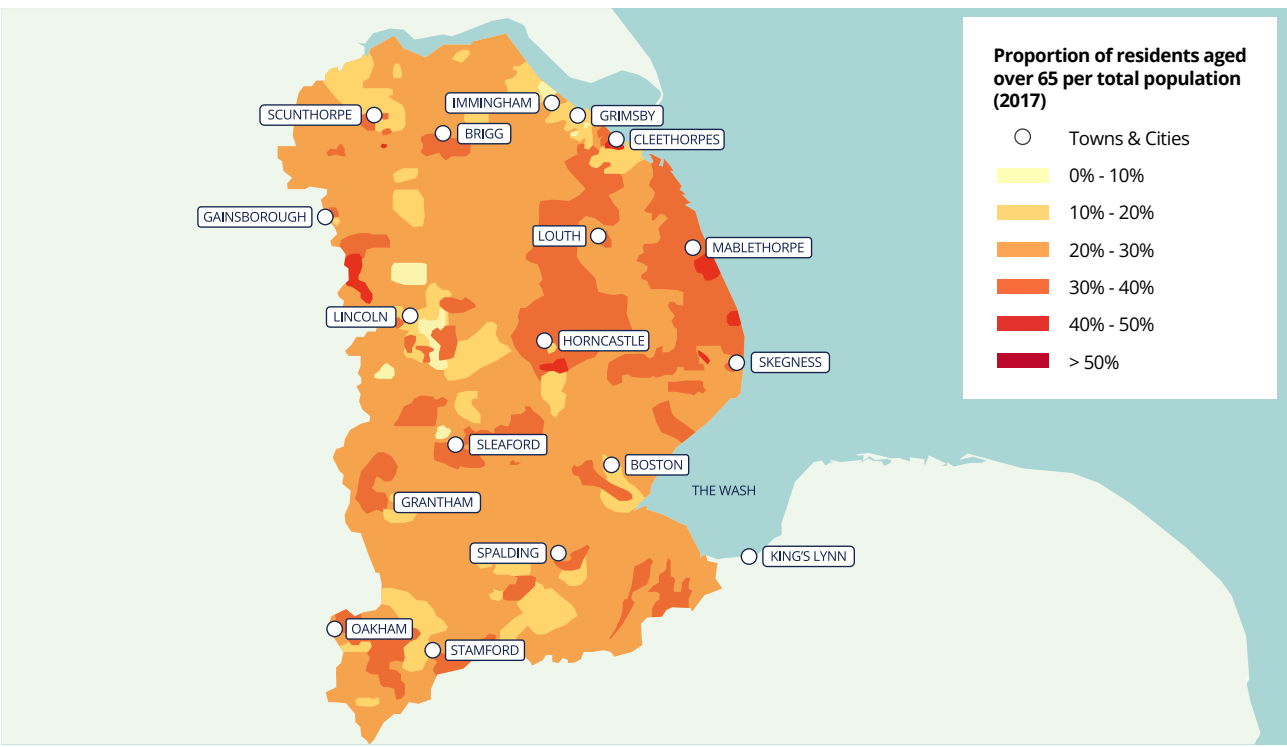
Population density

Population change
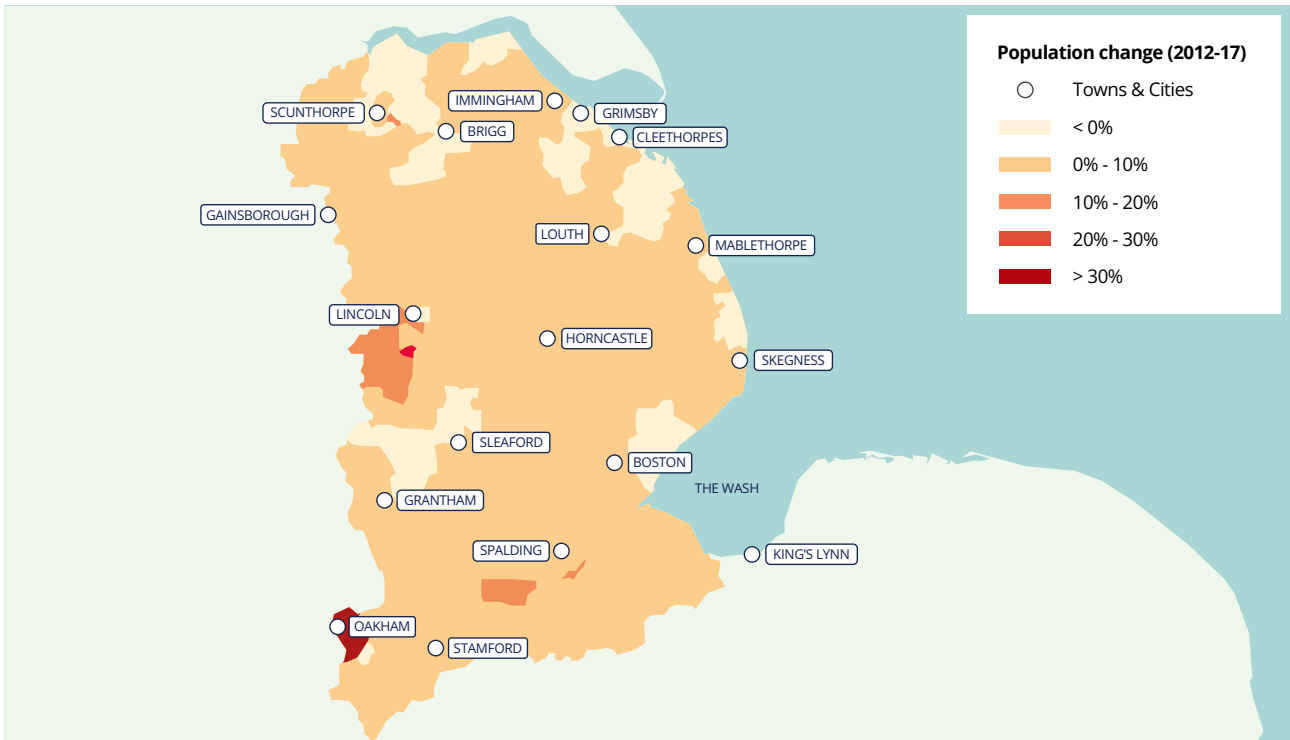
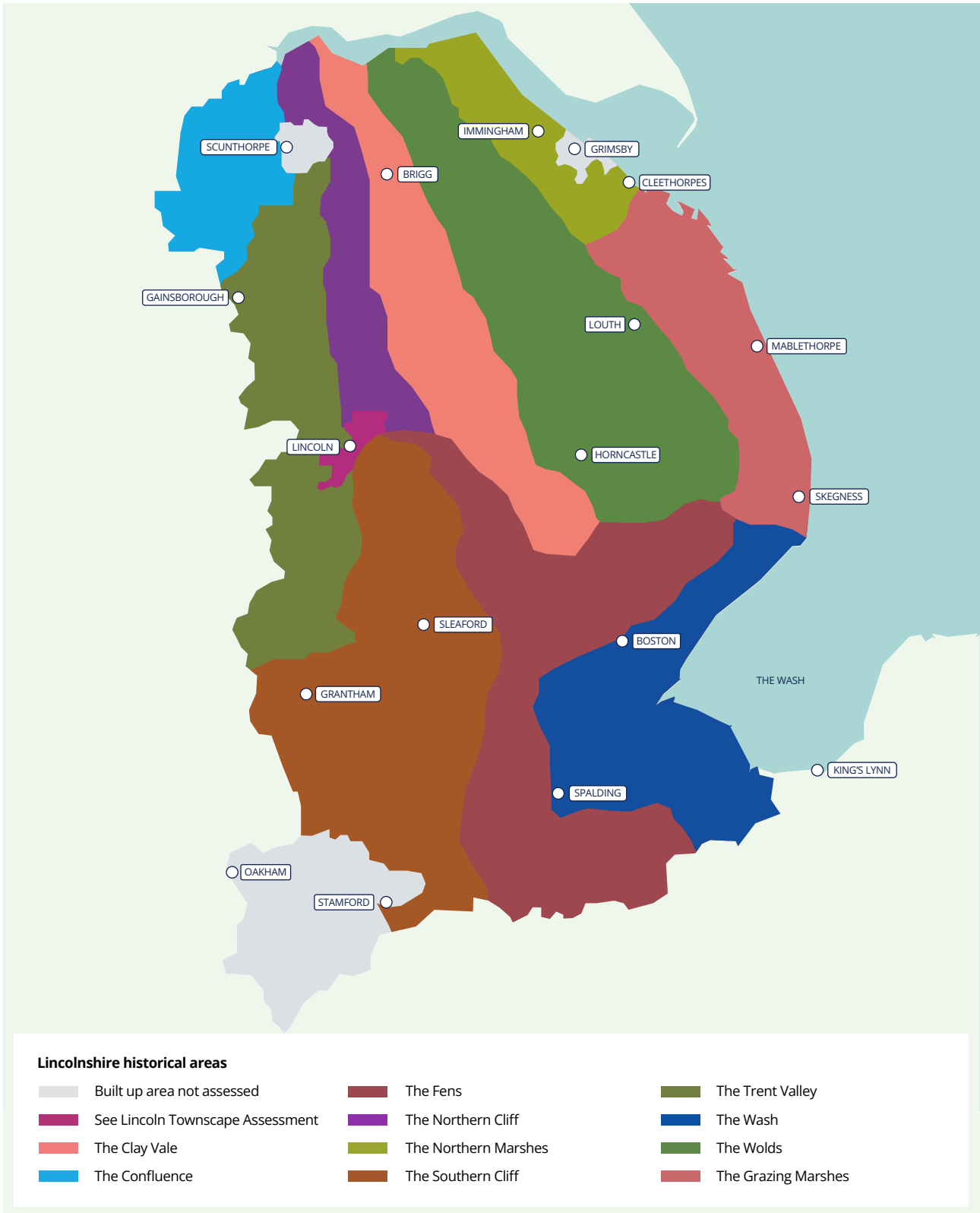|	Population (2017)	Population growth (2012-17)
Lincolnshire	751,171	4.45%
North Lincolnshire	171,294	1.75%
North East Lincolnshire	159,826	0.02%
Rutland	39,474	6.41%
Greater Lincolnshire	1,121,765	3.4%

Population growth 2012-17: EM = 4.46%, UK = 3.7%

Proportion of younger age residents (20-34)

Proportion of residents aged 20-34 per total population (2017)

○ Towns & Cities
0% - 10%
10% - 20%
20% - 30%
30% - 40%
40% - 50%
> 50%

Proportion of older residents (over 65)

Proportion of residents aged over 65 per total population (2017)

○ Towns & Cities
0% - 10%
10% - 20%
20% - 30%
30% - 40%
40% - 50%
> 50%

Lincolnshire historic landscape character map

Lincolnshire historical areas

|		
Built up area not assessed	The Fens	The Trent Valley
See Lincoln Townscape Assessment	The Northern Cliff	The Wash
The Clay Vale	The Northern Marshes	The Wolds
The Confluence	The Southern Cliff	The Grazing Marshes

Lincolnshire is often perceived as a homogeneous county however it is far from it. From the high grounded Lincolnshire Wolds to the low-lying Fens, The previous diagram illustrates the diverse landscape areas within the county[11]. The Fens in the south is mostly made up of arable fields with a flat landscape. The Northern Cliff area is influenced by roman roads and military activity with former bases at Hemswell, Hibaldstow and Kirton on Lindsey. In addition to, other bases such as RAF Scampton are still operational. The Wolds is surrounded by lowlands on all sides and is mostly rural with it being classified as the least industrialised character area.

Employment

Like most regions, the global financial crisis catastrophically damaged local economies. Greater Lincolnshire saw unemployment rates as high as 8.6% following the years after the crisis. Currently, as of September 2020, unemployment rate is at 4.9% which is higher than the UK average of 4.2%[9].

Unemployment rate from 2005
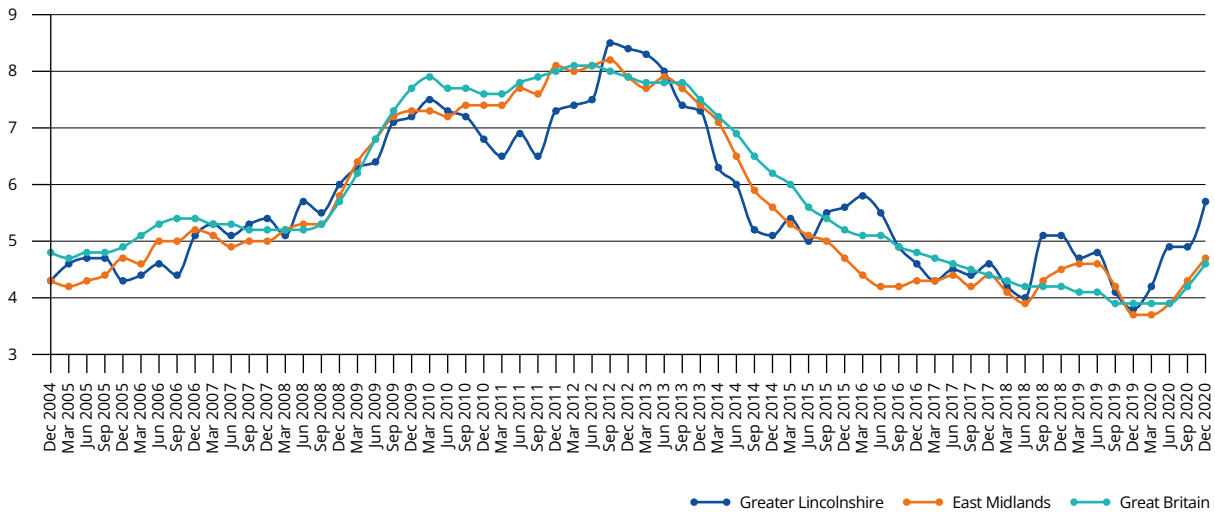
The increase of GVA (income approach) for all sectors in Lincolnshire since 1997
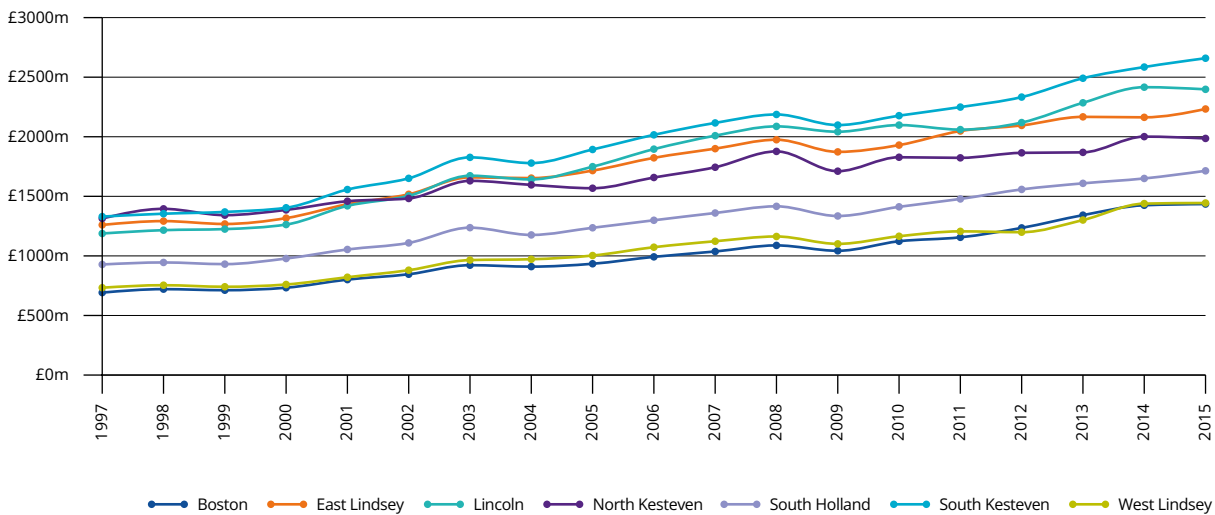
The chart below highlights the main industries by GVA income which correlate to the largest economic sectors within the county. Despite the financial crash, there has been a growth between 2009 and 2015 of all industrial sectors.

GVA income of Lincolnshire by industry

Legend: 2009 (blue), 2015 (orange)
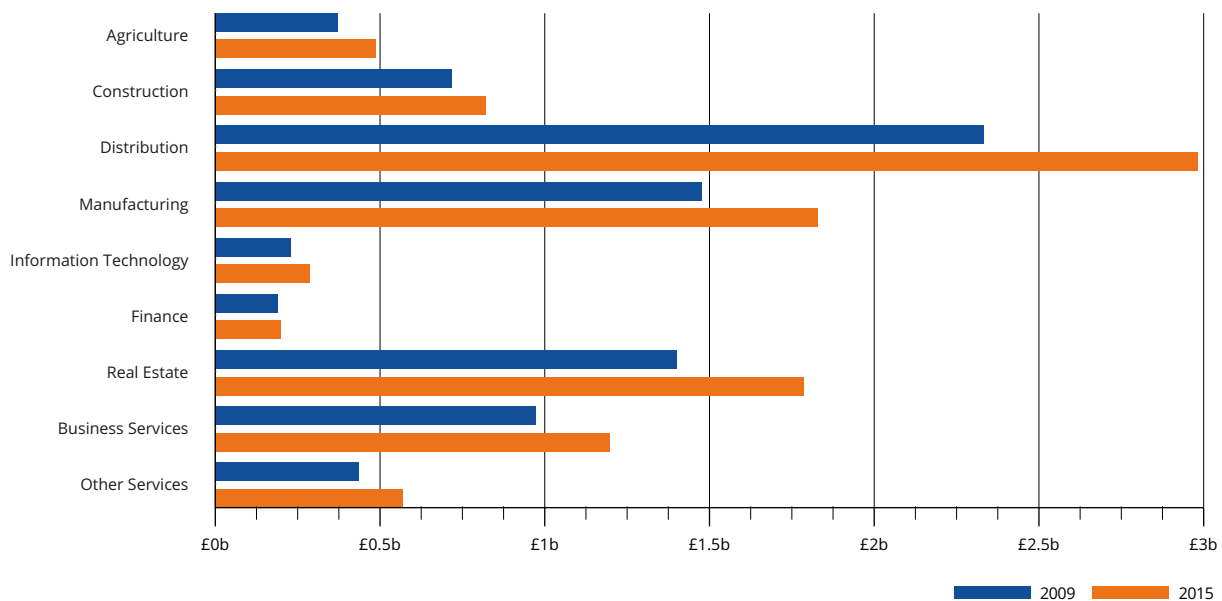
Economy

Agrifood, manufacturing and the visitor economy are the main priority sectors of the Lincolnshire economy. The visitor economy alone is worth £2.24 billion per year. From 2009, the overall visitor days have grown on average 1.4% each year.

The Gross Value Added (GVA) measures the increase of the value of a region from the production of goods and services. The following chart illustrates the increase of GVA (income approach) for all sectors in Lincolnshire since 1997[12]. South Kesteven performs the best in comparison to the District of Boston[9].

Visitor economy

Lincolnshire's visitor economy is one of the most important economic sectors. It is not just the city of Lincoln that makes a significant contribution but also the countryside and coast. With aviation attractions, cycling and walking routes and the seaside resorts, Lincolnshire attracts visitors from far and wide.

The City of Lincoln is diverse in regard to its economy. Attractions such as Lincoln Castle and the Cathedral are targeted at families and heritage seekers[13]. Whereas, the restaurants and bars along Brayford Pool and Cornhill Quarter attract the large young adult population. However, in the past decade, sites such as Lincoln Castle were poorly performing and consequently had negative spill over effects to the whole of Lincoln. However, in 2015, a £22 million investment in marketing and the Magna Carta saw the trebling of visitor figures with 4.54 million visitor days and nights[14]. Furthermore, every December, Lincoln's annual Christmas market attracts just under 250,000 visitors from within and outside the county. Extra train services are introduced for the period and park and ride schemes are available.

Skegness is the UK's fourth most popular tourist holiday resort which makes the visitor economy a main economic sector for the town[15]. Between 2014 and 2015, visitor numbers increased by 9.2%. Over the past few years, new attractions such as Skegness Aquarium and the Skate and BMX Park have been created. Redevelopments of the Tower Gardens Pavilion site is now also finished.

Travelling in Lincolnshire

Travel mode

Due to the rurality of Lincolnshire, accessibility between places can be an issue. Public transport is not always frequent enough and therefore car ownership is unsurprisingly high. As of 2011, households in Lincolnshire with access to at least one car/van was 82%. 42.1% of the population travelled to work by car or van; 7.8% travelled by foot; 4.8% travelled by public transport and 3.8% worked from home[9].

Bus

Public transport is vital to increase accessibility around the county. The main bus operator in Lincolnshire is Stagecoach. Large urban centres such as Lincoln, Boston, Grantham and Skegness see regular Stagecoach services that connect the core urban centres to the peripheral suburbs. On demand bus services such as CallConnect also provide rural transport through a variety of local operators.

Rail

Despite Lincolnshire's vast land area, railway lines are sparse around the county. The Beeching Report in the 1960s cut back a plethora of railway networks and stations around Lincolnshire and in particular the East Lincolnshire Railway which linked Boston through to Grimsby[16].

Now, a fraction of the routes remains. These include:

• Newark North Gate to Grimsby Town via Lincoln and Market Rasen.

• Lincoln Central to Sheffield.

• Doncaster to Peterborough via Lincoln, Sleaford and Spalding.

• Nottingham to Skegness via Sleaford and Boston.

• Lincoln Central to London Kings Cross.

A large majority of stations within Lincolnshire are managed by East Midlands Railway. Other train operators namely Northern and LNER manage and run services connecting to other regions of the UK. In 2019, LNER introduced five new daily direct services from London Kings Cross to Lincoln Central[17].

Roads

The vast majority of roads within Lincolnshire are A-roads and B-roads rather than motorways seen in other UK counties. The major roads in the county comprise of the A1, A15, A16, A46 and A52[18].

• The A1 is a 660km dual carriageway that passes through Grantham and links London to the South and Edinburgh to the north.

• The A15 and A16 links the south of Lincolnshire to the north. The 155km long A15 links; Bourne, Sleaford, Lincoln and Scunthorpe.

• The A16 starts northbound at Grimsby and connects the towns of Louth, Boston and Spalding, stopping at Peterborough.

• The A158 connects Lincoln to local market towns and the coastal resort of Skegness.

Lincolnshire's transport network
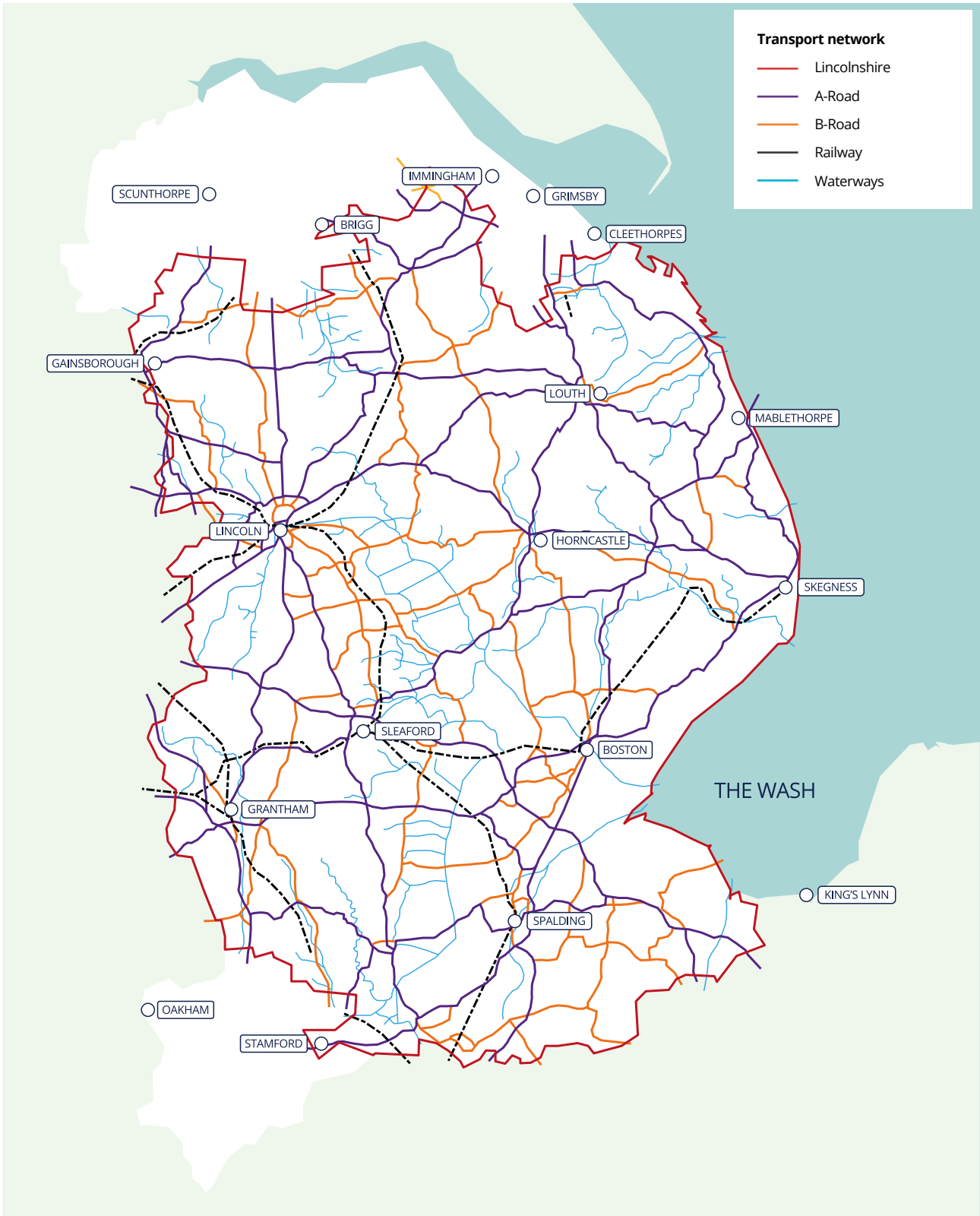
Chapter 3: Shaping the Strategy

Fundamental to this LTP is that it is taking a fully integrated and holistic approach to the development of the transport strategy and acknowledges the significant role and importance that transport plays in both shaping and supporting change.

Key to understanding the approach is to appreciate the three following points:

1. Transport is not an end in itself. People and freight move about for a purpose making transport a derived demand.

2. Transport must be shaped and directed by wider economic, environmental and social objectives.

3. Transport is a key input into matching sustainable economic growth with wider social and environmental objectives.

Building on these points the rest of this chapter sets out some of the evidence, challenges and opportunities that are likely to arise over the lifetime of this LTP. At the end of the chapter there is a short section on what the future might hold as technology continues to develop and some of the changes that arose during the pandemic become longer-term trends and permanent fixtures in the way we live our lives.

Evidence – The challenges, changes and trends

Transport usage during COVID-19

Transport in the United Kingdom has been massively impacted during the COVID-19 pandemic. During the pandemic the DfT has been monitoring the impact on traffic movement through a series of data collection using various methods. The following data has been collected on five main modes:

- Road traffic in Great Britain.

- Rail passenger journeys in Great Britain.

- Transport for London (TfL) tube and bus routes.

- Bus travel in Great Britain (excluding London).

- Cycling in England.

In this section, we will analyse the data available for road traffic, rail passenger journeys, bus travel in Great Britain (excluding London) and cycling.

1. Road traffic in Great Britain

The national road traffic estimates include change in traffic on all road types at GB level. These estimates are provided, split into selected vehicle types (cars, light commercial vehicles, heavy goods vehicles) and total for all motor vehicles.

Data source

The analysis is based on around 275 automatic traffic count sites across Great Britain. These sites are used for DfT's Quarterly Road Traffic National Statistics series to estimate traffic change and as such the samples of automatic traffic counters are stratified by area, road classification, and road management and have been designed to be representative of national traffic.

2. Rail passenger journeys in Great Britain

Passenger journeys across the rail network in Great Britain.

Data source

Information on journeys comes from the Latest Earnings Networked Nationally Overnight (LENNON) data source. LENNON is the revenue settlement service for the train operating companies for GB passenger rail ticket sales and is the main source of data for GB rail fares revenue. The system processes information from the majority of GB train ticket sales, it then allocates daily revenue to each of the train operators within 24 hours of the ticket being purchased.

3. Bus travel in Great Britain (excluding London)

Passenger boardings around half of bus services in Great Britain outside London.

Data source

This data has been provided by Ticketer, based on operators which were using Ticketer in the January reference week (3rd week of January). Data from other sources (including non-Ticketer operators) has been used to validate these figures and is generally consistent with the trends presented.

4. Cycling in England

Estimated change in cycling usage in England.

Data source

This is an estimated percentage change in cycling derived from:

- Telecommunications data – anonymised and aggregated data from O2, as a measure of total trip numbers.

- National Travel Survey (NTS) results, as a pre-COVID-19 baseline modal split.

- DfT Roads Automatic Traffic Count (ATC) index data, as an indication of changes to road users.

- LENNON rail data, as an indication of changes to rail users.

- Sources of cycling use data including automatic cycling counters and camera-based estimates.

During the pandemic, there have been various different times where different levels of lockdown and restrictions have been imposed on the populace through government legislation passed in the House of Commons. These impacts have had a variety of repercussions on the four modes we are going to look at. The time period of the analysis will be from the 1st March 2020 to the 28th February 2021, and we will look at some selected time spans during the year.

