



Lincolnshire County Council

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# **LINCOLNSHIRE LOCAL TRANSPORT PLAN 5**

Post Adoption Statement



Lincolnshire County Council

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# LINCOLNSHIRE LOCAL TRANSPORT PLAN 5

## Post Adoption Statement

**TYPE OF DOCUMENT (VERSION) PUBLIC**

**PROJECT NO. 70080356**

**OUR REF. NO. 001**

**DATE: APRIL 2022**

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# QUALITY CONTROL

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Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft	Client Review	Final
Date	March 2022	March 2022	April 2022
Prepared by	Jasmine Humphrey	Jasmine Humphrey	Jasmine Humphrey
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Checked by	Katie Dean	Katie Dean	Katie Dean
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Authorised by		Mike Roberts	Nic Macmillan
Signature			
Project number			
Report number			
File reference	70080356	70080356	70080356

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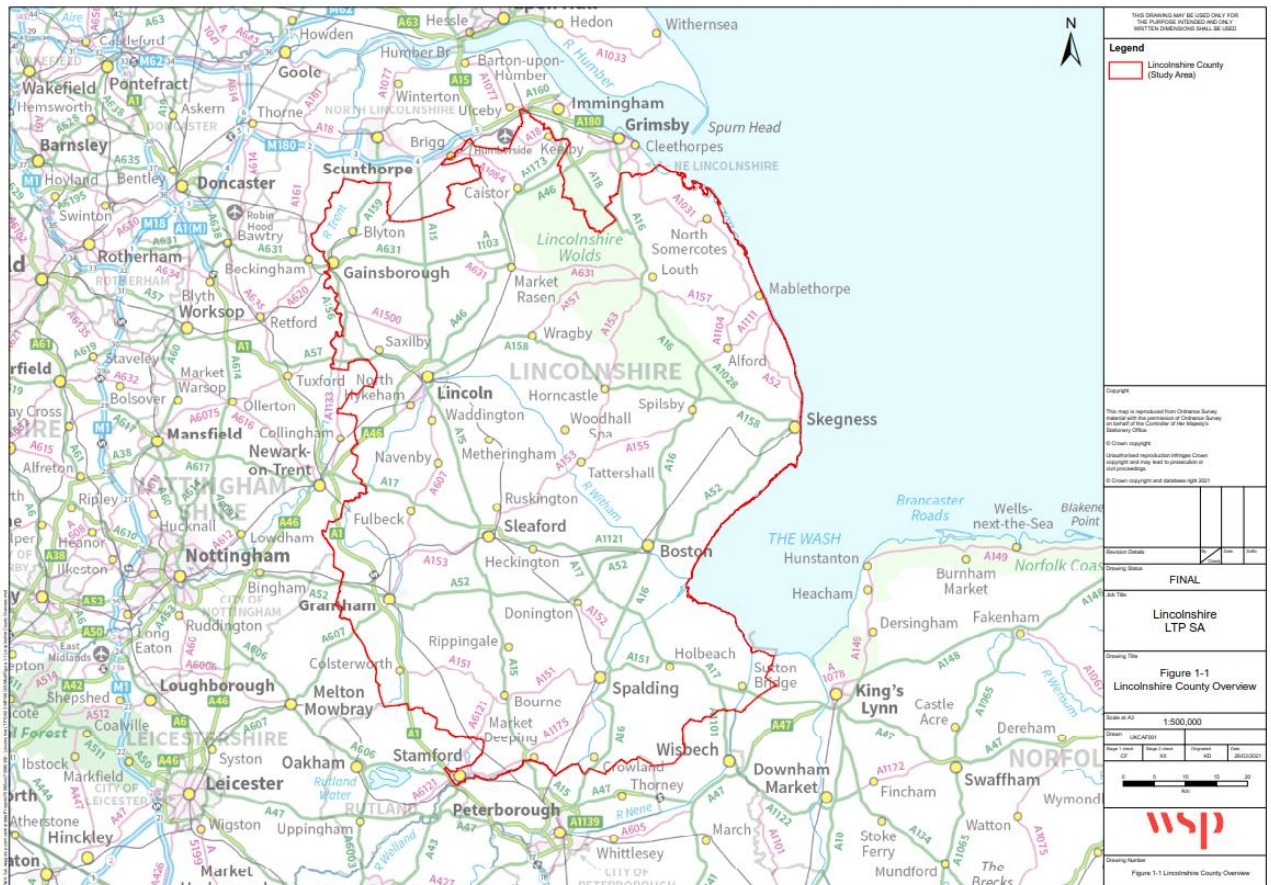
SA CONSULTEE COMMENTS AND CHANGES

# 1 INTRODUCTION

## 1.1 THE LOCAL TRANSPORT PLAN

1.1.1 Lincolnshire County Council (herein referred to as LCC) is currently preparing its Fifth Local Transport Plan (LTP5), that will cover LCC’s administrative boundary, incorporating the local authority districts of North Kesteven, South Kesteven, West Lindsey, East Lindsey, South Holland, the Borough of Boston and Lincoln City, as shown **Figure 1-1** below.

**Figure 1-1 – Lincolnshire LTP Area**



1.1.2 The LTP5 will primarily focus on the five-year period to up to 2026 but will also consider longer term issues up to 2033/34. This will replace the existing Lincolnshire’s LTP4<sup>1</sup>, which, was agreed in 2013.

1.1.3 The LTP5 is currently being developed to identify the transport policies and interventions that will be required to help realise economic potential, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits. The focus of LTP5 is to

<sup>1</sup> Lincolnshire County Council, 4<sup>th</sup> Lincolnshire Local Transport Plan, 2013/14 -2022/23, 2013 [online] available at: <https://www.lincolnshire.gov.uk/downloads/file/1924/local-transport-plan-2013-14-2022-23> (Accessed 07/01/2022)

create safer communities and streets, integrate modes and focus on connectivity, mobility and movement in the county.

- 1.1.4 Achieving wider policy objectives such as improving health, reducing carbon emissions and supporting economic growth all form part of the broader agenda and the LTP will set out to achieve the creation of a new approach to benefit everyone.
- 1.1.5 The LTP sets out a number of policies across six strategic themes. These are as follows:
- Supporting economic growth.
  - Future ready, green transport.
  - Promote thriving environments.
  - Supporting safety, security and healthy lifestyles.
  - Promoting high aspirations.
  - Improve quality of life.

