

## **Lincoln Transport Task Force Annual Review 2018/2019**

### **Lincoln Transport Task Force**

The Lincoln Transport Task Force has been firmly established, with five meetings having taken place to date. These include:

- 18<sup>th</sup> May 2018
- 7<sup>th</sup> September 2018
- 30<sup>th</sup> November 2018
- 15<sup>th</sup> February 2019
- 19<sup>th</sup> July 2019

The taskforce has brought together a wide range of key stakeholders to discuss transport and movement issues for Lincoln. The task force has explored the constraints in the current system and the opportunities to improve movement. The Task Force provides a strategic forum for setting and championing a movement strategy which will support the City's ambitious growth objectives. A key role has been to feed into and influence the refresh of the Lincoln Integrated Transport Strategy and shape the strategic vision and key actions needed to ensure people and goods can move efficiently.

### **Lincoln Transport Vision**

The Task Force has developed a Vision for transport and movement in Lincoln, through a visioning workshop attended by private and public sector stakeholders including the County Council. The Vision is for a City served by a range of high quality transport choices which are accessible, affordable, efficient and effective in moving people and goods with confidence and no delay. The main priorities agreed are to create a fair and equitable city, a well-connected city, an efficient city and an innovative city and the recognition that transport and movement are integral to delivering the City's growth.

### **Travel Planning**

Task Force stakeholder subgroup has also been established to undertake a review of key organisational travel plans, in conjunction with Access Lincoln. Organisational travel planning provides the opportunity to provide their staff with feasible, cost effective and sustainable travel choices to and from work while also supporting the delivery of the wider transport strategy, reducing stress on the network at peak times, improving staff wellbeing, quality of life and the environmental quality of the city. The group are continuing to work to identify collaborative actions to support the Lincoln Transport Strategy and feed into the emerging County's Transport Delivery Plan.

Meetings have taken place with Siemens, University of Lincoln, Lincoln Hospital, LCC and Stagecoach. The key objectives driving a coordinated approach to travel planning include:

- A shared need to address peak time commuter congestion and provide opportunities for reduced reliance on cars to get to work.
- Travel planning policy is often economically linked to Organisation's financial strategies and forward plans. For some organisations car park charging is a critical revenue stream, for others there is pressure to maximise return/use of land/estate to support financial planning.
- Challenges in growing demand for parking by staff and customers and the inability to continue to accommodate. Charges for parking vary across organisations. Free or Low cost charges perpetuates the demand for car use and can undermine LTS initiatives to encourage modal shift.

- Identified benefits of a healthy workforce and the role active travel has in supporting such. Staff health and well-being is a moral duty with proven commercial benefit. In some organisations increasing peak time traffic congestion has started to drive working patterns and behaviours. Battling congestion can be stress inducing for staff.
- Demands on organisations for increased economic efficiency – organisational low carbon agenda e.g. some organisations agenda are driven by national/international corporate policy.
- Larger companies/organisations have greater capacity to develop the travel planning offer. SMEs, the majority of Lincoln enterprises, have less capacity. There are opportunities for larger organisations to lead in sharing best practice and extending initiatives with smaller organisations.
- Low car ownership within the City (over 25% do not own a car), high degree of local labour market containment (17,000 people live and work within the City) and the increased growth in city centre living by younger (student) demographic means that there is strong potential market for use of non-car travel modes.
- A recognition of the benefit of a shared approach to supporting and managing future behavioural change regarding travel choices.

#### Common Goals/Shared Principals that have been agreed by the subgroup for a coordinated approach to Travel Planning by Lincoln Business Organisations

- To provide collective leadership in developing organisational travel plans in the context of a shared vision for broadening travel choices and reducing the dependency on car travel.
- To share individual organisational travel data/intelligence regarding staff and customers to provide a meaningful picture of commuter and customer travel demand and needs.
- To Work collectively to effect change. On the principal that more can be achieved as a collective, organisations to work with service providers to develop improved non car services.
- To share good practice and develop common Travel Planning Policy where appropriate across organisations.
- For the true cost of staff and customer travel/access to be recognised and paid for based on the type of mode used.