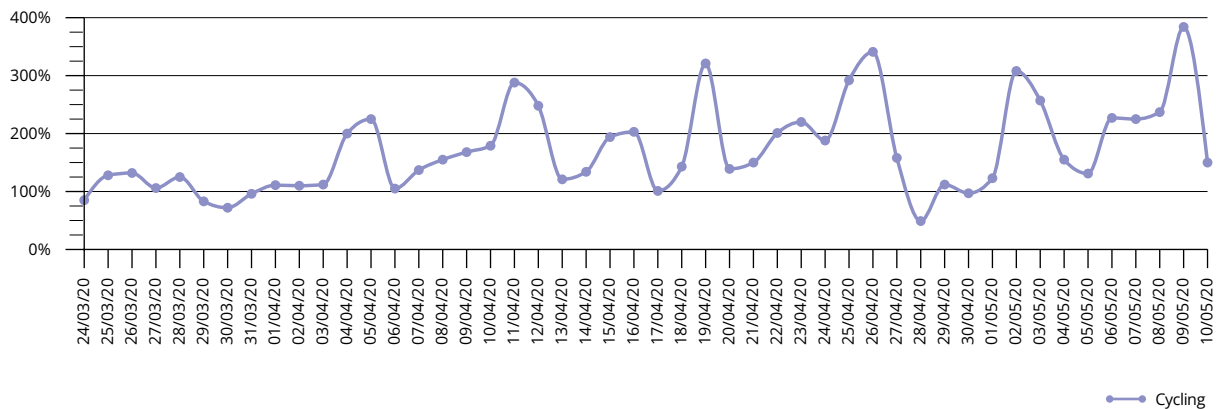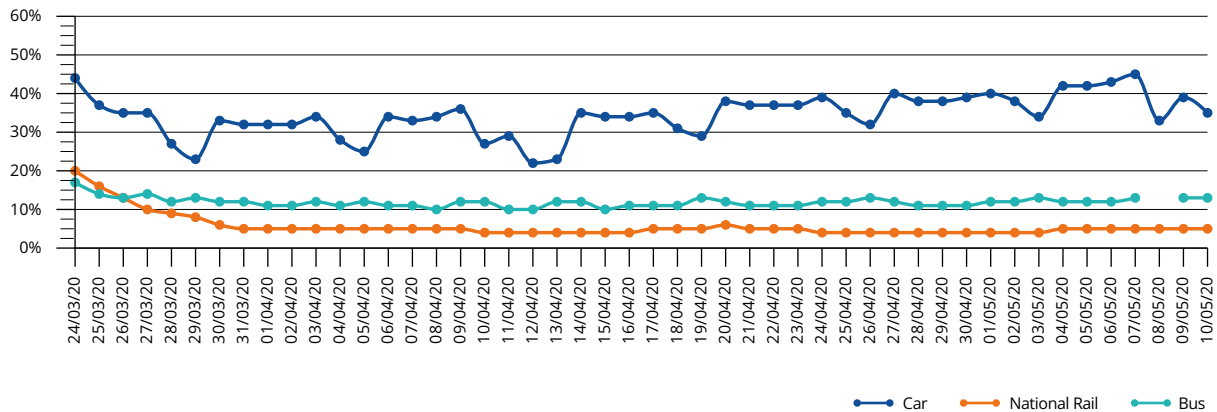**1st March to 23rd March 2020**
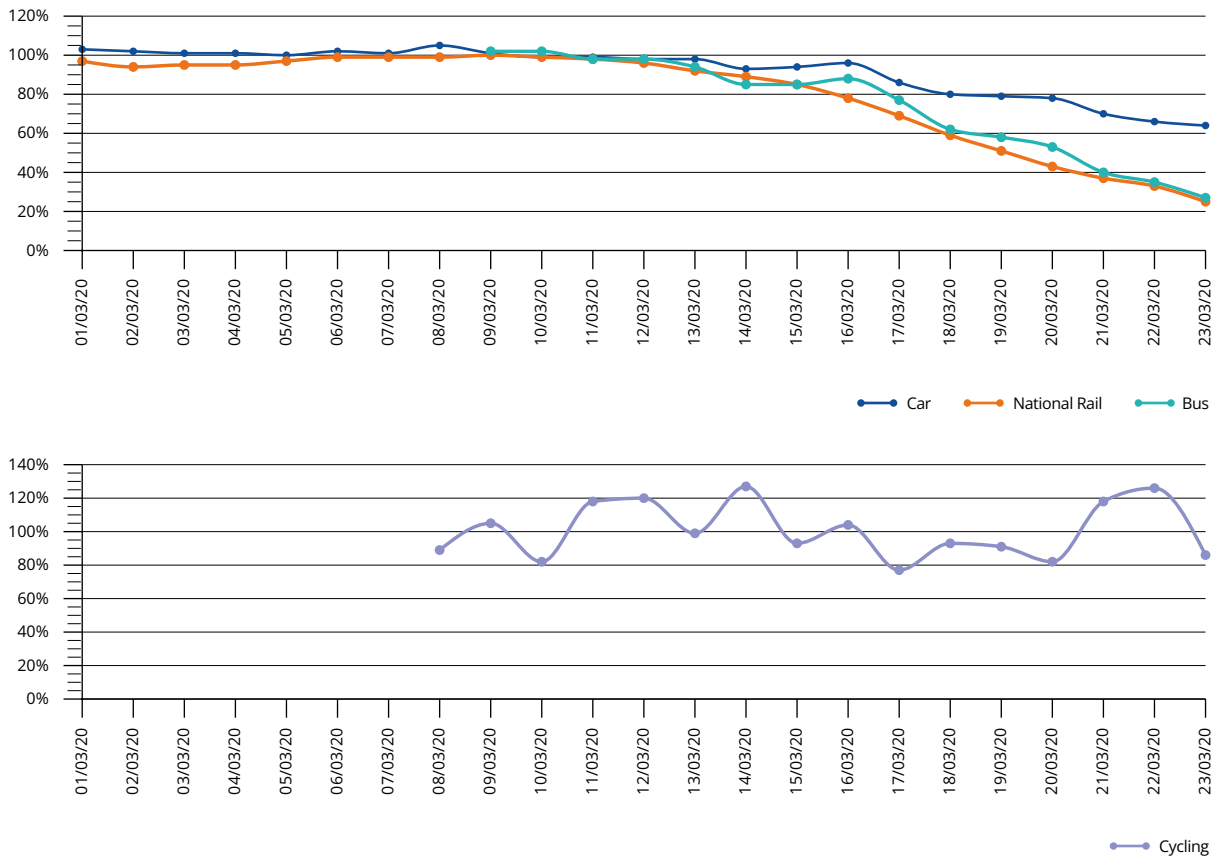
Key points

- Pre-lockdown period.

- At the start of March the three modes were showing little change.

- On the 16th March "now is the time to stop non-essential travel" was the message.

- At this point, use of public transport dropped to 25% for rail and 27% for bus.

- Car use reduce to 64% of normal levels.

- During this period cycling levels show little change.

24th March to 10th May 2020

Car — National Rail — Bus

Cycling

Key points

- First lockdown announced 23rd March 2020.

- Lockdown extended for at least three weeks – five tests set out 16th April 2020.

- Car use dropped further to low-mid-thirty percent. Although there was a slight increase later in this period.

- Bus and rail use continued to fall, to around 55% for rail and 10% for bus travel.

- Cycling starts to show larger increases, with peaks and trough throughout the period.

- Cycling peaks tend to be around the weekend and the bank holidays in this period.

11th May to 23rd June 2020
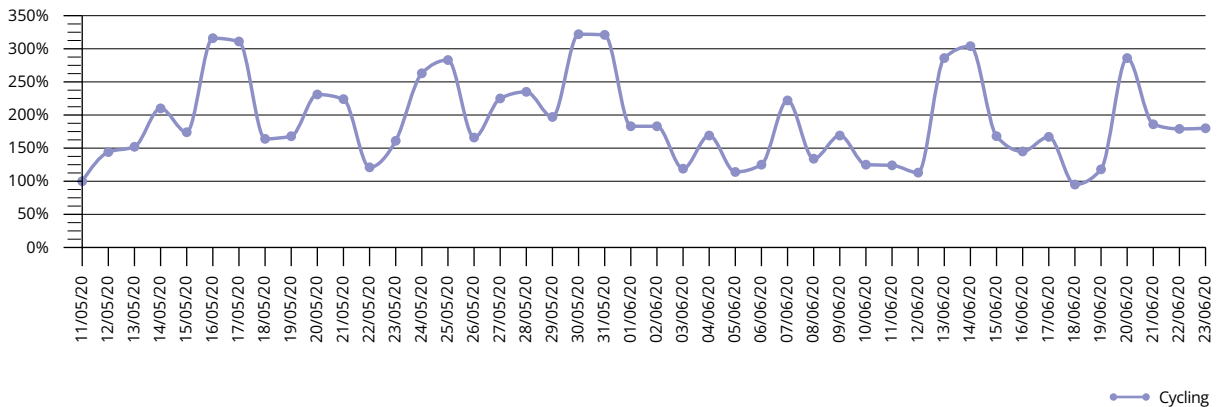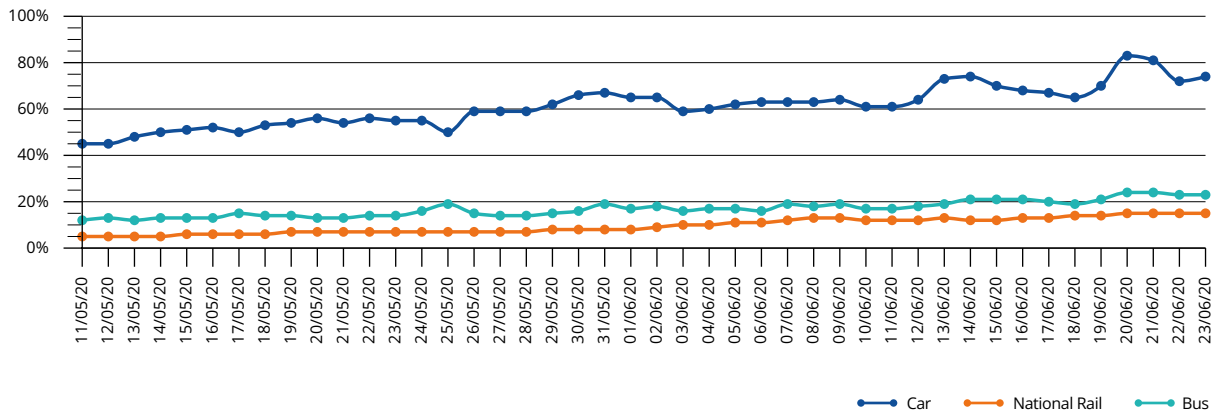
Key points

- PM announces a conditional plan for lifting lockdown and says that people who cannot work from home should return to work but avoid public transport.

- Phased re-opening of schools, 2nd June 2020.

- Non-essential shops re-open 15th June 2020.

- Slight increase in rail travel, from 5% to 15% of the norm for this time of year.

- Slight increase in bus travel, from 12% to 23% of the norm for this time of the year.

- Cycling journeys still considerably higher than normal, with peaks around the weekends, although the trendline suggests a reducing picture.

- Car use continues to climb, from 45% up to 74%.

24th June to 3rd August 2020
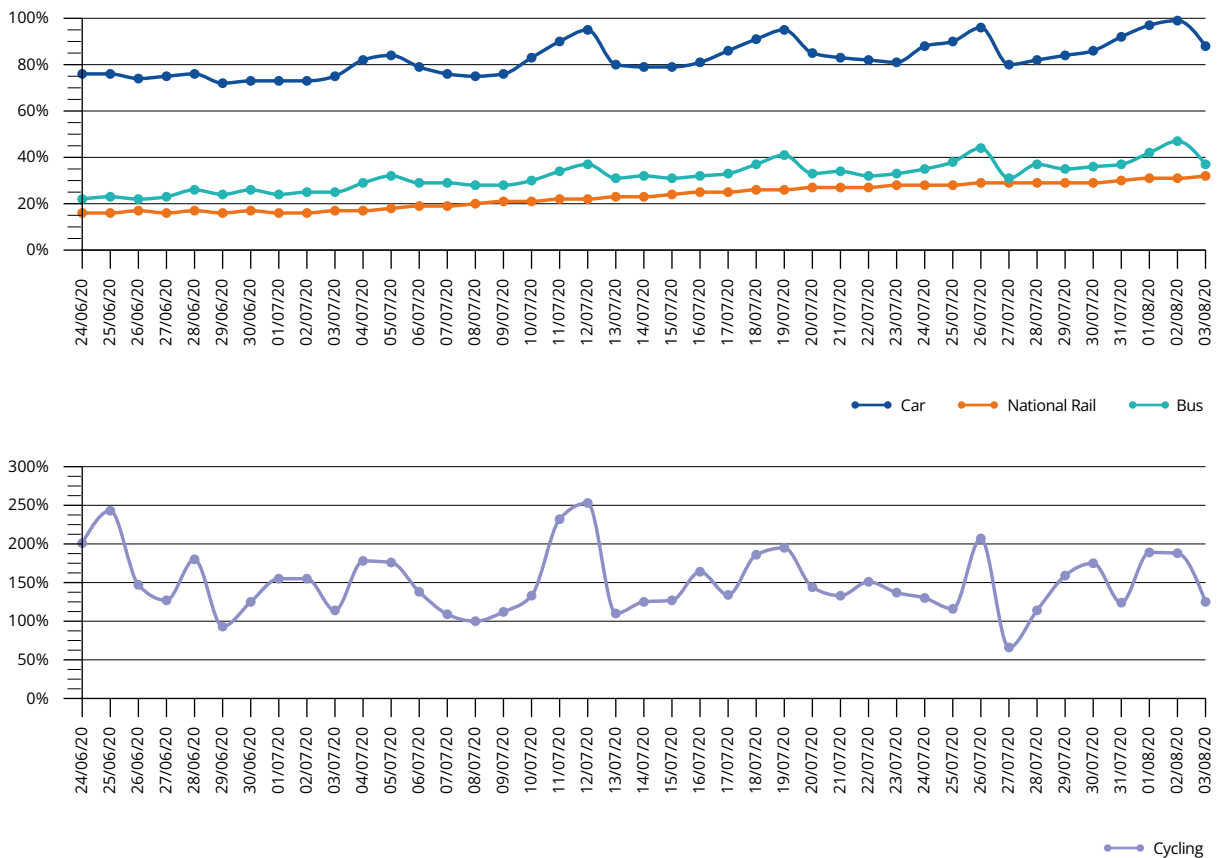
Key points

- PM says "national hibernation" coming to an end – announces relaxing of restrictions and 2m social distancing rule.

- More restrictions are eased including reopening of pubs, restaurants, hairdressers – 4th July 2020.

- 'Eat out to help out' scheme announced – 3rd August 2020.

- School holidays start.

- Car use continues to rise, returning consistently over 80% during the weeks, with higher peaks at weekends.

- Rail usage continues to rise, but still only to 32% of normal passenger usage.

- Bus usage also continues to rise (mid 30%) especially at weekends.

- Cycling continues to perform well above the norm, averaging about 50% above normal levels.

4th August to 21st September 2020
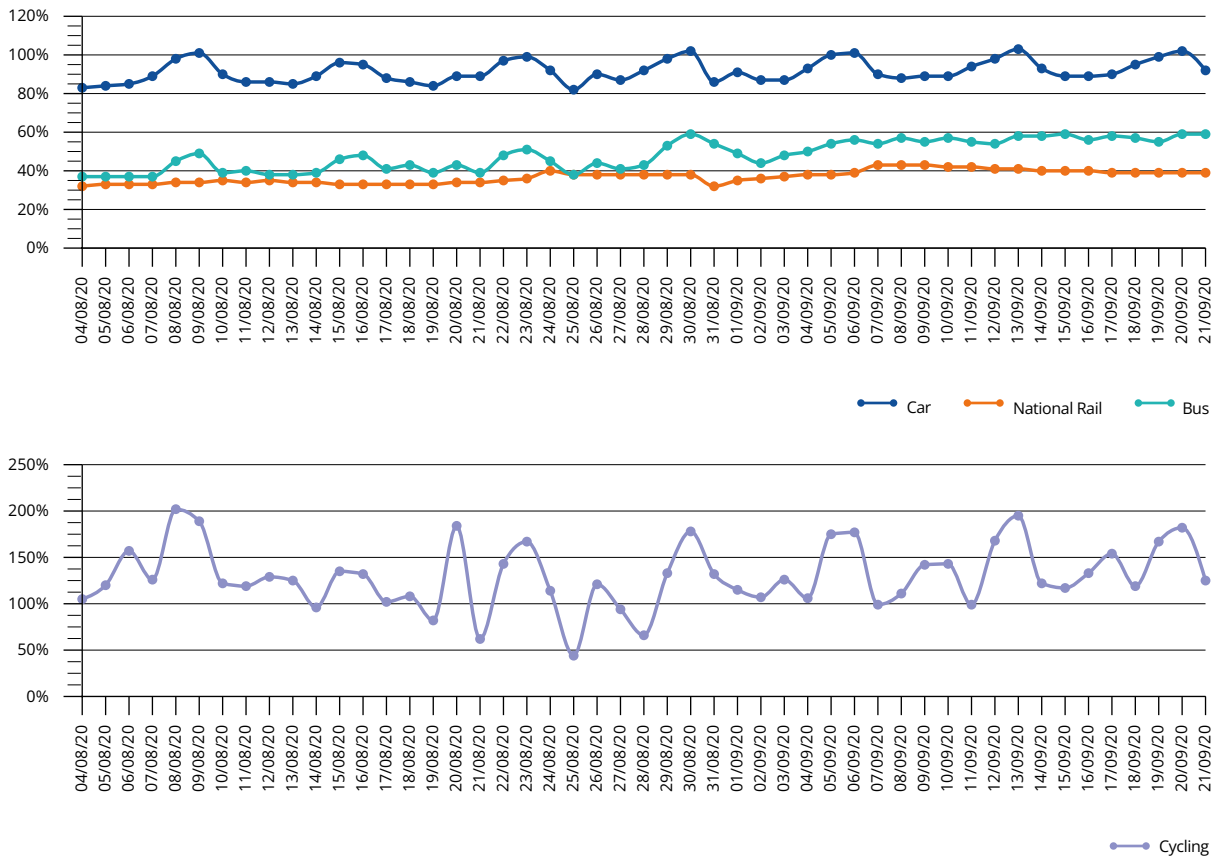
Key points

- Lockdown restrictions eased further including reopening indoor theatres, bowling alleys and soft play – 14th August 2020.

- School holiday period.

- "Rule of Six" indoor and outdoor social gatherings above six banned in England.

- Car use continues to maintain the levels of the previous period at around the mid 80% figures during the week and over 100% at the weekends.

- Rail usage increases marginally to around 40%, perhaps representing a longer sense of distrust in travelling in close confines of other people.

- Bus usage continues to improve, although still well below the norm.

- Cycling maintains its high usage levels, perhaps due to the good weather, work patterns changing, school holidays and increase health awareness.

22nd September to the 4th November 2020
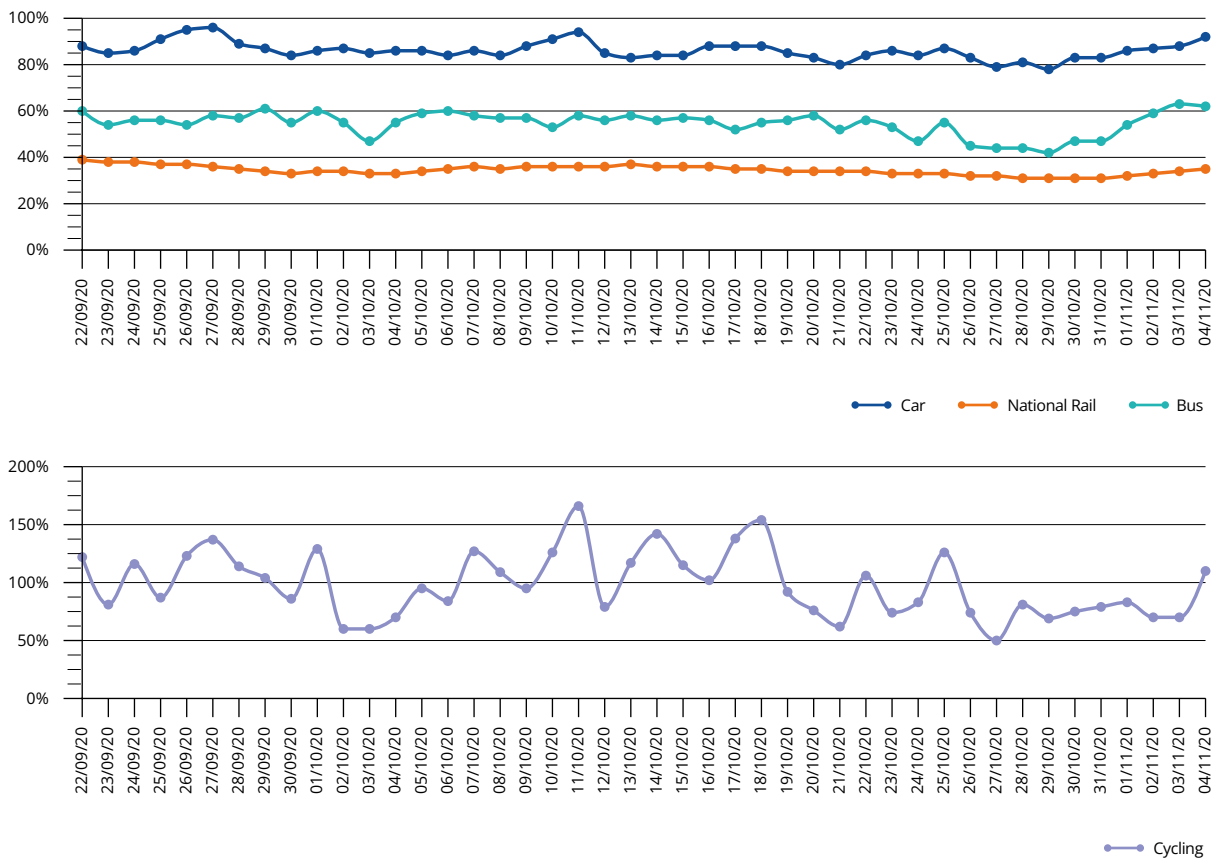
Key points

- Return to working from home and 10pm curfew for hospitality sector – 22nd September 2020.

- New three tier system of COVID-19 restrictions starts in England – 14th October 2020.

- Car usage levels continue to be maintained, with a slight drop off in late October.

- Rail usage levels continue to maintain the same level, also with a slight drop-off during October.

- Bus usage remains consistent, around mid-to-high 50% against the normal expected level.

- Cycling levels return to more normal levels, perhaps indicating the fact that children return to home school, good weather, and return to work after the summer break.

5th November to 2nd December 2020
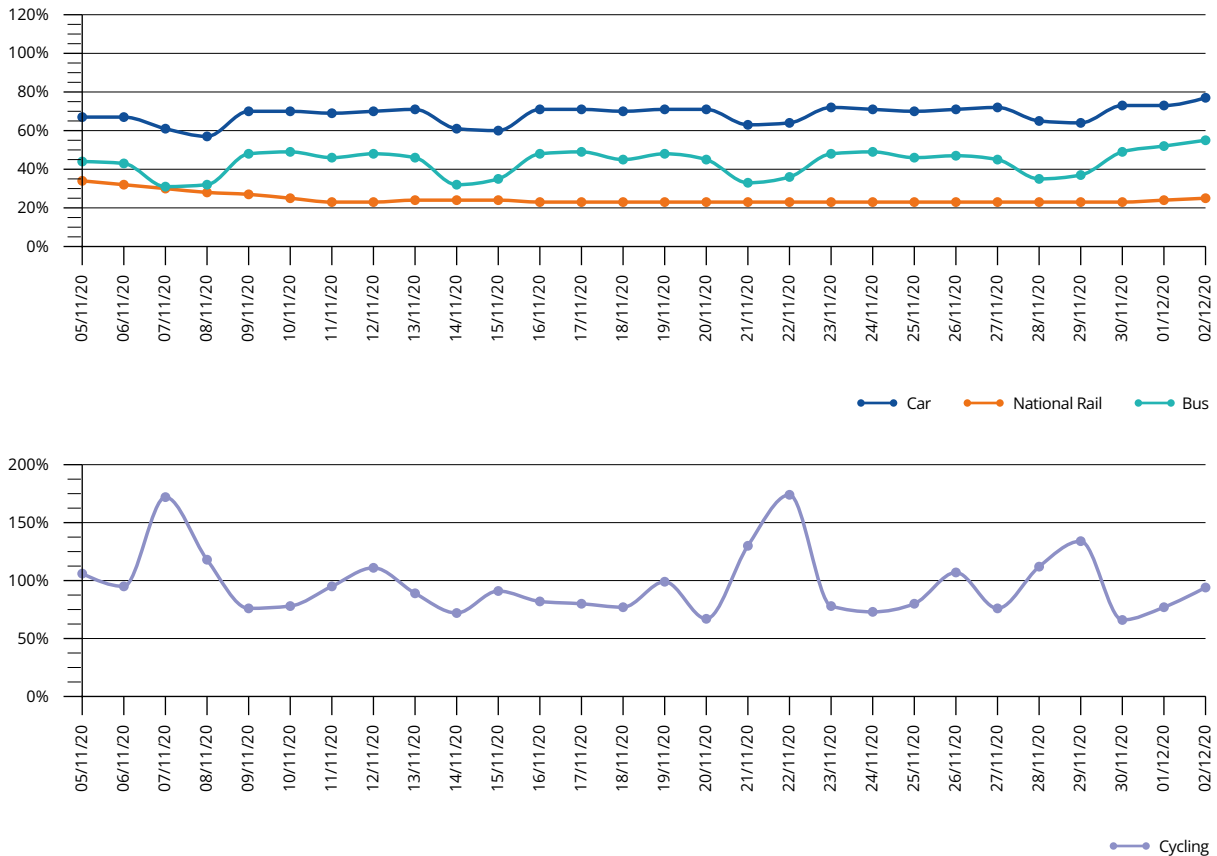
Key points

- Second National lockdown comes into force in England.

- Car usage levels reduce to around 70% during the week with further reductions over the weekends.

- It is perhaps significant that usage is considerably higher than in lockdown one.

- Rail usage drops again to around 20%.

- Bus usage remains at about 50% with reductions at the weekends – mid 30%.

- Cycling levels continue to remain at the same level.

3rd December to 6th January 2021

Car — National Rail — Bus

Cycling
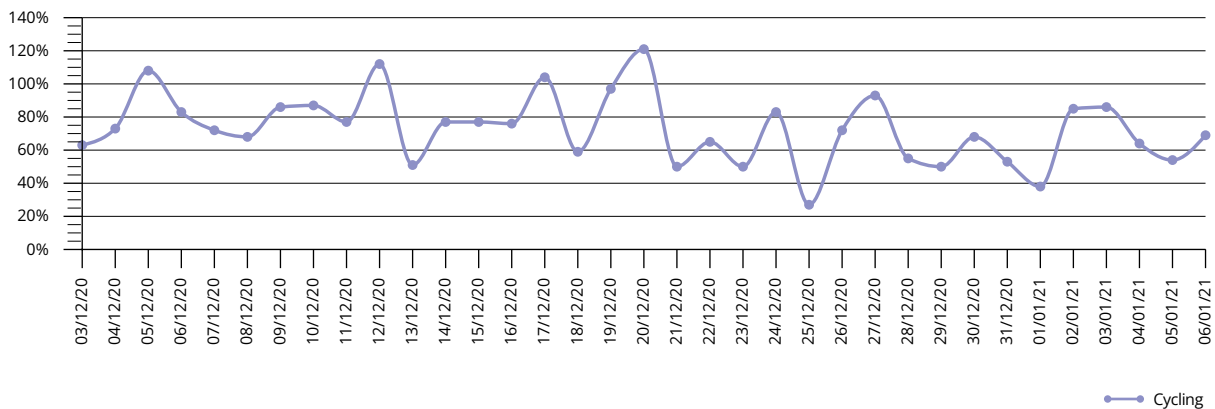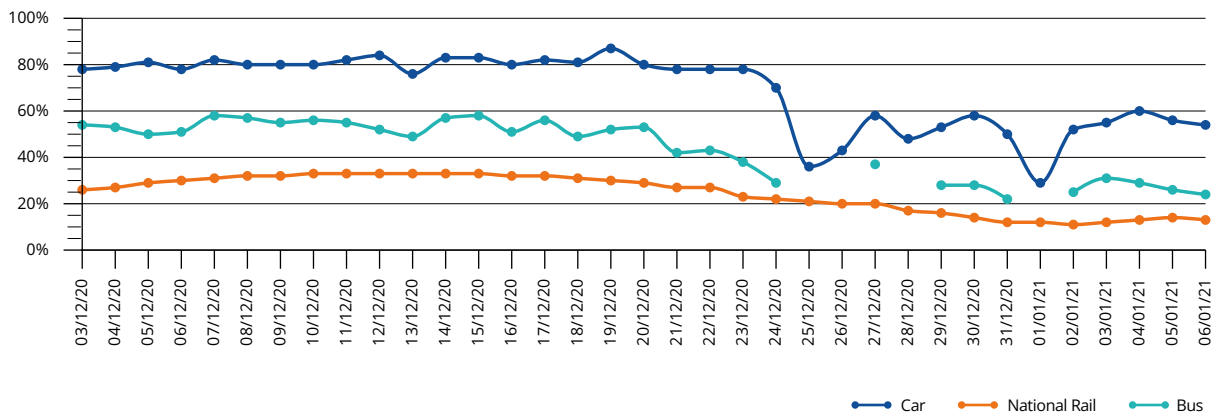
Key points

- PM says Christmas rules may still be relaxed but urges public to keep celebrations "short" and "small" – 15th December 2020.