## 1.2 PURPOSE OF THE POST ADOPTION STATEMENT

- 1.2.1 This Post Adoption Statement (PAS) is the last formal output of the SEA process. The PAS is a key tool for improving transparency in the plan (or strategy) and decision-making process. This document allows stakeholders to see how environmental and sustainability factors have been considered throughout the development of the Strategy. It demonstrates how consultation comments have been taken into account throughout the process and outlines the measures for monitoring the significant environmental effects of implementing the Strategy.
- 1.2.2 The PAS demonstrates transparency on the iterative and coordinated development of the Strategy and the SEA and draws the strategic process to a close. The PAS satisfies a requirement of the of the SEA Regulations (Part 4, Regulation 16, [4]) which states that as soon as reasonably practicable after the adoption of a Plan, the following information is provided:
- How environmental considerations have been integrated into the plan or programme;
  - How the environmental report has been taken into account;
  - How opinions expressed in response to consultation have been taken into account;
  - The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and

The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

## 2 HOW ENVIRONMENTAL CONSIDERATIONS HAVE BEEN INTEGRATED

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### 2.1 INTRODUCTION

- 2.1.1 Environmental considerations were integrated into the preparation of the LTP throughout the SEA process. The identification of a SEA framework allowed likely significant positive and negative effects to be identified, and the effects of reasonable alternatives to be evaluated and compared with each other. This process assisted in the development of preferred interventions, driving them in a direction more likely to achieve sustainable development.
- 2.1.2 Environmental considerations of the draft interventions, objectives and alternatives identified during the preparation of the LTP were also evaluated. Measures to avoid, reduce and, as much as possible, offset any significant adverse effects were incorporated into the development of the LTP. The process began with the preparation of the SA Scoping Report to support the preparation of the draft LTP. Each stage of the SA process informed and influenced the development of the LTP.
- 2.1.3 Consultation has been integral to the planning process and has helped to ensure that consideration has been given to environmental and sustainability issues during the formulation of the LTP. Further information on this can be found in Section 4 of this statement.

Each of these reporting documents, and their associated appendices, are briefly described below setting out how environmental considerations were taken into account at each stage.

### 2.2 SCOPING

- 2.2.1 A Scoping Report was prepared in May 2021, which included: a review of relevant plans, policies and programmes; identification of the characteristics of the county and its key sustainability issues and opportunities; and an outline of the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the LTP.
- 2.2.2 This work was used to develop the SA Framework. The SA Framework included 15 SA objectives, which were compiled in order to guide the future assessment of policy options and strategic corridors.
- 2.2.3 Following consultation with the public, stakeholders and statutory bodies (Environment Agency, Natural England and Historic England) during May - June 2021, the assessment was carried out.

### 2.3 SA REPORT

- 2.3.1 For this stage each of the draft LTP policies and alternatives were assessed against the SA Framework. The report also undertook an assessment of cumulative effects and identified key mitigation and monitoring measures.
- 2.3.2 Following consultation with the public, statutory consultees and other stakeholders, between July and October 2020, a number of amendments and recommendations were identified. The SA Report was updated to take into account consultation comments.





## 2.4 ENGAGEMENT WITH STAKEHOLDERS

- 2.4.1 Consultation was integral to the development of the LTP and the SA process. Continuing engagement with stakeholders helped to ensure that consideration was given to environmental and sustainability issues throughout the development of the LTP.
- 2.4.2 WSP consulted directly with the statutory consultee at each of the key SA report stages. In addition, LCC held a wide-ranging series of stakeholder meetings and a formal consultation. The details of this process are shown in **Section 4.3**.

### 3 HOW THE SEA HAS BEEN TAKEN INTO ACCOUNT

- 3.1.1 The development of the SA was iterative alongside the development of the LTP. LCC utilised the outputs from the SA to challenge and inform the narrative and policies within the LTP and to drive towards greater sustainability.
- 3.1.2 The SA process (as documented in the SA Report) helped to identify key issues and opportunities by gathering data and evidence. It proposed mitigation measures and made recommendations to refine the LTP in view of the predicted economic, social and environmental effects.
- 3.1.3 Finally, a monitoring framework has been developed, which sets out the strategic priorities and indicators. These indicators have been informed by the SA and will help to assess the implementation of the LTP and identify significant environmental effects arising from implementation of the plan.
- 3.1.4 **Table 3-1** below outlines how the LTP took into account the SA, at each of the key SA stages.

**Table 3-1 – Integration of the SA**

SA Appraisal Stage	How the Transport Strategy has taken the SA into account
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	The Scoping Report provided policy context, a baseline of the county and identified key sustainability issues and opportunities, which fed into the development of the SA Framework. The scoping report themes, issues and opportunities helped inform the development of the LTP.
Stage B: Developing and refining alternatives and assessing effects	The assessment of the draft policies was undertaken, from which feedback was provided to LCC and amendments were made to the emerging LTP.
Stage C: Prepare the sustainability appraisal report	The SA Report set out the results of the SA assessment. In addition, mitigation measures were proposed within the SA Report in order to avoid or reduce the effects identified through the policy assessments.  The SA Report also presented a number of monitoring measures and indicators to help measure the sustainability outcomes of the LTP, and to measure the performance of the LTP against environmental objectives and targets.
Stage D: Seek representations on the sustainability appraisal report from consultation bodies and the public	The SA Report was issued to consultees in September 2021 for a 6-week consultation period, alongside the LTP. LCC sought the views of statutory bodies and other stakeholders on the results of the SA.  Following the consultation, a number of recommendations and amendments were suggested. In light of these comments an updated SA Report was produced.
Stage E: Post Adoption Reporting and Monitoring	LCC will use a set of indicators to monitor the outcomes of the LTP. The proposed indicators are set out in <b>Table 6-1</b> of this document.  These indicators will also be used to identify significant environmental effects arising from implementation of the LTP, building on those identified within the SA.

## 4 HOW OPENINGS EXPRESSED DURING CONSULTATION HAVE BEEN TAKEN INTO ACCOUNT

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4.1.1 The SEA Directive requires consultation at various stages of the process and the responses to consultation to be taken into account during the preparation of the plan or programme and before its adoption. At each stage of the preparation of the LTP, the LTP and the SA has been publicly consulted on, with statutory consultees (Environment Agency, Historic England and Natural England), the general public and other interested parties.

