

<b>SUBJECT</b>	<b>LOCAL TRANSPORT PLAN 5 CONSULTATION DRAFT</b>
<b>DIRECTORATE:</b>	<b>COMMUNITIES AND ENVIRONMENT / MAJOR DEVELOPMENTS</b>
<b>REPORT AUTHOR:</b>	<b>TOBY FORBES TURNER, PLANNING POLICY MANAGER</b>

## **1. Purpose of Report**

- 1.1** To brief Executive members about the Local Transport Plan (LTP5) Consultation Draft and recommend a response on behalf of the Council.

## **2. Executive Summary**

- 2.1** On 20<sup>th</sup> October 2021, Lincolnshire County Council released the LTP 5 for public consultation with a closing date of responses due by Wednesday 1<sup>st</sup> December 2021. The LTP is produced every 10 years by the County Council and covers the short, medium and longer-term time horizons for transport and highways for the whole county.
- 2.2** This LTP has been produced under a period of rapid change in the transport sector. With the key driver being the mitigation of climate change coupled with the impact of Covid 19 the LTP needs to be very different from previous versions. Changes in technology, lifestyles, working patterns and environmental concerns mean that the LTP needs to reflect these issues and how transport can address these issues over the short, medium and long term.

## **3. Background**

- 3.1** Under the Local Transport Act 2008, local transport authorities, in this case Lincolnshire County Council, have a statutory duty to produce a LTP. The LTP assesses an area's transport needs and challenges and sets out different ways in which these challenges will be addressed.
- 3.2** Since the last LTP (4) was produced in 2013, significant changes have taken place in relation to local transport. The Government's announcement banning the sale of both new petrol and diesel cars by 2030 and the steps 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 next LTP. Growth in the form of new housing (Central Lincolnshire Draft Local Plan is anticipating the need for 29,000 new homes up to 2040) and new employment provision (15,000 new jobs across Central Lincolnshire) will increase the pressure on the existing transport infrastructure.
- 3.3** A number of transport-focussed schemes have been completed locally since the last LTP, most notably the completion of the Lincoln Eastern Bypass and the new

Lincoln Central bus station. Improvements to rail services (including frequency to London) and funding to support active travel (cycling & walking) has assisted in encouraging people to use sustainable modes of transport but clearly there is a lot more to be done.

- 3.4** The impact caused by the Covid-19 pandemic on transport and movement has been genuinely seismic and in the introduction to the LTP it states *'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 shopping activities have altered in ways that seem irreversible, at least in part. Travelling less – and for different reasons will require reassessment of transport programmes, with a likely growth in leisure travel expected'*.
- 3.5** The Draft LTP is framed under the challenges outlined above and sets out the current context in which the document has been prepared as follows:
- 3.6** *'Lincolnshire's fifth Local Transport Plan has been produced under highly unusual circumstances – a period of rapid change and upheaval that is presenting us with significant challenges but also exciting opportunities. To be ready for the future we need to clearly identify the challenges we face, so we can respond to them intelligently, effectively and flexibly. But we also need to take advantage of changes in technologies and lifestyles, influenced by factors including the recent pandemic and growing environmental awareness. By doing so we can create a better, more sustainable transport system that will contribute to the health, prosperity and wellbeing of everyone in Lincolnshire'*.

#### **4. Structure of the Draft LTP**

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

#### **4.2 Part 1 – The Core Document: Lincolnshire's Integrated Transport Strategy**

**4.3** This part of the LTP provides the context, evidence and the high-level policy and strategy content. It provides a link from the 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.

#### **4.4 Part 2- Delivery and Implementation Plan**

**4.5** The second part of the LTP (contained within chapter 5) contains the proposed implementation plan and priority list of improvements and includes reference to the respective the Local Transport Boards, one of which is the Lincoln Transport Board.

#### **4.6 Part 3 – Supplementary and Supporting Modal Strategies**

**4.7** The LTS 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.

**4.8** The supporting modal strategies accompanying the LTS are:

- Bus Strategy
- Cycling Strategy
- Walking Strategy
- Electric Vehicle Strategy
- Passenger Rail Strategy
- Rail Infrastructure Strategy
- Freight Strategy

**4.9** There are also a number of accompanying technical and evidence base reports supporting the LTS:

- Ultra low emissions vehicle study
- Low emission bus study
- Lincolnshire Passenger Rail Strategy
- Greater Lincs Rail Strategy
- Transport Monitoring Report

#### **4.10 Part 4 – Monitoring and Evaluation**

The LCC Annual Monitoring Report 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.

**4.11** Finally, there is an LTP Prospectus which in essence is a short executive report of the full LTP report itself, provides a useful summary of the key content of the main report and is a helpful public-facing document.

#### **4.12 Detail Contained within the LTP**

**4.13** Chapter 4 of the LTP states that transport planning should start with place making and that great places reduce the need to travel longer distances and more journeys can be take place by foot, cycle or public transport. The 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.

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

**4.15** The document goes on to set out six main themes, and under those themes a series of strategic objectives were developed to help identify, prioritise and support the future delivery of transport across Lincolnshire. The themes themselves have been

based on a review of existing policy documentation, including all District Local Plans, the Local Industrial Strategy, Green Master Plan, Joint Strategic Needs Assessment etc. By reviewing all relevant policy documents it is hoped this '*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*'.