#### Possible initiatives to be driven forwarded collectively

- Develop Shared Travel Planning Methodologies. Review of LCC current online model Starsfor.
- Develop the evidence base regarding staff and customer travel needs through pooling intelligence from individual organisational surveys.
- Develop and a common local charter
- Review any travel planning required around shift patterns
- Funding
- Examine park and ride/cycle/walk options
- Shared comms/publicity

- Opportunity to have a common approach/policy and shared practice regarding organisational travel planning
  - o Car park charges
  - o Bike hire schemes
  - o Pool cars
  - o Purchase schemes
  - o Car share schemes
- Build on current initiatives e.g. Use of discounted bus travel schemes. Stagecoach currently offer 40% discount schemes to employers some of which pass cost onto employees' some discount further e.g. Siemens
- Creation of Low Emission Zones (LEZ)
- Development park and ride/cycle/walk/boat options either collectively or individually
- Use of multi transit ticketing – one ticket can be used across several operators or modes.
- Removing barriers to modal shift – e.g. convenient childcare access, convenient gym access;
- Suitability of introducing a Car parking Levy
- To share good practice and develop common Travel Planning Policy around;
  - o Car Park use and charges
  - o Bike Hire
  - o Pool car use
  - o Car sharing
  - o Bike/car purchase schemes
  - o Use of concessionary bus fares.
  - o Supporting behaviour change

### **Lincoln Transport Strategy**

The Lincoln Transport Task Force has assisted LCC Highways in developing the Lincoln Transport Strategy 202-2036. This document sets out the vision and objectives and headline intervention packages that will deliver better movement in Lincoln over the coming years. The transition to sustainable movement is a key aspect of the Strategy. The Transport Task Force has supported the County Council's consultation, which has been part of the Lincoln Transport Strategy development process alongside the results of an independent consultation on transport issues, undertaken by Karen Lee MP. Moving forward the Task Group are well placed to support the County Council in developing the Lincoln transport Strategy delivery plans, including finalising a Local Walking and Cycling network plan for the City.

### **Bus route review with Stagecoach - Short term, mid-terms & long term constraints and opportunities to improve bus routes in Lincoln**

A review of bus issues has been undertaken looking at short-term, mid-term and long-term aspirations to maintain and improve bus frequency, timetables and reliability in Lincoln. This work provides a better understanding of the key issues facing the bus service that need to be overcome to drive an increase in usage. Due to Lincoln's scale and historic plan, current space constraints limiting network expansion and the emerging focus on sustainability, it is obvious that bus travel is one of the major opportunities for residents and workers in Lincoln to move sustainably, efficiently and cost effectively around the city. Working closely with Stagecoach short, medium and long term opportunities have been identified, and discussions are underway with the County Council on how such can feed into the development of Lincoln Transport Strategy Delivery Plans.

### **London to Lincoln direct trains & rail prioritisation**

The Task Force partners have supported the lobbying of Government and the East Coast Rail Operator for increased direct services between London and Lincoln. From October 2019 a daily five direct return Lincoln to London service has commenced. Further discussions have taken place with regional train operators to highlight the needs and wishes of residents, commuters and businesses to address their movement needs between Lincoln and other regional hubs such as Nottingham, Leicester and Sheffield. A representative from Network Rail attends the Task Force meeting.

### **Parking Levy**

An initial review of the feasibility and implications of putting in place a Parking Levy in Lincoln has been undertaken in consultation with Council Officers in Nottingham, where such is in place. This review will inform the next stages of the organisational travel planning and Transport Strategy Delivery planning work.

### **Car free days**

As part of a communication/PR work stream Task force has tasked City Council Officers with scoping out the introduction of car free day event within a street in the city. A review of similar initiatives undertaken in other cities has been undertaken across the UK. A potential project is being developed in the Sincil Bank Area work in partnership with the football club and progress will be reported to the next Task Group.

### **Partnership engagement with other city transport stakeholders**

The transport task force has engaged with stakeholders from other city regions to look at the various solutions being implemented in their specific locale. This has provided the Lincoln Transport Task Force the opportunity to consider, critique and analyse further opportunities to integrate new thinking in Lincoln. To date engagement has taken place with stakeholders in Leeds and Nottingham.

### **Taxable Benefit Review**

Work has been undertaken to consider the tax implications of providing sustainable travel incentives for employees by businesses. Through the Access Lincoln Partnership an attempt is being made to encourage employers more aware of sustainable travel options for their staff, to create a travel plan for their business, and to be proactive about them travelling to work by public transport, cycling and walking. However, the current taxation system does not incentivise businesses with the latter, as public transport is treated as a benefit that is taxable whereas car parking is not. The value of free employee car parking is however not taxable. This review will be used to advise Government on future sustainable transport and carbon reduction Policy.

### **Initial discussions of park & ride opportunities**

The Transport Task Force members have provided a forum for discussions on the merits of a park & ride system for Lincoln. This discussion has enabled further development of thought on what a park & ride system may look like and raised wider ideas, including park & cycling, park & walk and park & train journeys for Lincoln. Discussion has also been held on whether Lincoln is more suited to bus prioritisation routes. The Task Force will continue to be a useful stakeholder forum for the development and delivery planning of the Transport Strategy Mobility Hub concept.

### **LCWIP**

The Lincoln Transport Task Force has supported the on-going work by the County Council in developing the Local Cycling Walking Infrastructure Plans (LCWIP). Work remains on going.