4.1.2 The consultation undertaken has been summarised in the sections below.

### 4.2 SCOPING CONSULTATION

4.2.1 The Scoping Report was issued for consultation to statutory consultees in May 2021 for a five week consultation period. In total, 33 comments were received from the Statutory Consultees

4.2.2 Consultation responses helped to provide more detail within the baseline and review of plans, policies and programmes; suggested wording changes to the SA objectives; sought clarifications on methodology and how objectives were linked. There were also recommendations for the development of the LTP.

4.2.3 Comments were addressed in the main SA Report and its subsequent appendices. A summary of the action taken was provide in Appendix C of the main SA Report. Feedback arising from the SA scoping consultation was used to inform decisions made by LCC.

### 4.3 CONSULTATION ON THE SA

4.3.1 The SA Report was issued to consultees in September 2021 for a 6-week consultation period alongside the LTP. LCC sought the views of statutory bodies and other stakeholders on the results of the SA, in order to ensure a robust assessment of the LTP.

4.3.2 The LTP public consultation utilised the new web-based consultation and engagement software enabling a virtual only consultation process. With the ongoing pandemic and reluctance of some members of the public to attend gatherings and meetings this was considered the most appropriate form of consultation in the circumstances. A webpage was created, and a specific LTP 5 prospectus was developed to both summarise the core content and messages of LTP 5 as well as provide an accessible initial point of contact with the Plan and enable a more meaningful and welcoming consultation process.

4.3.3 The webpage and survey developed for consultation purposes received in excess of 3300 visits, with over 1200 documents being downloaded, and 731 surveys being completed. In addition, several organisations provided longer written responses to the email address provided, these were mainly from District parish councils and special interest groups such as the Community Rail Partnership and cycling groups. The largest number of responses came from residents of Lincolnshire, see **Table 4-1** below.

**Table 4-1 – Number of responses from respondent type**

Type of Respondent	Number of Responses
Businesses	29
County Councillor	8
District Councillor	16
Town/Parish Council	63
Resident	583
Transport Operator	6
Someone who works in Lincolnshire (non-resident)	103
Other	42

## 4.4 CHANGES TO THE TRANSPORT STRATEGY POST-CONSULTATION

4.4.1 A summary of the changes made to the LTP following consultation is shown in **Table 4-2** below. All responses and changes can be seen in **Appendix A**.

**Table 4-2 - Summary of Changes to the LTP**

Consultee	Summary of changes to the LTP
West Lindsey District Council	<p>Consideration or review of the roles and responsibilities of the Local Transport Boards and the need to develop a more delivery focused emphasis.</p> <p>Creation of Terms of Reference and Membership requirements.</p> <p>Consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups.</p> <p>The language around LPAs will be reviewed.</p> <p>Additional text will be added identifying RAF Scampton as a strategic development site.</p> <p>Additional text will be added to highlight the importance of gateways including access points by road as well as rail. Policy can be strengthened in this context.</p> <p>Additional text will be added to improve references to digital connectivity.</p>
North Kesteven District Council	<p>Additional paragraph was made to reference tourism offerings beyond coastal resorts to significantly recognise the heritage and historic tourism offerings of Lincolnshire.</p> <p>Amendments will be made to headings to reflect content.</p>

Consultee	Summary of changes to the LTP
Lincoln City Council	<p>Consideration or review of the roles and responsibilities of the Local Transport Boards will be made alongside the need to develop a more delivery focused emphasis.</p> <p>Creation of Terms of Reference and Membership requirements.</p> <p>Consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups.</p>
<p>South and East Lincolnshire Councils Partnership (Boston Borough Council, East Lincolnshire District Council and South Holland District Council)</p>	<p>Revisions to introduction with some elements of chapter 4 being pulled forward.</p> <p>Ongoing scheme development and costing work will help identify some of this missing information on scheme costs and budgets.</p> <p>The development of the forthcoming implementation will address the request for subregional authorities to define key costed projects set against actual short-, medium- and long-term timelines.</p> <p>The LTP5 has been developed in line with DfT guidance. The Implementation Plan has been developed up to a current level of detail in line with existing information and understanding. At this time, it is for individual bids to identify the likelihood of successful delivery. However, the implementation will be updated moving forward in relation to how LCC plans to deliver projects with its private sectors.</p> <p>Develop and include additional diagrams and text within Chapter 3 as requested.</p> <p>Relevant section in policy working will be included to address requirement for significant degree of urban greening.</p> <p>Tables will be reworked to improve consistency</p>
South Kesteven District Council	<p>Fully developed maps of area transport boards can be added to later iterations.</p> <p>The A17, linking Lincolnshire to Norfolk is added to the list of 'major roads' on page 11.</p> <p>LCC will continue to work with District Council's on integration between LTP and Local Plans.</p>
PEDALS Spalding Cycling Group	<p>Concerns were made that the Area Transport Boards do not fully represent the locality and that more local engagement is needed. However, consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups or a review of the roles of the Local Area Transport Boards.</p> <p>Reference will be added in rail strategy and include with any conversations with TOCs moving forward.</p> <p>Inclusion of Deepings project as a case study within the walking or cycling strategies will be considered.</p> <p>Ongoing work will develop a detailed and costed programme.</p>

Consultee	Summary of changes to the LTP
North Notts and Lincs Community Rail Partnership	<p>Involvement with the Gainsborough Area Transport Board would be welcomed. However, consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups or a review of the roles of the Local Area Transport Boards.</p> <p>Consideration be given to investigating the A631 route as part of any future phase of RAP identification and inclusion in LTP of evidence supporting routes that are included.</p>

## 4.5 CHANGES TO THE SA POST-CONSULTATION

- 4.5.1 Consultation comments were sought from the Environment Agency, Historic England and Natural England. The Environment Agency were unable to comment on the SA.
- 4.5.2 The consultees were overall satisfied with the SA and only a minor change was required following a comment from Historic England, see Table 4-3 below.

**Table 4-3 - Summary of Changes to the SA**

Consultee	Summary of changes to the SA report
Historic England	Section 4 Table 4.1 – Bullet point five was updated to reference all 'heritage assets and their settings' instead of just listed buildings and scheduled monuments.

- 4.5.3 The full list consultee comments can be seen in **Appendix B**.