- New restrictions for Southeast England with a new Tier 4 "Stay at Home" alert level.

- Christmas mixing rules tightened – 19th December 2020.

- Tier 4 restrictions come into force in the Southeast – 21st December 2020.

- More areas of England enter tier 4 restrictions – 26th December 2020

- Children to return to school after Christmas break but restrictions in England get tougher.

- Car usage maintains previous levels up to Christmas when it drops to below 60%.

- Rail usage increases mid-December due to University students returning home for Christmas, and then to below 15% post-Christmas.

- Bus usage follow the same pattern with big reductions post-Christmas.

- Cycling usage continues to drop off, probably due to poor weather.

7th January to 28th February 2021

Car — National Rail — Bus

Cycling
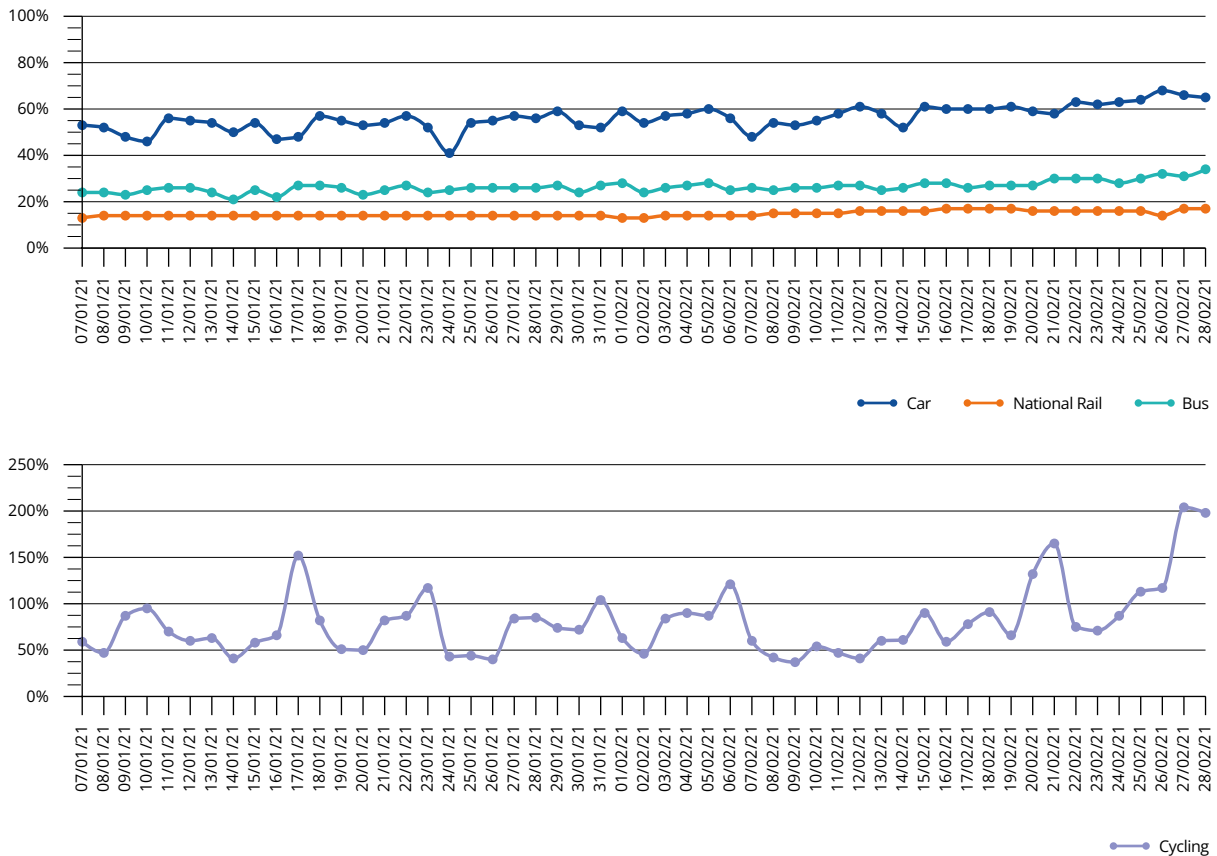
Key points

- England enters third national lockdown – 7th January 2021.

- PM expected to publish "roadmap" for lifting of lockdown.

- Car use started to rise again, peaking at the end of February to 68%.

- Rail usage continues to maintain its low level, indicating a continued wariness round social mixing.

- Bus usage increased very gradually over this period, ending the month at around 34%.

Conclusions

During this period we have seen a previously unheard change in travel patterns, with public transport particularly hardest hit, indicating the need for a comprehensive package of measures to help support the rail and bus industries to recover what has been a devastating reduction in usage and public confidence. An upsurge in the use of the bicycle has been very positive, but to maintain that enthusiasm, support to that mode of travel will need to be put in place, focusing on the overall health, wellbeing and environmental benefits to society and the health services, of a fitter more active populace. Car usage patterns will continue to be difficult to predict with many economic sectors, such as local government, finance and retail moving to more home-based working and increased use of delivery methods to customers in the retail market. Technological improvements, (including the increase in internet shopping and banking), around how we do our business and live our lives have created an opportunity to re-think our lifestyles in general, and what our expectations are around future employment models.
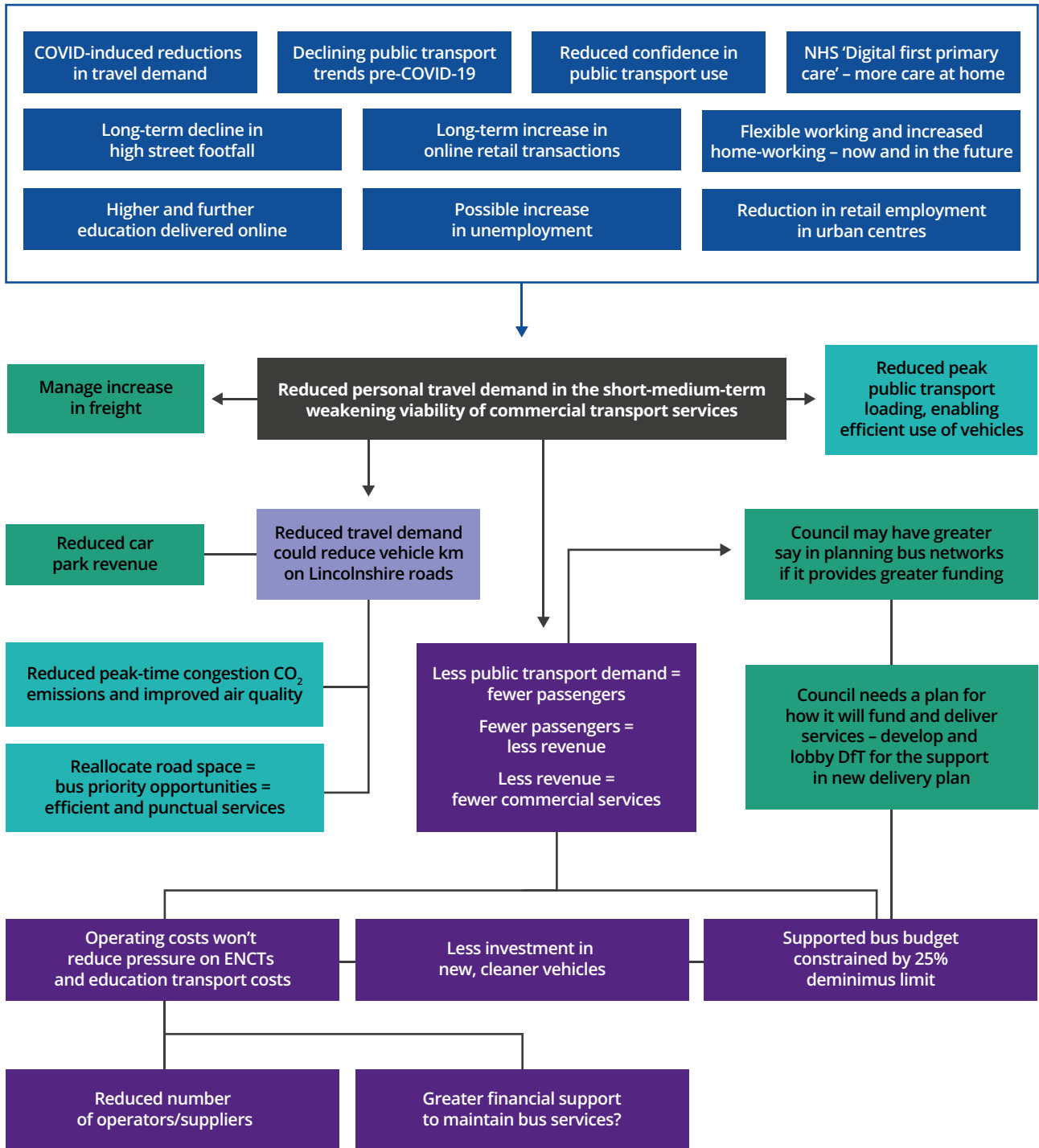
The COVID-19 challenge

This section documents the short-term impacts of COVID-19 on mobility in Lincolnshire and considers the longer-term effects that the pandemic and the imposed mobility restrictions may have. It is evident that COVID-19 has had a significant impact on mobility and the transport network since March 2020. Notable impacts on a national level include:

- A sudden drop in the use of all modes in April and May 2020, although freight movements recovered quickly and now stand at over 100% of pre-COVID-19 levels. Car movements recovered to between 80% and 100% by August, however, bus and rail movements are significantly reduced and remain around half of pre-COVID-19 levels.

- Home-working has been encouraged for those who are able, leading to a short-term reduction in travel demand. This trend will likely continue as employers (including LCC) look to maintain hybrid working conditions in future.

- School movements reduced significantly immediately after the initial national lockdown, although partially recovered from September once schools were reopened. College and university movements, however, are significantly reduced and may continue to be reduced should education providers make online learning more commonplace in future.

- Online retail sales grew from 20.1% of all sales in February 2020 to 27.1% in September 2020. This shift coincided with a reduction in high street footfall of c.50%, and has accelerated longer-term trends as consumers continue their shift towards online shopping. This is likely to impact on future travel demand to urban centres.

- The NHS has a long-term plan to support the delivery of health services in the home and remotely. This is likely to impact on travel demand to access GPs and hospitals for some people.

The Government has responded to the pandemic and provided support in a number of different areas. Focussing on transport providers, the rail industry will move away from the franchise system with an immediate change in the contractual basis for rail operators introduced in March. The bus industry was provided with COVID-19 Bus Services Support Grant (CBSSG) which enabled operators to provide essential services but in a COVID-safe manner without facing a financial loss. Bus operators also continued to receive contract payments and ENCTS reimbursement, although they were not permitted to profit from the extraordinary financial support from national and local governments. Winding down this financial support will require careful consideration from the county council in order to avoid a 'cliff edge' scenario where services could be reduced or removed without adequate alternative options in place.

Impacts of COVID-19 on Lincolnshire's transport network

COVID-induced reductions in travel demand

Declining public transport trends pre-COVID-19

Reduced confidence in public transport use

NHS 'Digital first primary care' – more care at home

Long-term decline in high street footfall

Long-term increase in online retail transactions

Flexible working and increased home-working – now and in the future

Higher and further education delivered online

Possible increase in unemployment

Reduction in retail employment in urban centres

Manage increase in freight

Reduced personal travel demand in the short-medium-term weakening viability of commercial transport services

Reduced peak public transport loading, enabling efficient use of vehicles

Reduced car park revenue

Reduced travel demand could reduce vehicle km on Lincolnshire roads

Council may have greater say in planning bus networks if it provides greater funding

Reduced peak-time congestion CO_2 emissions and improved air quality

Less public transport demand = fewer passengers

Fewer passengers = less revenue

Less revenue = fewer commercial services

Council needs a plan for how it will fund and deliver services – develop and lobby DfT for the support in new delivery plan

Reallocate road space = bus priority opportunities = efficient and punctual services

Operating costs won't reduce pressure on ENCTs and education transport costs

Less investment in new, cleaner vehicles

Supported bus budget constrained by 25% deminimus limit

Reduced number of operators/suppliers

Greater financial support to maintain bus services?

Transport in Lincolnshire

The following key facts and figures have been produced to give a snapshot of the current situation in Lincolnshire to inform the development of the LTP and put the following policy proposals into some context. Unlike the previous section that focused on the impacts from the pandemic, this section considers longer-term patterns.

In this section, we will look at a variety of transport related statistics both current and historical, looking at a variety of themes, including but not exclusive to, traffic growth, car ownership, walking and cycling statistics, bus patronage, rail passenger usage, port tonnages, licenced vehicles, licensed plug-in vehicles, mode of travel to work and road safety.

Growth of traffic

In order to monitor traffic growth nationally, the DfT carries out a variety of traffic surveys across the country to arrive at an estimate of the number of billion vehicle kilometres travelled each year on Britain's roads. Annual traffic estimates are based on some 8,000 12-hour manual counts carried out across the network, with the most important major roads counted annually. Elsewhere, other major roads are surveyed every 2 years, 4 years or 8 years depending on the level of traffic and its variability. Minor roads (B-class and below) are monitored using a representative sample, with some 4,500 sites surveyed each year.

In addition to the manual counts, the DfT have some 200 automatic traffic counter sites monitoring flows continuously at sites across the country. By combining the manual and automatic count data, DfT produce an estimate of annual average daily flow at each site, which when combined with information about road lengths, gives an estimate of the total number of kilometres travelled each year.

This information is also released by the DfT at local authority level. However, they do highlight issues around the reliability of the data at this level due to the relatively low levels of minor road sample points in some authorities. Hence the local authority traffic estimates are not recognised as a 'National Statistic' set.

The following table shows the data for Lincolnshire, the East Midlands, and England whilst the graph below this shows the information from 1993.

This data will be updated following the results of the 2021 Census, however, this may take up to a year for the data to be published.

Traffic estimates for Lincolnshire, East Midlands and England

Year	Lincolnshire	East Midlands	England
1993	4,487	32,658	355,306
1995	4,725	34,116	370,167
2000	5,199	37,477	402,031
2005	5,760	40,917	424,376
2010	5,880	41,082	421,703
2011	5,925	41,225	425,624
2012	5,932	41,512	426,710
2013	6,039	41,977	430,572
2014	6,229	43,195	444,964
2015	6,427	44,208	455,486
2016	6,665	45,407	467,144
2017	6,916	46,326	476,909
2018	7,083	46,941	483,025
2019	7,201	48,071	493,302

Data for 2021 will be published in July 2021

Local authority traffic estimates
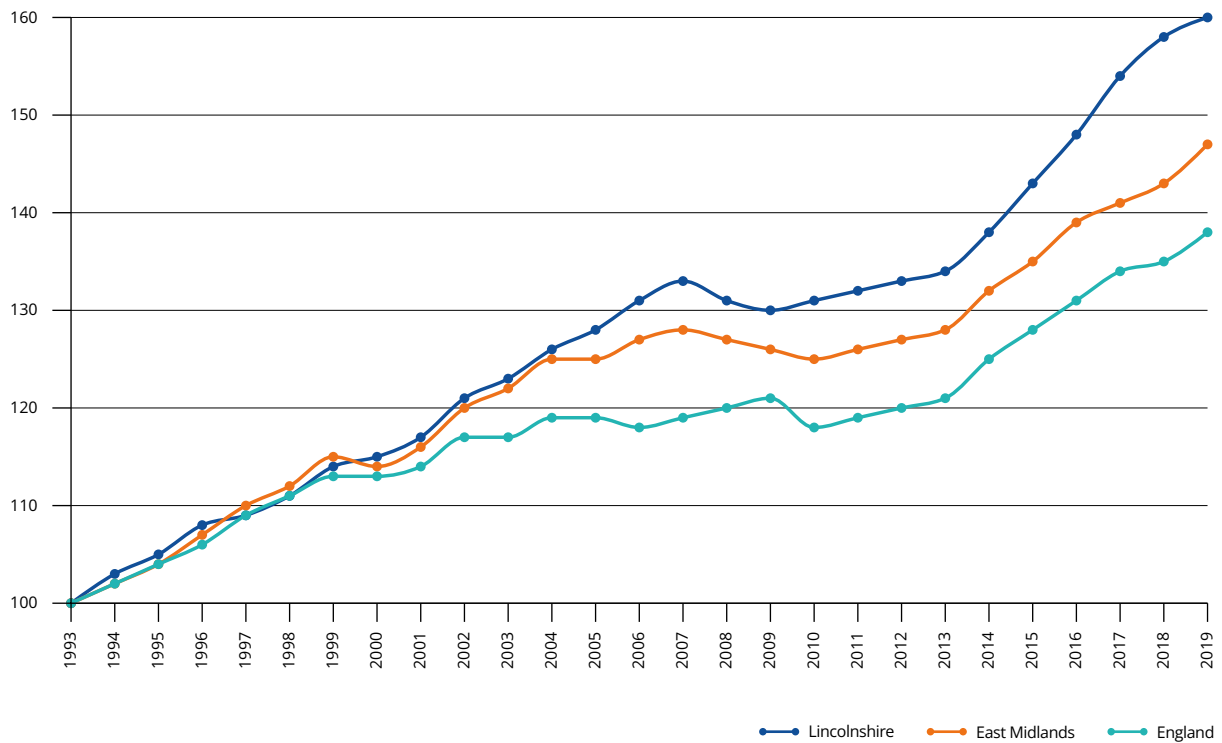
Local area walking and cycling statistics

Since 2015/16, the DfT has carried out an annual Active Lives Survey in support of the Government's 'Sporting Future: A New Strategy for an Active Nation' and Sport England's 'Towards an Active Nation' strategies. This survey is aimed at measuring participation in sport and active recreation and includes questions on cycling and walking for both recreational and general travel purposes.

Data for 2015/16 – 2018/19 from the Active Lives Survey relating to the proportion of people cycling and walking once a week are shown below.

Percentage cycling once per week
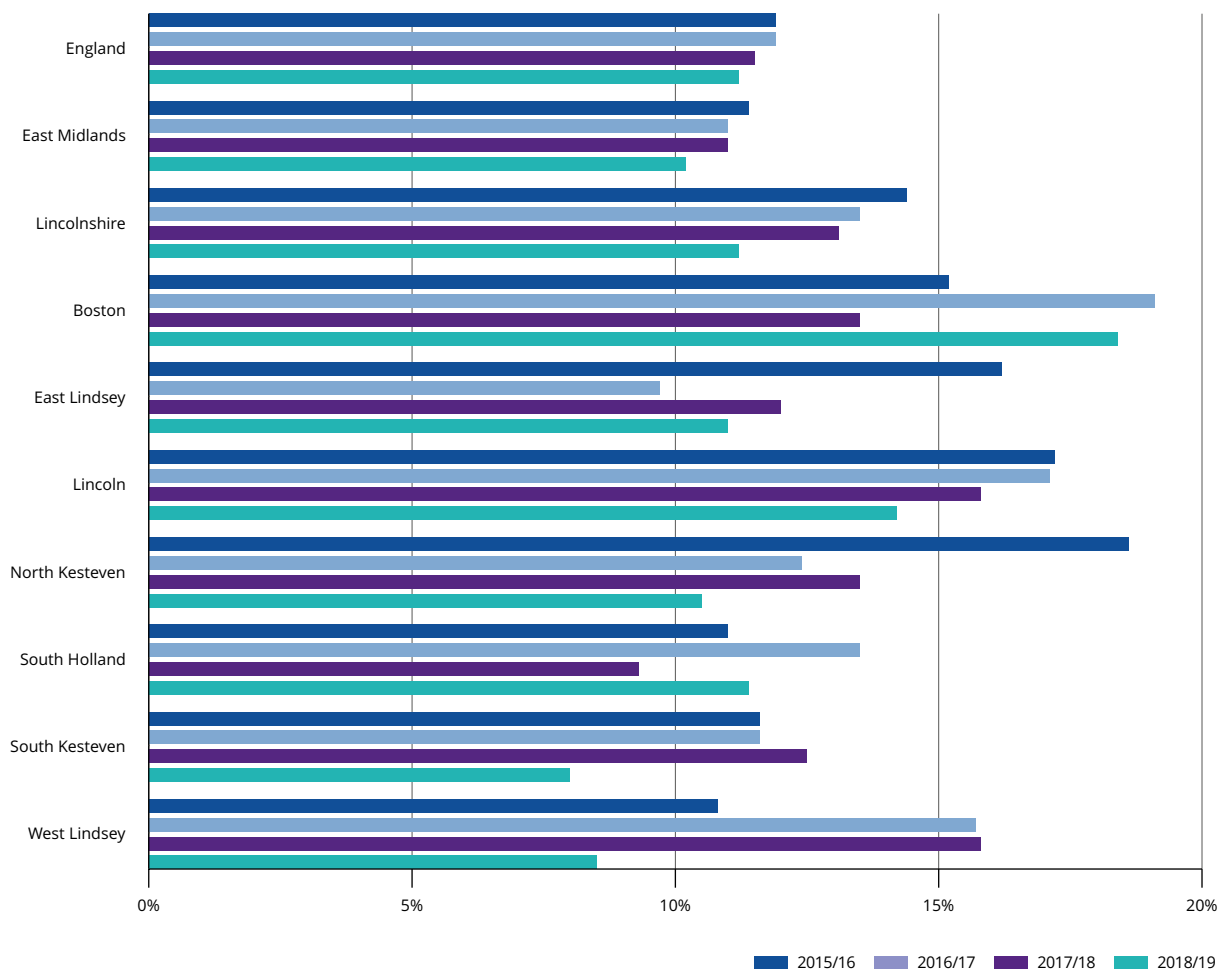
Percentage walking once per week
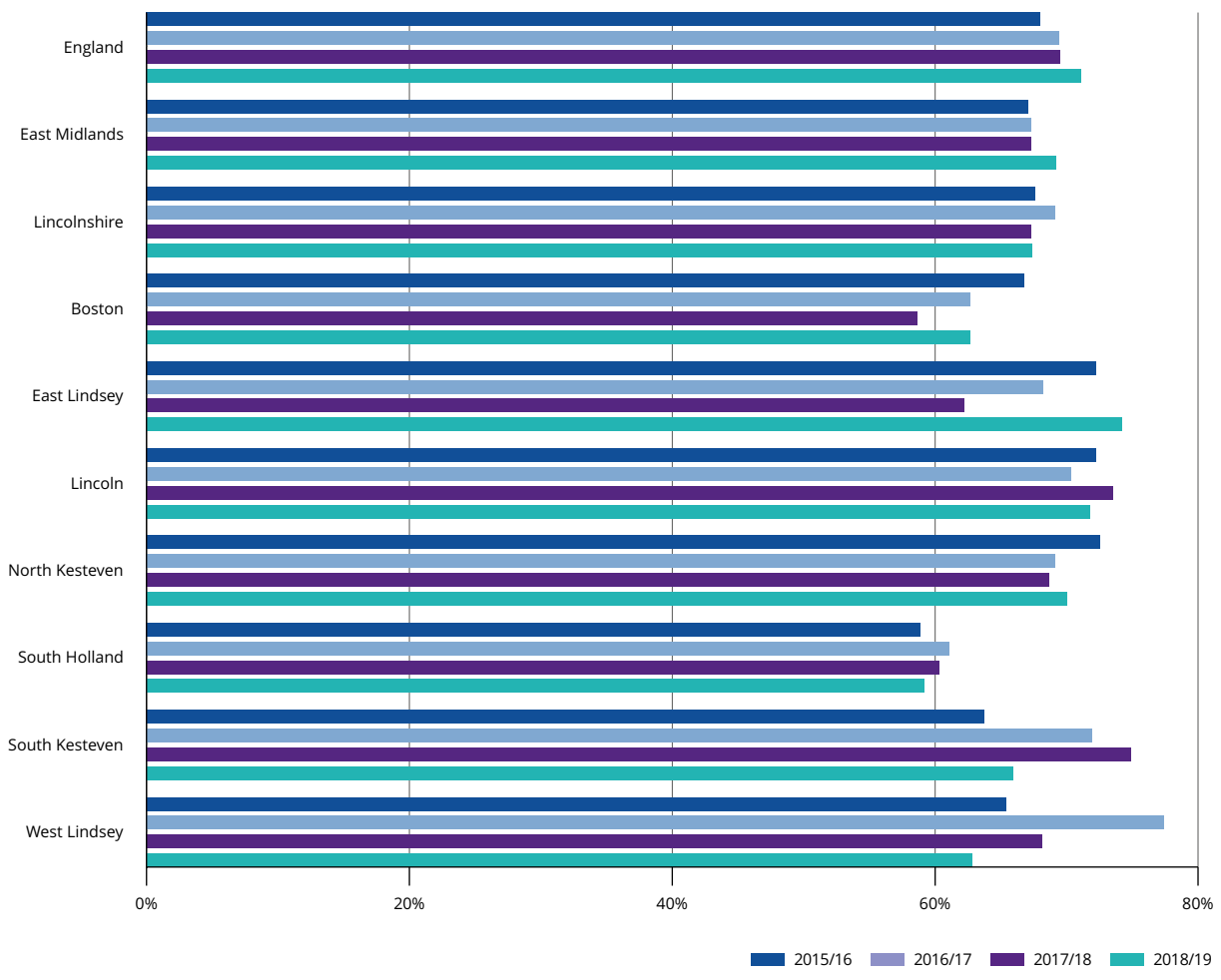
Purpose of journey

As an example of the data available, the below graph displays a breakdown of the figures to show any walking, walking for pleasure and walking for travel in Lincolnshire.

Legend: 2015/16 2016/17 2017/18 2018/19
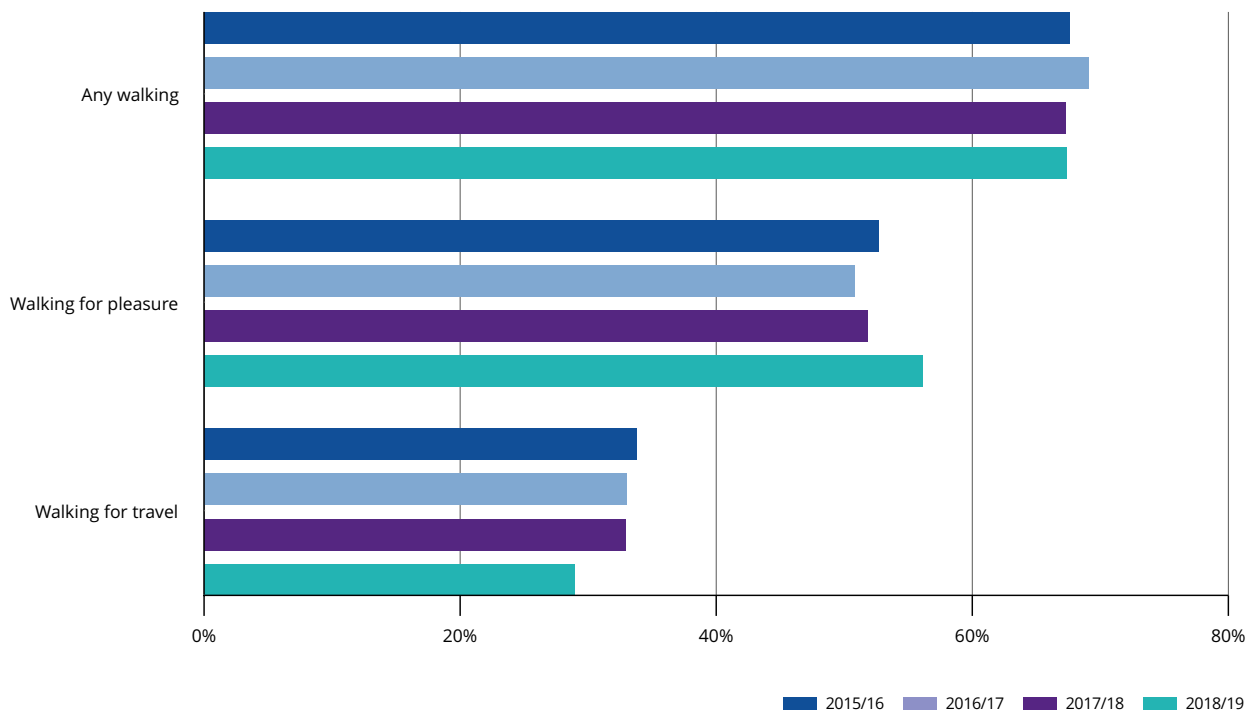
Key points

- The proportion of people cycling at least once a week in Lincolnshire is slightly higher than that in the East Midlands and the same as the rest England. There is considerable variation at the district level.

- The proportion of people making a walking trip in Lincolnshire is generally similar to that made at both the regional and national level.

- Journey purpose percentages have stayed fairly static over the last four years.

Bus patronage

Between 2002/03 and 2009/10, information on passenger numbers was collected directly from all operators by the council in line with guidance issued by DfT for monitoring the LTP. However, since 2009/10 this has been replaced by data collected by DfT using returns from operators. Hence, longer-term comparison for this period is not possible, but the overall trends hold true.

