



Lincolnshire County Council

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# NORTH HYKEHAM RELIEF ROAD POLICY AND STRATEGY REVIEW





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# Appendix A

**POLICY AND STRATEGY REVIEW**

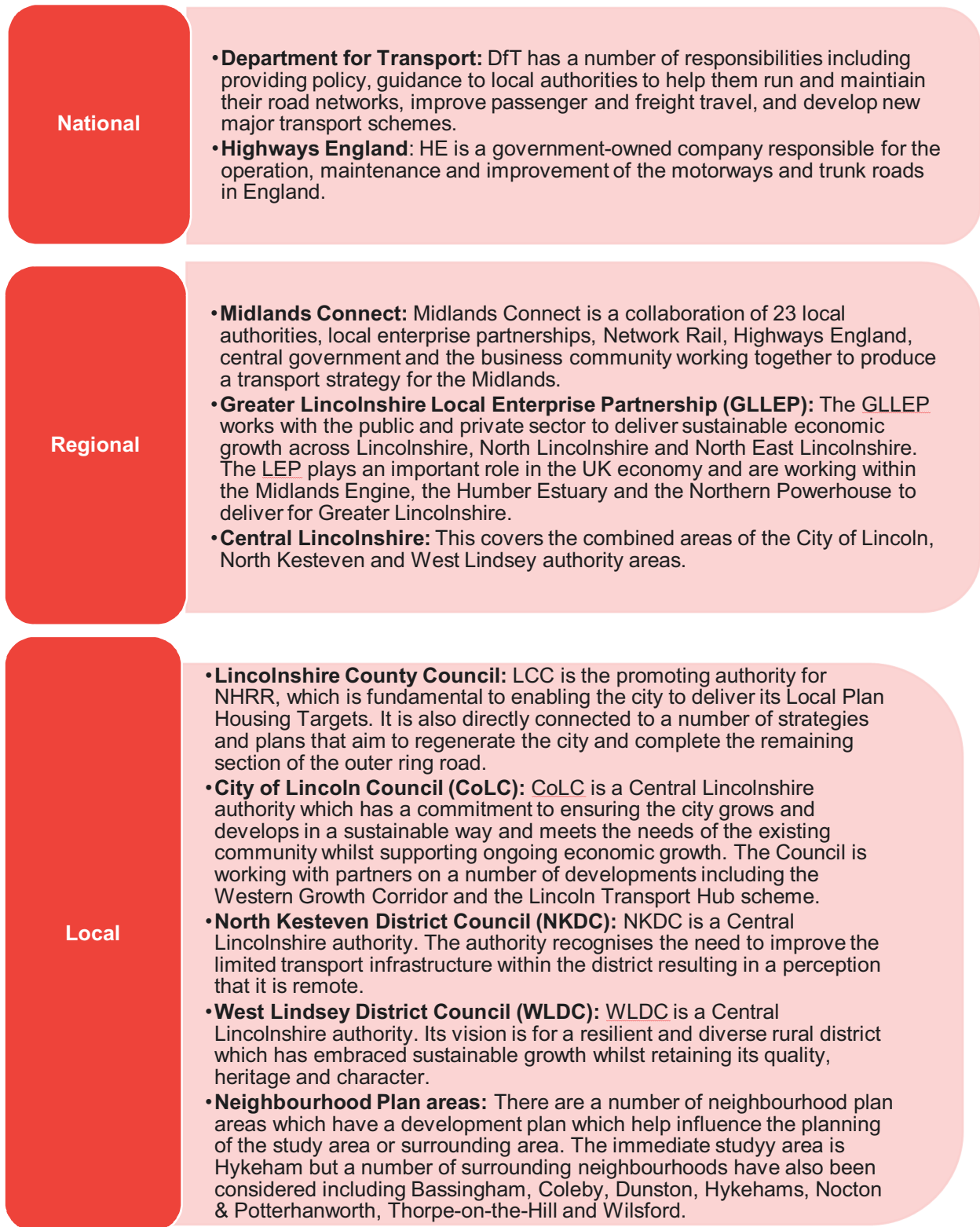


## **INTRODUCTION**

Appendix A provides a complete review of the policy and strategy documents summarised in Section 2.2 of the main report. This includes a review of current national, regional and local policy objectives relating to transport, providing a framework for determining the future required performance of the strategic network in Lincoln.

## **POLICY & STRATEGY REVIEW**

Figure 1 highlights the specific organisations, at national, regional and local levels which set policy and strategy that impact on the provision, management and use of the transport network within and surrounding the Lincoln urban area.



**Figure 1 – Affected Organisations**

The following provides a summary of the policy and strategy documents reviewed outlining the scheme's general conformity with relevant policies. The national, regional and local policy and strategy documents included within the review are set out below.

#### **National:**

- National Planning & Policy Framework (2012);
- Building our Industrial Strategy, Green Paper (January 2017);
- Transport Investment Strategy (July 2017);
- Action for Road – A Network for the 21st Century (July 2013);
- Creating Growth, Cutting Carbon: Making Sustainable Transport Happen;
- Highways England Delivery Plan 2015 – 2020;
- Road Investment Strategy: for the 2015/16 – 2019/20 Road Period;
- Transport Resilience Review (July 2014); and
- National Infrastructure Delivery Plan.

#### **Regional:**

- Greater Lincolnshire Strategic Economic Plan 2014 – 2030 (Spring 2016);
- Central Lincolnshire Local Plan 2012-2036;
- Greater Lincolnshire Strategic Infrastructure Delivery Plan;
- Midlands Engine Strategy (March 2017);
- Midlands Connect Strategy: Powering the Midlands engine (March 2017); and
- Highways England North and East Midlands Route Strategy, April 2015 and Evidence Report.

#### **Local:**

- Lincolnshire Local Transport Plan 4 (2013);
- City of Lincoln Council Strategic Plan Vision 2020;
- Lincoln Integrated Transport Strategy (2004);
- Lincoln Integrated Transport Strategy Update Revision 1 (2008);
- A Transport Strategy for the Lincoln Area (2013);
- North Kesteven Strategic Plan;
- Hykeham Neighbourhood Plan, 2016-2036; and
- Surrounding neighbourhood plans.

## **NATIONAL POLICY CONTEXT**

### **National Planning & Policy Framework (2012)**

The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. The framework highlights the purpose of the planning system is to contribute to the achievement of sustainable development. In order to achieve this there are three dimensions including:

- An economic role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The framework also states that in order to pursue sustainable development it is necessary to seek positive improvement in people's quality of life, including but not limited to:

- Making it easier for jobs to be created in cities, towns and villages;

- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes.