## 5 REASONS FOR CHOOSING OPTIONS IN LIGHT OF OTHER REASONABLE ALTERNATIVES

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### 5.1 ASSESSMENT OF ALTERNATIVES

- 5.1.1 The SEA Act requires the identification and assessment of 'reasonable alternatives' to a PPS. This can be used to achieve environmental benefits and, where well executed, can be an opportunity for the SEA to add value to the planning process by encouraging lateral thinking. Alternatives must be realistic and are likely to emerge from the plan-making process.
- 5.1.2 Specific reasonable alternative policies were not identified during the LTP5 policy generation process, therefore, the continuation of the existing LTP4 policies was assessed as a 'do nothing' scenario.
- 5.1.3 As per the SEA Regulations, the reasonable alternatives were considered to the same level of detail as the preferred option. Therefore, the assessment of alternatives was conducted using the same methodology applied to the assessment of LTP5 policies.

### 5.2 REASONS FOR CHOOSING LTP5 POLICIES

- 5.2.1 The assessment of alternatives resulted in a higher number of uncertain and negative effects than the LTP5 policies. The assessment highlighted that the majority of the LTP4 policies are outdated, no longer reflect global issues (in particular climate change, flooding and Covid-19) and are therefore not fit for purpose.
- 5.2.2 Lincolnshire has many areas that are susceptible to flooding, especially the coastal regions and this risk is only going to increase with climate change. Significant negative effects were identified in relation to flooding as the LTP4 does not consider the significant threat that flooding poses and is unlikely to continue to provide adequate protection in the future.
- 5.2.3 Positive effects however still remain in relation to the economy, health and wellbeing and community safety topics as the LTP4 still supports a push towards increased connectivity and accessibility, supports economic development and investment, active travel and improved safety.
- 5.2.4 The assessment made it clear that the majority of existing LTP4 policies required an update to deal with existing and emerging issues as well as new legislation and for these reasons, the LTP5 policies were the preferred option. The full detailed assessment can be found in **Table 5.4** in the main SA Report.

## 6 HOW SIGNIFICANT EFFECTS FROM THE SA WILL BE MONITORED

- 6.1.1 The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action taken.
- 6.1.2 The purpose of the monitoring is to provide an important measure of the environmental outcome of the plan, and to measure the performance of the plan against environmental objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.
- 6.1.3 The assessment of LTP policies did not result in any significant negative effects, however a number of uncertain effects were identified. Despite mitigation measures some residual uncertain effects remained which require monitoring. These are as follows:
- **SA5/6:** The potential loss and fragmentation of habitats, natural capital and ecosystem services;
  - **SA7:** The potential loss of land and visual amenity;
  - **SA8:** The potential loss and degradation of the historic environment;
  - **SA12:** Potential increase in carbon emissions from road schemes;
  - **SA13/14:** The loss of land and efficient use of resources; and
  - **SA15:** The potential increase in noise.
- 6.1.4 Potential measures to monitor these effects have been detailed in **Table 6-1** below.

**Table 6-1 – Monitoring Proposals**

Potential Uncertain effect	What needs to be monitored?
Potential negative effects on biodiversity and geodiversity	The number of biodiversity enhancement schemes implemented through the LTP. Number of new green infrastructure projects associated with new developments. Seek the achievement of the biodiversity net gain through application of Natural England’s Biodiversity Metric 3.0 <sup>2</sup>
The potential loss of land and visual amenity	The total loss of greenfield land to development. Landscapes benefiting from conservation and enhancement measure as a result of the LTP.
Potential negative effects on the historic environment	The number of historic assets (statutory and non-statutory) negatively affected by the LTP. The number of historic assets (statutory and non-statutory) benefiting from conservation and enhancement measure as a result of the LTP.

<sup>2</sup> Natural England, Biodiversity Metric 3.0, 2021 [online] available at: <http://publications.naturalengland.org.uk/publication/6049804846366720> [last accessed: 04/08/21]



Potential Uncertain effect	What needs to be monitored?
Potential increase in carbon emissions from strategic road schemes	Baselining and measuring the Lincolnshire plan area's aggregated carbon estimate. Percentage increase / decrease in overall carbon emissions
The loss of BMV land and efficient use of resources	The total loss of BMV land to development. The number of schemes promoting the reuse of existing infrastructure and/ or use of sustainable materials.
Potential increases in noise	To monitor levels of noise with existing NIAs and ensure they don't exceed existing baseline levels.

# Appendix A

## **LTP CONSULTEE COMMENTS AND CHANGES**







**Table A-1 - Consultee Comment and LLC Response**

Consultee	Comment Summary	LCC Response	Recommendation
<p><b>West Lindsey District Council</b></p>	<p>The plan is very aspirational and covers key themes</p>	<p>Noted</p>	<p>No change</p>
	<p>Reliance on the local transport boards for delivery could be considered reasonable, however there are to date no published terms of reference for these Boards nor transparency beyond limited member involvement. Equally the boards only cover a small geographical area and do not cover the rural areas, of which there are many across Lincolnshire. The question would therefore be, if there is greater reliance on these Boards for delivery, how will the decision process be administered, including accountability, and transparency and also how do projects which relate primarily or wholly to rural areas gain traction?</p>	<p>This is an issue around governance and delivery of the Local Transport Boards rather than a specific LTP issue. However, longer term new LTP guidance is expected and emphasis on local engagement is likely to be key to the production of revisions to future LTPs.</p>	<p>Consideration or review of the roles and responsibilities of the Local Transport Boards and the need to develop a more delivery focused emphasis.</p> <p>Creation of Terms of Reference and Membership requirements.</p> <p>Consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups.</p>
	<p>Many of the actions are attributed to the LPA and whilst it is acknowledged this shouldn't be in isolation, it is not clear how these themes feed into/clearly align with planning policy. The importance of understanding how this works in practice is twofold, any additional requirements in development must be required through planning policy and where that occurs, there must be an assessment in terms of cost. It is not appropriate to continue to load requirements on to developers which</p>	<p>It is not the intention to load additional requirement onto development but to ensure that where evidenced adequate investment is made in transport provision.</p> <p>Ensuring clear linkages between LTP and Development Plans is critical to this particularly for future delivery of both development and supporting transport investment.</p>	<p>Review of language around LPAs.</p>



Consultee	Comment Summary	LCC Response	Recommendation
	<p>may ultimately impact on the deliverability of development. Understand the relationship and expectations is key to ensure meaningful delivery going forward.</p>		
	<p>Concern that LTP5 fails to recognise that RAF Scampton will become of strategic importance as the site is decommissioned. The entrance to the base is accessed via the A15 which is identified as one of the Route Action Plans for the County, rightly so, but the interdependency between this and the changing status of RAF Scampton and this designation is missing</p>	Noted	Include additional text identifying RAF Scampton as a strategic development site.
	<p>The shift of focus from just connectivity within Lincolnshire to recognising the importance of Gateways and connectivity to other economic centres beyond the administrative boundary is heartily welcomed and does begin to provide support for key projects. However, the gateways principle is still very light on enough detail to understand how this will be facilitated through partnership working and how potential projects will be supported and scoped. Moreover, the focus of gateways is in relation to rail and ports, in order for this concept to deliver the expected economic benefits all key gateways into the County should be included.</p>	Noted	Additional text is added to highlight the importance of gateways including access points by road as well as rail. Policy can be strengthened in this context.