Data collected by the council   Data collected by the DfT
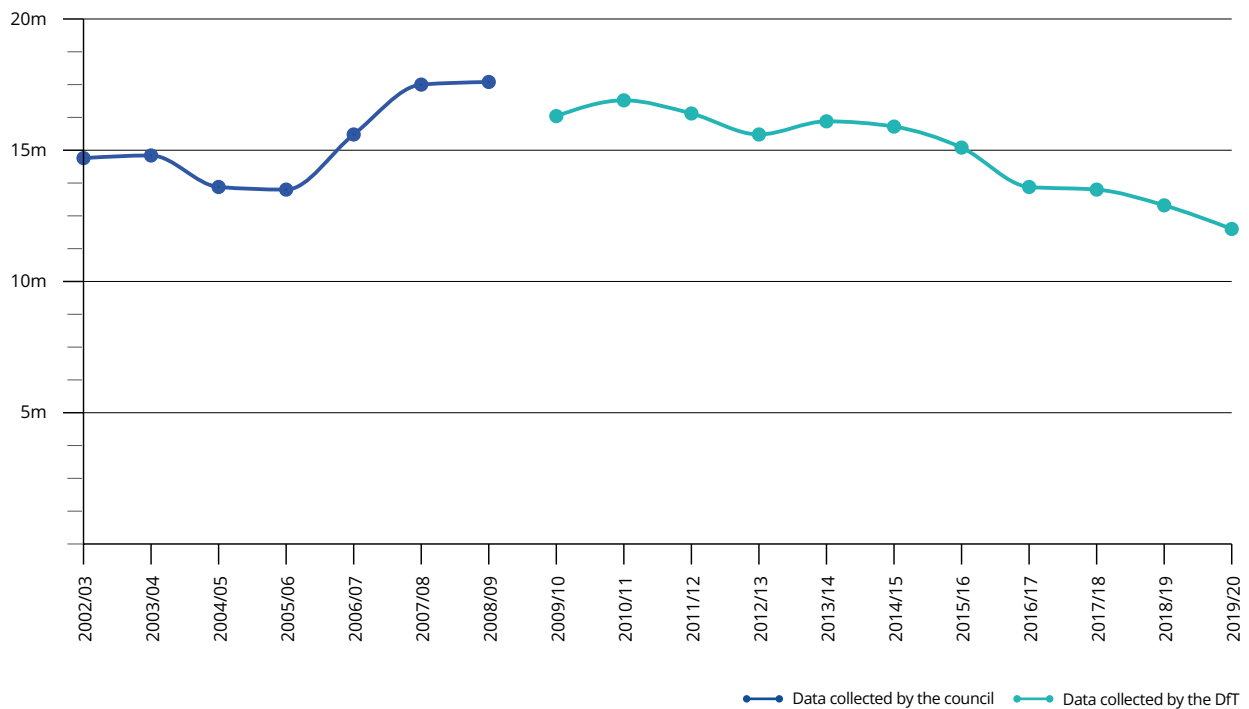
Key points

- The number of passenger journeys in Lincolnshire grew by almost 31% between 2005/06 and 2008/09. The growth in England over the same period was just 8%.

- An element of this growth was no doubt due to the introduction of the national concessionary fares scheme, but the extent of its impact is unclear.

- However, since 2010/11 there has been a 28.9% reduction in bus passenger journeys in Lincolnshire.

Concessionary bus patronage

The English National Concessionary Bus Travel Scheme is a national scheme managed by the DfT in conjunction with local authorities across England. Anyone reaching the State Pension age or have a relevant disability is eligible for free bus travel within Lincolnshire on the production of a valid pass; no restrictions are currently put on the time of travel.

On the 1st April 2011, LCC took over the administration of the National Concessionary Travel Scheme across Lincolnshire from the district councils. Annual statistics on the use of the scheme are published each year by the DfT. The graph below shows the split between Non-Concessionary and Concessionary journeys in Lincolnshire over recent years.
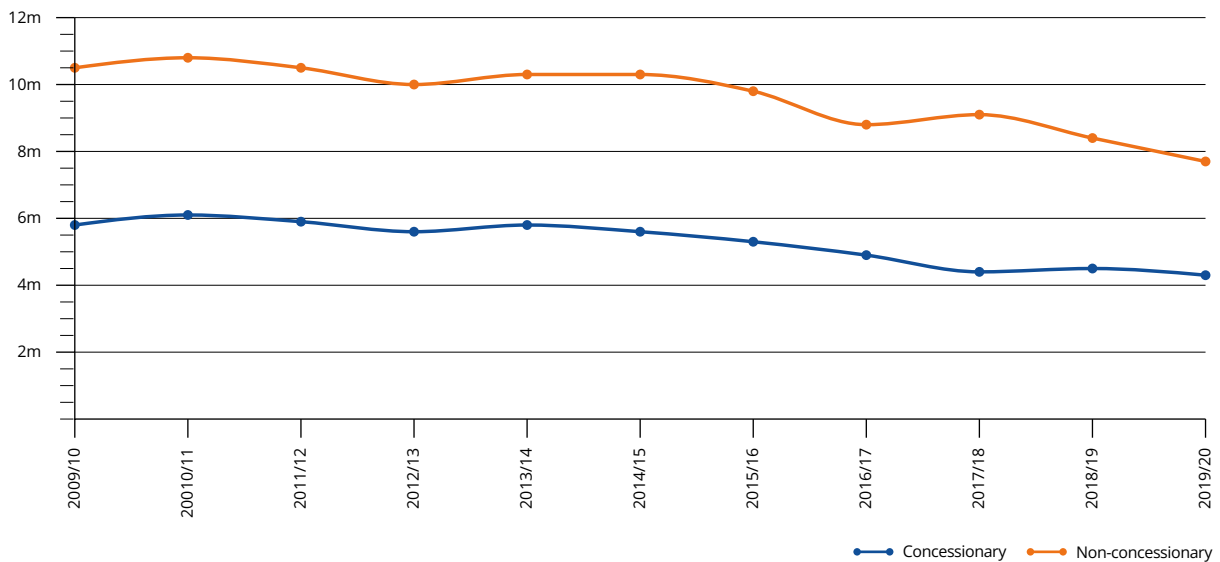
Key points

- For the first four years of the scheme, the number of concessionary journeys remained fairly constant at around 5.7 million. Since 2014/15, however, the numbers have reduced each year to 4.3 million in 2019/20, a reduction of just over 1.4 million passenger journeys in six years.

- It is worth noting, however, that the eligibility for the scheme has changed, bringing it in-line with the state pension age for women, meaning less people will be eligible.

- Concessionary fare journeys represent approximately 35.8% of all bus journeys in the county.
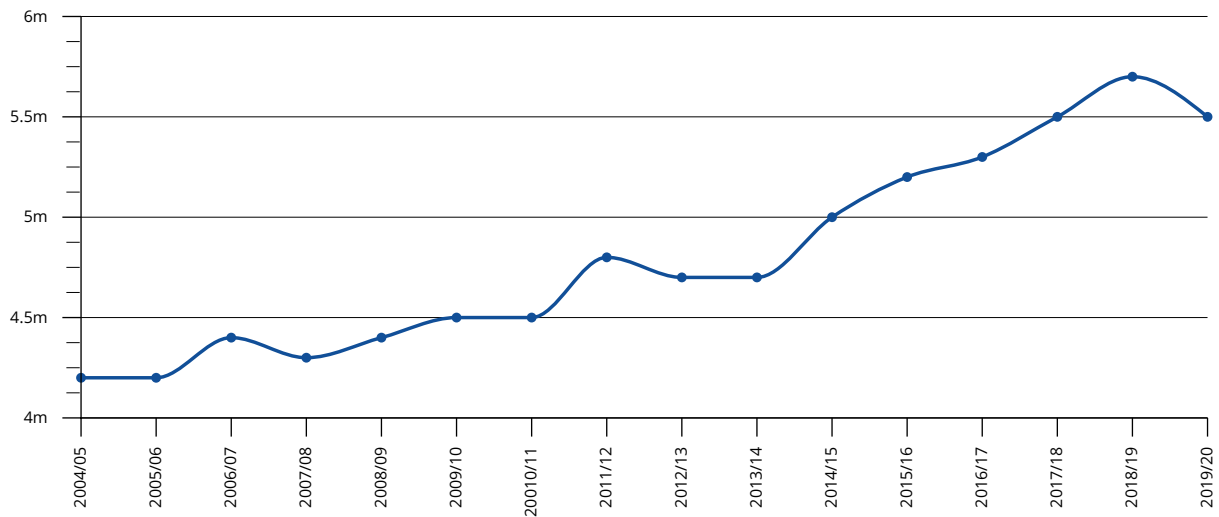
Rail passenger usage

Information relating to the number of people using stations in Lincolnshire is produced annual (by financial year) by the Office of Rail and Road (ORR). The table below shows the figures since 2013/14.

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Lincoln Central	1,585,386	1,649,584	1,753,856	1,816,018	1,864,830	1,963,938	1,966,100
Grantham	1,198,197	1,259,632	1,308,536	1,369,610	1,364,650	1,413,006	1,390,648
Stamford	324,813	349,606	355,880	355,532	375,616	384,560	366,652
Skegness	322,796	351,134	354,070	349,008	357,428	350,864	323,202
Sleaford	301,349	312,888	321,288	316,570	309,326	310,906	298,572
Boston	206,994	209,618	207,368	211,824	217,872	226,940	210,854
Hykeham	40,064	49,972	71,056	107,614	143,482	176,244	183,026
Spalding	171,960	171,274	185,396	189,884	188,596	193,034	176,342
Gainsborough Lea Road	137,398	141,834	153,286	156,776	159,670	164,188	174,122
Metheringham	91,088	94,750	106,248	99,704	99,490	101,878	95,698
Ruskington	76,012	83,240	87,328	91,016	89,726	82,020	78,110
Saxilby	48,145	57,298	61,920	64,358	67,130	75,172	75,654
Market Rasen	60,572	60,486	62,908	66,398	64,264	69,840	69,008
Heckington	67,388	74,804	70,940	64,624	66,576	66,494	60,788
Wainfleet	56,554	58,578	53,838	46,326	47,216	42,160	38,752
Swinderby	21,134	15,022	11,034	14,462	17,616	18,026	17,912
Rauceby	1,898	2,420	5,584	10,948	9,714	10,256	9,234
Ancaster	8,878	9,910	7,356	7,162	6,572	5,904	5,006
Swineshead	3,294	3,886	3,800	3,686	3,406	3,508	2,648
Gainsborough Central	1,220	1,552	1,352	996	970	1,494	2,384
Hubberts Bridge	334	324	520	1,182	1,412	1,262	1,252
Thorpe Culvert	340	284	286	210	148	258	140
Havenhouse	278	166	162	106	172	158	84
Total	**4,726,092**	**4,958,262**	**5,184,012**	**5,344,014**	**5,455,882**	**5,662,110**	**5,546,188**

The above data from the ORR is based primarily on ticket sales. Some care is needed when looking at trends at individual smaller stations as there are believed to be some issues relating to "ticket splitting" where users purchase two tickets for their journey rather than one since this can work out cheaper (e.g. Nottingham – Swinderby, then Swinderby – Lincoln rather than Nottingham – Lincoln direct). However, county-wide the total journeys at the affected stations represent a very small proportion of all journeys, so will have minimal effect on the overall trend as shown below.

Lincolnshire station usage

Key points

- The trend in the number of people using Lincolnshire's rail stations over recent years has been generally upwards.

- Based on the data available, passenger rail usage grew by some 36.3% between 2004/05 and 2018/19. However, the picture varies widely at individual stations.

- There has been a slight dip in the figures for 2019/20, largely due to the start of lockdown policies surrounding the COVID-19 outbreak, where use of public transport was massively reduced.

Port tonnages

Lincolnshire has the only ports in the East Midlands – the Port of Boston and Port Sutton Bridge. Information on the volume and type of cargo and number of vessels handled by the ports is published annually by DfT. The graphs below show recent trends at the two Lincolnshire ports.
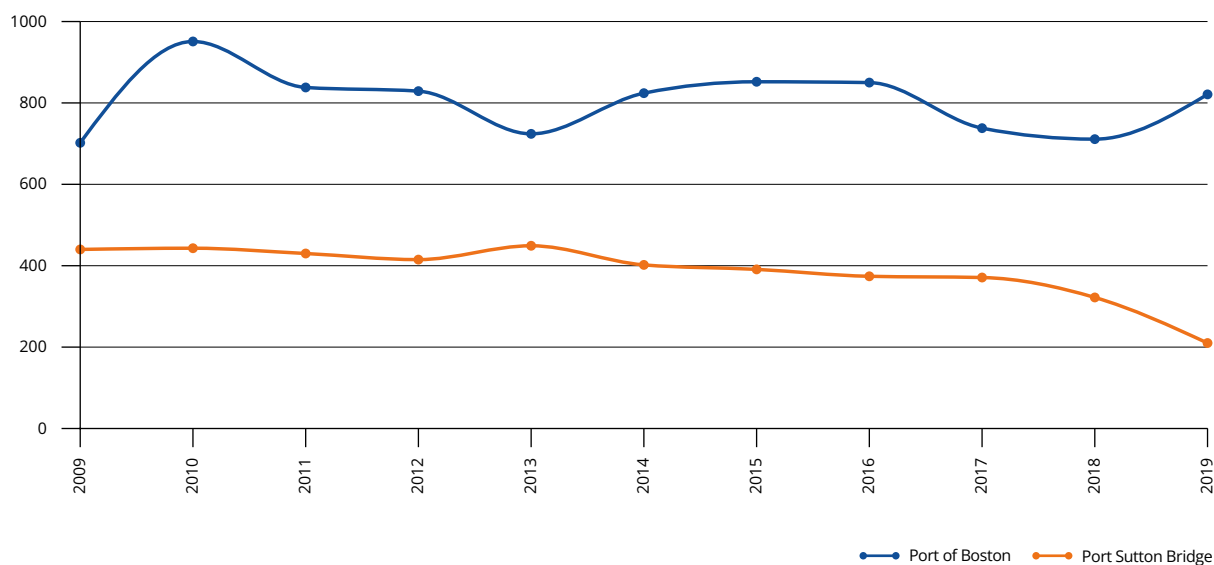
Number of vessels – arrival yearly
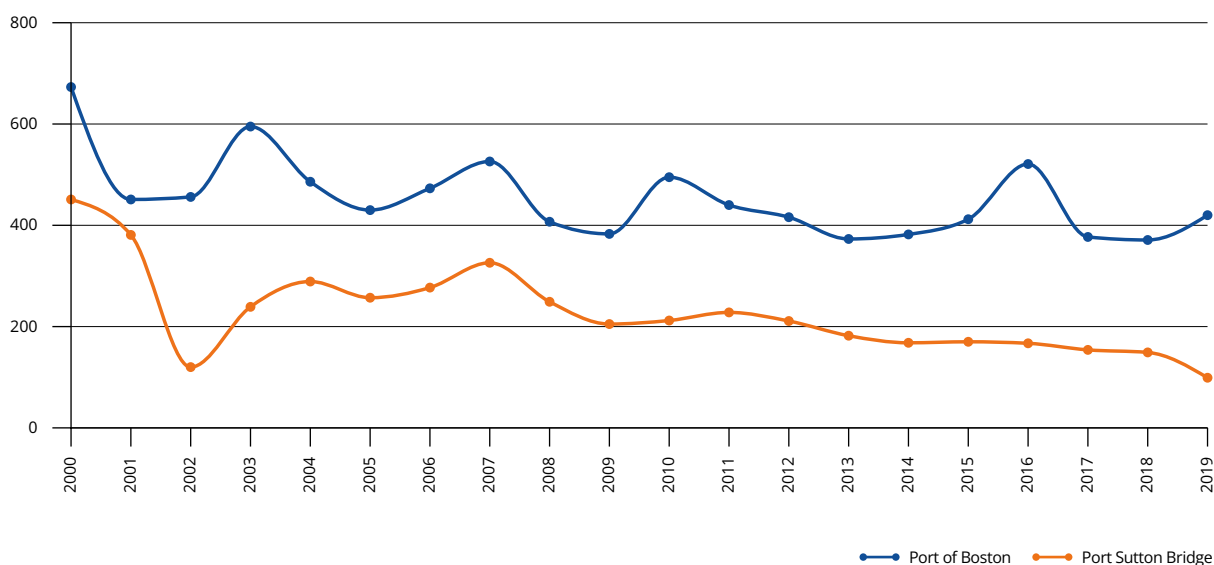
Key points

- The tonnages handled at both ports have generally fallen since 2000.

- At the Port of Boston during 2019, a total of 729,000 tonnes were imported and 93,000 tonnes were exported, with the port handling a total of 420 vessels.

- In 2019, the majority of products imported into Boston Port were Iron and Steel, 539,000 tonnes mainly from EU countries, and Lithuania, and Forestry products, 147,000 tonnes from Finland, the Netherlands and Sweden.

- As port Sutton Bridge is classed as a minor port, this level of data isn't available.

- Whilst the figures vary from year-to-year both ports have seen a general decline in business in the last 19 years.

- Provisional figures are published quarterly, and final annual statistics are published in August.

Vehicles licensed

Annual statistics on the number of vehicles licensed at the county level are produced by the DfT. The following table and graph show the recent trend in Lincolnshire.

	2001	2005	2006	2007	2008	2009	2010	2015	2016	2017	2018	2019
Lincolnshire	375	431	439	448	454	455	452	484	494	500	507	514
East Midlands	2,274	2,534	2,565	2,617	2,654	2,655	2,645	2,859	2,916	2,958	3,002	3,058
England	25,332	28,022	28,321	28,798	29,114	29,081	28,939	31,047	31,763	32,153	32,530	32,942

Annual statistics on the number of vehicles licensed
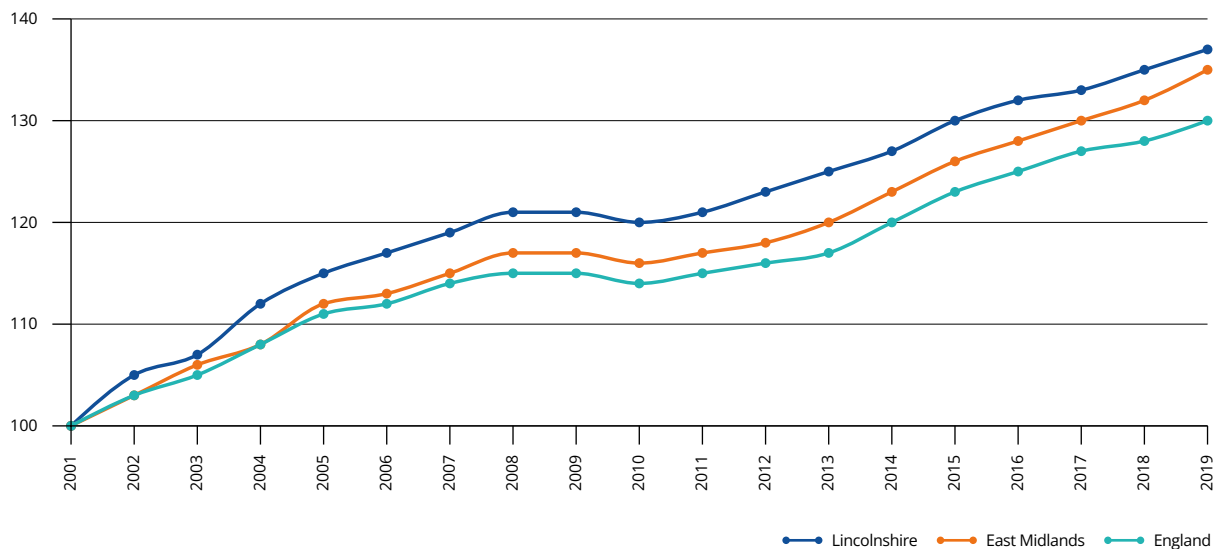
Key points

- Following a slight fall in the number of vehicles licensed in the county during 2010, strong growth has resumed in recent years.

- The number of vehicles licensed in the county has grown by 36.9% between 2001 and 2019. This is higher than that both nationally (30%) and in the East Midlands (34.5%).

Licensed ULEV cars and vans

Transport accounts for around a quarter of UK greenhouse gas emissions and affects air quality at the roadside. To combat this, Governments promote the use of cleaner and low-carbon vehicles. Recent Government Initiatives have promoted the use of fully electric or hybrid vehicles (part fuel/part electric) through the plug-in car or van grant. Whilst still in its very early days, there have been increases in the purchase and use of this type of vehicle.

Statistics on the number of plug-in vehicles licensed are produced by DfT. The location of the registered keeper is based on the contact address held by DVLA and may not necessarily reflect where the vehicle is kept. Data relating to the ownership of this type of vehicle in Lincolnshire is shown below.

Number of ULEV vehicles
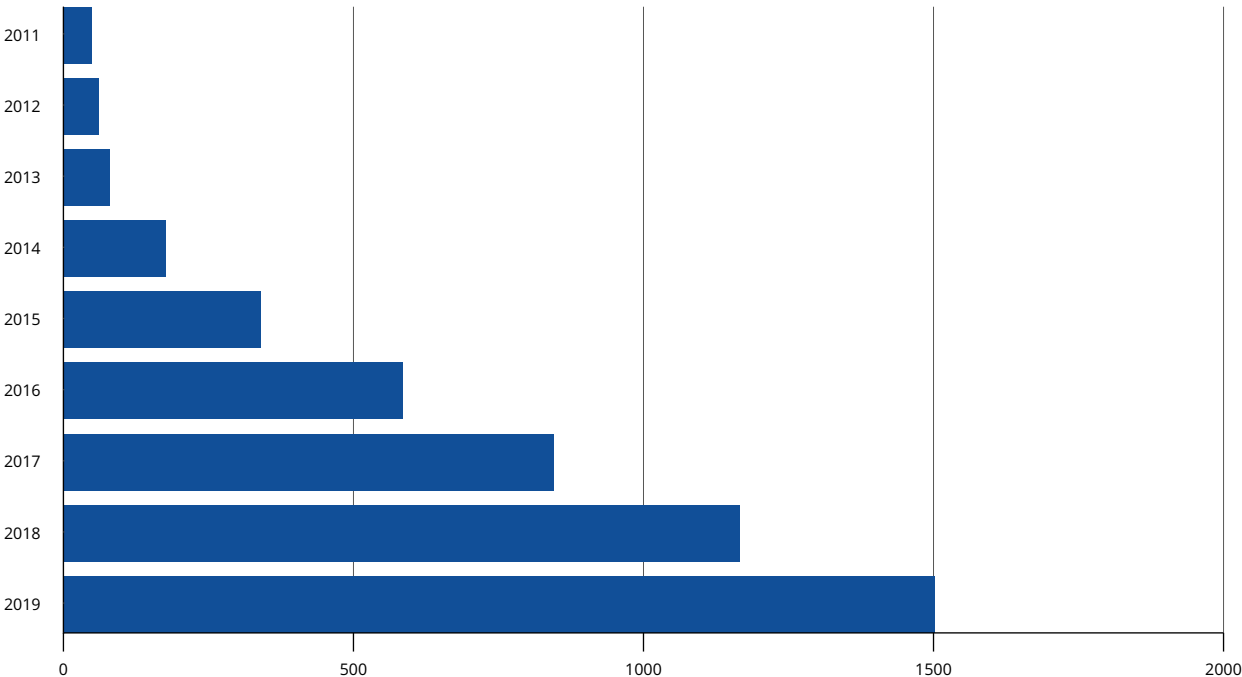
Number of ULEV vehicles in the wider area

Legend: Boston · Lincoln · East Lindsey · North Kesteven · South Holland · South Kesteven · West Lindsey
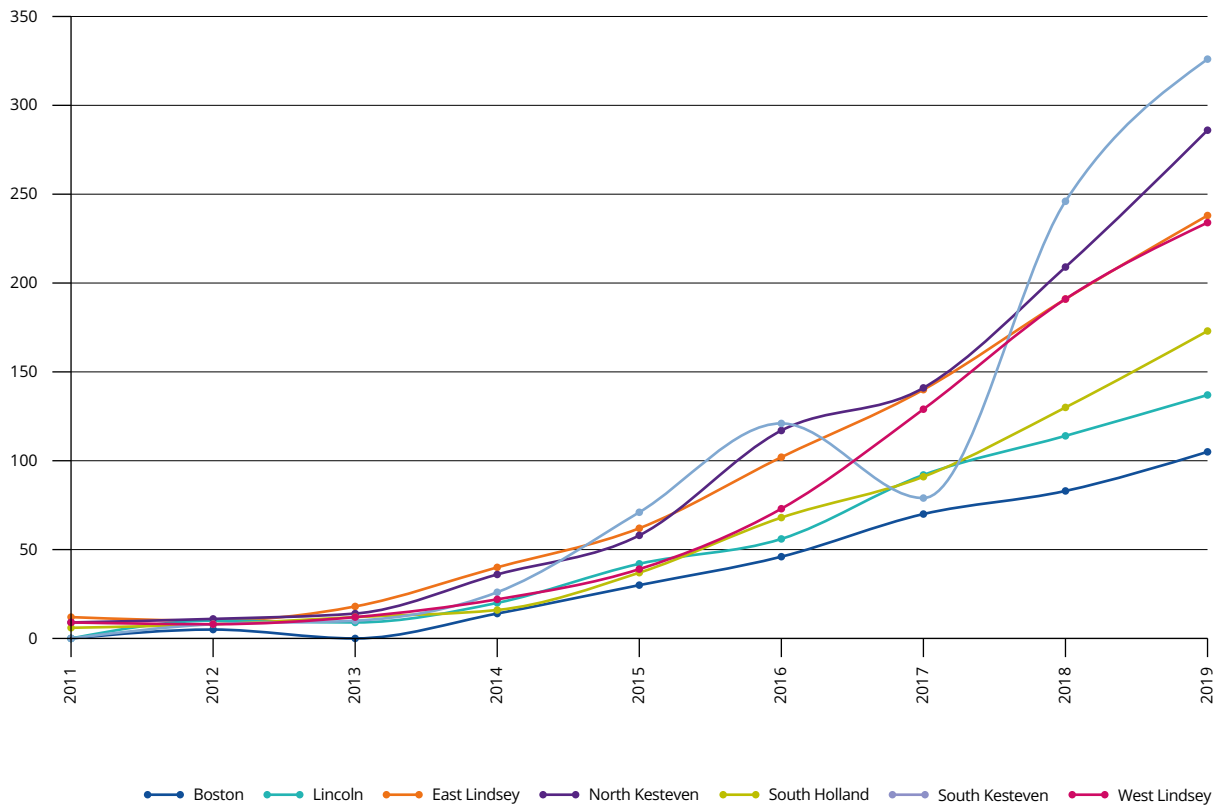
Key points

- There have been significant increases in the purchase of plug-in/hybrid style vehicles over the last two years. However, this still represents a very small proportion of the total cars/vans licensed in the county (at around 0.2%).

Electric charging points

Alongside the increase in Electric/Hybrid vehicle increases is the need for the charging infrastructure to service that increase.

A charging device is a unit capable of charging the batteries of plug-in electric vehicles. Devices are classified by their power output, and each device may offer one or more connecting points. The term 'chargepoint' is also sometimes used, including in previous statistical publications from the DfT. This may refer to either a single device or a number of connectors on a device which can be used simultaneously.

There are three main types of EV charging – rapid, fast, and slow. These represent the power outputs, and therefore charging speeds, available to charge an electric vehicle.

Note that power is measured in kilowatts (kW). Rapid chargers are the fastest way to charge an electric vehicle, and predominantly cover DC charging. This can be split into two categories – ultra-rapid and rapid. Ultra-rapid points can charge at 100+ kW – often 150 kW – and up to 350 kW, and are DC only.

Conventional rapid points make up the majority of the UK's rapid charging infrastructure and charge at 50 kW DC, with 43 kW AC rapid charging often also available.

Fast chargers, include those which provide power from 7 kW to 22 kW, which typically fully charge an electric vehicle in 3-4 hours. The most common public chargepoint found in the UK is a 7 kW untethered Type-2 inlet, although tethered connectors are available for both Type-1 and Type-2.

Slow units (up to 3 kW) are best used for overnight charging and usually take between 6-12 hours for a pure-EV, or 2-4 hours for a PHEV. Electric vehicles charge on slow devices using a cable which connects the vehicle to a 3-pin or Type-2 socket.

At the moment, only experimental statistics on the number of public charging devices are publicly available, and these are collected through the electric vehicle charging point platform, Zapmap.

At 1 October 2019, there were 15,116 public electric vehicle charging devices available in the UK. Of these, 2,495 were rapid devices.

The following graph and table highlight the national picture and details of the amount of units in Lincolnshire. There is additional analysis and further details on electric vehicles in the supporting Electric Vehicle and alternative fuels strategy available on the LCC's website.