The overarching principles which should be considered in order to achieve sustainable development include, but are not limited to:

- Building a strong, competitive economy;
- Ensuring the vitality of town centres;
- Supporting a prosperous rural economy;
- Promoting sustainable transport;
- Supporting high quality communications infrastructure; and
- Delivering a wide choice of high quality homes;

The NPPF recognises that sustainable development must underpin all development and this must support building a strong and competitive economy, promoting sustainable transport and delivering a wide choice of high quality homes.

### **Building our Industrial Strategy, Green Paper (January 2017)**

The Industrial Strategy sets out the government's long term plan to boost the productivity and earning power of people throughout the UK. It provides a national policy framework against which major public and private investments can be made with confidence.

The importance of transport in supporting local growth in both urban and rural communities is recognised within the strategy. More broadly, it states that transport investment must seek to create a more reliable, less congested and better connected network; to build a stronger more balanced economy and to support the creation of new housing. It also states that better connected towns and cities have deeper labour markets, greater competition and greater economies of scale, leading to higher growth and living standards. Furthermore, there is a recognition that the UK's economic performance has been poor compared to other developed countries and businesses have highlighted a need for continued investment in infrastructure to address this issue.

Following extensive consultation, the government have identified four 'Grand Challenges' that the strategy will aim to address:

- Putting the UK at the forefront of the artificial intelligence and data revolution;
- Maximising advantages for UK industry from the global shift to clean growth;
- Being a world leader in shaping the future of mobility; and
- Harnessing the power of innovation to help meet the needs of an ageing society.

By addressing these challenges, the key objective of the strategy will be able to be achieved – to improve living standards and economic growth across the country. In addition, the government emphasises that it is committed to invest in infrastructure in ways that will address these challenges by supporting four other key objectives:

- Increasing innovation;
- Developing skills;
- Growing business; and
- Driving productivity and earning power.

The government states that it is committed to continuing to build the Northern Powerhouse and Midlands Engine, both of which will have direct impact on Lincoln, with one key policy drawing on the creation of a new fund that will provide £1.7bn for intra-city transport that aims to drive productivity and improve connections within city regions. Further to this, funding of a new Major Road Network to improve connectivity by targeting funding at strategically important local authority 'A' roads is another key focus of the strategy.



The strategy recognises that transport investment is critical to improve the UK's economic performance. This will enable a stronger more balanced economy and support the creation of new homes. Lincoln's highway network is also well placed to capitalise on the creation of a new Major Road Network which could enable more efficient and improved connectivity to Lincoln.

### Transport Investment Strategy (July 2017)

The Transport Investment Strategy, published in July 2017, sets out the case for the Government's continued investment in transport infrastructure and how it will address specific national challenges related to transport:

- Network connectivity and reliability - By 2040, it is estimated that congestion on the SRN could lead to 28 million lost working days, a £3.7 billion cost to the freight industry, and each household spending an average of 16 hours stuck in traffic a year;
- Productivity and rebalance - UK productivity has been falling behind other G7 countries;
- Global competitiveness - Around a quarter of businesses cite the quality of domestic connections to international gateways as a barrier to exporting; and
- Housing - Current build out rate of new homes is well below the estimated 225,000 to 275,000 homes per year needed to keep up with population growth and tackle years of under-supply.

To meet the challenges described above, the strategy lists a number of objectives, all of which future investment decisions should be focused on:

- Creating a more reliable, less congested and better connected transport network that works for the users who rely on it;
- Building a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;
- Enhancing global competitiveness by making Britain a more attractive place to trade and invest; and
- Supporting the creation of new housing.

The strategy highlights the need to expand existing capacity to ease congestion and to make it better able to cope with demand through investment in new infrastructure. It emphasises that upgrades to the transport network, including bypasses, which tackle congestion typically have high returns, with £1 spent leading to an average return of at least £4.5.

Furthermore, the strategy recognises that connectivity of the transport system is a fundamental component of the positive economic contribution it can make and that investment is required to add new capability to the network in order to create new links between communities and workplaces, connect housing developments to the network and to provide new routes on city and commuter networks.

The strategy highlights the need to address transport related challenges including better connectivity, support the need for new homes and enhance productivity and economic global competitiveness. In order to address these challenges, the strategy suggests investing in expanding the capacity of the transport network as this yields high returns.

### Action for Road – A Network for the 21st Century (July 2013)

This command paper highlights the significant challenges faced on UK roads and reiterates the need for investment, setting out detailed plans to improve management of the network.

The paper highlights a number of road-related transport issues:

- Failures of the road network increase costs and stifle employment opportunities;
- The UK is ranked twenty-fourth in the world for roads, behind many other developed countries; and
- Continued growth of the economy and population means that traffic levels in many areas will rise in the coming decades.

The paper cites an inclusive, integrated and innovative transport system and well-connected road infrastructure with sufficient capacity as a vital component of economic success. Specifically, the paper calls for new links and improved junctions and accessibility are integral to supporting development and addressing the above issues.

The paper emphasises that well-connected road infrastructure with sufficient capacity is essential for economic success with existing road conditions stifling economic growth.

### **Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (Transport White Paper).**

This Transport White Paper sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions.

Amongst the key issues, the paper recognises that:

- Excess delay on the network costs urban economies £11 billion per annum; and
- Carbon emissions impose a cost to society equivalent to £4 billion per annum.

The White Paper draws on congestion as a barrier to economic growth which negatively impacts the environment. As a result, this presents an opportunity to improve the environment within Lincoln on the more congested roads by dispersing traffic.

### **Highways England Delivery Plan 2015 – 2020**

The plan outlines what Highways England (HE) will do over the next five years to deliver against the commitments in its Strategic Business Plan and in the government's Road Investment Strategy.

The Delivery Plan describes deep-seated environmental and air quality problems throughout the country and capacity problems on the road network.

Within the plan HE discusses how it will work with stakeholders to develop a package of integration measures to deliver a more accessible and integrated network and to address the issues described above by:

- Increasing road capacity to meet the nation's future needs;
- Significantly improving the environment for national health and wellbeing; and
- Supporting economic growth through a reliable network that reduces delays.

The plan specifically identifies the A46/A616/A617 and A46/A1 junctions for improvements in the next road period to create smooth running of the Newark bypass and to support planned growth in the region. Options will include use of technology to provide better information and promote greater network resilience. These improvements can be capitalised on, and in turn can support the vision of a package of integration measures discussed above with the provision of a relief road connecting the A46 to the A15.

HE describes developing a package of integration measures to deliver a more accessible and integrated network, both which can be achieved by combining the proposed A46 improvements with the NHRR scheme linking the A46 with the A15.

### **Road Investment Strategy: for the 2015/16 – 2019/20 Road Period**

The Road Investment Strategy (RIS) states transport investment will be made with a view to transform the SRN by 2040. This will be achieved through delivering a safer, more stress-free journey, as well as enhanced reliability and predictability that is important to businesses. However, this must be achieved while continuing to work with the wider transport network and support new transport developments.