Consultee	Comment Summary	LCC Response	Recommendation
	<p>Digital connectivity</p> <p>Understand that the strategy relates specifically to transport, however the interrelationship between access, inclusivity and rural communities is extremely important and as such there is a need to recognise this interdependency and explore more innovative opportunities to facilitate 'access' to services in the context of transport and digital connectivity. In a post covid world these themes are not mutually exclusive.</p>	<p>Objective 1d does cover this issue but it could be strengthened.</p>	<p>Additional text to improve references to digital connectivity</p>
	<p>Welcome the emphasis on active travel, recognising the health and wellbeing strand that runs through key objectives, including ensuring access to health facilities.</p>	<p>Noted</p>	<p>No change</p>
	<p>Limited reference to car parking although there is a strand in relation to supporting the local economy.</p>	<p>Consider this an issue to be picked up under the Area Transport Strategies as a county wide policy on car parking sits outside of our remit.</p>	<p>To pick up issue under local transport boards.</p>
	<p>Welcome references to climate change and acknowledge that many solutions are urban based and fail to recognise the difficulties facing rural communities.</p>	<p>Agree with the sentiment in this comment and LTP attempts to articulate the difficulties faced in a geographically diverse and mainly rural area.</p>	<p>No change</p>
	<p>The authority supports the priorities and ideas set out in the document, but notes</p>	<p>Noted</p>	<p>No change</p>



Consultee	Comment Summary	LCC Response	Recommendation
<b>North Kesteven District Council</b>	the difficulty and challenges of delivering them		
	Achieving thriving and sustainable communities is an important outcome, but the challenge of dispersed and smaller communities delivering a range of services to reduce the need for movement is a significant one if populations are not sufficient to sustain schooling, shops etc and as such the need for transportation options will remain.	Noted	No change
	Considering the future ready green transportation priority, whilst understanding the importance of freight movement for economic vitality of the area it is suggested that the overall volume of movement should be considered within the context of whether improving rail connectivity is a real alternative to increasing the number of freight movements on the existing road network.	It is acknowledged that even if significant volumes of freight can be shifted to rail, road haulage will still be the dominant mode. The freight strategy recognises this and a balanced approach to supporting freight movement is proposed.	No change
	Would like to see more action on EV	EV strategy sets out an action plan to deliver EV infrastructure.	No change, ongoing work on identifying pilot areas for on street charging
	Connectivity for tourism is too focussed on the coastal resorts and doesn't significantly recognise the heritage and historic tourism offer	There are references to tourism in general.	Additional paragraph to reference tourism offer beyond coastal resorts.



Consultee	Comment Summary	LCC Response	Recommendation
	It would assist in future planning if there was further expansion and greater clarification of the function of transport interchanges and the anticipated size /form etc of this provision	The LTP cannot identify specific locations at this time in part because of the potential blight it might create but mainly due to the need for significant work to identify locations and scale of interchanges,	No change, work is ongoing on identifying possible locations for interchanges.
	It is assumed the reference to district councils /local planning authorities in the implementation plan are deliberate reflecting where a specific planning issue /collaboration with planning is required rather than the wider district council.	In part although delivery of the broader concepts in the active travel areas may require support from the leisure sectors.	No change
	The draft document implementation plan will need some editing as column headings do not always reflect content.	Noted	Amendments will be made to reflect the errors identified
	Overall, this is a comprehensive document with an extensive range of evidence and supporting strategies behind its development. As such it is noted that there will be significant challenges going forward to deliver the extent of aims within the collective documents. As such the continued need to work in partnership and to lobby effectively for external resourcing is paramount to success.	Noted	No change





Consultee	Comment Summary	LCC Response	Recommendation
<b>Lincoln City Council</b>	<p>Endorses the overall approach within the LTP and with particular emphasis towards the promotion and development of sustainable modes of transport and the need for close partnership working to deliver an integrated transport network which is vital for an urban area such as Lincoln.</p>	<p>Noted</p>	<p>No change</p>
	<p>The Council would be interested in taking part in any future EV charging pilot schemes to explore how the barriers to on-street EV charging could be overcome. The roll-out and uptake of electric buses and taxis needs encouragement and support.</p>	<p>Noted, the EV strategy will require a range of partners to be effectively delivered moving forward.</p>	<p>No change</p>
	<p>While the rationale for having separate documents and strategies within the LTP is understood from a practical perspective, in areas like Lincoln it is critically important to have fully integrated transport systems in place e.g. bus/cycle/rail/walking to ensure maximum benefits can be achieved.</p>	<p>The creation of the Local Area Transport Boards provides for this requirement and shows our strong support for the integrated approach identified. The need for individual modal strategies is an attempt to highlight and demonstrate the specific requirements for each mode and provide suggested approaches to be adopted within the Local Area Strategies</p>	<p>No change</p>
	<p>Improvements to increase the uptake of cycling should be encouraged and investment made to make cycling a safer and attractive alternative e.g. need to</p>	<p>As highlighted above the Cycling strategy provides policy and approaches in support of exactly that.</p>	