Charging devices per 100k population
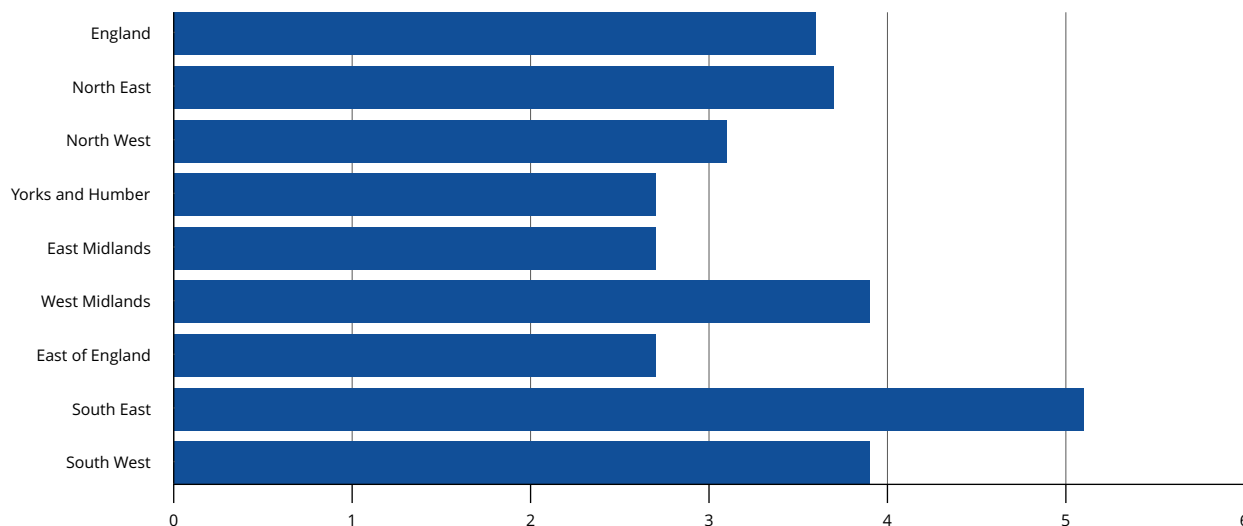
	Total public charging devices	Total public rapid charging devices	Charging devices per 100,000 population	Rapid devices per 100,000 population
Lincolnshire	116	29	15	3.8
Boston	6	1	9	1.4
East Lindsey	33	4	23	2.8
Lincoln	30	2	30	2.0
North Kesteven	9	–	8	–
South Holland	6	–	6	–
South Kesteven	20	15	14	10.6
West Lindsey	12	7	13	7.4

Car ownership

Information on car ownership rates is collected every 10 years by the Office of National Statistics as part of the National Census. The graph below summarise the data from the 1981, 1991, 2001 and 2011 censuses for Lincolnshire and the most recent data for the East Midlands and England.

Lincolnshire car ownership rates
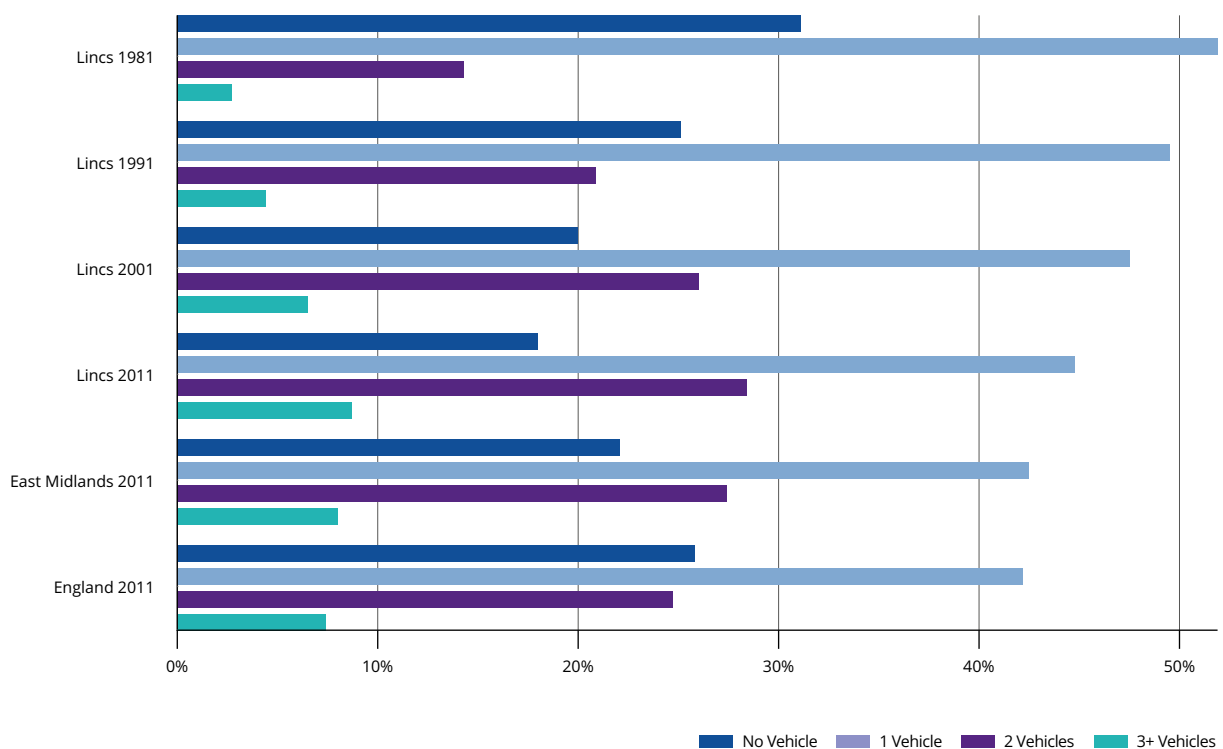
Key points

- The proportion of households in Lincolnshire without a car has fallen steadily from 31.1% in 1981 to 18% in 2011, with the proportion of one car households also falling from 51.9% to 44.8%.

- Over the same period, the proportion of households in the county with two cars almost doubled from 14.3% to 28.4%, whilst households with three or more cars rose from 2.7% to 8.7%.

- In 2011, the proportion of non-car households in Lincolnshire (18%) was lower than that in both the East Midlands (22.1%) and England (25.8%).

- Information is also made available at the district level and data for 2011 is shown below.

Car ownership by district
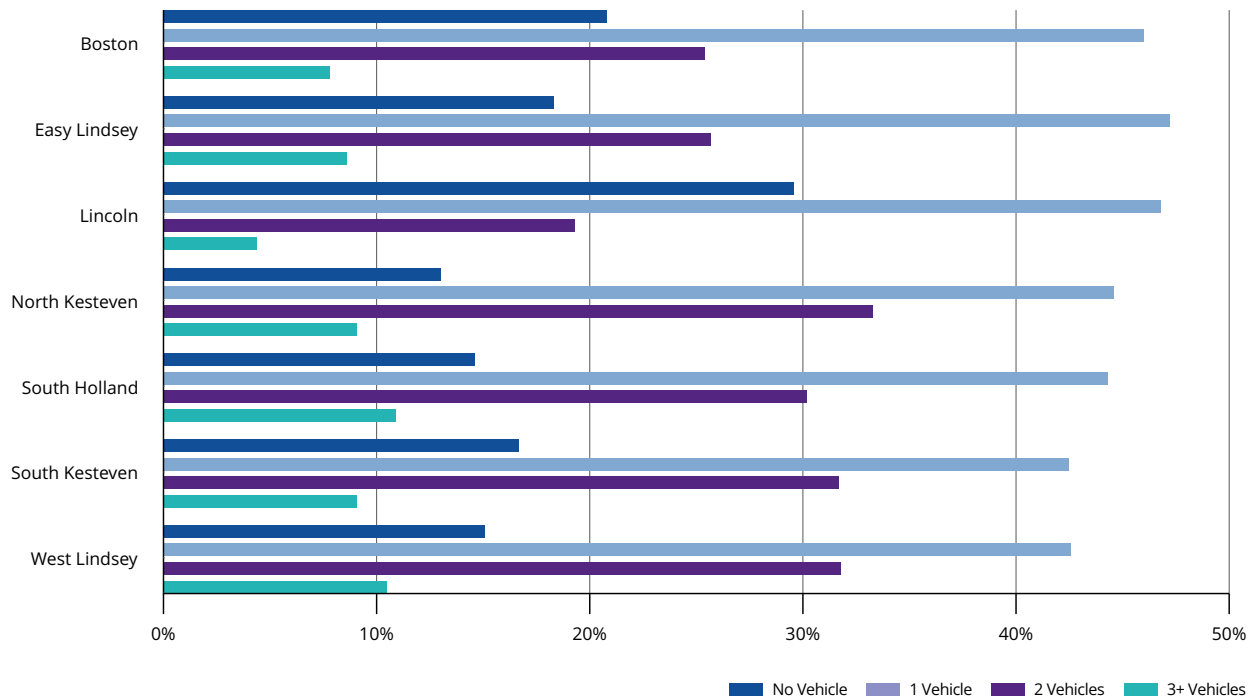
Key points

- The City of Lincoln has the highest proportion of non-car owning households at 29.6%, substantially higher than the average of 18%.

- The proportion of households with access to a single car is fairly constant, lying between 42% and 47%.

Mode of travel to work

Information on the normal mode of travel to work is also collected every 10 years by the Office for National Statistics as part of the National Census. The graph below show the data from the last four censuses for Lincolnshire as a whole, compared with the most recent data for the East Midlands and England.

Mode of travel to work in Lincolnshire

Legend: Car Driver, Car Passenger, Bus, Rail, Cycle, Motorcycle, Walking, Work from Home, Other
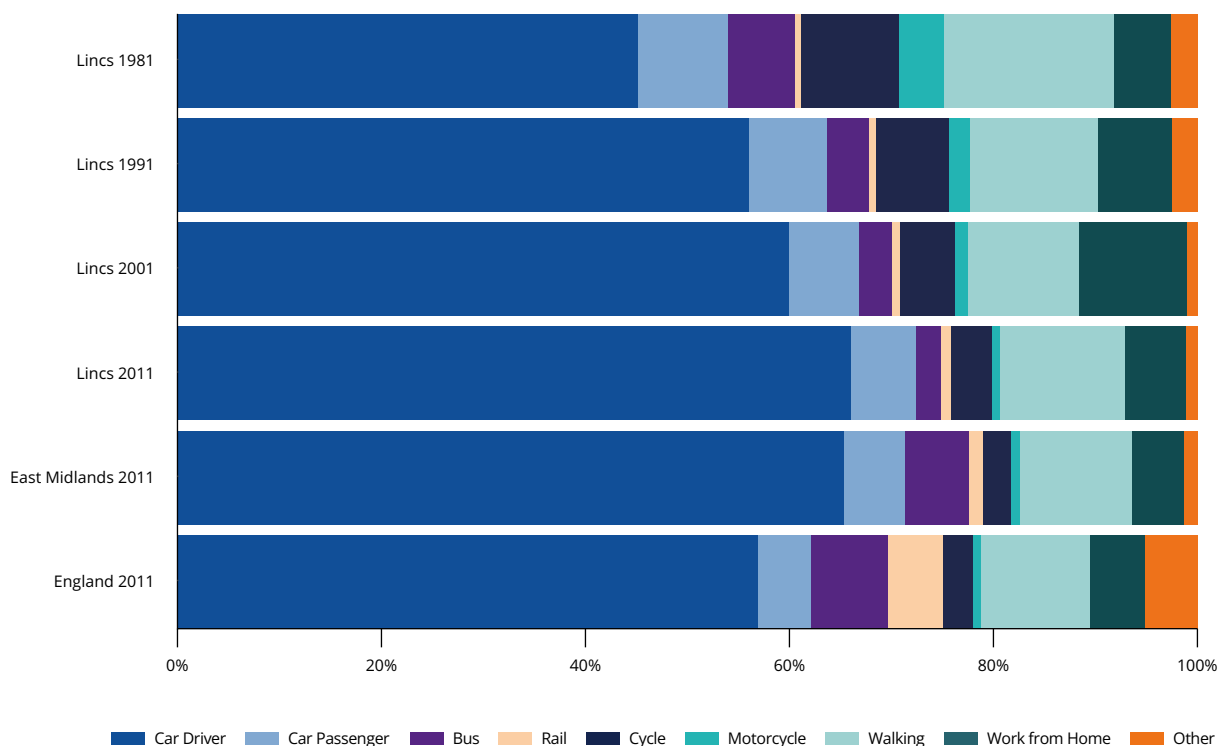
Key points

- The proportion of people travelling to work by car (either as a driver or passenger) in Lincolnshire has risen from 54% in 1981 to 72.4% in 2011. This is slightly higher than the figure for the East Midlands (71.4%) and substantially above the figure for England (62.1%).

- At the same time, the percentage of people walking to work has fallen from 16.7% to 12.2% (although this latter figure is up slightly on the 2001 figure of 10.9%) and those cycling have fallen from 9.6% to 4.1%. Bus use has also declined steadily (from 6.6% to 2.5%).

- Data is also available at the district level.

Mode of travel to work by district

Legend: Car Driver | Car Passenger | Bus | Rail | Cycle | Motorcycle | Walking | Work from Home | Other

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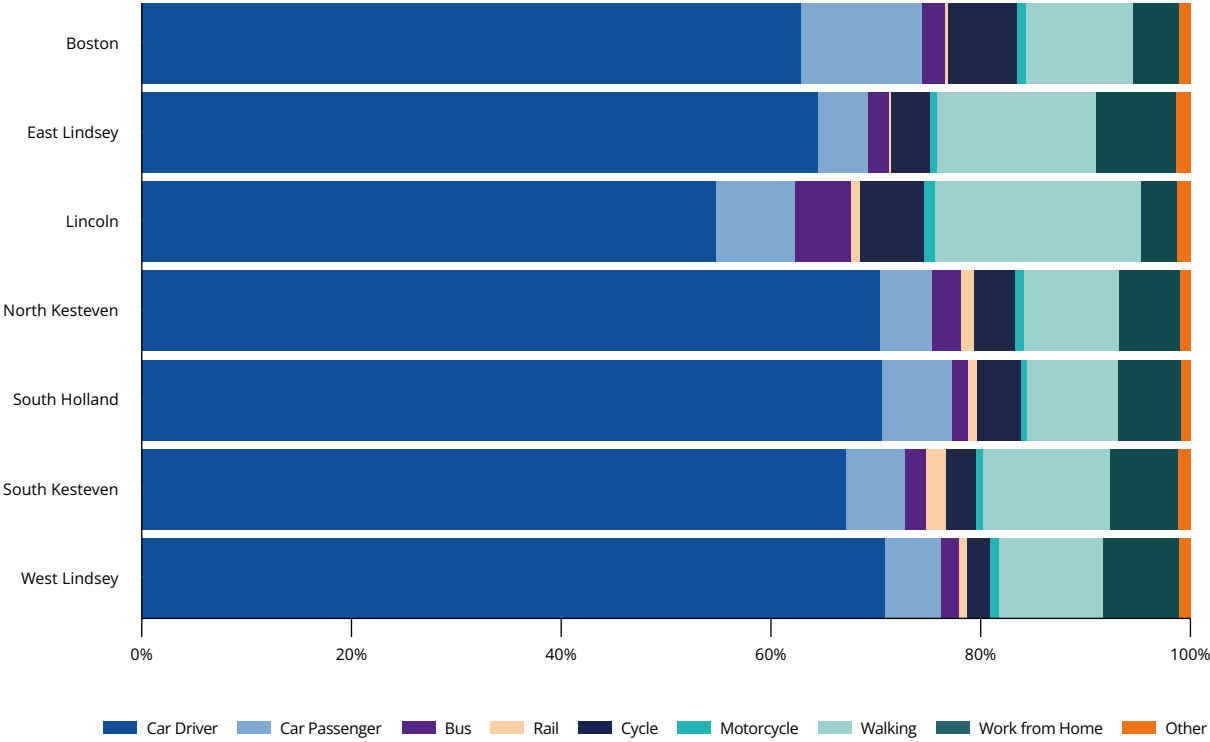
Key points

- Not surprisingly, Lincoln City shows the lowest car use at 62.3% compared with the county average of 72.4%. It also has the highest proportion of people walking to work (19.6%), but the lowest working from home (3.4%).

Transport related carbon emissions

Since 2005, the Department of Energy and Climate Change (DECC) have produced estimates of carbon dioxide (CO_2) emissions at a local authority level. This includes an estimate of emissions due to road transport in the area. The graph below shows DECC estimates of CO_2 emissions for Lincolnshire since 2005 broken down into general categories.

Estimated CO_2 emissions for Lincolnshire (tonnes per capita)
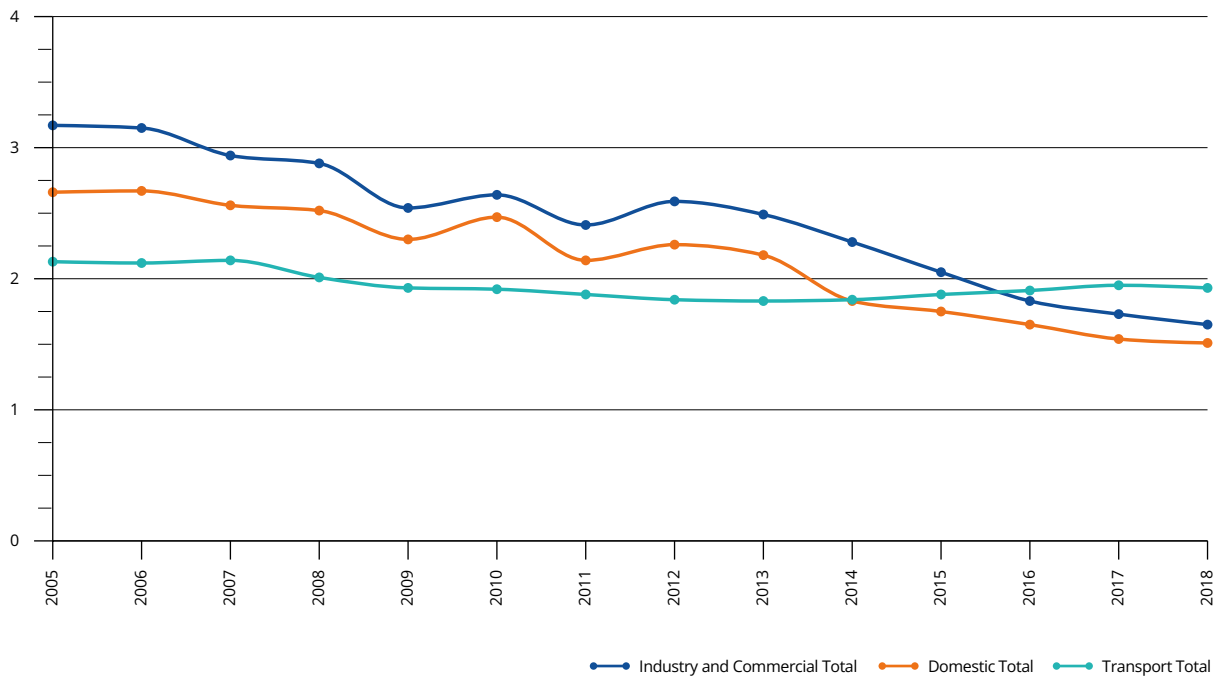
The graph below compares 2018 CO_2 emissions for Lincolnshire with those for the East Midlands and England.

Comparison of 2018 CO_2 emissions (tonnes per capita)

Legend: Lincolnshire, East Midlands, England
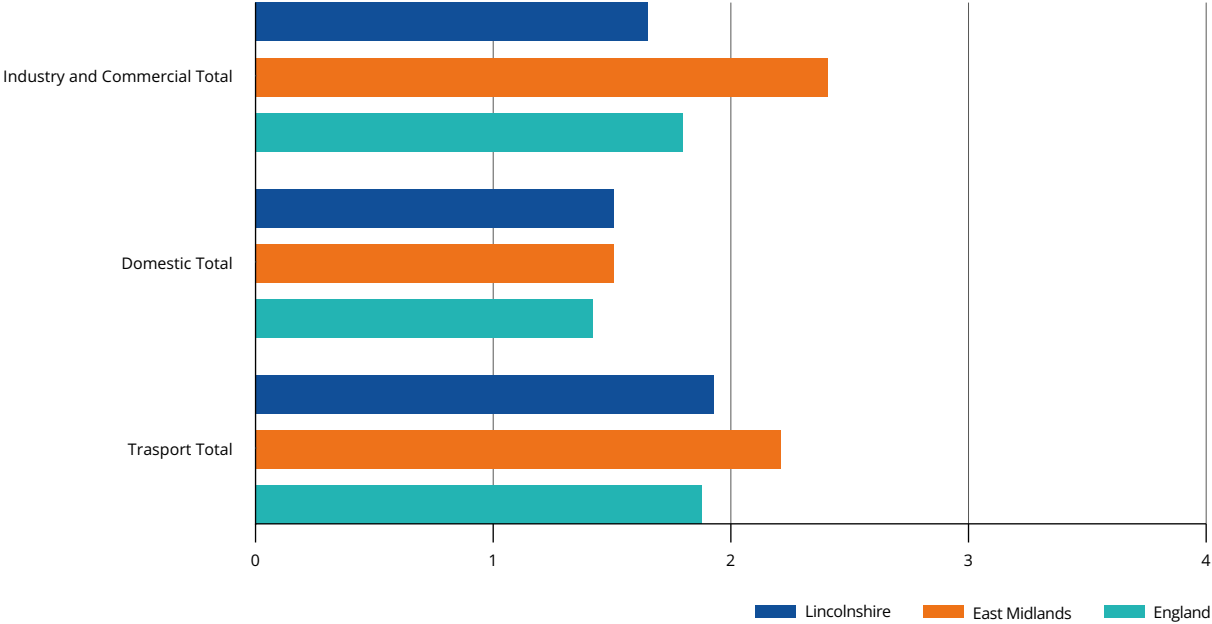
Key points

- Road transport emissions in Lincolnshire (per capita) have fallen slightly since 2005, mirroring the picture for total emissions.

- Transport emissions per capita in Lincolnshire (1.93 tonnes) are lower than those in the East Midlands (2.21) and are slightly higher than England (1.88).

Road safety

The number of road traffic casualties on Lincolnshire's roads is monitored by the Lincolnshire Road Safety Partnership and is a key part of their road safety role.

The graph below shows the number of fatal and serious casualties graphically since 2000.

Road traffic casualties in Lincolnshire
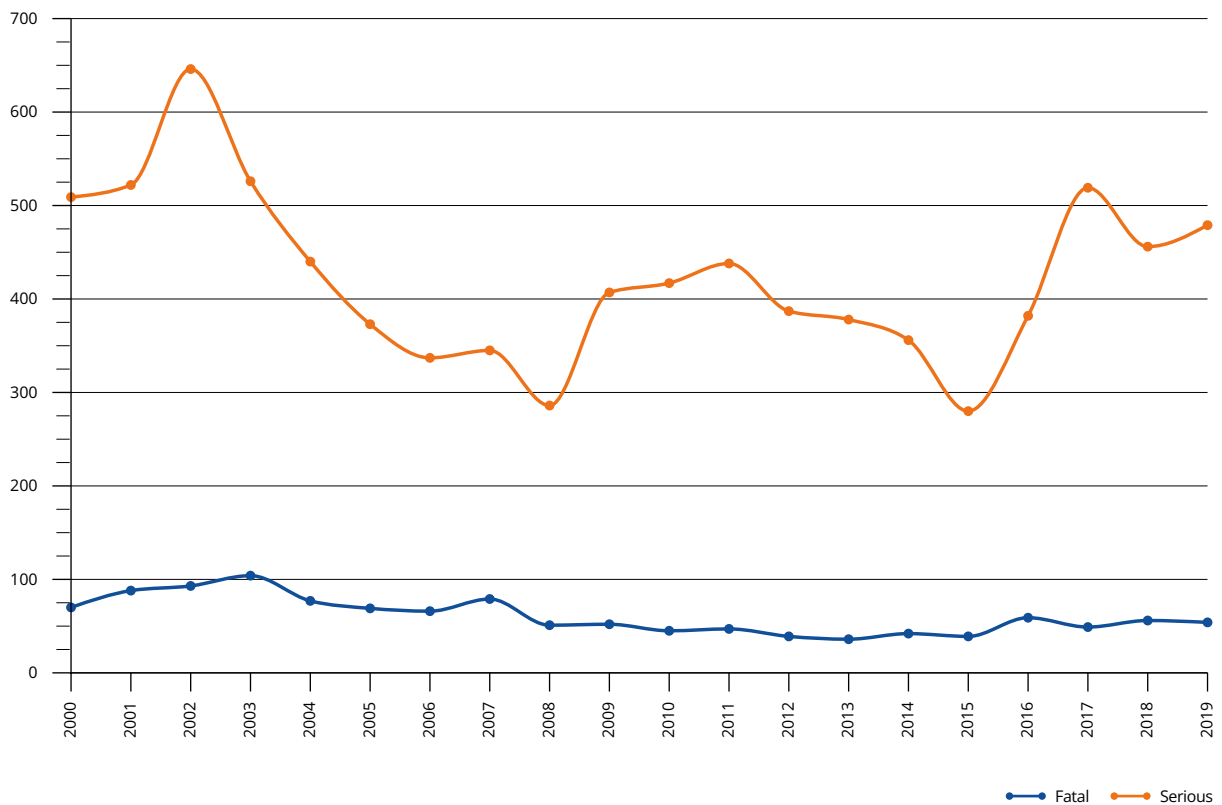
Key points

- Since 2003, when 104 people died on Lincolnshire roads, there has been a generally downward trend in the number of fatalities.

- 2017 saw a large rise in the number of serious casualties, although the overall number of casualties fell to just under 2,600, the lowest on record.

Opportunities

Decarbonisation

Achieving the target of net-zero carbon by 2050 is both essential and challenging. Transport has a significant role to play in achieving this target in as much as the fact that it is a currently a significant contributor to carbon emissions. In Lincolnshire, 38% of the total carbon dioxide emissions for the county are attributed to transportation.

Opportunity 1: Electric vehicles and alternative fuels

The sale of both new petrol and diesel cars is due to be banned in 2030 within the UK, so the creation of alternative fuels and methods of propulsion is on a steep upward trajectory. Electric car sales have risen significantly in the last few years as the range has improved as well as the infrastructure to support them.

Across Greater Lincolnshire, the intention is to provide a choice of charging points with full details being outlined in the electric vehicle and alternative fuels strategy.

Alternative fuels are not just the preserve of private cars and public transport both buses and trains will need to consider alternative means of propulsion as will freight vehicles both vans and HGVs.

At the regional level, Midlands Connect have been leading on work to consider options for a regional network of energy hubs. This work is providing a steer for local authorities in terms of helping identify possibly locations for energy hubs that will enable the freight logistics industry to start a shift away from carbon based fuels.

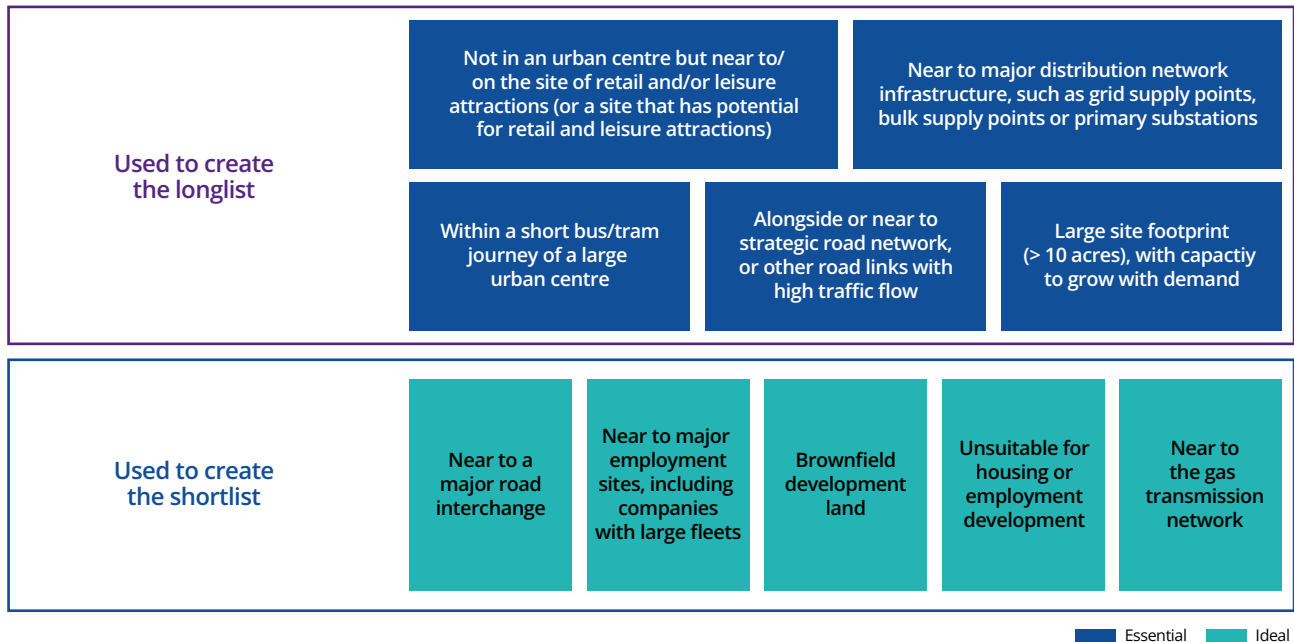**Conceptual regional or local energy hub[20]**

The work utilised a multi-criteria assessment process to identify a long list of over 50 possible locations before further refinement shortened the list to 11. The process is shown below.

Criteria for identifying regional energy hubs[21]

Used to create the longlist	Not in an urban centre but near to/on the site of retail and/or leisure attractions (or a site that has potential for retail and leisure attractions)	Near to major distribution network infrastructure, such as grid supply points, bulk supply points or primary substations
	Within a short bus/tram journey of a large urban centre	Alongside or near to strategic road network, or other road links with high traffic flow • Large site footprint (> 10 acres), with capactiy to grow with demand

Used to create the shortlist	Near to a major road interchange	Near to major employment sites, including companies with large fleets	Brownfield development land	Unsuitable for housing or employment development	Near to the gas transmission network

■ Essential ■ Ideal

Opportunity 2: Sustainable Urban Extensions (SUEs)

The spatial pattern of development across Lincolnshire is one predominantly centred on the creation and support of SUEs. These are identified areas that are defined as separate neighbourhoods that incorporate local centres, employment and other facilities, whilst being integrated with existing communities and built up areas, supporting the urban area as a whole.