The RIS states the following goals for the national transport network:

- Provide capacity and connectivity to support national and local economic activity;
- Support and improve journey quality, reliability and safety;
- Joining our communities and linking effectively to each other; and
- Support delivery of environmental goals and the move to a low carbon economy.

There is no reference to NHRR but the document echoes the HE Delivery Plan 2015- 2020 and highlights the A46 Newark northern bypass as a scheme to be developed for the next investment period. The scheme will widen the A46 north of Newark to dual carriageway, raising the last section for the A46 between the A1 and

M1 to Expressway standard. In addition, there will be improvement to the A46/A1 junction to allow for better traffic movement to Newark and Lincoln.

The RIS highlights the need to provide capacity and connectivity in order to support safer, more reliable journeys which join communities. In addition better traffic movement to Lincoln will be achieved through planned improvements.

### Transport Resilience Review (July 2014)

Whilst this document is primarily highlighting the need for resilience on the transport network in response to the extreme weather in 2013/14, it can also be applied to road collisions which disrupt normal operation. In such a case a recommendation within the review states that 'LEPs should consider the need for funding to ensure the resilience of the existing transport network supports businesses in their areas'. This highlights an opportunity to review and improve the resilience of the transport network and in doing so support local businesses.

An opportunity exists to identify network resilience issues and improve the network in this respect to ensure disruptions which test network resilience do not unduly impact on businesses within the area.

### National Infrastructure Delivery Plan 2016 – 2021 (March 2016)

The government's plans for economic infrastructure up to 2021 are documented within the National Infrastructure Delivery Plan (NIDP). Alongside significant ongoing private sector investment, the government has pledged to invest over £100 billion in infrastructure by 2020-2021 to achieve the following:

- Support growth and create jobs in the short term as projects are built;
- Increase the productive capacity of the economy in the long term through the benefits delivered by new infrastructure;
- Drive efficiency and enabling greater specialisation; and
- Boost international competitiveness and attracting inward investment.

The plan sets out how £15 billion will be invested to support Highways England in transforming the Strategic Road Network (SRN) with over 100 major schemes completed or in construction by 2020-2021.

Although NHRR is not specifically referred to within the NIDP, it does highlight the need to increase capacity on the SRN along with addressing bottlenecks and transforming regional connectivity all of which will be supported through provision of a new bypass. The plan also cites that the government is committed to addressing missing links and reducing congestion on the road network to ensure the country has a road network that drives growth instead of constraining it.

The NIDP highlights the need to increase capacity on the SRN to help transform regional connectivity. The plan states that the government will commit to addressing missing links and reducing congestion on the road network.

## REGIONAL POLICY CONTEXT

### Greater Lincolnshire Strategic Economic Plan (SEP) 2014-2030 (Refresh Spring 2016)

The SEP is the primary document developed by the LEP reflecting the ongoing priorities for continued growth and new investment in Greater Lincolnshire. The SEP recognises that Greater Lincolnshire is part of the largest Enterprise Zone in the UK and makes an important net contribution to the national economy (£18.3b).

The SEP identifies that there are a number important economic sectors for Greater Lincolnshire that will continue to be central to the economic growth and development of the area. These include:

- **Agri-Food:** Greater Lincolnshire has more grade 1 agricultural land than any other LEP in England, producing/processing over 12% of the UK's food supply and employing around 75,000 people;
- **Manufacturing & Employment:** This sector contributes over £1.9bn (11%) of Greater Lincolnshire's output and employs around 41,000 people. It encompasses power engineering, petrochemicals/chemicals, steel manufacture and motorsport engineering;

- **Visitor Economy:** This sector is worth over £1.9bn per annum to the Greater Lincolnshire economy and supports over 39,000 jobs. The SEP identifies that more than 31 million people visited Greater Lincolnshire's visitor attractions; and
- **Low Carbon Economy:** The SEP states that this is currently worth £1.2bn per annum to Greater Lincolnshire and employs over 12,000 people. It identifies that the low carbon economy offers major opportunities for growth in offshore wind through the manufacturing/installation of turbines and in operations and maintenance activity).

Lincoln, is a major centre for these sectors. It is home to key global manufacturing businesses such as Siemens Industrial Turbomachinery Ltd – which in partnership with the University of Lincoln developed and opened (2011) the first new engineering school in the UK in twenty years as well as key visitor attractions such as Lincoln Castle and Cathedral.

The document outlines that these sectors are fundamental to growth and development of Greater Lincoln and identifies a number of priorities including:

- To drive the growth of the area's defining and strongest sectors which offer the most competitive advantage (agri-food; advanced manufacturing and engineering; the low carbon economy; and visitor economy);
- To grow specific opportunities identified as future defining features of the area (health and care sector; and ports and logistics);
- To drive growth by expanding into new markets and infrastructure improvements;
- To promote Greater Lincolnshire as a place for sustainable growth through improved transport infrastructure to enhance connectivity with national and international markets; and
- To recognise the need for new housing for the existing local population and potential movers to the area, and support balanced housing and economic development through promoting the area's capacity to deliver high-quality growth.

It also identifies that improving Lincolnshire's connectivity and transport infrastructure will be vital to achieving the aims and objectives of the SEP. Amongst the challenges listed within the SEP document are the following:

- Poor road connections to priority national markets (particularly in the south of the LEP area);
- Demand for the movement of people and goods will continue to grow across Greater Lincolnshire, putting increased stress on existing transport network; and
- Over four million lorry loads of goods per year add to pinch points in traffic congestion and poor access will weaken the future sustainability of the economy.

Although the SEP does not specifically promote a North Hykeham Relief Road, it identifies the A46 to and around Lincoln as a key transport corridor around Lincoln and emphasises that priority must be given to additional network improvements to contribute to increased growth in the area. It mentions that the LEB serves as a step towards the completion of an eventual ring road around Lincoln, implying the requirement of a link road between the LEB and the A46.

Lincoln, is a major centre for Lincolnshire's strongest economic sectors including manufacturing and the visitor economy. It is home to global manufacturing businesses as well as important visitor attractions such as Lincoln Castle and Cathedral.

The SEP identifies that improving Lincolnshire's connectivity and transport infrastructure is vital to achieving growth and the economic aims and objectives outlined in the SEP.

It sets out a number of challenges:

- Poor road connections to priority national markets;
- Demand for the movement of people and goods will continue to grow across Greater Lincolnshire, putting increased stress on existing transport network; and
- Over four million lorry loads of goods per year add to pinch points in traffic congestion and poor access will weaken the future sustainability of the economy

The SEP also identifies the A46 as a key corridor around Lincoln and emphasises that priority must be given to additional network improvements to contribute to growth in housing and improved connectivity to sectors and markets both nationally and internationally.