Consultee	Comment Summary	LCC Response	Recommendation
	<p>provide secure cycle parking and cycle paths/routes.</p> <p>The relationship between the implementation of the measures outlined in the LTP and the role the Local Transport Boards play in delivery of those measures needs careful consideration and integration</p>	<p>This is an issue around governance and delivery of the Local Transport Boards rather than a specific LTP issue. However, longer term new LTP guidance is expected and emphasis on local engagement is likely to be key to the production of revisions to future LTPs.</p>	<p>Consideration or review of the roles and responsibilities of the Local Transport Boards and the need to develop a more delivery focused emphasis.</p> <p>Creation of Terms of Reference and Membership requirements.</p> <p>Consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups.</p>
<p><b>South &amp; East Lincolnshire Councils Partnership (Boston Borough Council, East Lincolnshire District Council &amp; South Holland District Council)</b></p>	<p>Support the framework defined within themes that outline how LCC will respond to the social, economic, health and environmental, challenges</p> <p>LTP5 response for South &amp; East Lincolnshire Partnership that Lincolnshire faces. However, to be effective LTP5, needs to more closely connect to and reference the key subregional projects within these themes.</p>	<p>Noted</p>	<p>No change</p>
	<p>The Introduction section is overly verbose in describing the contents of each chapter/section, and to keep an</p>	<p>The LTP has been produced in line with current DfT guidance and the 6 page</p>	<p>Revisions to introduction with some elements of chapter 4 being pulled forward</p>

Consultee	Comment Summary	LCC Response	Recommendation
	<p>external audience engaged it could benefit from highlighting key content to come.</p> <p>It is therefore vital that within the introduction chapter, LCC seek to instil early confidence that LTP5 and all other LCC statutory documents are aligned with the local development, transport, and economic plans of its district authorities, whilst being clear about the headline LCC and district authority total budget requirements committed to deliver key infrastructure projects.</p>	<p>introduction (which includes 2 pages of maps) is not considered to be overly long.</p> <p>Chapter 4 sets out the basis of the Integrated Transport Strategy and identifies the clear linkages and alignment across the suite of strategic documentation</p>	
	<p>A key omission in the introduction of the draft LTP5 is that the document does not define the A17 as a 'major road' within a Lincolnshire context. The SELCP partners feel that this omission needs to be addressed, given the vital importance of the A17 in a local, regional and national context.</p>	<p>The A17 is shown on the Strategic Highway Routes on the map in the introduction. There are several references in LTP 5 to improvements on the A17 to support economic growth and in particular the food valley. The freight strategy also identifies the A17 as a key corridor for investment.</p>	<p>No change</p>
	<p>Request addition of top line financial numbers defining investments required, LCC and subregional available funds and the strategy to meet any shortfalls</p>	<p>At the time of writing LTP 5 the ability to identify scheme costs and potential budgets has not been completed. There is ongoing work to identify and fill some of these gaps and this will be fed into a</p>	<p>Ongoing scheme development and costing work will help identify some of this missing information.</p>



Consultee	Comment Summary	LCC Response	Recommendation
		revised LTP 5 implementation Plan when available.	
	Request a reference in the early text to, and create an appendix section where subregional authorities can supply spreadsheet tables defining their key costed projects set against actual short-, medium- and long-term timelines	<p>In addition to costings there would need to be identified evidence of justification and need, how schemes would support the key LTP objectives and deliverability. Have schemes a SOBC developed?</p> <p>It is not the role of LTP 5 to create a “wish list” of schemes lacking strategic evidence.</p>	Development of the forthcoming implementation should address this issue.
	Insert within the chapter how LCC plans to physically deliver projects with its private sector partners. Give examples of past successes delivered on time and budget timelines, current procurement processes etc.	LTP 5 has been developed in line with DfT guidance. The Implementation Plan has been developed up to a current level of detail in line with existing information and understanding. The role of the LTP is to provide a strategic framework within which schemes can be identified and then delivered. At this time, it is for individual bids to identify the likelihood of successful delivery.	Implementation will be updated moving forward.
	In chapter 2 a series of appropriate themed diagrams within a Transport Plan should come together as an overlay in a final key diagram to both identify and justify where priority projects within a region are needed. SELCP are concerned that this final co-ordinated diagram and the text that should accompany it is missing from this section.	Content to include additional diagrams covering deprivation and other areas requested but would be better placed in Chapter 3.	Develop and include additional diagrams and text.



Consultee	Comment Summary	LCC Response	Recommendation
	<p>Ensure datasets being used to determine the future of transport infrastructure in LCC is varied and goes beyond timelines of recent covid impacts</p>	<p>The evidence base gathered and utilised is considered both consistent and varied. Much of the evidence has been gathered from GLLEP work, existing development plans and LCCs own historic data. Whilst COVID impacts are yet to be fully understood it would seem inappropriate to ignore the existing impact on the transport system. It is also inappropriate to assume that travel and traffic will return to pre COVID conditions. We consider the balance of both short term and historic evidence to be balanced and appropriate.</p>	<p>No change</p>
	<p>Where SUE's are being proposed introduce a funding mechanism built into the planning consents to develop and support sustainable access for a defined area of rural hinterland adjacent to that development.</p>	<p>Section 106 funding is already available so not clear what in addition this comment is seeking</p>	<p>Clarify with consultee but this doesn't fall under LTP remit.</p>
	<p>Engage to commence work now on the long-term infrastructure projects that SELCP and other districts/councils have in mind, and to support enabling funding applications as required to agencies like Homes England to support feasibility and scheme development work.</p>	<p>Agreed, work of this nature is being developed as part of Local Transport Strategies</p>	<p>No change.</p>
	<p>Ensure that all street/place-based schemes going forward have a significant degree of urban greening. Include a requirement for a SUDs programme to introduced which on</p>	<p>Agreed</p>	<p>Include relevant section in policy wording.</p>



Consultee	Comment Summary	LCC Response	Recommendation
	existing or as part of new schemes requires as a minimum, permeable paving materials to use in pedestrian areas.		
	Create a standard template for the modal implementation tables and revise all tables to match. Avoid using the term policy for proposed aims, but where relevant refer to the policies set out in the previous chapter.	Agreed	Rework of tables to improve consistency.
	Boston should be promoted in the LTP5 as a location for an E-Bus trial	The technical work identifies Boston as a leading contender for the development of Ebus technology. This is reflected in a number of places throughout the suite of LTP documents.  Additional development work is now required to develop SOBC for the project.	No change required in LTP.
<b>South Kesteven District Council</b>	South Kesteven District Council welcomes the continued support of the Grantham and Stamford Local Transport Boards, and the associated policy HA3 (pages 6,7 & 8). Whilst we note that maps are shown for the boards which have developed full strategies, maps of the other boards such as Grantham and Stamford would be useful.	Noted	Once area transport boards are fully developed maps can be added to later iterations
	A list of 'major roads' is included on page 11. It is considered that the A17, linking Lincolnshire to Norfolk, should also be listed.	Agreed	Added to list