Across Lincolnshire the spatial strategies identify the following SUEs:

• The Central Lincolnshire Local Plan includes the allocation of SUEs around Lincoln, Gainsborough and Sleaford.

• The Southeast Lincolnshire Local Plan, identifies SUEs around Boston, Spalding and Holbeach.

• In South Kesteven Local Plan SUEs are identified around Grantham and Stamford.

The spatial approach to adopting SUEs is one that provides an opportunity to support the decarbonisation agenda. By aligning new development alongside existing urban areas; connectivity can be developed in a more sustainable way. Journeys should be shorter and thus more suitable to be carried out on foot by bike or by public transport. Connections are into an existing network and can be provided into the pre-existing urban centres were services and facilities are already located. SUEs can also provide the link between the rural and urban by allowing for new infrastructure that provides direct, safe and reliable connectivity from the edges of the town inwards and equally importantly from existing centres outwards. This provides the local community with benefits as well as those occupying the new developments.

Finance and funding and investment

Opportunity 3: Funding changes

The Government's spring budget committed to levelling up, across the United Kingdom, to ensure no community is left behind, particularly during the recovery from the impacts of COVID-19. Three funds were announced that present significant investment opportunities for Lincolnshire. These include:

• The Levelling Up Fund;

• The UK Community Renewal Fund; and,

• The Towns Fund.

These funds represent a major change in the way that the Government intends to support local economic growth going forward. This includes a direct relationship between the Government, local areas and a desire to move at pace to affect change through transformational investment in areas of greatest need.

UK Community Renewal Fund (UKCRF)

UKCRF seeks to invest £220m in 2021/22 across four investment priorities:

a. skills;

b. local business;

c. communities and place; and,

d. supporting people into employment.

This is a one-off fund to support pilots and innovative approaches to local economic growth ahead of the 2022 launch of the UK Shared Prosperity Fund (UKSPF). The funding is 90% revenue and allocates up to £3 million per pre-selected priority place based on an Index of Economic Resilience. In Lincolnshire, these places are; Boston, East Lindsey and Lincoln. However, all places are eligible to apply and/or collaborate with scope to counter-balance priority place scoring with impact, deliverability and strategic fit.

In April 2021, the county council as the lead authority launched a call for bids from a variety of project applicants including District Councils, voluntary and community sector organisations, local education providers and universities.

The Lincolnshire UKCRF "ask" is founded on key strategies that are in place to support the post-pandemic recovery and growth of the local economy. The GLLEP has co-ordinated an Economic Revival Plan and associated employment and skills work these among other key strategies will provide clear strategic direction for the shaping, delivery and outcomes sought for Lincolnshire through UKCRF.

Later this year, further information on the UK Shared Prosperity Fund (UKSPF) is expected. This is the direct replacement for the £1.5 billion of European Structural Investment Funds invested in the UK per annum (£20 million per annum in Lincolnshire). This will support:

1. People and Places – innovation and regeneration activities targeted at areas of need; and,

2. Bespoke employment and skills programmes tailored to meet local needs.

The Government has pledged to make the same levels of investment available, more on the spend schedules will be announced at the next spending review.

Levelling Up Fund (LUF)

A fundamental policy of the current government is to level up, across the United Kingdom, to ensure no community is left behind, particularly during the economic recovery from the impacts of COVID-19. The Government has announced it will publish a Levelling Up White Paper in 2021 which will, 'present an opportunity to reset the relationship between the central and local government and put councils at the heart of delivering the Government's ambitious programme to improve opportunities in all parts of the country'. The Department for Levelling Up, Housing and Communities (DLUHC) will lead this and further announcements are expected in the Spending Review (SR21) including the way forward on County Deals and UK Shared Prosperity Fund (UKSPF).

There are currently three funds supporting Levelling Up:

- The £4.8 billion capital Levelling Up Fund (Lincolnshire authorities have submitted five bids for nearly £100 million of investment – including transport and active travel opportunities);

- The UK Community Renewal Fund is a £220 million pilot ahead of UKSPF (Lincolnshire has bid for £9 million – this also includes active travel activities and digital investment); and,

- The Towns Fund (£86 million of investment has been confirmed in Lincoln, Boston, Mablethorpe and Skegness).

UKSPF is expected to represent a major investment opportunity for the county. This will be a direct replacement for the £1.5 billion of European Structural Investment Funds invested in the UK per annum (£20 million pa in Lincolnshire). This will reduce inequalities between communities through investment in:

- People and Places – innovation and regeneration activities targeted at areas of need; and,

- Bespoke employment and skills programmes tailored to meet local needs.

The Government has pledged to make the same levels of investment available although the delivery model and method of allocation is yet to be confirmed ahead of a projected launch in April 2022.

Nevertheless, all Lincolnshire activity will focus and integrate activities around economic growth, people and places, expanding existing and planned investments including 'game changer' projects such as the UK Food Valley and will build out from key strategies such as the Local Industrial Strategy, the COVID-19 Revival Plan and the Strategic Infrastructure Delivery Plan (SIDP 21). All projects will also be required to have net-zero alignment, complement existing funding streams and demonstrate public value and VFM.

The SIDP 21 will play a critical part in this. Currently in development, it will be considered, shaped and endorsed by the Lincolnshire local authority leaders and by the LEP board. The SIDP 21 focuses on all aspects of infrastructure including transport corridors, walking/cycling, digital, flood prevention and health as well as transport infrastructure.

Towns fund

Four towns in Lincolnshire have been allocated £86 million of funding from the Towns Fund, (£19 million for Boston, £19 million for Lincoln, £24 million for Mablethorpe and £24 million for Skegness). District Councils have now moved from programme design to supporting the detailed bidding process and attracting the necessary match funding.

Sub-regional economic priorities

As part of the development of the Local Industrial Strategy (LIS), the Greater Lincolnshire Local Enterprise Partnership identified six priority sectors which provide competitive advantage for the county and can offer real growth potential.

The development of LTP 5 has, amongst much other evidential data, utilised the evidence base prepared for the LIS to ensure a consistent approach in supporting the economic landscape of Lincolnshire. Additionally, LTP 5 has sought to develop logic chains that link the sector ambitions to the development of the transport strategy. Each of these logic chains is shown next.

These logic chains provide a clear link from the economic priority sectors to broad transport interventions and have aided in shaping the Integrated Transport Strategy in chapter 4.

LIS strategic opportunity: Agrifood

LIS ambition

To increase the international competitiveness of our Agrifood sector by championing automation and resource efficiency, to become the UK's Food Valley and contribute to reducing the UK's reliance on food imports.

Selected LIS commitments

- Develop a leading rural region for innovation in all parts of the Agrifood supply chain, focusing on skills, infrastructure and productivity gains.

- Maximise the value of the National Centre for Food Manufacturing, the Lincoln Institute for Agrifood Technology and the food clusters in the Food Enterprise Zones.

- Work to maximise the international trade and inward investment opportunities.

Spatial context

- Agrifood production and processing takes place throughout Lincolnshire, but with clustering in Southern Lincolnshire.

- Agrifood innovation assets at Holbeach, Riseholme, Food Enterprise Zones and Grimsby.

Outcomes

- Increased supply of the UK food by GL – both growing and processing.

- More Afrifood R&D undertaken at GL's research centres, universities and in business.

- Higher productivity and skilled workers required in the sector as automation increases.

- Increased exports from GL to international markets.

So what does this mean for transport?

- Demand for freight capacity likely to increase, including to rural areas.

- Commuting to and between the food R&D employment centres to increase.

- Unlikely to see much growth in sector job numbers as sector shifts to automation.

- Connectivity to international gateways in the ports and airports may need to be strengthened.

- Connectivity to the recently announced Freeport areas.

LIS strategic opportunity: Energy

LIS ambition

To pioneer industrial decarbonisation, creating a template for other areas, and to be a test bed for technologies in energy generation, storage and distribution.

Selected LIS commitments

- Support the expansion of the offshore wind supply chain and unlocking cluster development.
- Develop a 'Living Lab' Rural Innovation Testbed for Energy, linking generation from local hubs to overcome capacity constraints.
- Support regional aspirations for industrial decarbonisation, working towards net-zero.
- Work to develop the demand required to support hydrogen production and distribution.

Spatial context

- Offshore wind assets at Lincs Wind Farm offshore from Skegness, new growth at Triton Knoll offshore from Mablethorpe and the major Hornsea project offshore from Grimsby.
- The Humber Industrial Cluster sits on the south and north side of the Humber Estuary.

Outcomes

- A steady, local supply of energy for the region (and exported across the country).
- A transformation of the Humber Industrial Cluster shifting from fossil fuels to modern and greener forms of supply and emissions.
- Increased business presence on the Humber Estuary as a hub of hydrogen exports and a UK centre for clean energy.

So what does this mean for transport?

- Increase in electric and hydrogen transport as energy infrastructure expands.
- Demand for freight and commuter routes to offshore wind farms.
- Reduce fossil fuel freight between the Humber and Immingham.
- Economic activity may deconcentrate, from major single-site heavy industry employers to smaller renewable business.

LIS strategic opportunity: Ports and logistics

LIS ambition

To maximise the strategic advantages of our ports by leading their transformation into one of the most smart, clean and efficient port clusters in the world, leveraging greater value from the ports by handling increasing volumes of trade and attracting more value-add manufacturing activity.

Selected LIS commitments

- Open up more employment land for port-related commercial development.
- Work with landowners to explore barriers to development, including on port-related enterprise zones.
- Advancing discussion with the Government on a freeport.
- Accelerating the decarbonisation of the Humber's maritime cluster.
- Develop a proposal for a Centre for Food Logistics near Boston.

Spatial context

- The major ports of Grimsby and Immingham in Northern Lincolnshire are the focus of the Freeport proposals.
- Smaller ports include Boston, New Holland and Sutton Bridge.
- Other ports and logistics jobs are concentrated inland from ports, at Spalding, North Hykeham and Scunthorpe.

Outcomes

- Increase in manufacturing and logistics employment linked to ports and complementary service-based economy (e.g. legal and technical advice).
- More businesses relocating to the region for freeport benefits.
- Brownfield development under freeport planning laws.
- Increased business and employment activity at the smaller Lincolnshire ports.

So what does this mean for transport?

- Transport infrastructure required for Brownfield development.
- Increased commuting to port areas, especially freeport and Boston.
- A shift in the size and type of goods being imported and exported.
- An established and heavily used Midlands Engine Freight Network.
- Hydrogen and connected autonomous vehicles increasingly used for freight.

LIS strategic opportunity: Visitor economy

LIS ambition

To develop the tourism sector, levelling up and supporting some of the more deprived parts of the region by providing higher-quality and more reliable employment for workers in the sector.

Selected LIS commitments

- Work to address barriers in sector related skills, lifting residential access to jobs and earning potential.
- Support SMEs to adopt digital technologies and increase productivity and visitor numbers.
- Maximise benefits of natural environment by seeking expansion of the Lincolnshire Wolds Area of Outstanding Natural Beauty.
- Delivery the Tourism Action Plan, particularly walking and cycling, to extend the tourism season.

Spatial context

- Coastal visitor economy assets are concentrated in often relatively deprived seaside towns.
- Lincoln represents a heritage and visitor economy asset.
- The Lincolnshire Wolds AONB stretches across a large amount of Lincolnshire, but currently excludes some key natural assets.

Outcomes

- Prosperous and thriving coastal communities with increased economic activity related to tourism.
- Increased visitor numbers spending longer-times in the area undertaking multiple activities.
- A year round tourism offer.
- Increased productivity in the visitor economy sector, creating more permanent jobs for local residents.

So what does this mean for transport?

- Requirement for interregional connectivity with easy and clear travel routes between visitor economy assets.
- Growing demand on the transport system due to more jobs, businesses and visitors year round.
- Increased interregional connectivity for visitors, in particular linking coastal areas to other tourism spots.
- More active transport routes capitalising on green tourism.

LIS strategic opportunity: Defence

LIS ambition

To create a cluster of innovative focused defence companies, and ensure Greater Lincolnshire is a highly attractive, first-choice destination for defence-related industries, service leavers and their families.

Selected LIS commitments

- Exploring the potential for a defence cluster business park and workspace at the Lincoln Science and Innovation Park.

- A programme for RAF leavers to encourage them to stay and start business in the region.

- Understand the defence supply chain and trade potential to boost innovation and investment in the sector.

- Pursue opportunities for relocation of Ministry of Defence staff from Whitehall to Lincolnshire.

Spatial context

- RAF Scampton and Waddington are close to innovation assets in Lincoln, with the Red Arrows relocating to Waddington.

- RAF Digby, Coningsby and Cranwell sit further to the south.

- Nearby RAF Wittering in Northamptonshire and RAF Marham in Norfolk contribute to a cluster that includes around 40% of the RAF's assets.

Outcomes

- New sector clusters, likely close to existing military and/or innovation activity.

- Growth in defence sector jobs, especially high productivity jobs.

- More skilled defence sector workers retained in the region.

- More R&D undertaken at GL's Research Centres, universities and in businesses.

So what does this mean for transport?

- Novel demand for a new and growing economic sector with increased employment and businesses.

- More commuting between innovation assets in Lincoln and military bases.

- Increased commuting between Lincolnshire, National MoD hubs, and other centres of defence innovation such as Herefordshire.

LIS strategic opportunity: Health and care

LIS ambition

To develop new efficient and innovative models of care for a dispersed and ageing population, building a cluster of local businesses to support active ageing.

Selected LIS commitments

- Becoming an international centre for innovation in rural H&C solutions.
- Pilot 'Communities of the future' for ageing populations with improved physical and digital connectivity to local services.
- Develop a pharmaceuticals network based around the Lincoln Science and Innovation Park.

Spatial context

- Lincoln Country Hospital is the largest hospital.
- Health service in Lincoln includes the new University Medical School.
- Other hospital and health sector assets in coastal towns.
- Only 55% of rural residents within 8km of a hospital.
- Ageing population concentrated on the coast within the Lincolnshire Wolds.

Outcomes

- A healthier population across all of GL.
- Increases in population, with more old residents.
- More dispersed H&C activity with increased productivity and reliance on digital services.
- More pharmacy R&D undertaken at GL's research centres, universities and in businesses, focused around Lincoln.

So what does this mean for transport?

- Health related travel within rural areas may shift to digital but travel to regional hospital hubs may increase.
- Ageing populations will require accessible transport solutions to local services and retail centres.
- Support for economic agglomeration of health and care innovation assets around Lincoln.

Looking to the future

This LTP primarily focusses on the five-year short and ten- year medium-term aspirations for the county. Planning assumptions, technological developments, and social changes in the future beyond this ten-year period are difficult to predict. There is a need to consider what the most likely changes are so that decisions taken in the short- and medium-terms do not adversely affect the potential to respond to future innovations. The process of working through the most likely outcomes and considering how these could inform short- and medium-term decisions will enable Lincolnshire to be more flexible and agile in developing future policy options.

The fundamental principle underlying this process should be the need to ensure that current policy and investment decisions will be compatible with the most likely longer-term outcomes. The objective should be to future proof investment as much as possible. For example, it is extremely unlikely that road transport will cease to be vital to Lincolnshire. It is likely that new energy sources will power road vehicles. One of the policy decisions that flow from this is that the Council will need to continue to maintain and build high-quality roads. There will also be a need to consider how maintenance and construction will need to change in order to accommodate these new technologies. For example, the current need to ensure that petroleum fuel residues (which leak onto the highway) are separated in the drainage process may no longer be needed. Conversely, it may be found that when other sources of motive power are in widespread use they present other challenges. Electric vehicles use batteries which are acidic and contain numerous heavy metals. There will be circumstances, collisions for example, in which leakage will occur. Will this be more or less problematic for design and maintenance of the highway network?

Many of these issues will require the Government to take a lead on developing guidance and processes to ensure that there is clarity and consistency in driving the change to net-zero. The Government will also need to ensure that this process takes account of local circumstances. This should include the specific challenges of rural areas. The cost of developing new transport technology in rural areas is higher than in urban areas. In rural areas, the delivery of services and goods is more expensive than in urban areas. The low density of population and distance adds cost. This principle applies to road and rail transport. If there is be equity of access to new technologies there will need to be specific Government support to ensure that rural areas are supported to overcome the cost disadvantages. This should be a key part of the "levelling up" agenda.

Lincolnshire's economy is a primarily based on goods and services that cannot be delivered virtually. Food requires production and transport, care services are face-to-face, tourism requires visits. Whilst in the longer-term there will be more of these services and goods purchased online they will still require physical delivery and presence. The economic and housing developments planned over the next decade will not fundamentally change this need. Whilst a higher proportion of individuals are likely to use new technologies to reduce the number of times they are present at a workplace they will not cease to travel. They may also simply displace journeys. Not going to a central workplace may mean that purchases that are made in person are made online and then delivered to the home. In this instance, one journey is not made but another is taken by the courier.

It is important that consideration of future challenges is rooted in likely scenarios. Whilst there is value in considering unlikely outcomes at a more national strategic level the LTP should to be rooted in the probable to ensure that current and future needs can be met.

The key policy questions for Lincolnshire are:

- Is the future beyond the next decade likely to look significantly different?

- What will the service needs be in the most likely scenarios?

- How will this impact on local transport?

- What should the county council do now in response?

- What does Lincolnshire expect the Government to do?

- How does the county council remain flexible and agile in responding to changes in transport technology.

This LTP cannot provide an answer to these questions but it does provide an opportunity to open the discussion around these issues and introduce a strategy that does not seek to prejudice any future responses.

Chapter 4: The Integrated Transport Strategy

The point of transport planning is to get people to places they want to go, so it makes sense that transport planning should start with place making.

Place Making

If you make the starting places the best that you can, then many of the existing longer journeys become non-essential as people realise that they can carry out many of the things they wanted to do either from home or close by. Great places reduce the need to travel and replace longer journeys with shorter ones; journeys that then can take place by foot, cycle or public transport. Great places allow us to do many things at once, often creating opportunities to achieve things that weren't expected or were unplanned.

This LTP sets out to alter the way transport planning is carried out in Lincolnshire and focuses far more on creating the communities and the streets rather than on the movement of vehicles and traffic. It also seeks to better integrate modes and focuses on connectivity, mobility and movement as a whole.

Achieving wider policy objectives such as improving health, reducing carbon emissions and supporting economic growth all form part of the broader agenda and this LTP will set out to achieve the creation of a new approach to benefit everyone.

Regional Policy

Midlands Connect exists to develop and maintain a long-term transport strategy for the region; setting clear advice from the Government on how to prioritise strategic transport investment in the Midlands. The Midlands Connect Partnership actively collaborates to: research, develop and prioritise major transport priorities for the Midlands, supported with strong evidence, in order to secure transport investment from the Government for the social and economic benefits of the region.

Lincolnshire County Council works with Midlands Connect to tackle emerging issues from economic recovery to alternative fuels and is a channel to help drive local investment and raise the profile of Lincolnshire's priorities nationally.

Policy Audit – Developing the Thematic Approach

As part of the preparation of this LTP a significant review of existing policy documentation, including all District Local Plans, Local Industrial Strategy, Green Master Plan, Joint Strategic Needs Assessment and many others has been carried out. This audit embeds the foundation of the LTP in the spatial, socio-economic, health and environmental objectives for the county from a range of partners as well as LCC itself.

Having summarised these policies, six main themes were identified and from those a series of strategic objectives were developed to help identify, prioritise and support the future delivery of transport across Lincolnshire.

The following section provides in more detail the reasoning for each objective, followed by the policy statement or statements that indicate what LCC, often with partners, will do to achieve the objectives. This in turn is followed by an indication as to the nature and types of interventions that are most likely to achieve the objective. This section, also provides a framework for the development of the supporting modal strategies that sit beneath the Integrated Transport Strategy.

Themes and strategic objectives

Theme 1 – Supporting economic growth

a. Improve connectivity throughout Lincolnshire and to the East Midlands, the rest of the UK and beyond.

b. Ensure a resilient and reliable transport system for the movement of people, goods and services.

c. Support the vitality and viability of our town centres and rural communities.

d. Improve connectivity to jobs and employment opportunities.

e. Provide a transport system that supports the priority sectors identified in the LIS.

Theme 2 – Future ready, green transport

a. Support the introduction of low-carbon technologies and thus reduce reliance on fossil fuels.

b. Develop and support communities to flourish locally and thereby helping reduce the need to travel.

c. Deliver sustainable development by ensuring that new developments are designed to reduce the need to travel, minimise car use and support the use of more sustainable modes.

a. Ensure the transport network is made resilient to climate change.

Theme 3 – Promote thriving environments

a. Develop opportunities to both protect and enhance the built and natural environment.

b. Minimise waste and make the best the use of available resources.

c. Provide sustainable access to Lincolnshire's wonderful environment and heritage.

Theme 4 – Supporting safety, security and a healthy lifestyle

a. Improve road safety.

b. Increase confidence in a safer and more secure transport network.

c. Reduce the impacts of air quality, noise and light pollution.

d. Improve the health of our communities through the provision for active travel.

Theme 5 – Promoting high aspirations

a. Improve connectivity and access to education, healthcare and leisure.

b. Improve the accessibility of the transport system and in particular access onto public transport.

c. Encourage wider community participation in developing and delivering transport services.

Theme 6 – Improve quality of life

a. To deliver on the first five objectives above.

b. To improve the quality of place and reduce the overall negative impacts of transport on people's lives.

Theme 1 – Supporting economic growth

Objective 1a – Improve connectivity throughout Lincolnshire and to the East Midlands, the rest of the UK and beyond.

Why is this important?

Wider connectivity supports economic prosperity by improving access for business, employment, education, training and tourism.

> **Policy EC1**
> LCC will work with national, regional and local funders to identify and deliver a better transport network and services to improve connectivity internally and externally to Lincolnshire. LCC will improve the "gateways" to Lincolnshire particularly at strategic locations.

How will we do this?

We will lobby the Government, Highways England, Network Rail, TfEM, Midlands Connect and transport service operators to recognise the importance of transport links to the economy and social wellbeing. We will seek to ensure that both existing and proposed improvements to infrastructure and services are delivered.

Key interventions that we will support include:

- Champion the importance of economic corridors – the Trans Midlands Trade Corridor, the Food Valley and North-South connectivity are priorities for movement.

- Improvements on the A46 including the Newark bypass and North of Lincoln.

- Better rail services to London and the Midlands including links to the HS2 eastern extension.

- Improvements on the A1 including safety improvements and investigating an upgrade to motorway standard.

- Improvements on the A15, A16 and A17 to support the food security of the country.

- Improved rail links from the south of the county for both passenger and freight to Cambridgeshire and East Anglia.

- Improvements to the bus and rail network that improve punctuality and connectivity across and beyond Lincolnshire.

- Development of strategic long-distance walking and cycling routes.

- Identifying "gateway" locations such as major railway stations and with partners strengthen their position as statements about arriving in Lincolnshire.

Objective 1b – A resilient and reliable transport system for the movement of people, goods and services.

Why is this important?

The way in which Lincolnshire has grown has resulted in a polycentric pattern of development with a highly dispersed range of settlements each with a wide rural hinterland. In some pockets, this results in very high levels of demand for transport and travel. The scattered nature of settlement and low population density has led to the majority of these journeys being undertaken by car.

An efficient transport system can connect people and settlements and enable access to jobs and products to be delivered. Congestion and unreliability can result in congestion and unreliable journey times. These delays have direct consequences in terms of additional costs on people and businesses, affecting productivity and efficiency and resulting in significant loss to our economic productivity.

> **Policy EC2**
> Improve the resilience, efficiency and effectiveness of the operation of the transport network and maintain our transport assets in a good state of repair. "Future proof" the network as part of our investment strategy.

How will we do this?

We will invest in our transport systems and services and seek to provide a high-quality network for all users, utilising whole life costing models and the principle of investing to save.

Key projects that we will support include:

- Delivery of our Asset Management Plan.

- Creation of Route Action Plans to identify and deliver timely intervention on the strategic road network.

- Ensure our bridges and culverts are maintained to an appropriate level and investigate replacement of life expired structures, including work on the Cross Keys Bridge.

- Identify and support a public transport network that provides a high quality alternative to the private car as identified through BSIP.

- Develop a high network of walking and cycling routes for local and longer distance trips – based on LCWIPs .

- Champion digital connectivity.

Objective 1c – Support the vitality and viability of our town centres and rural communities.

Why is this important?

Encouraging our local towns, villages and communities to thrive is crucial if we are to deliver on our wider ambitions of cutting carbon emissions whilst "levelling up" our local economies. By maximising both employment and services at a more local level we are then in a position to encourage people to live locally, support their local economies and sustain local and rural businesses.

> **Policy EC3**
> Create town centres, villages and rural areas that are accessible but not vehicle dominated.

How will we do this?

We will invest in local and smaller scale projects that meet local needs and promote local connections enabling efficient access to local services.

Key projects that we will support include:

- Delivery of our walking and cycling strategies.

- Development of local transport boards and local town transport strategies to identify and deliver schemes at the local level.

- Identify and support a public transport network that provides a high-quality alternative to the private car.

Objective 1d – Improve connectivity to jobs and employment opportunities.

Why is this important?

Employment patterns are changing, as our societal expectations. Demand for digital connectivity is increasingly vital for many and travel patterns are changing.

Being able to connect physically and virtually to a range of opportunities can raise skill levels and aspirations. In this plan, we aim to increase the accessibility of Lincolnshire and address some of the challenges a large rural county faces in terms of its employment accessibility requirements.

> **Policy EC4**
> We will identify and support a range of transport improvements to better connect our employment centres with their workforce and broaden the opportunities for those seeking employment to access an increasingly diverse range of opportunities.

How will we do this?

We will invest in transport connections that improve access between communities and centres of employment within Lincolnshire and also develop better links to the rest of the UK.

Key interventions that we will support include:

• To improve major road, public transport and rail connections between larger places in the county.

• To improve major road, public transport and rail connections to identified areas of growth as well as ports, airports and cities in the rest of the UK.

Objective 1e – Provide a transport system that supports the priority sectors identified in the LIS.

Why is this important?

The Local Industrial Strategy identified six priority sectors which provide competitive advantage for the county with growth potential. The sectors are; Agrifood, Energy, Ports and Logistics, Visitor Economy, Defence and Health and care. Each sector requires specific transport support and interventions to continue to grow and prosper. Details of the priority sectors are included in chapter 3.

Policy EC5
We will support a range of transport improvements that underpin and priority sectors to develop and grow.

How will we do this?

By working with the GLLEP, we will identify transport investment and improvements that provide support to the six priority sectors.

Key interventions that we will support include:

For Agrifood

• Improve road and rail connections to support the growth in freight movements.

• Improve connectivity to the Food Enterprise Zone.

• Improve connectivity to ports and other international gateways.

• Make improvements to journey time reliability along the A16 and A17 corridors.

• Improve movement and connectivity around the towns of Boston and Spalding.

For energy

• Increase and improve the infrastructure for alternative energy sources.

• Improve access to the renewable energy growth points along the Humber and along the east coast.

• Drive a shift from fossil fuels for both passenger and freight movements.

For ports and logistics

• Deliver a county-wide freight strategy that integrates with the emerging regional freight strategy and plan.

• Improve connectivity to ports and other international gateways.

• Support the regional energy hub work.

For visitor economy

• Improve interregional connectivity to the coast and other visitor assets.

• Support the extension of the visitor season by increasing public transport connectivity at weekends and into the off season.

- Improve connectivity along the coast between resorts and attractions particularly around Skegness.

- Develop improved active travel networks to support the growth of green tourism.

For defence

- Recognise the importance of connectivity between military bases and the supporting industry hubs both internally and externally to Lincolnshire.

- Improve connectivity to the other centres of defence industry excellence.

For health and care

- Improve connectivity to both local and regional care centres.

- Support the innovation of shifting to digital care.

- Provide connections between health centres of excellence across Lincolnshire.

Theme 2 – Future ready, green transport

Objective 2a – Support the introduction of low-carbon technologies and thus reduce reliance on fossil fuels

Why is this important?

In May 2019, Lincolnshire County Council determined that it wished to achieve net-zero carbon by 2050, or sooner, in line with national and international objectives. This is reflected in the current Corporate and Green Master Plans. Subsequent government initiatives have further developed this agenda nationally, including a Ten-Point Plan for a green industrial revolution, with the aspiration to create 250,000 jobs and the Transport Decarbonisation Plan. The zero-carbon proposals from the Government respond to the Climate Change Act 2008 and the Paris Agreement of 2015.

Transport is a significant contributor to the UK's greenhouse gas emissions, which leads to climate change. In 2019, land-based transport accounted for 34% of all carbon dioxide emissions in the UK. In Lincolnshire the situation is worse with 38% of the total carbon dioxide emissions being attributed to transportation.

The Government has introduced specific transport policies to address the high-level of transport emissions – such as the proposed ban on the sale of petrol and diesel vehicles from 2030 and further detail is emerging through the Transport Decarbonisation Plan. It is clear that he pace of change must increase significantly if targets are to be achieved.