### Central Lincolnshire Local Plan 2012-2036

The Central Lincolnshire Local Plan was adopted by the Central Lincolnshire Joint Strategic Planning Committee (CLISPC) in April 2017 and supersedes the Local Plans of the City of Lincoln, West Lindsey and North Kesteven District Councils. It sets out detailed policies and proposals for the development of combined area up to 2036 with the aim to create places that are sustainable, accessible and attractive to live in. The plan identifies land for new housing and employment development, and acts as a guide for most day-to-day planning decisions.

The Local Plan openly supports the development proposals set out in the Lincoln Integrated Transport Strategy which contribute toward the delivery of a sustainable transport approach for the Lincoln area, including North Hykeham Relief Road. Policy LP36 cites that development proposals which contribute toward the delivery of a sustainable transport approach for the Lincoln area will be supported. It goes on to highlight that all developments should demonstrate, where appropriate, that they have contributed toward supporting sustainable growth in the Lincoln area through making best use of the existing transport infrastructure and contributing toward it where additional needs are created as a result of development.

This includes the North Hykeham which the CLLP identifies '*will reduce congestion, improve air quality and encourage regeneration of the City.*'<sup>1</sup> In addition it states that the '*authorities see this as part of the solution to the city's transportation challenges and the proposal features in the Lincoln Integrated Transport Strategy*'<sup>2</sup>.

The CLLP sets out an aspiration that between 2012 and 2036, Central Lincolnshire will grow by 36,960 new homes, meeting the housing needs of all communities.

The Plan also sets out the location of several Sustainable Urban Extensions (SUEs), along with what is expected to be delivered for each. In the Greater Lincoln area, these are:

- Lincoln Western Growth Corridor (WGC): Includes the delivery of approximately 3,200 dwellings and 20ha of employment and leisure land;
- Lincoln South East Quadrant (SEQ): Includes the delivery of approximately 6000 homes (3,600 in the plan period up to 2036) and 7hs of employment land;
- Lincoln North East Quadrant (NEQ): Approximately 1,400 homes and 5ha of employment land; and

<sup>1</sup> Central Lincolnshire Local Plan – Policy LP36

<sup>2</sup> Central Lincolnshire Local Plan Section 7.10.4

- Lincoln South West Quadrant (SWQ): Approximately 2,000 homes and 5ha of employment land.

It is stated that growth in homes and jobs should be closely linked “with new infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings.”

The focus of the growth will be Lincoln, Sleaford and Gainsborough, however villages will not be left behind, with “appropriate and sensitive development being permitted to ensure they remain sustainable, thriving local communities.” The majority of development will be in the Lincoln Strategy Area, which fully incorporates our study area, with this growth identified at the locations below:

**“Policy LP3: Level and Distribution of Growth**

***The Local Plan’s strategic aim is to facilitate the delivery of 36,960 new dwellings and the creation of 11,894FTE net new jobs over the plan period 2012–2036, distributed as follows:***

***a. Lincoln Strategy Area – around 64% (23,654) of the total homes and employment land needed, delivered through a combined strategy of (and in priority order):***

***i. urban regeneration;***

***ii. Sustainable urban extensions to Lincoln; and***

***iii. Growth at settlements which serve, and are serviced by, Lincoln.”***

The CLLP identifies the provision of a new road link in the southern part of the city as a key piece of infrastructure and the route is identified in the Policies Map and safeguarded against future development.

It goes on to state that any development proposal on or near route, which would prejudice the efficient and effective delivery of either of the bypasses or their future dualling will be refused. In addition, Policy LP36 states that all developments should demonstrate, where appropriate, they contribute to supporting the North Hykeham Relief Road which will reduce congestion, improve air quality and encourage regeneration of the city.

The local plan emphasises the importance of the opportunity for new development to act as a catalyst for regeneration particularly in areas where there is an identified need for renewal. The local plan states that all developments should demonstrate, where appropriate, that they have contributed toward supporting a new relief road within the south of Lincoln.

It also highlights that the provision of a new relief road will result in a number of other benefits including reducing congestion, improving air quality within the city centre, and as a result the route for a new link has been safeguarded for delivery.

## **Greater Lincolnshire Strategic Infrastructure Delivery Plan**

A total of 36 major infrastructure projects have been identified by both Greater Lincolnshire local authorities and the GLLEP. The Greater Lincolnshire Strategic Infrastructure Delivery Plan (GLSIDP) categorises these projects into short-term (0-5 years), medium-term (6-10 years) and long-term (over 10 years) timeframes based on their strategic fit to Greater Lincolnshire’s objectives (SEP), the economic and housing benefits they deliver and their readiness to proceed.

The GLSIDP draws on information from a wide range of stakeholders and sources including the SEP, Local Growth Fund analysis, the Greater Lincolnshire Devolution Agreement and Greater Lincolnshire planning authority Local Plans amongst others. It should be noted that the GLSIDP is not a statutory planning document but has been developed in line with the overarching infrastructure planning principles set in the National Planning Policy Framework.

The plan states that whilst Greater Lincolnshire has a comprehensive road network, it faces a number of key challenges, including:

- Tackling rising congestion in town centres and at key pinch points across the region;
- Accommodating housing growth through investment in urban distributor roads and associated infrastructure; and

- Increasing accessibility across Greater Lincolnshire to areas that are currently inaccessible for employment and freight journeys.

Included amongst the medium-term road schemes listed within the delivery plan is the NHRR. The plan identifies the need for the provision of a bypass around Lincoln's southern quadrant to address existing congestion as well as enable the development of housing around the area. Further to this, the plan emphasises how a new link will:

- Support agricultural businesses in and around Lincoln;
- Support business growth through improved connectivity;
- Improve air quality within the urban area; and
- Unlock proposed South West Quadrant with around 2,000 homes.

NHRR is included within the GLSIDP as a medium term project that will address existing congestion, improve connectivity, support business growth and unlock the South West Quadrant for housing development.

### Midlands Engine Strategy (March 2017)

The Midlands is the home to more than ten million people and the region encompasses 11 cities, several important market towns, and a range of economically important rural areas. The Midlands Engine Strategy looks at the challenges the area faces, ensuring investments and interventions are targeted effectively. The strategy focuses on five key objectives:

- Improving connectivity in order to raise productivity;
- Strengthening skills in order to make the Midlands a more attractive location for businesses;
- Supporting enterprise and innovation in order to foster a more dynamic regional economy;
- Promoting the Midlands nationally and internationally in order to maximise trade and investment in the region;
- Enhancing quality of life in order to attract and retain skilled workers, as well as to foster the local tourist economy.

To support the delivery of these objectives the Local Enterprise Partnerships across the Midlands will invest £392 million over the next four years with £29.5 million allocated for Greater Lincolnshire.

The strategy highlights a need for the area to focus on improved connectivity to raise productivity; maximise national and international trade and foster the local tourist economy, to name a few.