Consultee	Comment Summary	LCC Response	Recommendation
	<p>We welcome the Electric Vehicle and Alternative Fuel Strategy and we note it contains further detail and analysis on electric vehicles and alternative fuels. Provision on a local scale and future proofing should be considered.</p>	<p>Noted and agreed. EV strategy includes references to future proofing.</p>	
	<p>We note the inclusion of the Local Plan SUEs around Grantham and Stamford and welcome that the SUEs are considered 'opportunities' (page 57). Please note that Spitalgate Heath, to the south of Grantham, now has official Garden Village status.</p>	<p>Noted.</p>	<p>No change</p>
	<p>The Local Transport Strategy, which is designed to support Local Plans, does not refer to the towns of Bourne and Market Deeping. The Local Plan directs growth towards South Kesteven's most sustainable locations, including Bourne and Market Deeping. The Local Transport Plan should acknowledge the smaller towns which are set to see housing and employment growth over the plan period.</p>	<p>The development of local transport boards would be considered a suitable way forward as these smaller towns develop and a lack of specific reference at this point does not preclude LTP support. The role of the modal strategies is designed to take account of all communities across the county.</p>	
	<p>Page 68 of the Local Transport Strategy identifies place making as a key theme. To ensure robustness, place making could be included as a policy within the Local Transport Strategy. Manual for Streets details place making (and the forthcoming Manual for Streets 3). Theme 6 of the</p>	<p>Noted</p>	<p>No change</p>



Consultee	Comment Summary	LCC Response	Recommendation
	Local Transport Plan is well placed to cover place making more comprehensively.		
	Pedestrians and cyclists should be prioritised in residential development, emphasising strong placemaking and low movement. This could include segregated cycle routes (from vehicles and pedestrians) within and then also beyond new development schemes. The recent changes to the Highway Code should be referenced, particularly in respect of the strengthened road use hierarchy.	Both the cycling and walking strategies reference segregation of facilities. Following both national law and guidance is taken as read and not felt necessary to reiterate within the LTP.	No change
	Wording in Objective 2c – Policy GREEN 4 should be strengthened in terms of development in unsustainable locations. Bus services, including frequency, and Public Transport Accessibility Level (PTAL) assessments could be used when assessing development sites. Walking distances to key services and facilities could also be considered.	It is considered that the policy and supporting text adequately covers this issue.	Continue to work with DCs on integration between LTP and Local Plans.
	Objective 4d could be amended accordingly to take into account Active Travel England and its aims and vision. Sustainable Travel Plans to encourage walking, cycling or use of public transport to get to work should be encouraged.	Noted, Policy GREEN 4 and its supporting text deals with this issue.	No change





Consultee	Comment Summary	LCC Response	Recommendation
	We welcome future engagement with strategies such as the Local Walking & Cycling Infrastructure Plan and relevant town centre transport strategies to enable the securement of additional funding via S106.	Noted	No change
<b>Transport For East Midlands</b>	Support for overall approach adopted in the plan	Noted	No change
	The priorities identified for Lincolnshire in the draft LTP appear consistent with the strategic priorities TfEM has established and shared with industry partners across modes.	Noted	No change
	In respect to rail, it is right that the draft LTP recognizes that the TfEM/DfT Collaboration agreement provides a clear mechanism for promoting collective nationwide rail priorities and responding to industry reforms.	Noted	No change
	Continued partnership working and aligned objectives will be key to reversing long term trends of low Government transport investment in the East Midlands.	Noted	No change
<b>North East Lincolnshire Council</b>	Very supportive of our references to wider connectivity including broad band and the fact we are not just focussed on physical connectivity. Also supportive of accessing	Noted	No change



Consultee	Comment Summary	LCC Response	Recommendation
	ports, the A1 improvements and the wider freight strategy.		
	Would like a reference to Cleethorpes to London rail service	Noted, this is referenced in rail strategy	No change
<b>North Lincolnshire Council</b>	Agree with the principles identified within the Plan and welcome the inclusion of the A15 (between the A46 and Junction 4 of the M180) for future improvements and the recognition of its importance as a strategic economic corridor, particularly with the emergence of the Humber Freeport.	Noted	No change
	Would like to highlight that the A46 Trans-Midlands Trade Corridor Study also includes the A15 north from Riseholme roundabout.	Noted	No change
<b>Thurlby Parish</b>	Acceptance that traditional farming and agricultural tractors and similar machinery will continue with unrestricted access. We would, however, wish to see restrictions on HGV and other large commercial vehicles in transit, when there are alternative and convenient main highway routing options.	The freight strategy acknowledges both the importance of HGV movements to the economy but also recognises that HGVs can cause intrusion in some localities. It proposes supporting modal shift from road to rail, focussing highway improvements that encourage HGVs to use the most suitable roads and routes and to improve driving training.	No change



Consultee	Comment Summary	LCC Response	Recommendation
	Requirement for designated safe lanes for walking and cycling and we would wish to see funding made available for this.	LTP highlights the need to Both walking and cycling strategies highlight the need for safe and direct routes for active travel. LTP	No change
	We are presently investing in equipment to help enforce speed limits. Any support from Plan 5 for additional controls and restrictions would be welcome.	The road safety partnership has its own strategy that has been cross referenced in the LTP. Supporting road safety is a key LTP 5 objective.	Share the response with Lincolnshire Road Safety partnership.
<b>PEDALS Spalding Cycling Group</b>	Broadly welcomes all the objectives in the plan promoting active travel and is pleased to note that the plan recognizes the health and environmental benefits of cycling.	Noted	No change
	Supportive of actions identified in the cycling strategy	Noted	No change
	Raise concerns that the Area Transport Boards do not fully represent the locality and feels wider representation is necessary	This is an issue around governance and delivery of the Local Transport Boards rather than a specific LTP issue. However, longer term new LTP guidance is expected and emphasis on local engagement is likely to be key to the production of revisions to future LTPs.	Consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups or a review of the roles of the Local Area Transport Boards.
	Page 4 of the Prospectus comments that "in rural areas cars are still essential for many". This is reflected in Objective 1b on page 10. This statement may be applied to many of the villages and isolated dwellings in South Holland's countryside. However,	The LTP recognises Spalding as a market town and not open countryside and as such it has an area transport strategy that seeks to improve connectivity from its hinterland by active modes.	No change but comment to be passed to Area Transport Board.