**4.16** The Key Themes are:

- Supporting Economic Growth
- Future ready, green transport
- Promote thriving environments
- Supporting safety, security and a healthy lifestyle
- Promoting high aspirations
- Improve quality of life

**4.17** Under each theme there are objectives with proposed policies aimed at delivering each of the objectives. For example under Theme 2, Objective 2a: Support the introduction of low-carbon technologies and thus reduce reliance on fossil fuels.

**4.18** This objective is supported by a number of policies including:

Policy Green 1: 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 Green 3: 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.

Policy Green 4: 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.

**4.19 Implementation Plan**

**4.20** Chapter 5 of the document sets out how the LTP will be delivered by setting out the various implementation plans and priorities, listing which stakeholders need to be involved, actions required and timescales. By way of summary, the plans are:

- Walking Implementation Plan
- Cycling Implementation Plan
- Bus Implementation Plan
- Rail Implementation Plan
- EV Implementation Plan
- Freight Implementation Plan
- Highways Asset Management Plan Implementation Plan

#### **4.21 Key Issues for the City**

**4.22** In general, the overall approach to transport outlined in the LTP is welcomed in helping to address social, environmental and economic challenges in the future and the 6 key themes are all ones which are supported in principle.

**4.23** For the City, a number of transport related issues and challenges remain that will require continued working on with Lincolnshire County Council and key stakeholders throughout the development and delivery of LTP5. These include:

- Supporting delivery of sustainable modes of transport
- Improving provision of public transport
- Maximising opportunities for non-car based travel in new developments including Sustainable Urban Extensions
- Supporting the uptake of Electric Vehicles and associated EV infrastructure
- Ensure the City's updated parking strategy supports principles of the LTP and Lincoln Transport Strategy (parking strategy work is currently being scoped)

#### **4.24 Responding to the Consultation**

Public consultation closes on 1<sup>st</sup> December and responses are sought via an on-line survey form (see Appendix 1). The first section of questions asks for responses on a scale between strongly agree through to strongly disagree on the 6 Themes. The second section asks respondents to rank the themes in order of priority and the third section seeks views on ideas contained within the Prospectus. The final section provides an opportunity to provide open comments about the LTP as a whole.

**4.25** Detailed comments to the LTP consultation are being gathered from both officers and members in time for the consultation deadline.

### **5. Strategic Priorities**

#### **5.1 Let's drive inclusive economic growth**

An effective Local Transport system is vital to supporting the local economy as well as ensuring those with limited or no access to cars are able to get access to employment and leisure opportunities. Supporting the local economy is a key theme in the LTP with a number of objectives and policies aimed toward this priority.

#### **5.2 Let's reduce all kinds of inequality**

Theme 5 (Promoting high aspirations) and Theme 6 (Improve quality of life) seek to address how the LTP can support transport measures which improve the accessibility of transport for all.

#### **5.3 Let's enhance our remarkable place**

A key aim of the LTP is to provide a local transport system that will support the sustainable growth of the area through delivering new houses and jobs, whilst

reducing carbon emissions and supporting the recovery from the COVID-19 pandemic.

#### **5.4 Let's address the challenge of climate change**

As transport is a significant contributor to carbon emissions, reducing them is a fundamental part of the LTP. As well as helping meet the national zero carbon deadline, lowering emissions is a starting point for creating a healthy, pleasant and clean environment for everyone with better air quality and more peaceful outdoor spaces.

### **6. Organisational Impacts**

#### **6.1 Finance (including whole life costs where applicable)**

There are no direct financial implications resulting from the LTP itself but ongoing partnership working will be required throughout its implementation and delivery on a project by project basis which may require the Council to consider funding transport related initiatives.

#### **6.2 Legal Implications including Procurement Rules**

None arising from this report.

#### **6.3 Equality, Diversity and Human Rights**

The Public Sector Equality Duty means that the Council must consider all individuals when carrying out their day-to-day work, in shaping policy, delivering services and in relation to their own employees.

It requires that public bodies have due regard to the need to:

- Eliminate discrimination
- Advance equality of opportunity
- Foster good relations between different people when carrying out their activities

The production of the LTP is a statutory requirement for Local Highways Authorities and the requirements for consideration of equality, diversity and human rights will have been included in the drafting of the document. For further information see <https://www.letstalk.lincolnshire.gov.uk/local-transport-plan>

#### **6.4 Human Resources**

Not applicable.

#### **6.5 Land, Property and Accommodation**

Not applicable.

## **6.6 Significant Community Impact**

Not applicable.

## **6.7 Corporate Health and Safety implications**

Not applicable.

## **7. Risk Implications**

### **7.1 (i) Options Explored**

No response or objection to the LTP would jeopardise the Council's ability to shape and influence the development of the LTP which would be detrimental to the future transport plans for Lincoln.

### **7.2 (ii) Key Risks Associated with the Preferred Approach**

None

## **8. Recommendation**

**8.1** The Executive endorses officer's recommendation to provide broad support to the Draft LTP.

**8.2** Delegate authority to the Director of Major Developments and to the Assistant Director of Planning for detailed comments to be made on the Draft LTP prior to submission deadline of 1<sup>st</sup> December 2021.

**Is this a key decision?** No

**Do the exempt information categories apply?** No

**Does Rule 15 of the Scrutiny Procedure Rules (call-in and urgency) apply?** No

**How many appendices does the report contain?** 1

**List of Background Papers:** None

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