### Midlands Connect Strategy: Powering the Midlands Engine (March 2017)

Together, the Midlands Connect Partnership and the DfT have developed a transport strategy which outlines the region's vision to become an engine for growth through investment in transport infrastructure with the aim to tackle congestion, support housing growth and improve transport user experience.

The strategy recognises that the strategic road network is not performing at the level needed to support the economy, with 60% of businesses reporting that conditions cause them problems. In response to this, two of transport-related aspirations are described:

- Improving journey times - average speeds of journeys on the SRN to be 60mph at all times of day and all days per week in line with the Government's vision set out in the Road Investment Strategy; and
- Increasing Network Resilience - all journeys within each time period can be completed within 20% of the median journey time for that period.

The principle to drive growth by supporting multi-modal investment in transport is underpinned by the following objectives:

- To support the vision of the Midlands Engine through a transport strategy to transform strategic transport networks; and

- To maximise economic growth through increasing productivity of existing businesses and unlocking the creation of new jobs across the region.

In addition, the strategy lists a number of intended outcomes to improve the quality of life of those living and working in the Midlands:

- Commuters spending less time sitting in traffic congestion;
- People having better access to employment in the region;
- Reduction in negative impacts of travel including noise and pollution; and
- Opening up new job opportunities and sharing prosperity across the region.

The strategy emphasises the importance of ‘intensive growth corridors’, including the Humber Ports – Lincoln corridor, in supporting areas which form the main focus for economic growth in the Midlands.

It also identifies a number of major infrastructure projects needed to improve the connectivity of key locations to help drive economic growth and power the Midlands Engine. Congestion on the A46 is one of the early priorities listed by Midlands Connect, and specifically lists a number of improvements schemes to improve resilience along the route including upgrading the A46 Newark Northern Bypass to dual carriageway.

There is a recognition that the SRN is not performing at the required level to support the economy with the A46 being highlighted as an area for improvement to drive economic growth. Furthermore, the document highlights connectivity between Lincoln and the Humber Ports as an ‘intensive growth corridor’ which provides an opportunity for a transport intervention to contribute to the improvement of this corridor.

### **Highways England North and East Midlands Route Strategy, April 2015 and Evidence Report**

The route strategy for the North and East Midlands informs the Road Investment Strategy for Road Period 1 up to 2020 which sets out the investment plan and performance requirements for the network for the next 5 years.

The North and East Midlands route is entirely all-purpose trunk road which is mostly dual carriageway and links the major cities of Stoke-on-Trent, Derby, Nottingham, Leicester and Lincoln. The main issues and challenges recognised within the strategy are focused around the main towns and cities across the route. Capacity issues have been identified at a number of locations including the A46/A1 junction in Newark which in turn also presents a safety challenge at this particular junction. The strategy also picks up on the single carriageway sections of the A46 between Newark and Lincoln causing unreliable journey times and delays which will only be exacerbated by growth from three major developments in this area.

Investment on this route aims to address some of the main issues and challenges identified above. The route strategy lists three key priorities which all have a number of objectives to improve the capacity and performance of the network:

#### **Modernise the network:**

- Develop a national spine of Smart Motorways and adding new capacity at key points;
- Upgrade non-motorway routes to new Expressway standard;
- Ensure network has a positive impact on environment; and
- Improve facilities for cyclists, pedestrians and other road users.

#### **Maintain the network:**

- Upgrade some of the busiest junctions and alleviating many of the worst bottlenecks;
- Resurfacing much of the network; and
- Designing work in a way that minimises disruption.

#### **Operate the network:**

- Improve information to help people make better decisions;
- Increase availability through better planned road works; and
- Respond more effectively to incidents that cause congestion.



The strategy emphasises that increased investment in the SRN over the next 5 year road period will deliver substantial benefits for road users and communities. The key strategic outcomes of this investment will be:

- Supporting economic growth through a reliable network that reduces delays, creates jobs and opens up new areas for development;
- A safe and serviceable network where no one should be harmed when travelling or working on the network;
- A more free-flowing and resilient network where routine delays are more infrequent and journeys are more reliable;
- An improved environment where impacts are further reduced ensuring a sustainable benefit to the environment; and
- A more accessible and integrated network that provides people with the freedom to choose their mode of transport.

A number of committed/funded major road schemes are included within the strategy, one of which is the A46 Newark Northern Bypass which involves widening of the A46 north of Newark to dual carriageway, raising the last section of the A46 between the A1 and M1 to Expressway standard and improvements to the A46/A1 junction to allow for better traffic movement to Newark and Lincoln.

The document recognises investment in the SRN must support economic growth and in doing so create jobs and open up new areas for development. It also highlights the A46 as a key route which has planned improvements which will allow for better traffic movement to Lincoln.

## LOCAL POLICY CONTEXT

### Lincolnshire Local Transport Plan 4

The 4th Lincolnshire Local Transport Plan (LTP4) was published in April 2013. The document sets out the transport strategy for the county for the next 10 years, and presents a vision for Lincolnshire's Transport System in 2030.

As part of the vision, the plan aims for Lincolnshire to have:

- Good inter- and intra- regional access to support a growing economy;
- Good access by a choice of modes to services, jobs and for leisure within Lincolnshire; and
- A well-managed and safe road network to maximise the reliability of journeys and reduce the impact of traffic on communities.

The key issues and challenges listed within the document are as follows:

- Supporting growth and the local economy - Population growth in Lincolnshire has been substantially above that recorded both regionally and nationally. Increasing development to accommodate this growth will put further pressures on existing transport networks across the county.
- Improving access to employment, training and key services - 12% of Lincolnshire's population live within the 20% most deprived areas of England.
- Contributing to a healthier community – The proportion of obese adults and children in Lincolnshire is higher than the national average.
- Improving road safety - Since 2008, KSI casualties have increased in the county, reaching 483 in 2011.
- The environmental impact of transport - A city-wide AQMA was declared in Lincoln in February 2008 following assessment of fine particulates (PM10) at key junctions across the city.

LTP4 goes on to set out detailed objectives and policies that will be put in place in order to achieve the vision and to address to issues highlighted above;

- To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
- To improve access to employment and key services by widening travel choices, especially for those without access to a car;
- To make travel for all modes safer and, in particular, reduce the number and severity of road casualties;
- To maintain the transport system to standards which allow safe and efficient movement of people and goods

- To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs;
- To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
- To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems; and
- To minimise carbon emissions from transport across the county.

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

- Lincoln Eastern Bypass
- East-West Link
- Whisby Road Improvement Scheme
- Park and Ride
- Public Transport Interchange
- 'Access LN6' – Local Sustainable Transport Fund
- Walking and Cycling Schemes
- Quality Bus Corridors
- Improvements to Bus and Rail Services
- North Hykeham Relief Road

LTP4 notes that a new southern route will complete the full orbital relief road around the city, and that a Preferred Route was adopted in December 2006 to protect the alignment from future development.