Consultee	Comment Summary	LCC Response	Recommendation
	<p>the town of Spalding and its immediate surroundings should not be described in this way. Facilitating more active travel in the town will not only benefit those who want to travel actively, but will also potentially free up road space and parking space for those who have no alternative to using motor vehicles.</p>		
	<p>A plea for ongoing and more active consultation and local engagement</p>	<p>The LTP consultation has conformed to guidance on the production of such a document.</p>	<p>Consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups or a review of the roles of the Local Area Transport Boards.</p>
	<p>Would welcome and support county wide information for and the promotion of cycling</p>	<p>LTP provides significant policy support for the benefits of active travel and both the walking and cycling strategies identify a need to further develop and promote the benefits of active travel including promotional activity.</p>	<p>No change</p>
	<p>In the absence of a Local Cycling and Walking Infrastructure Plan for South Holland PEDALS suggests that development should be through consultation with local users.</p>	<p>LCWIPS have been produced for the major towns including Spalding. Further work is being developed for the smaller towns and communities not covered by the Area Transport Boards.</p>	<p>No change</p>
	<p>Would like to see reference made to increasing cycle capacity on trains in the rail strategy</p>	<p>Noted.</p>	<p>To add a reference in rail strategy and include with any conversations with TOCs moving forward.</p>

Consultee	Comment Summary	LCC Response	Recommendation
<b>Deepings Neighbourhood Plan Group</b>	The LTP doesn't sufficiently recognise the role of The Deepings area.	As a high level document the LTP cannot identify and list every community and its role. The focus on identifying the major settlements based on District Local Plan definitions has been used.	No change.
	Lack of reference to Neighbourhood Plans	As referenced above the LTP cannot reference every town and parish neighbourhood plan.	No change
	Feel that references to case studies are undeveloped and suggest a local project be included.	Acknowledge that the LTP is light on case studies	Consider inclusion of Deepings project as a case study within the walking or cycling strategies.
	Feels LTP lacks a detailed and costed programme.	Work is ongoing to further develop a more detailed set of costed interventions and projects.	Ongoing work will develop programme.
<b>North Notts and Lincs Community Rail Partnership</b>	The plan, a great improvement on LTP4, is one we wholeheartedly support .	Noted	No change
	Would welcome involvement with the Gainsborough Area Transport Board	This is an issue around governance and delivery of the Local Transport Boards rather than a specific LTP issue. However, longer term new LTP guidance is expected and emphasis on local engagement is likely to be key to the production of revisions to future LTPs.	Consideration is given to the creation of Wider Reference Groups for the area Transport Boards to enable active engagement with local interest groups or a review of the roles of the Local Area Transport Boards.



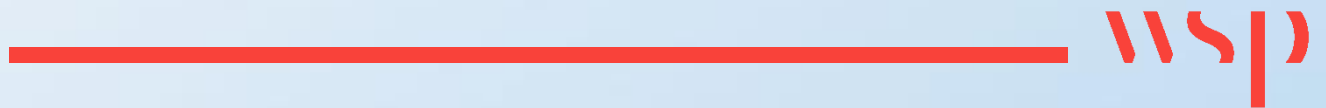
<b>Consultee</b>	<b>Comment Summary</b>	<b>LCC Response</b>	<b>Recommendation</b>
	Feel that the A631 is not given sufficient weight as a key east west link.	The A631 has not been identified as a route for RAP work and this is indicated in the LTP	Consideration be given to investigating the A631 route as part of any future phase of RAP identification and inclusion in LTP of evidence supporting routes that are included.
	Inclusion of a second crossing of the Tent in Gainsborough.	An issue for the Local Area Transport Board	Comments to be passed to Transport Board
<b>Orby Parish Council</b>	Request that the LTP lists a bypass for Orby.	The LTP recognises the need to improve connectivity to the East Coast, however at present there is insufficient evidence to identify a specific scheme at Orby. Work is ongoing to look at options for improving coastal connectivity and a bypass for Orby is included within that work	Pass comments onto project team.
<b>Mr Stevens (resident Deeping St James)</b>	General support for LTP themes and objectives	Noted	No change
	Very supportive of approach to walking and in particular integration with public transport	Noted	No change
	Requirement of cycle facilities to be continuous and removal of severance.	LTP highlights need to reduce severance for all active modes and identifies the need to create safe networks of routes that are well connected.	No change



<b>Consultee</b>	<b>Comment Summary</b>	<b>LCC Response</b>	<b>Recommendation</b>
	Supportive of approach towards buses. Would like to see better information provision and greater use of technology.	LTP supports expansion of bus investment in line with the BSIP response to government.	No change
	Supportive of a reopened station at Littleworth.	LTP identifies the possible need for new stations in Lincolnshire and commits to working with Network Rail to investigate where suitable sites might be.	No change
	Specific references to junction improvements in the Deepings.	LTP's role is not to list all minor highway improvements.	No change but response to be forwarded to highways.

# Appendix B

## **SA CONSULTEE COMMENTS AND CHANGES**









**Table B-1 - Consultee Comments and Summary of Action Taken**

<b>Consultee</b>	<b>Comment</b>	<b>Summary of Action Taken</b>
Natural England	Having checked the document as provided it is clear that there are no topics which have been left out of the scope of the SA report that Natural England would wish to highlight.	General comment - noted
Natural England	The approach and methodology taken in preparing this is acceptable and the report which will be produced should cover the required range of topics that will enable the report to get a good idea of any inconsistencies if they were to exist.	General comment - noted
Natural England	The baseline information that has been included covers a wide range of topics which should provide an adequate starting point to work from.	General comment - noted
Historic England	SA Report Table NTS 1: SA Objectives and topics: Objective SA8 Historic Environment is welcomed.	General comment - noted
Historic England	Section 4 Table 4.1The Historic Environment section is welcomed. In bullet point five, it would be helpful to reference all 'heritage assets and their settings' instead of just listed buildings and scheduled monuments.	Bullet point updated to read 'Vehicle damage and pollution can adversely affect heritage assets and their settings.'
Historic England	Appendix A Page 7 Recognition of Lincolnshire's heritage assets is welcomed, together with the impact of pollutants.	General comment - noted



Consultee	Comment	Summary of Action Taken
Historic England	Appendix B Page 48 / 49 The Historic Environment section is welcomed.	General comment - noted
Historic England	Appendix C Page 68 / 69 Action taken welcomed.	General comment - noted
Historic England	Appendix D Pages 99 – 105 Maps welcomed.	General comment - noted



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