Policy GREEN1
We will work with partners and take the necessary steps at a local level to reduce emissions from road-based transport and contribute towards the net-zero carbon target by 2050 as required by the 2008 Climate Change Act.

Policy GREEN2
This LTP supports the aims of the Green Master Plan and its commitments to achieve net-zero alongside a thriving natural environment.

How will we do this?

We will increase the number of sustainable journeys made and we will implement a roadmap to electric and low-carbon vehicles. We will also develop our future transport options and champion innovation in-line with the commitments set out in the Green Master Plan.

Key projects that we will support include:

- Working with rail partners to deliver better local rail services and improve accessibility to and from local stations.

- Develop a Bus Strategy to identify the improvements required to support a network that delivers local connectivity.

- Work with partners in the public transport industry and develop an enhanced quality bus partnership.

- Utilise the local transport boards to develop and introduce improvements to local walking and cycling networks

- Deliver a "roadmap" to encourage the uptake of electric and alternative fuelled vehicles.

Objective 2b – Develop and support communities to flourish locally and thereby helping reduce the need to travel.

Why is this important?

Local access to services supports stronger communities where people can work, socialise, source their food and access employment, education and health services close to home. Enabling people to support their communities' means they can contribute to the local economy, live more sustainably and help to reduce their carbon impact. National trends, which are delivered locally, such as 20 minute neighbourhoods, are delivering strong results and will be appropriate for some communities in Lincolnshire.

However, Lincolnshire is a large and varied place: characterised by a dispersed settlement pattern with approximately with 42% of the population living in settlements of less than 5,000 people. As such, many people are reliant on the private car in their day-to-day lives.

Policy GREEN3
Through our Local Transport Boards, other Council policies and the Development Plan process we will support the provision of local facilities and services to enable people to live locally and lower their carbon footprint by reducing travel distances.

How will we do this?

Encourage provision of local facilities and services in communities. Improve virtual connectivity as well as physical connectivity to enable people to have real choices about where they live and work and promote the benefits to business that a genuine local focus can have. Support local communities who wish to explore local solutions that will address this agenda.

Key projects that we will support include:

- Through the emerging freight strategy, work freight and logistic sector to reduce their carbon footprint.

- Utilise the local transport boards to drive improvements to local walking and cycling networks.

- Investigate the role of local community hubs and the role they could play in supporting people living and working locally.

- Champion digital infrastructure.

Objective 2c – Deliver sustainable development by ensuring that new developments are designed to reduce the need to travel, minimise car use and support the use of more sustainable modes.

Why is this important?

Influencing travel behaviour is easier at key points in people's lives and moving house is one of those critical times. Utilising good quality planning and ensuring that new development is designed and delivered with sustainable travel in mind will make a significant contribution to reducing carbon emissions moving forward.

These same issues can be applied to new commercial development and the creation of more sustainable travel patterns for both employees, visitors and deliveries needs to be considered as part of new offices, shops and factories too.

Policy GREEN4
We will use the local and strategic development management processes to ensure that development is planned, delivered and managed to reduce the need to travel and support the delivery of sustainable transport modes. We will support the provision of improved walking, cycling and public transport services and facilities as part of new developments and actively encourage innovative solutions such as car clubs, mobility hubs, active travel plans and other sustainable solutions as opposed to single occupancy car use.

How will we do this?

Influence the planning system as a statutory consultee to adopt and implement sustainable transport policies. We will seek improvements to new developments to ensure that adequate and appropriate provision is made to both reduce the need to travel and support measures that encourage active travel and public transport when travel is required.

Key projects that we will support include:

- Provision of comprehensive, high-quality, safe and direct networks for walking, cycling and public transport that includes priority for cyclists and public transport.

- Creation of walkable neighbourhoods, so that a range of services and facilities are within easy walking distance and access to them is unimpeded and straightforward.

- Provision of high-quality interchanges to improve connectivity between transport modes including local mobility hubs that have facilities to enabling EV recharging, reverse park and ride, car clubs and other innovative solutions.

- Implementation and monitoring of travel plans.

Objective 2d – Ensure the transport network is made resilient to climate change.

Why is this important?

Much of Lincolnshire's existing transport network has been developed, designed and built for the local climate and weather conditions that we have seen historically. In the future, infrastructure must be designed to adapt to climate change. The impacts to our networks and services could be considerable and we need to prepare for the worst to ensure reliability and resilience in the system.

The UK Climate Change Risk Assessment identified a number of threats and opportunities for transport from climate change. These included:

- Increased frequency of intense precipitation events – leading to increased flooding of road/rail infrastructure.

- Increased heavy rainfall leading to an increase in earthworks failures, increased landslides and undercutting and bridge scour.

- Sea level rise and storm surges – leading to flooding/damage of coastal roads/railways.

- Drier summers – more opportunities for walking and cycling.

- Increased number of hot days – leading to increased thermal loading on road surfaces.

- Decreased number of cold days – reduced costs for gritting and winter maintenance.

Increased frequency and intensity of storms – leading to damage to transport infrastructure.

Policy GREEN5
We will seek to improve the reliability and resilience of the transport network and transport services across Lincolnshire and seek to protect it from the worst extremes of climate change.

How will we do this?

We will work with organisations across the transport world and beyond to identify which parts of the transport network and which services would be at the greatest threat from the effects of climate change. We will monitor the impacts of climate change on our transport network and develop assessment tools to help us understand where and at what point we need to intervene.

During maintenance and construction, we will endeavour to use materials that are resilient to the impacts of climate change. We will seek to source them in ways that do not exacerbate the climate change problem using a circular economy and whole life cycle costing where possible.

We will continue to work closely with the Environment Agency to ensure that drainage schemes are prioritised on an appropriate basis and seek to ensure the transport network remains resilient to flooding events.

Theme 3 – Promoting thriving environments

Objective 3a – Develop opportunities to both protect and enhance the built and natural environment.

Why is this important?

Lincolnshire has a diverse natural environment and valued heritage landscape with a significant number of protected areas in Lincolnshire .

Of particular note are the Lincolnshire Wolds, a cherished landscape of some 558 square kilometres (216 square miles) which was designated as a nationally protected Area of Outstanding Natural Beauty (AONB) in 1973.

Transport can adversely impact on the environment through noise and light pollution, contamination from engines and tyres can make its way into water courses and of course pollutants from burning fossil fuels will end up in the air that we all breath.

Policy ENV1
We will put in place procedures during construction, surfacing and maintenance works that will minimise and mitigate their environmental impacts.

Policy ENV2
We will incorporate improvements into transport schemes and highway maintenance so that they aid in the creation, preservation and enhancement of high quality and vibrant environments with unique and distinctive character. This includes taking opportunities to protect and improve habitats for both flora and fauna, protect and enhance historic features, landscapes and townscapes.

How will we do this?

The transport network provides excellent opportunities to help aid the emerging Greater Lincolnshire Nature Recovery Strategy and the accompanying Local Nature Recovery Strategies through the protection and improvement of adjacent habitats. Preserving roadside verges, a number of which are protected as Local Wildlife Sites and the network of interconnecting hedgerows can provide important links for often isolated habitats. A balance needs to be struck with maintenance regimes for safeguarding crucial sight lines to maintain road safety.

We will look to review of on-going maintenance regimes to consider how best to deal with the challenges of the potential harmful impacts from the winter salting, ground compaction from vehicle encroachments and also the large volumes of discarded litter, which then often gets cut up into ever small pieces of residue.

Key approaches that we will support include:

- Focus on improving the sense of "place" by designing for people not traffic.

- Decluttering of signage and street furniture.

- Applying highway design standards appropriately and seeking to avoid over engineered solutions.

- Using locally sourced traditional materials for both sustainability and design value and helping to blend infrastructure into the local landscape.

- Consider reduced specification requirements in areas with local environmental sensitivity.

Objective 3b – Minimise waste and make the best the use of available resources.

Why is this important?

The construction of new transport infrastructure is expensive and can often require significant amounts of natural resources in the form of aggregates and also land take. New and maintenance schemes both generate waste, which if we cannot recycle it will end up in landfill. Careful planning can reduce waste and make sure that minimal amounts of resources are used to deliver the project. This is good for both the economy and the environment.

> **Policy ENV3**
> In the planning, designing and delivery of our transport infrastructure and services we will seek to minimise the use of natural resources and minimise waste.

> **Policy ENV4**
> We will make use of our existing transport infrastructure and services and prioritise the maintenance and management of it over the building of new infrastructure.

How will we do this?

Where possible we will seek to utilise recycled materials during maintenance and construction and look to recycle any waste generated by transport schemes.

Investment will be prioritised to maintain and adjust the existing transport network rather than focussing on new building particularly in reference to the highway network. We will make the best use of our existing capacity and seek to improve connectivity and mobility within the constraints of what exits rather than expanding capacity.

Key approaches that we will support include:

- Promoting the benefits of using locally sourced and recycled products in the delivery of our transport projects.

- Look towards innovation and trial new materials on appropriate schemes.

- Seek to reduce the distances that materials are transported by sourcing them locally.

In order to maximise the capacity of existing road corridors we will:

- Champion active travel, public transport improvements and wider management measures as alternatives to road building in areas with congestion and where alternative modes are a viable option.

- Maximise the capacity of existing infrastructure and services with greater use of intelligent transport systems and other evolving new technologies.

- Deliver sustainable transport solutions through our modal strategies.

Objective 3c – Provide sustainable access to Lincolnshire's wonderful environment and heritage.

Why is this important?

One of the priority growth sectors identified in the LIS is the visitor economy and the desire to extend the visitor season. Improving sustainable access to our environmental and heritage assets would help support this sector of our economy.

The heritage sector alone is estimated to be worth £16.4 billion pounds nationally[22] with many visitors coming to Lincolnshire to visit our castles, museums, cathedral and churches. Ensuring access to these assets is vital but we need to balance the detrimental impact that too many car borne journeys can have on the very places and environments that attract so many visitors.

In some areas the very high numbers of walkers, cyclists and equestrians can also cause damage to routes and adjacent land and access needs to be controlled to protect both our built and natural attractions.

Policy ENV5

We will support, promote and provide sustainable access to our sensitive built and natural environments.

How will we do this?

We will work with the tourism and visitor economy to develop and promote more sustainable transport options for both residents and visitors to our sensitive environmental areas. We will encourage attractions to offer incentives to access by means other than the private car and support initiatives such as visitor travel plans, shared ticketing and the greater use of mobility hubs to enable a switch between modes.

Key approaches that we will support include:

- Provision of comprehensive, high-quality, safe and direct networks and facilities for walking, cycling and public transport that includes priority for cyclists and public transport.

- Provision of high-quality interchanges to improve connectivity between transport modes including local mobility hubs that have facilities to enabling EV recharging, reverse park and ride, car clubs and other innovative solutions.

- Implementation and monitoring of visitor travel plans.

- Provide information to visitors on ways to visit Lincolnshire's environment without using a car through their holiday accommodation, tourist information centres, online and at visitor attractions.

Theme 4 – Supporting safety, security and a healthy lifestyle

Objective 4a – Improve road safety.

Why is this important?

Reducing the numbers of deaths and serious injuries on our roads is both morally and statutorily the right thing to do. Although, the number of deaths and injuries on our roads has fallen over the last 10-years, it is still vitally important to continue to see these numbers fall further.

Policy SH1

We will seek to make Lincolnshire's roads safer for all and to make significant year-on-year reductions in those killed or injured on Lincolnshire's roads through a sustainable, co-located road safety partnership delivering targeted interventions focussed on education, engineering, and enforcement.

How will we do this?

We will continue to support the Lincolnshire Road Safety Partnership (LRSP), formed in 2000. The partnership was the first of its kind in the Country and co-locates forensic collision investigators and casualty reduction officers from Lincolnshire Police with the county council's Accident Investigation and Road Safety teams to form a multi-agency centralised road safety unit. Lincolnshire Fire and Rescue also have staff based with the LRSP who co-ordinate all fire and rescue road safety related activity. Additionally, the deployment and maintenance of safety cameras is managed within the LRSP. Consequently, the entire core functions of road safety, namely engineering, education and enforcement are coordinated from this centre.

As a Partnership, the LRSP implements actions that involve working with individuals and organisations to improve road safety. Some of the key parties are:

• Schools, academies, colleges and universities.

• Road safety organisations and groups (IAM, RoSPA, Brake).

• Cycling and walking groups.

• NHS.

• Employers.

• Military camps.

• Motoring organisations/road users.

Key approaches that we will support include:

• **Education, training and publicity.** Working with partners and communities, we will proactively target those most at risk on Lincolnshire's roads; we will employ creative and innovative solutions to ensure our engagement is effective and demonstrates value for money; we will work to influence and change the behaviour of poor road users through comprehensive education programmes.

• **Engineering.** We will employ our specialist knowledge and skills to maximise our resources for the benefit of Lincolnshire's road users; we will seek, through an evidenced approach, to eradicate repeat accident locations and to proactively design-in safe road systems.

• **Enforcement.** LRSP will, in an ethical and fair way, enforce road safety legislation with a focus on the "fatal four"; speeding, drink driving, use of mobile phones, and seat belts. We will focus our enforcement on locations that present significant risk to our public and areas which cause concern to our community.

• **Evaluation.** LRSP will continually improve and develop our intelligence and evidence-based approach to road safety ensuring that resources are effectively deployed. We will aim to deliver "value for money" for the people of Lincolnshire at all times.

Objective 4b – Increase confidence in a safer and more secure transport network.

Why is this important?

The last few years have seen two significant areas of concern regarding the safety and security of using the transport network and services. The first relates to terrorist threats and the targeting of transport hubs and services and the second to the global COVID-19 pandemic. There are also concerns around incidents of crime and anti-social behaviour related to transport.

The COVID-19 pandemic saw passenger numbers on both bus and train plummet as shown in the following chart.

Use of transport modes in Great Britain since March 2020[23]
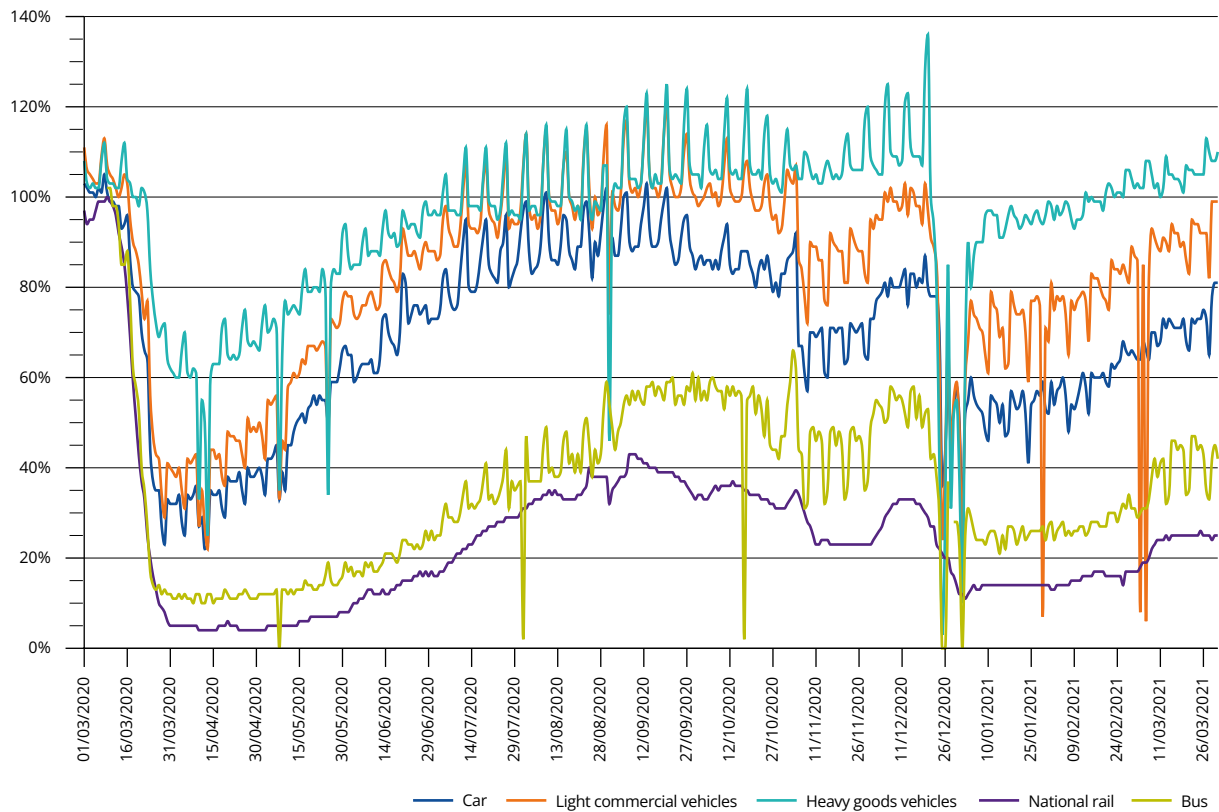
Evidence from Transport Focus[24] suggests that nearly a third of passengers will not return to public transport for any reason until they feel safe. Ensuring this feeling of safety will be a priority once lockdown is lifted.

Policy SH2
In partnership with the police, transport operators and others we will seek to reduce the rate of crime, the fear of crime and issues relating to antisocial behaviour related to transport.

Policy SH3
Working with transport operators, we will seek to restore confidence in the use of public transport following the COVID-19 pandemic and restore passenger numbers to pre-COVID-19 levels.

How will we do this?

We will work with the planning process to ensure that crime prevention and fear of crime are taken into account in new developments.

We will promote appropriate designed space in town centres and urban areas that focuses on creating environments that provide a feeling of safety and security at all times of the day and night.

We will work with partners in crime prevention and in the transport industry to identify and report concerns and be data and intelligence led in our approaches to dealing with crime.

We will support and develop key messages in the post-pandemic world to encourage and reconnect passengers with public transport services.

Key approaches that we will support include:

- Ensure natural surveillance by ensuring streets, pedestrian and cycling facilities are overlooked.

- Ensure that walking and cycling routes are connected to the existing network.

- Ensure on street parking is overlooked or has natural surveillance and that designated parking areas are secure.

- Supporting appropriate crime prevention interventions in and around the transport network.

- Supporting transport operators to restore confidence in public transport with marketing and promotional campaigns.

Objective 4c – Reduce the impacts of air quality and noise and light pollution.

Why is this important?

Exposure to air pollution caused by traffic can have a long-term negative impacts on health, including heart, lung and respiratory problems. Road vehicles with internal combustion engines are a significant contributor to air pollution problems. Progress has been made in reducing emissions of some pollutants from road vehicles as engine standards have improved. Emissions of nitrogen oxides, the main component of acid rain precursor emissions, have fallen by 77% between 1990 and 2017. Similarly, emissions of small scale particulates have fallen by around 45% over the same period. Despite these falls in emissions, there are still hot spot areas where air quality is a significant issue. In addition, there are emissions from tyre wear, brake wear and road abrasion. These emissions are strongly linked to traffic levels and are not as tightly controlled by legislation.

Additionally, most major urban air pollutants are also known to have some harmful effects at low levels on vegetation including many arable crops. The World Health Organisation has identified sulphur dioxide, nitrogen oxide and ozone, a secondary pollution from road traffic, as having especially significant adverse effects on plants and ecosystems in concentrations below those known to have a direct impact on human health.

Traffic noise and excessive light pollution has been linked to increases in stress and associated impacts on people's mental and physical health. This negative impact of transport on peoples' wellbeing should not be underestimated and effective mitigation should be considered when appropriate. It is worth noting that most urban light pollution actually comes from private security lighting as that does not meet the same cut off requirements that public street lighting is required to achieve.

Policy SH4
Working in partnership we will seek to reduce air, light and noise pollution created by the transport system. The focus will be in areas with designated Air Quality Management areas and where impacts are felt by significant populations.

How will we do this?

In new developments, we will seek to design out issues related to air, noise and light pollution using suitable materials and infrastructure to reduce the negative impacts of transport

We will work with partners in areas with AQMAs to identify potential reductions in air quality problems.

Through the strategic development management process seek the reduction in transport caused air, noise and light pollution by seeking suitable mitigation including through the use of travel plans to support more active travel.

Key approaches that we will support include:

- Greater efficiency in allocating road space.

- Using traffic management techniques to smooth flows in congested areas.

- Reduce or remove traffic from particularly sensitive areas and focus on creating physical environments that minimise air, noise and light pollution.

- Champion the shift to zero-emission vehicles using our "roadmap" to support EV and alternative fuels.

- Identify areas where using noise reducing surfacing in maintenance schemes would bring about significant benefit.

- Continuing to replace street lighting with LEDs.

Objective 4d – Improve the health of our communities through the provision for active travel.

Why is this important?

The Joint Strategic Needs Assessment (JSNA) for Lincolnshire has identified that 24.6% of reception year children in 2016/17 were overweight or obese (England average 22.6%). In the same time frame, the JSNA showed that 63.7% of adults were overweight or obese, the highest average in the East Midlands and above the national average of 61.3%.

As well as obesity, the risk of inactive lifestyles can double the risk of coronary heart disease, lead to higher risks of certain cancers, increased risk of type-2 diabetes and be detrimental to long-term mental health.

The overall reduction in active travel over the last 30 years and the growth in car use have contributed to this health problem and has also led to some of the wider environmental and congestion issues we currently face. Higher levels of walking and cycling will have multiple benefits from health to the wider socio-economic and environmental benefits.

Policy SH5

We will champion greater use of active travel modes and provide the infrastructure and services that encourages a shift towards them.

Policy SH6

In partnership with others, we will promote the benefits of active travel and support initiatives that encourage and promote a healthier lifestyle by people changing their travel behaviours.

How will we do this?

We will seek to deliver a series of integrated active travel networks, with a focus on enabling critical local trips and providing infrastructure to plug gaps in these networks enabling seamless access between rural and urban centres. We will also support longer-distance routes that promote active and healthier lifestyles and link these routes into the visitor economy providing the very highest-quality routes for residents and visitors alike.

As highlighted in policy GREEN4, we will utilise our role in the planning process to ensure new development is better connected into the existing transport network enabling more journeys to be undertaken by active modes.

We will work with local partners in health, education, environment, planning, etc to develop comprehensive, high-quality town-wide walking and cycling networks.

We will follow the DfT's Local Cycling & Walking Infrastructure Plan (LCWIP) process to provide a detailed and prioritised plan for investment in our active travel infrastructure. All eight of LCC's transport strategy board areas will have a bespoke LCWIP, providing a basis for investment in cycling and walking infrastructure, and opening the door for accessing active travel funding from a range of government departments.

We will work to design our urban cycling and walking infrastructure in accordance with the standards set out in LTN1/20, embedding active modes as the natural choice for shorter trips for all our residents.

Key interventions that we will support include:

- Creating direct and safe routes linking main residential areas and SUEs to the key destinations in the city and town centres.

- Identifying and removing barriers to networks such as missing connections, road crossings and pinch points.

- Better links to existing and future public transport services, notably bus stops and interchanges and railway stations and future mobility hubs.

- Provision of secure cycle storage for bikes at key destinations in urban centres and at interchange points.

- Greater priority to pedestrians and cyclists in urban areas built up areas.

- Support for cycle hire facilities at key gateways and in areas with significant tourism presence.

Theme 5 – Promoting high aspirations

Objective 5a – Improve connectivity and access to education, healthcare and leisure.

Why is this important?

As highlighted under Objective 2b, Lincolnshire's geography and demography requires a mix of support for access to local services and facilities; improved digital provision and physical connectivity. The most obvious of priority connection examples are education, particularly higher and further education, healthcare and leisure.

Delivering on achieving high aspirations means enabling and supporting people to do more. Critical to this is the ability to engage with education and improve skills and understanding. For many young people living in rural or isolated areas aspiration becomes limited by an inability to access education and training or other basic services. This is also true for those who cannot or choose not to have a car. Overcoming this accessibility barrier requires investment in both virtual and physical connectivity and in particular providing transport services that allows access for all to a range of services that support and develop engagement and aspiration.

Policy HA1
Improve access to education healthcare, leisure and other essential services by supporting improvements to the transport network and services. Support innovation and alternative provision of services such as virtual options and mobile services that bring services to people rather than people to services.

How will we do this?

We will ensure that accessibility and connectivity are central to our thinking and planning and that council provided and supported services give due consideration to accessibility and connectivity.

Through the planning process, we will ensure that improved access is a key consideration of all new development and that suitable access is provided to local services.

Key interventions that we will support include:

- Local road improvements that aid in accessing local services and in particular support improved access from deprived areas to education, health and other key services.

- Innovative and creative approaches to transport services potentially including:

  – Fixed route taxi-buses.

  – Rural car clubs.

  – Community buses.

  – Wheels to work/learn schemes.

  – Voluntary car schemes.

  – Links to non-emergency transport.

  – Total transport solutions.

  – Virtual connectivity.

Objective 5b – Improve the accessibility of the transport system and in particular access onto public transport.

Why is this important?

The inability to access the transport system can mean that it fails to deliver to those who would actually depend on it the most.

Some people with disabilities are dependent on public transport or active travel as driving is not an option to them. This is also true of the older sections of society who may no longer be in a position to drive or have access to a vehicle. With life expectancy growing and the number of older people in Lincolnshire also growing, a fully accessible transport network is going to become increasingly important.

> **Policy HA2**
> We will seek to increase accessibility for everyone by promoting measures to improve accessibility to the transport network.

How will we do this?

By working with partners including Aging Better and transport providers – we will seek to improve the physical access to the transport network by ensuring adequate provision is made at interchange points and as part of the highway fabric. We will promote the use of clear and easy to understand signage and information including timetabling provision.

We will use the planning process to ensure new developments provide suitable accessibility provision as part of its construction and that through the use of travel plans ensures that promotions and marketing are adequate to meet the needs of all members of society.

Key interventions that we will support include:

- Improvements at public transport interchanges, rail stations and bus stops.

- Improving crossing facilities and the public realm to make it user friendly for the whole of society.

- Undertake audits to identify barriers to access and working with partners develop approaches to rectify or remove them.

Objective 5c – Encourage wider community participation in developing and delivering transport services.

Why is this important?

Engagement with local people increases community ownership and provides an understanding local issues and needs. The significance of the "sense of place" that sits at the heart of this LTP means that transport needs to adapt and put people at the centre of solutions and not vehicles.

We believe that empowering local groups and individuals to actively participate in the development and delivery of transport interventions provides for greater ownership and this leads to improved independence and wellbeing for the whole community, this ultimately delivers better places to live.

> **Policy HA3**
> Using the existing Local Transport Boards (LTBs) we will continue to encourage and support the local communities to contribute to the on-going development of transport solutions across Lincolnshire.

How will we do this?

The LTBs are at the heart of local delivery and enable partners to consider and develop interventions and schemes that reflect the locality and are founded upon a sound evidence base. They are also able to integrate schemes into local programmes and packages enabling greater efficiencies and the ability to make significant improvements across all modes and against a wide-range of objectives. Within the framework of the LTP and the modal strategies the LTBs develop a local strategy that sets out what the local authority intends to achieve in the area and how it will go about it, presenting the authority's proposals for improving the transport network over time.

Our key approach is to:

- Continue support of the local transport boards in:

    – Boston;

    – Gainsborough;

    – Grantham;

    – Lincoln;

    – Skegness and Mablethorpe;

    – Stamford;

    – Sleaford; and,

    – Spalding and Holbeach.

Theme 6 – Improve quality of life

Objective 6a – To improve the quality of place and reduce the overall negative impacts of transport on people's lives

Why is this important?

The better a place looks, feels and works will have a greater positive impact on the people who live and visit it. The starting point for this LTP is that greater focus should be placed on the sense of place and that transport has a significant role to play in this. It could be improvements to gateways, or the removal of traffic from certain areas but whatever the intervention putting the community and people ahead of traffic and vehicles can lead to a significant improvement in the quality of life for all.

For all the benefits that connectivity and the use of the car brings there are also significant negative impacts, many outlined in this and previous chapters, including dangerous levels of carbon emissions, reduced air quality, pollution, road traffic accidents and deaths, congestion and wasted time the list goes on.

This LTP acknowledges and accepts that increasing connectivity and mobility are vital to support economic growth, sustain social wellbeing and allow for personal development and aspiration but that this comes at a price and that where possible these connectivity and mobility improvements should be managed in a way that makes them sustainable and reduces the negative impacts.

Policy QL1
We will deliver improvements to the transport network and services that support sustainable growth and balance the needs of improved connectivity and mobility against the negative impacts transport can have.

How will we do this?

By setting out an LTP with a county-wide integrated transport strategy that takes account of the six themes identified through our analysis of current spatial, economic, health and environmental agendas we believe we can deliver a sustainable transport system for the future.

Key approaches that we will support include:

- Delivering a transport system that is led by evidence based planning.

- Producing and adopting an integrated transport strategy that takes account of all aspects of transport.

- Continually adapting and improving our approaches to transport delivery through our modal strategies and area transport boards.

Objective 6b – To deliver on the first five objectives above

Why is this important?

The delivery of a truly integrated transport strategy that delivers on its objectives requires a balanced approach that provides investment across a range of interventions and supports the multiple complexities that a county as large and diverse as Lincolnshire needs. To focus on one or two of the objectives above whilst undoubtedly bringing benefits, would fail to provide the transformational improvements to the quality of life for all coming to live, work or visit Lincolnshire.

Policy QL2

We will endeavour to deliver transport improvements that transform mobility and accessibility across Lincolnshire and provide a significant uplift in the quality of life or all residents and visitors to Lincolnshire.

How will we do this?