LTP4 echoes national policy by highlighting the need for transport investment to support sustainable economic growth and improving accessibility to jobs and services. The plan specifically mentions NHRR and how it will provide a missing link to create a full orbital road around the city.

### City of Lincoln Council Strategic Plan Vision 2020

The CoLC Strategic Plan sets out the council's vision of what they want to achieve by 2020. Four strategic priorities have been identified:

- Let's drive economic growth;
- Let's deliver quality housing;
- Let's reduce inequality; and
- Let's enhance our remarkable place.

Whilst the plan describes the city of Lincoln as a vibrant and thriving place and an economic driver for Lincolnshire, it also identifies a number of issues:

- Increased rail traffic through the city centre results in longer waiting times for road traffic at the two rail crossings;
- The need to improve connectivity between Lincoln, Central Lincolnshire and the Humber area, which is experiencing significant growth;
- There are two air quality management areas (AQMAs) in the city, which can have an impact on the health of the population with traffic accounting for around 13% of Lincoln's CO2 emissions;
- Inequality of access to services and opportunities; and
- Over 2,000 households on the affordable housing waiting list in Lincoln.

Amongst its strategic priorities to help address the issues listed above, the plan cites a number of aspirations including:

- Driving economic growth through employment opportunities, a skilled local workforce, innovation and effective infrastructure;
- Developing transport infrastructure to ensure Lincoln is connected both regionally and nationally;
- Ensure the city grows and develops a way that is sustainable, meets the needs of the existing community; and
- To deliver quality housing with an aim to achieve 2,000 new units by 2020.

More specific objectives related to transport infrastructure include building the Lincoln Transport Hub, partner in the A15 improvements and to support the development and delivery of a relief road that will provide the last element required to create a complete ring-road around the city, opening up further employment and growth opportunities.

The CoLC Strategic Plan calls for further development in transport infrastructure to improve regional and national connectivity as well as the need to support economic growth and the delivery of quality homes. It cites a southern relief road as being key to facilitating growth and opening up employment opportunities in addition to being pivotal in completing the ring-road around the city.

### Lincoln Integrated Transport Strategy

In 2004, LCC with its partners, City of Lincoln, NKDC and WLDC, commissioned a multi-modal transportation study for the Lincoln area. The conclusions of this study formed an Integrated Transport Strategy which was endorsed by all four authorities in January 2006. The strategy is a policy document which is key to developing transportation within the Lincoln area and proposes a number of initiatives with various funding sources over several five year local transport plan periods (up to 2021).

The Strategy recognises the need for investment in transport infrastructure to support the continued growth of Lincoln with particular emphasis on housing, economic growth, tourism, social inclusion and environmental enhancement. The strategy has been developed to conform with the Shared Priorities agreed between the Local Government Association and Central Government and will also help inform the development of the emerging Central Lincolnshire Local Plan currently being produced by the City and District Councils.

In the original study, significant work was undertaken to investigate and understand the existing transport situation in the study area and how it is likely to develop in the future. This included consultation exercises with both the general public and key stakeholders. During this review a desktop study was undertaken to identify the historic problems and issues facing the Lincoln Area. The subsequent report, Problems and Issues (August 2004) identified the following transport related issues:

- Delays to buses resulting from congestion have continued to increase;
- Issues with concessionary bus fares;
- Increased development pressures within the LPA will greatly increase the future projected growth in traffic levels;
- Increased level crossing closures; and
- Poor air quality in the city centre.

The strategy is a baseline for a transparent means of securing developer contributions through legal agreements as part of planning permissions, which will enable the County Council to provide balanced integrated transport improvements to address the above issues rather than piecemeal interventions.

Following the identification of the above issues, the main aims listed within the strategy are as follows:

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

Following an options workshop held in June 2004 to undertake an initial strategic evaluation of possible options for inclusion in LITS, 23 options were identified ranging from business and school travel plans;

improved bus services/frequencies; improved walking and cycling provision; parking strategies; uphill traffic management; local highway improvements and four road schemes including NHRR.

All options were primarily appraised in line with the Government's five key National Transport Objectives (environment, safety, economy, accessibility and integration). Options were subsequently appraised against their contribution to solving issues, meeting strategic objectives, compatibility with other options and risk. An anticipated cost was then produced for each option. The appraisal process enabled an initial prioritisation of alternatives associated with each mode of transport.

The appraisal process resulted in NHRR ranking second in the list of LITS options and therefore became a high priority scheme for the future of the Greater Lincoln area.

LITS 2004 highlighted the need to develop public transport and more sustainable forms of travel. The area has a lot of through traffic, particularly HGVs, and as a result a new southern relief road has been highlighted as a priority to reduce through traffic. This will improve the environment within the city for communities and encourage more sustainable forms of transport.

Following the identification of the need for NHRR, a Regional Transport Board Submission for funding for the scheme was prepared in 2008. LITS was also reviewed and updated in 2008, and was the subject of a progress update in 2013; the evidence from LITS which sets out the need for the NHRR is therefore current. With the ongoing delivery of LITS and increasing proposals for growth in and around Lincoln, the NHRR proposal remains necessary to support the future of the city.

Since the adoption of LITS, LCC have made significant progress in delivering the Strategy's aims, including the construction of both Lincoln Eastern Bypass (LEB) and the Lincoln East-West Link.

The Strategy was reviewed in 2013, and a progress report was published setting out progress on various schemes against LITS targets. The review reinforced that a North Hykeham Relief Road remains a key objective of LITS, along with various other schemes discussed in Section 7 of this document.

LITS recognises the need for investment in transport infrastructure to support the continued growth of Lincoln. The strategy lists NHRR as a key objective which would complete a full orbital relief road around Lincoln.

### **Lincoln Integrated Transport Strategy Update Revision 1 (2008)**

LITS was reviewed and updated in 2008 due to various changes in regional and local policies since 2006 which included alterations to timescales for the implementation of LEB and increasing development pressures. The update allowed the Strategy to align timescales with those outlined for the delivery of the draft Regional Spatial Strategy and other planning documents. The short-term scheme delivery was changed to the period up to 2016 and the longer term 2016 to 2026 and beyond.

The LITS update confirmed NHRR as a longer-term improvement measure and stated that measures within the Revised Strategy will:

- Encourage modal shift;
  - Reduce congestion;
  - Improve accessibility;
  - Improve the environment;
  - Improve quality of life; and
  - Support the economy.
- The strategy highlights 16 outcomes under shared transport priorities and these have been highlighted within Error! Reference source not found..

**Table 1 – Outcomes of LITS (2008)**

<b>Shared transport priority</b>	<b>Outcome</b>
<b>Tackling congestion</b>	<p>A reduction of ‘through trips’ within the urban area, particularly:</p> <ul style="list-style-type: none"> <li>- Trips passing through the city centre; and</li> <li>- HGV trips.</li> <li>- A reduction in the modal share for the private car for:</li> <li>- Trips into Lincoln City Centre; and</li> <li>- Trips on the ‘school run’</li> <li>- A reduction in the impact of car trips resulting from development</li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>- An improvement in air quality within the urban area (particularly the AQMA within Central Lincoln)</li> </ul>
<b>Safety</b>	<p>A reduction in casualties, particularly:</p> <ul style="list-style-type: none"> <li>- Involving vulnerable road users;</li> <li>- In locations significantly used by children; and</li> <li>- At sites with known accident issues.</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>- An increase in public transport trips into and through the centre</li> <li>- The provision of appropriate parking options for all users of the city centre</li> <li>- Sufficient freedom of movement for all modes to and within the Lincoln Area</li> </ul>
<b>Quality of life</b>	<p>An increase in levels of walking &amp; cycling within the Lincoln Area, particularly:</p> <ul style="list-style-type: none"> <li>- Parents and children travelling to and from school;</li> <li>- Short trips of less than two miles; and</li> <li>- Trips into the city centre.</li> <li>- An improvement in the liveability quality of life within the Lincoln area</li> <li>- A reduction in noise level caused by traffic (particularly sensitive receptors such as schools and hospitals)</li> </ul>
<b>Local priorities</b>	<ul style="list-style-type: none"> <li>- An increase in the vitality of Lincoln as a sub-regional centre by encouraging trips for tourism, leisure, business and shopping</li> <li>- A city that operates effectively for trade and service vehicles</li> <li>- The provision of appropriate access to development sites with minimised impact of increased traffic on the local area</li> <li>- The protection of the historic environment from traffic impacts</li> <li>- The Sub-Regional Strategy delivered by 2026.</li> </ul>

LITS Revision 1 (2008) reiterated the NHRR as a longer term scheme delivery. The scheme was highlighted as contributing to the delivery of many of the shared transport priorities.

### **A Transport Strategy for the Lincoln Area – Progress Review (2013)**

The progress review provided an update on the status of the LITS Revision 1 (2008) and a more detailed programme of delivery, of both established and emerging transport improvements, over the short, medium and long term. The document also provided a review of whether the outcomes highlighted within LITS Revision 1 were being achieved and revised and expanded on the six broad objectives highlighted in Error! Reference source not found.. The revised objectives as presented within the Strategy have been presented in Error! Reference source not found..

**Table 2 – Revised LITS Objectives 2013**

<b>Ref</b>	<b>Objectives</b>
<b>SO1</b>	To assist the sustainable economic growth of Lincoln through transport infrastructure improvements.
<b>SO2</b>	To remove strategic road-based freight from Lincoln and other adversely affected communities through encouraging the use of alternative modes and improving links to the Primary Road Network.
<b>SO3</b>	To ensure that the transport infrastructure meets the needs of existing and proposed developments especially: In the regeneration priorities in the Lincoln Policy area; Including minimising congestion through the promotion of walking, cycling, public transport and minor highway improvements; and Parking provision and management.
<b>SO4</b>	To reduce the number and severity of road traffic accidents by reducing the potential for conflict between different modes and improving the facilities for convenient and safe alternatives.
<b>SO5</b>	To maximise accessibility and reduce peripherality by improving the range of travel options especially for those without access to a private car.
<b>SO6</b>	To increase public transport usage by improving reliability, frequency, journey times and integration of bus and rail services.
<b>SO7</b>	To improve overall air quality and noise levels within the study area, especially in the Air Quality Management Area in Lincoln, by the removal of unnecessary traffic by: Removing through traffic; Reducing local journeys by car; and Other traffic management measures.
<b>SO8</b>	Protect and enhance the built environment by reducing the adverse impacts from traffic, through improvements to the transport infrastructure.
<b>SO9</b>	Improve the attractiveness and liveability of central Lincoln for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles.
<b>SO10</b>	To support the effective implementation and delivery of the Core Strategy and the emerging priorities of the Local Transport Body and Greater Lincolnshire Local Enterprise Partnership.
<b>SO11</b>	To reduce Lincoln's carbon emissions through planning, improving and managing transport.
<b>SO12</b>	To reduce the overall impact of travel decisions by making best use of the range of transport interventions available including smarter choices, technology and information.

The Strategy highlights that by delivering these objectives and the outcomes stated within the LITS Revision 1 (2008) it will deliver five key benefits to Lincoln and the surrounding area:

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

In order to meet the objectives and achieve the 5 key benefits the Strategy recognises the need for transport investment to support the continued growth of Lincoln. The Strategy lists the NHRR as a key transport intervention which would complete a full orbital relief road around Lincoln. In doing so this will contribute to a

number of the revised objectives highlighted above either directly or indirectly, and also contribute to all 5 key benefits.

### **LITS Progress to date**

As stated previously, LITS identified five broad areas through which the Strategy would deliver benefits for Lincoln. Sixteen individual outcomes were identified as part of the Strategy; these state the detailed, in some cases measurable, aims of the Strategy. Of the 16 outcomes, eight have been delivered or significant progress has been made towards delivery; seven have made moderate progress on delivery and one is behind expectations and/or there are significant risks to delivery due to external factors.

As such, a significant range of improvements have been delivered since 2008, considerable progress has been made to bring forward the major LITS schemes and benefits are being realised. It is forecast that over the coming years, the implementation of major LITS schemes, complemented by smaller scale projects, will lead to improvements to the transport network bringing associated benefits of reduced congestion, increased accessibility, an improved and more protected environment and a supported economy. With growth returning to the economy in the medium to long term, which may lead to increases in travel demand, LITS remains relevant and is, indeed, vital to the delivery of the aspirations of Lincoln and the wider Central Lincolnshire area.

LITS recognises the need for investment in transport infrastructure and has highlighted the NHRR as an established intervention. In doing so the NHRR will contribute to a number of revised objectives highlighted within the Strategy and all five key benefits. Good progress has been made with delivering LITS to date and NHRR is the next identified scheme.

### **North Kesteven Strategic Plan**

The 'NK Plan 2018-21' is informed by a detailed evidence base and sets out the vision that the Council has for North Kesteven up to 2021.

From analysis of the strengths, weaknesses, opportunities and threats (SWOT), the Council recognises that North Kesteven has poor and limited transport infrastructure and the perception of being remote has the potential to limit growth and the development of the district'. The Council also highlights that lack of job density as a problem and a lack of sufficient social and affordable housing may also pose a threat to the district.