We will work with our partners to deliver the contents of this LTP and carry on the development and progression of the modal strategies and area transport boards and seek to continuously improve the transport network and transport services across Lincolnshire.

Key approaches that we will support include:

- We will continue to be guided by the best practice on transport and highway planning and take a lead in innovation to deliver the latest advances for our transport network and services.

Chapter 5: Implementation Plan

In line with LTP guidance produced by the DfT, the LTP should include two identifiable sections, the first being the strategy, the second an Implementation Plan. This section of LTP 5 is the draft Implementation Plan.

The Implementation Plan consists of elements for all modes as well as the Route Action Plans, Local Area Transport Strategies (LATS) and HIAMP.

The modal Implementation Plans form a series of frameworks that will inform future development of the LATS and RAPS as well as providing actions for the county as a whole.

In line with the National Bus Strategy, the bus Implementation Plan will take the form of the Bus Service Improvement Plan and will be delivered in the main through the Enhanced Quality Partnership. Details of this will be reported on in future LTP documents and updates.

This Implementation Plan will inevitably develop and change in line with funding streams and the ability for the Council to bid for projects. It is hoped that longer-term funding arrangements in some areas notably active travel and public transport will be subject to longer-term financial settlements and enable clearer timetables delivery plans to be drawn up.

Walking Implementation Plan – Infrastructure	
Policies	**Working with**
Develop cycling and walking network plans for every local transport strategy area along the lines of the DfT Local Cycling and Walking Infrastructure Plan (LCWIP) guidance.	• Planning authorities
Use LCWIPs where available to identify and implement infrastructure improvements to facilitate walking trips to key destinations, such as schools, town/village centres, employment sites and transport interchanges.	• Planning authorities
Work collaboratively with partners to maximise funding opportunities for walking infrastructure from every available source, including Section 106 and competitive bidding.	• Planning authorities
Work with planning authorities, parish councils, and other bodies to identify and mitigate physical barriers to walking, such as the crossing of roads, railways and waterways, particularly those identified as key links and where the current and proposed Public Rights of Way (PRoW) network intersects.	• Planning authorities • Parish councils
Improve the pedestrian environments in urban centres by promoting infrastructure changes and traffic management measures as part of place making and creating spaces where people want to walk, dwell and carry out linked trips through schemes such as streetscape planting and urban realm enhancements.	• Planning authorities
Ensure that all infrastructure changes associated with new or improved walking routes to include comprehensive wayfinding and safety features such as lighting where appropriate.	• Planning authorities
Expand the 'School Living Streets' programme across Lincolnshire based on the initial trial in Lincoln.	• Schools • Living streets
Develop an updated Rights of Way Improvement Plan (ROWIP) that includes plans to enhance the existing PRoW network and develop new connections.	• Planning authorities • Parish councils

Walking Implementation Plan – Network and connectivity

Policies	Working with
Review and audit wayfinding signage to identify where improvements are needed (particularly in areas with high visitor numbers) and implement improvements.	• Planning authorities
Improve the connectivity between walking and other modes of travel as part of a sustainable door-to-door journey and enabling people to reduce dependency on cars for more journeys.	• Public transport operators
Develop an updated Rights of Way Improvement Plan (ROWIP) that includes plans to enhance the existing Public Rights of Way (PRoW) network and develop new connections.	• Planning authorities • Parish councils
Work with public transport operators to promote and facilitate multi-modal journeys that include walking.	• Public transport operators
Use the local cycling and walking network plans that have been developed for the urban areas of the county to identify and implement walking infrastructure schemes and develop public realm and place centred initiatives – securing funding that becomes available for these interventions.	• Planning authorities
Develop a consistent signage and way finding strategy.	• Planning authorities
Establish a branded county PRoW network with associated signage and mapping.	• Planning authorities
Revamp our mapping, ensuring digital and paper coverage of maps for active travel journeys.	

Walking Implementation Plan – Leisure and tourism

Policies	Working with
Work with partners to develop a co-ordinated walking tourism offer as part of Brand Lincolnshire.	• Planning authorities
Work with partners to promote walking routes and destinations, such as the Wolds, the Viking Way and the Coast, as part of Lincolnshire's tourism offer.	• Planning authorities
Identify and enhance where needed the key highway and PRoW routes that offer opportunities for people to access local green space, particularly those in urban areas.	• Planning authorities
Build on the increase in local leisure walking during the lockdown periods by promoting local routes and green spaces.	• Planning authorities • Active Lincolnshire
Continue to support and promote events that celebrate walking, such as local Walking Festivals.	• Event organisers

Walking Implementation Plan – Encouraging and enabling

Policies	Working with
Identify population segments that have a higher propensity for walking and develop targeted approaches to encouraging and facilitating walking among these segments.	• Planning authorities • Event organisers
Continue engagement with schools to support them in encouraging and facilitating more students to walk to school or walk as part of the journey.	• Schools • Living Streets
Promote walking as an accessible and enjoyable part of a healthy lifestyle with physical and mental health benefits, working across teams and with partners to develop active travel campaigns.	• Active Lincolnshire
Work with the Lincolnshire Road Safety Partnership to reduce the number and severity of pedestrian casualties.	• Lincolnshire Road Safety Partnership
Work with partners, such as Ageing Better to support the aging population in adopting and maintaining active lifestyles through walking.	• Ageing Better
Encourage, enable and promote people to walk (or use walking as part of a multi-modal journey) to events.	• Event organisers

Cycling Implementation Plan – Infrastructure

Policies	Working with
Ensure all new infrastructure is developed according to national standards (for example LTN 1/20 and the Manual for Streets) and ensure cycling is considered in new Highways projects.	• Planning Authorities
Examine opportunities to retrofit existing infrastructure to improve quality and ideally according to LTN 1/20.	• Planning Authorities
Work with planning authorities, parish councils, and other bodies to identify potential non Highways areas for improvement including bridleways and dedicated private land routes.	• District and Parish Councils
Work with planning authorities, parish councils, and other bodies to identify and mitigate physical barriers to walking, such as the crossing of roads, railways and waterways, particularly those identified as key links and where the current and proposed PRoW network intersects.	• District and Parish Councils
Work collaboratively with partners and enforce travel plans where relevant as part of the planning process to maximise funding opportunities for walking infrastructure from every available source, including Section 106 and competitive bidding.	• District Councils
Develop and review cycling and walking network plans for every local transport strategy area along the lines of the DfT's LCWIP process.	• Planning authorities

Cycling Implementation Plan – Cycling for health

Policies	Working with
Work with the health sector to consider prescription cycling.	• Lincolnshire CCG
Promote and advocate cycling as a public health benefit, working across teams and with partners to develop cycling campaigns.	• Lincolnshire CCG • Sustrans • Active Lincolnshire
Continue our support of Bikeability in the county to develop confident cyclists at the earliest possible age. Work with the DfT to establish Lincolnshire as a rural 'beacon' authority for Bikeability training.	• DfT
Continue to prioritise softer, behavioural change campaigns by targeting residents at key points in their lives to establish active travel as a natural transport choice.	• Planning authorities • Schools
Work with the Lincolnshire Road Safety Partnership to reduce the number and severity of cycle user casualties, working towards vision zero in terms of deaths and serious injuries.	• Lincolnshire Road Safety Partnership

Cycling Implementation Plan – Leisure and tourism

Policies	Working with
Develop (alongside partners) a consistent signage and way finding strategy. Enabling cyclists to easily identify routes.	• Planning authorities
Work with partners to develop and promote a 'Cycle Lincolnshire' brand, building on the success of the Cycle England project.	• Planning authorities • Sustrans • Active Lincolnshire
Revamp our mapping, ensuring digital and paper coverage of maps for all types of cyclists.	
Continue to support cycling events such as Lincoln Grand Prix Sportive and others throughout the year to establish Lincoln as a destination for amateur cyclists.	• Event organisers
Developing community cycling champions around the county and engaging with local cycling groups.	• Planning authorities • Parish councils • Cycling clubs/groups

Cycling Implementation Plan – Cycling for the economy

Policies	Working with
Continue our support of the Hirebike scheme in Lincoln and examine opportunities for bike share in other areas.	• Bike share operators • LCC • Planning authorities
Work collaboratively with planning authorities to enable access to non-highways funding – e.g. Future high streets fund.	• Planning authorities
Engage with businesses and business groups to maximise employee cycling potential.	• Business groups • Individual businesses • Planning authorities
Ensure parking is considered in network planning to enable residents to dwell and shop via bike.	• Planning Authorities
Encourage commuter, and low goods 'last mile' delivery cycling, reducing the economic burden and costs of congestion.	• Planning Authorities • Businesses

Cycling Implementation Plan – Evidence, data, KPIs and reporting

Policies	Working with
Gather data along with partners to monitor cycle modal share and CO_2 reduction around the county. Using this as an evidence base for future funding bids and infrastructure investment.	
Develop a 'State of the county' annual cycling report, highlighting new developments over the previous year.	
Arrange district level cycle advocacy groups (or working with existing groups) to provide a forum for cycle advocacy at a local level.	
Use modern data capture methods.	
Consult on a range of cycling KPIs for the county to consider.	

Bus Implementation Plan – Reducing carbon emissions

Aims	Sub-aims	Outputs
Encourage modal shift to public transport and away from the private car.	Make bus services more attractive to car users.	Fast, frequent services with priority over cars.
		Integration of the network between modes to enable seamless interchange.
		Integration of ticketing and payment between operators and modes – MaaS.
		Consistent branding and marketing and easy access to information.
Encourage bus operators to reduce CO_2 emissions.	Encourage bus operators to use zero- or ultra-low emission vehicles.	Roll out of ultra-low emission vehicles, including charging and refuelling infrastructure.
Embrace new and emerging vehicle, fuel and mobility technologies to encourage more efficient journeys made using low- or zero-emission vehicles.	Use the most efficient fuel technology available to fuel the services required in Lincolnshire to minimise CO_2 emissions.	Roll out of ultra-low emission vehicles across the county taking account of costs (and earning potential), performance and emission reductions.
	Maximise opportunities for electric vehicles to generate additional revenues through vehicle to grid or data services.	Develop charging infrastructure and include bus batteries as part of an energy storage facility for the national grid.

Bus Implementation Plan – Economic growth

Policies		Working with
Improve bus connectivity throughout Lincolnshire, the East Midlands and beyond.	Improve connections between bus and rail stations.	Bus routes serving rail stations, providing effective interchange.
		Bus timetables co-ordinated with rail timetables.
		Integrated ticketing between modes.
Ensure a resilient and reliable bus system for people.	Ensuring financially sustainable bus services by making them more attractive.	Fast and frequent services with priority over private cars.
Support the vitality and integrity of our town centres and rural communities.	Access to all town centres with direct interurban, urban and rural bus services.	Effective bus priority in urban areas.
Improve connectivity to jobs and employment opportunities.		Bus services providing access to employment sites – ensuring connections between hubs and major employment sites and trip attractors.
		Early implementation of bus services within new residential developments.

Bus Implementation Plan – Thriving environments

Policies		Working with
Provide sustainable access to Lincolnshire's environment and heritage.	Strengthen the core bus network, making services more financially sustainable.	Reduce operating costs by minimising journey times in towns, and reducing fuel costs in all areas.
		Increasing patronage and fare revenues by encouraging greater use of the bus network.

Bus Implementation Plan – Supporting safety, security and a healthy lifestyle

Policies		Working with
Increase confidence in a safer and more secure bus network.		Newer buses with improved safety features.
Reduce the impacts of air quality and noise.	Encourage bus operators to use zero- or ultra-low emission vehicles.	Roll out of ultra-low emission vehicles, including charging and refuelling infrastructure.
	Modal shift to reduce volume of vehicles.	Fast, frequent and prioritised bus services.
Improve the health of our communities through provision for active travel.	Ensure bus stops are accessible from all local areas.	Raised kerbs, improved bus shelters and waiting environments.

Bus Implementation Plan – Promoting high aspirations

Policies		Working with
Improve connectivity and access to employment, education, healthcare and leisure.	Make bus services more attractive.	Fast and frequent services with priority over private cars.
		More efficient routes serving key trip attractors with services at times people need to use them.
Improve access onto public transport.	Ensure bus stops are accessible for all.	Raised kerbs, improved bus shelters and waiting environments.
	Improve awareness of available bus services.	Improved information at bus stops including RTI.
		Improved information through online services including mobile apps.
Encourage community participation in shaping and delivering transport services	Improved engagement with users, non-users, businesses and representatives from key trip attractors	Development of a partnership model – possible an Enhanced Partnership – to better understand the needs of the community and deliver key mobility improvements

Bus Implementation Plan – Improving quality of life

Policies		Working with
Reduce the negative impacts of transport on people's lives.	Reduce congestion.	Improved bus services in urban areas with effective bus priority.
	Improve air quality, reduce CO_2 emissions.	Roll out of ultra-low emission vehicles, including charging and refuelling infrastructure.
		Encourage model shift – improve bus services.
	Reduce social inequality.	Ensuring equal access to employment opportunities, education and essential goods and services through a comprehensive and reliable public transport network.

Rail Implementation Plan – Infrastructure

Priorities	Working with
Work with the rail industry and partners to ensure signal boxes are staffed such that they allow 7-day, early to late train services to be operated.	**Lead –** Network Rail/GBR **Support –** LCC, DfT, TOC's and Regional Transport Bodies (RTB's)
Work with the rail industry and partners to investigate and where practical secure faster train services on lines where services do not have car competitive journey times, and where the speed potential of rolling stock is not capitalised upon.	**Lead –** Network Rail/GBR **Support –** LCC, DfT, TOC's and RTB's
Work with the rail industry and partners to develop deliverable infrastructure solutions to unlock the capacity bottlenecks at Newark Flat Crossing and Grantham Station.	**Lead –** Network Rail/GBR **Support –** LCC, DfT, TOC's and RTB's
With Rail partners, monitor station capacity performance at Lincoln and Nottingham Station's to ensure station capacity does not prevent other service improvements being realised.	**Lead –** Network Rail/GBR **Support –** LCC, DfT, TOC's and RTB's
Work with the rail industry and partners to develop and deliver infrastructure solutions to ensure excellent connectivity between Lincolnshire and HS2 at Toton.	**Lead –** Midlands Connect and Transport for East Midlands **Support –** LCC, DfT, TOC's and HS2

Rail Implementation Plan – Network and connectivity

Priorities	Working with
Work with the rail industry and partners to introduce train services which operate 7-days, early to late.	**Lead –** TOC's **Support –** LCC and RTB's
Work with the rail industry and partners ensure the committed service improvements are provided in line with franchise commitments. Work with partners to move more lines from Good to Best.	**Lead –** TOC's **Support –** LCC and RTB's
Work with industry partners to ensure services are provided with adequate capacity on board trains.	**Lead –** TOC's **Support –** LCC and RTB's
Monitor train service performance and challenge areas where trains are not punctual or reliable.	**Lead –** TOC's **Support –** LCC and EMC
Keep abreast of service changes that may adversely impact on Lincolnshire and make evidence based representations where threats become apparent.	**Lead –** TOC's **Support –** LCC and EMC/TftN

Rail Implementation Plan – Communities and new developments

Policies	Working with
Work with district planning authorities to ensure that access to rail stations is prioritised through effective planning and design of new developments, including bus, cycle and walking access.	Planning Authorities
Ensure the stations themselves and access routes to the stations are accessible and of a standard and condition which is people consider to be safe and attractive when accessing the station or waiting for a train.	LCC and planning authorities
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	LCC and planning authorities
Work with district planning authorities to ensure travel plans that encourage and facilitate rail travel are developed and implemented	LCC and planning authorities
Bring underused station buildings into community use.	**Lead –** TOC's and CRP's **Support –** LCC, DfT, planning authorities and RTBs

Rail Implementation Plan – Communities and new developments	
Policies	**Working with**
Bring underused station buildings into community use.	**Lead –** TOC's and CRP's
	Support – LCC, DfT, planning authorities and RTBs
Support station adopters and community rail partnerships to unlock the full potential of the existing rail services and promote rail use within their local community.	**Lead –** CRP's
	Support – LCC, TOC's and RTB's
Planning for the future – working with communities and rail partners to explore the case for new/reopened rail lines and stations.	**Lead –** LCC
	Support – DfT, NR/GBR, TOC's and RTB's

Rail implementation Plan – Leisure and tourism	
Policies	**Working with**
Influence partners to secure year round hourly train service to Skegness	**Lead –** EMR
	Support – LCC and NR/GBR
Ensure the train services to Skegness have adequate capacity to meet passenger demand.	**Lead –** EMR
	Support – LCC and NR/GBR
Work with partners to combine the benefits of Bus and Train integration, in particular the opportunities arising from the Rail White Paper and Bus Enhanced Partnerships, including better integration, and well-priced cross ticketing.	**Lead –** LCC
	Support – TOC's, Bus operators, NR/GBR

Rail Implementation Plan – Encouraging and enabling

Priorities	Working with
Work with district planning authorities to promote rail use as part of an accessible, enjoyable and healthy lifestyle working across teams and with partners to develop active travel campaigns.	**Lead –** LCC **Support –** Planning authorities, CRP's, TOCs
Promote, educate and market people about the rail network, demonstrating the travel opportunities beyond the car.	**Lead –** LCC **Support –** Planning authorities, CRP's, TOCs
Work with partners to combine the benefits of bus and train integration, in particular the opportunities arising from the Rail White Paper and Bus Enhanced Partnerships, including better integration, and well-priced cross ticketing.	**Lead –** LCC **Support –** Planning authorities. CRP's, TOCs, bus operators
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	**Lead –** LCC **Support –** Planning authorities
Work with district planning authorities to ensure travel plans that encourage and facilitate rail travel are developed and implemented.	**Lead –** LCC **Support –** Planning authorities

EV Implementation Plan

Recommendation/action	Aims	Role	Action by	Timescale
Accelerate chargepoint deployment to promote EV uptake.	Adopt targets to work towards delivering the mid-range scenario (3,394 EVCPs by 2030 across Greater Lincolnshire) as the central estimate for planning purposes.	Lead	All authorities	By 2030
Focus on establishing good chargepoint coverage and plugging gaps.	Prioritise car park sites on the basis of forecast demand and where gaps in private sector provision are anticipated.	Lead	All authorities	Within 12 months
	Feasibility studies and further analysis for preferred sites.	Lead	All authorities	Within 12 months
	Introduce charging solutions to cater for areas without access to off-street parking.	Lead	Highway authorities	Within 3 years

EV Implementation Plan				
Recommendation/action	**Aims**	**Role**	**Action by**	**Timescale**
Deliver the right solution for the right location.	For most car parks a number of standard/fast chargers (7-22kW), capable of smart charging and load management, with Rapids (50-150kW) deployed where dwell times are shorter.	Require	All authorities	On-going
	Standard/ fast chargers, these should be delivered in clusters where possible.	Require	All authorities	On-going
	Rapid chargepoints should be future proofed to support higher charge rates in the future, preferably at least 150kW.	Encourage	All authorities	On-going
	Passive provision for additional chargers should always be considered as part of the initial installation.	Require	All authorities	On-going
Make the most of available funding opportunities.	Take the opportunities to secure grant funding where available.	Explore	All authorities	On-going
	Identify a Chargepoint Operator (CPO) prior to any ORCs funding bid submission.	Lead	All authorities	Within 12 months
	Prepare a strategic outline business case(s) for future funding rounds to deliver a forward programme of deployments.	Lead	All authorities	Within 12 months
Take a balanced approach to delivering charging infrastructure, inviting private investment but retaining control.	Attract public sector grant funding, alongside private sector investment to expand the local charging network.	Lead	All authorities	Within 12 months
	A concessionary scheme is likely to be the best fit for Greater Lincolnshire.	Explore	All authorities	On-going
	A soft market testing exercise with CPOs.	Lead	LCC	Within 12 months
Let the private sector take the strain and carry the risk where possible.	Allow the private sector to take the strain in providing EV infrastructure where they are willing to do so.	Enable	Private sector	On-going
	A balance of private and public sector EVCP operation should be maintained, with more attractive EVCP sites being parcelled up with less attractive sites.	Lead	All authorities in conjunction with the private sector	On-going
	Engage with private sector suppliers to deliver on-route rapid chargepoints along key routes where there is forecast high-demand.	Lead	All authorities in conjunction with the private sector	Within 12 months

EV Implementation Plan				
Recommendation/action	**Aims**	**Role**	**Action by**	**Timescale**
Collaborative working across Greater Lincolnshire with key stakeholders.	Consider running an area-wide procurement exercise to identify a single supplier, or potentially a small number of suppliers.	Lead	County and unitary authorities	Within 12 months
	Establish an EV forum through which officers and representatives could come together to discuss EVCPs. Regular engagement and close working/information sharing with the DNOs is essential.	Lead	All authorities	Within 12 months
	We recommend the Lincolnshire group engage with the Midlands Connect team to make use of materials prepared by Midlands Connect and ensure that if Midlands Connect are applying for funding that Lincolnshire can benefit from additional funding that Midlands Connect can secure.	Explore	LCC	Within 12 months
	Promote the OZEV Workplace Charging Scheme and Electric Vehicle Homecharge Scheme to residents of Greater Lincolnshire.	Lead	All authorities	On-going
Promotional activities and awareness raising.	Establish a webpage or include features in newsletters highlighting local chargepoints and the available grants, which could also direct them to a webpage register interest in an EVCP.	Lead	All authorities	On-going
	Engage with wider stakeholders to deliver EV chargepoints at other key destinations including supermarkets and train stations.	Lead	All authorities	Within 12 months
	Engage with tourist destinations and explore tourism opportunities associated with EV.	Lead	All authorities	Within 12 months
Increase EV prominence in local policy.	Ensure policy documents make the strategic case for supporting EV uptake and commit to targets and standards for EVCP provision.	Explore	All authorities	When policy renews
	Review the fleets of each authority to identify opportunities to electrify the fleet.	Lead	All authorities	Within 12 months
	Future proof new developments with EV parking standards and requirements for developers to incorporate EVCPs or passive provision.	Require	Developers	On-going
	Review the scope of introducing emissions linked parking charges.	Explore	Unitary and district authorities	Within 12 months

EV Implementation Plan				
Recommendation/action	**Aims**	**Role**	**Action by**	**Timescale**
Promotional activities and awareness raising.	Promote the OZEV Workplace Charging Scheme and Electric Vehicle Homecharge Scheme to residents of Greater Lincolnshire.	Lead	All authorities	On-going
	Establish a webpage or include features in newsletters highlighting local chargepoints and the available grants, which could also direct them to a webpage register interest in an EVCP.	Lead	All authorities	On-going
	Engage with wider stakeholders to deliver EV chargepoints at other key destinations including supermarkets and train stations.	Lead	All authorities	Within 12 months
	Engage with tourist destinations and explore tourism opportunities associated with EV.	Lead	All authorities	Within 12 months
Increase EV prominence in local policy.	Ensure policy documents make the strategic case for supporting EV uptake and commit to targets and standards for EVCP provision.	Explore	All authorities	When policy renews
	Review the fleets of each authority to identify opportunities to electrify the fleet.	Lead	All authorities	Within 12 months
	Future proof new developments with EV parking standards and requirements for developers to incorporate EVCPs or passive provision.	Require	Developers	On-going
	Review the scope of introducing emissions linked parking charges.	Explore	Unitary and district authorities	Within 12 months
Decarbonisation of freight and agriculture.	Monitor market developments and look out for funding opportunities.	Lead	All authorities	On-going
	Engage with local operators and other key stakeholders (DNOs etc) to establish a smetc. local interest group and position for future trials/ schemes.	Lead	All authorities	Within 3 years
Decarbonisation of buses and taxis.	Undertake a feasibility study to investigate the potential for e-buses across the Greater Lincolnshire area.	Lead	County and unitary authorities	Within 12 months
	Engage with bus operators, taxi companies and other key stakeholders to understand appetite for electrification.	Lead	All authorities	Within 12 months
	Engage with taxi operators to ensure there is sufficient charging provision for taxis and private hire vehicles.	Lead	All authorities	Within 12 months

Freight Implementation Plan	
Policy	**Working with**
Ensure the highway network supports the freight sector 8 by providing journey time reliability and resilience.	• Highways England
Strengthen cross border links for transport infrastructure improvements such as those corridors serving key demand/supply clusters and international gateways.	• Neighbouring authorities • Highways England
Encourage modal shift for freight from road to more sustainable modes such as rail and water freight by supporting new and improved infrastructure to address capacity issues.	• Highways England
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	• Network Rail • Great British Railways • Canal and River Trust • Port of Boston • CRO Ports
Investigate factors influencing incidents involving freight vehicles in the county and deliver a safer network for all road users.	• Highways England
Encourage initiatives which support collaboration in the freight sector, enhancing efficiencies and reducing negative impacts.	• Wider freight sector
Support regional and national efforts to encourage innovation in the sector, such as autonomous vehicles, platooning and drones.	• Midlands Connect • DfT
Work with the sector to develop strong links between it and training and education providers.	• Local Education Authority • Road Haulage Association • Logistics UK
Support initiatives to encourage uptake of alternatives fuels, such as charging infrastructure .	• Midlands Connect • DfT
Work with planners to promote developments that encourage sustainable freight and promote the development of delivery and servicing plans and construction logistics plans.	• District authorities

Highways Asset Management Plan

Policy	Action Plan	Action by
Asset Management Policy and Strategy Update	Begin engagement for the update of these documents in line with the Council Vision and emerging Corporate Plan and in response to the Government funding changes. To update for 2022.	April 2022
Review Footways	Consider footway hierarchies, defects, response times and maintenance strategy.	October 2021
Cycleway Focus	Identify cycleway locations; consider establishing unique asset identification and review defect categories/response times.	April 2022
Response Times Development	Continually monitor suitability of current response times and deal with any requests for change.	On-going
Boundary Alignment	LCC will continue to engage with all neighbouring authorities to ensure all surrounding authorities are aware of the boundary roads and each other's response times.	On-going
Drainage Asset Capture – develop targeted approach	Develop criteria for a more targeted approach to drainage and gully cleansing with contingency for flooding or prolonged periods of rain.	April 2022
Winter Service Plan – route based forecasting	Review the 2020/21 service. Consider the effectiveness of the reduction in rate of spread of treated salt and reduction in temperature intervention threshold. Review national guidance and benchmarking with other authorities.	October 2021
HIAMP 'lite'	Provide smaller information booklet for officers for ease of use on site or through tablet viewing.	April 2022
Standards and Enforcement Plan	Continue to develop a Standards and Enforcement Plan.	April 2022
Safety/Service Inspections	Monitor effectiveness of real time risk assessment and works ordering through hand-held devices both for inspectors and contractor side.	April 2022
Develop a Data Management Strategy	Develop a robust evidenced plan of how the service manages data in terms of security and what the Highways Service utilises all data for.	April 2022
Annual Review of Asset Management	Publish the 1st of the annual reviews of Highways Asset Management for Lincolnshire.	June 2021

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Glossary

CRP	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.
DfT	Department for Transport – the Government body who buy most train services and fund Network Rail.
ECML	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.
EMR	East Midlands Railways – local and regional services across the East Midlands and Long-distance high s peed services to London along the Midland Mainline.
GBR	Great British Railway – the proposed future organisation to run England Railway, taking over from Network Rail, DfT and TOC's. See Rail White Paper.
LCC	Lincolnshire County Council.
LNER	London North Eastern Railway. Operate Long-distance high-speed services to London along the East Coast Mainline.
LTP 5	The Lincolnshire County Council's 5th Local Transport Plans (lasting 5 years to 2028/29).
MML	Midland Mainline, line accommodating fast services between Yorkshire and London, starting at Sheffield and Nottingham/Lincoln and travelling to London St. Pancras via Leicester.
Northern	Northern Trains – local and regional train company operating services across the north of England.
ORR	Office of Rail Regulation who oversee Network Rail's performance and report back to DfT.
RTB's	Regional Transport Bodies, including Transport for East Midlands/East Midlands Councils (TfEM/EMC), Midlands Connect, Transport for the North (TftN).
TOC	Train Operating Company.
TPD	Trains per day.
TPX	Transpennine Express – inter-regional train company operating services across the north of England and into Scotland.
XC	Cross Country – a train operator serving long-distance routes excluding London.
COVID-19	Coronavirus pandemic of 2019/20.

LTB	Local Transport Boards.
RAP	Route Action Plan.
HIAMP	Highways Infrastructure Asset Management Plan.
SEA	Strategic Environmental Assessment.
SA	Sustainability Appraisal .
GVA	Gross Value Added.
TfL	Transport for London.
LENNON	Latest Earnings Networked Nationally Overnight.
ATC	Automatic Traffic Count.
EV	Electric Vehicle.
DECC	Department of Energy and Climate Change.
SUEs	Sustainable Urban Extensions.
UKCRF	UK Community Renewal Fund.
UKSPF	UK Shared Prosperity Fund.
LUF	Levelling Up Fund.
LATS	Local Area Transport Strategies.
LCWIP	Local Cycling and Walking Infrastructure Plan.
ROWIP	Rights of Way Improvement Plan.
PRoW	Public Rights of Way.
CPO	Chargepoint Operator.
EVCP	Electric Vehicle Charhepoint.
BAME	Black, Asian and Minority Ethnic groups.
NTS	National Travel Survey.
CBSSG	COVID-19 Bus Services Support Grant.
JSNA	The Joint Strategic Needs Assessment.
DLUHC	The Department for Levelling Up, Housing and Communities.
SIDP 21	Strategic Infrastructure Delivery Plan 2021.

Lincolnshire
COUNTY COUNCIL
Working for a better future