In addressing these weaknesses and threats, the Council envisages a district of flourishing communities and lists the following objectives to help deliver this vision:

- Facilitating the delivery of new jobs, homes and infrastructure to support long term growth;
- Work in partnership to improve the quality of life, economic performance and environmental sustainability;
- Inspiring community participation to deliver local aspirations; and
- Transforming services to meet the changing needs of the district.

As part of these objectives, the Council emphasises that investment in transport routes in North Kesteven will be key to support economic growth and regeneration.

The SWOT analysis has pointed to a poor and limited transport infrastructure resulting in a perception that the district is remote. Therefore, an opportunity exists to improve connectivity to the district and in doing so support quality of life, economic and growth aspirations.

### **Hykeham Neighbourhood Plan, 2016-2036 (November 2017)**

In September 2013, North Kesteven District Council resolved to designate the whole of the town of North Hykeham and the Parish of South Hykeham as a Neighbourhood Plan Area. The subsequent neighbourhood plan has presented an opportunity for the two communities to work together to identify local priorities and prepare policies to guide and include future development within Hykeham.

The plan recognises that a key transport issue in the area is that North Hykeham has grown around the expanding road network where new housing has emerged along routes into the city of Lincoln rather than centring on Hykeham itself. As a consequence, North Hykeham is an area that is disjointed, with the focus on

vehicle movement, rather than place-making or pedestrian movements. This has led to a place with no centre, and which could benefit from improved public transport.

Recent consultation found that North Hykeham suffers from considerable traffic congestion, particularly at peak times around key junctions along Newark Road, Moor Lane, Chapel Lane, Meadow Lane and on Station Road when the railway level crossing is closed, and that Long Lane running through South Hykeham village is also being used as a 'rat run'. These vehicle movements are seen to be as a consequence of Lincolnshire being a rural area with a large proportion of its population living in the countryside.

Included within the document are the following objectives:

- **Growth:** Managed and sustainable development with proportional growth will safeguard Hykeham's characteristics as a desirable place to live and work. Growth presents an opportunity for future developments of the highest standard of design, both in terms of quality and environmental sustainability
- **Transport and Infrastructure:** New and improved infrastructure will be provided in Hykeham, further improving the quality of life for residents by providing realistic and attractive opportunities for use of sustainable transport to get everyone to 'where they want to be'.
- **Community and Facilities:** Hykeham will grow as a place with a distinct, strong and enviable social and physical identity; along with the facilities necessary to support its growing population, providing an improved range of services and amenities aimed at serving the whole Hykeham community.

The need for a bypass is highlighted as a priority within the plan to address the issues described above. While existing transport links (A46, A1) and proximity to other towns and cities were seen as a positive characteristic of Hykeham, the plan calls for road improvements and easing of traffic congestion, in particular through completion of the Relief Road.

The Neighbourhood Plan highlights the area is car centric and is not conducive to more sustainable forms of travel. It also states that North Hykeham suffers from considerable traffic congestion particularly at peak times and the South Hykeham village is subject to 'rat running'. The plan highlights that a bypass would address many of these concerns and has been identified as a priority.

### Surrounding Neighbourhood Plans

In addition to the North Hykeham where the proposed alignment of the NHRR is located, surrounding neighbourhood plans have also been assessed including:

- Bassingham;
- Billingham;
- Coleby;
- Dunston;
- Nocton & Potterhanworth;
- Thorpe-on-the-Hill; and
- Welbourn.

The above areas have developed either a Draft Neighbourhood Plan or have progressed their plans to a further stage. Key messages within the plans include:

- A need to enhance public transport services; and
- A need to utilise existing NMU routes or improve NMU routes within the villages.

The Neighbourhood Plans highlight the need to maximise the existing NMU routes and/or improve on NMU routes within the village. The need to improve wider connectivity to Lincoln through enhanced public transport services is highlighted.



## POLICY & STRATEGY SUMMARY

There are a number of common themes which have emerged from national, regional and local policy documents and these have been summarised below:

### National

#### *Issues:*

- UK's economic performance has been poor compared to other developed countries and businesses;
- Critical need to upgrade and improve the SRN which has suffered from inconsistent and inadequate investment;
- There is a need for a less congested and better-connected network in order to build a more balanced economy, enhance global competitiveness and to support the creation of housing;
- Forecast quantum of housing development will place increased pressure on the existing transport network; and
- A lack of network resilience when an incident occurs has a negative impact on businesses.

#### *Objectives:*

- Provide capacity and connectivity to support national and local economic activity;
- Delivering high quality homes and create sustainable communities;
- Improve connections between individual towns and cities;
- There should be consideration for the need for funding to ensure the resilience of the transport network supports local businesses; and
- Support growth, create jobs and attract inward investment.

#### *Opportunities:*

- Provide capacity and improve connectivity to join communities together and promote economic growth;
- Provide additional highway capacity to support the need for housing; and.
- Review the resilience of the road network with the view to improve resilience and therefore have a positive impact on communities and businesses.

### Regional

#### *Issues:*

- There are poor road connections to priority national markets;
- Demand for the movement of people and goods will continue to grow across Greater Lincolnshire, putting increased stress on the existing transport network;
- A need to improve journey times and network resilience;
- A need to modernise and maintain the network to support growth; and
- A need to improve the network to support housing growth and attract businesses.

#### *Objectives:*

- To promote Greater Lincolnshire as a place for sustainable growth through improved transport infrastructure to enhance connectivity with national and international markets;
- To recognise the need for new housing for the existing local population and potential movers to the area, and support balanced housing and economic development through promoting the area's capacity to deliver high-quality growth;

- Tackling rising congestion in town centres and at key pinch points across the region;
- Improving connectivity in order to raise productivity; and
- Support the development of a bypass to the south of Lincoln.

*Opportunities:*

- Delivering the NHRR will support existing strategic movement on the A46 and future growth on this corridor.

**Local**

*Issues:*

- Population growth has been substantially above the regional and national forecasts;
- Over 2,000 households are on the affordable housing waiting list;
- Delays to buses resulting from congestion have continued to increase;
- The delivery of the sub-regional strategy is behind expectation which includes delivery of the NHRR; and
- North Hykeham suffers from considerable traffic congestion including:
  - At peak times around key junctions along Newark Road, Moor Lane, Chapel Lane, Meadow Lane and on Stain Road when the railway crossing is closed
  - Long Lane running through South Hykeham village is also being used as a 'rat run'

*Objectives:*

- To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
- Developing transport infrastructure to ensure Lincoln is connected both regionally and nationally;
- To reduce the negative impacts of through traffic, particularly heavy goods vehicles, in the centre of Lincoln;
- To deliver quality housing with an aim to achieve 2,000 new units (including the SWQ) by 2020; and
- Deliver the NHRR by 2026.

*Opportunity:*

- Delivery of the NHRR has been cited as an opportunity to create a full orbital road around the city.



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