



Lincolnshire County Council

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# NORTH HYKEHAM RELIEF ROAD OBJECTIVES AND OUTCOMES





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# Appendix F

**OUTCOMES AND OBJECTIVES**



## INTRODUCTION

This appendix sets out in detail the process and methodology used to develop the strategic outcomes; specific objectives; and operational objectives for NHRR as well as presenting the outcomes and objectives themselves.

The strategic outcomes have been derived following a review of high level objectives of the DfT's Transport Investment Strategy, Greater Lincolnshire Strategic Economic Plan, the Central Lincolnshire Local Plan, the Lincolnshire Local Transport Plan, and the Lincoln Integrated Transport Strategy. As a result, the strategic outcomes broadly align with the key themes which emerged from the policy review.

## STRATEGIC OUTCOMES

The following section summarises the high-level outcomes associated with the key strategies and plans for the Lincoln urban area, in particular they described the high-level objectives associated with the DfT's Transport Investment Strategy, Greater Lincolnshire Strategic Economic Plan, the Central Lincolnshire Local Plan, the Lincolnshire Local Transport Plan, and the Lincoln Integrated Transport Strategy.

### TRANSPORT INVESTMENT STRATEGY

The Transport Investment Strategy sets out the Government's plan to build a stronger, rebalanced economy. The TIS identifies and recognises that there are a number of key challenges and issues affecting the country including the provision of housing, rebalancing the economy and providing efficient and fit for purpose transport networks. In particular it identifies that the provision of high performing infrastructure can support the delivery of the Industrial Strategy and through maintaining and upgrading existing transport infrastructure balanced growth can be delivered across the country.

Its wider objective is to improve living standards and economic growth by increasing productivity and driving growth across the whole country and the key aims of the strategy are as follows:

- Create a more reliable, less congested, and better-connected transport network that works for the users who rely on it: The strategy recognises that the country's intensively used networks are ageing and face increasing demands, creating delays and undermining reliability. In places they don't provide the connections people and businesses need.
- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities: It states that Britain's national productivity lags behind other countries and prosperity hasn't been shared evenly between different places, leaving some communities feeling left behind.
- Enhance our global competitiveness by making Britain a more attractive place to trade and invest: It states that long term success in a globalised world will depend on Britain's ability to attract job creating investment in our industrial strengths and to trade as frictionlessly as possible with partners old and new.
- Support the creation of new housing: The strategy recognises the challenge to provide the houses that people need in the places they need them. As the Government's Housing White Paper recognises, transport infrastructure is one of the keys to unlocking development and delivering places people want to live.

It will be important for the transport intervention to look to contribute to the key aims of this strategy and look to develop a transport network that works for all users, helps to rebalance the growth, enhances global competitiveness and supports the creation of new housing.

### GREATER LINCOLNSHIRE LEP STRATEGIC ECONOMIC PLAN

The Greater Lincolnshire LEP SEP was published in March 2014 and refreshed in 2016 and sets out the LEP's strategic priorities for growth over the period 2014-2030. The objectives set out in the SEP for the Greater Lincolnshire area are as follows:

- To drive the growth of the area's three defining and strongest sectors that offer the most competitive advantage;
  - agri-food;
  - manufacturing; and
  - visitor economy.
- To grow specific opportunities identified as future defining features of the area:

- health and care;
  - low carbon; and
  - ports and logistics.
- To drive this growth by putting expansion into new markets, modern telecommunications, infrastructure improvements and the skills of individuals and business owners at the forefront of what we do.
  - To promote Greater Lincolnshire as a place for sustainable growth through improved transport infrastructure to connect us with national and international markets, enabling wider enjoyment of our world-class heritage sites, culture and strong communities.
  - To recognise the need for new housing for the existing local population and those moving to the area, and to support balanced housing and economic development through promoting the area's capacity to deliver high-quality growth.

The SEP identifies investment in transport infrastructure as a key priority for promoting economic growth across Greater Lincolnshire, in particular in relation to the movement of road freight. The SEP notes that Demand for the movement of people and goods continues to grow across Greater Lincolnshire, putting increased stress on existing transport networks, and states that 'over 4 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.' Significantly, the SEP goes on to say that 'This is a major factor affecting the agri-food supply chain in terms of real cost and lost opportunity, as food production is extremely time-sensitive. The cost of freight is regularly cited as critical to business productivity.'

Investment in transport infrastructure to support the economic growth of Greater Lincolnshire is therefore an explicit outcome in the SEP, both to facilitate strategic movements across the county - especially of freight - and to support housing development.

## **CENTRAL LINCOLNSHIRE LOCAL PLAN**

The Central Lincolnshire Local Plan (CLLP) sets out the plans and policies guiding development across the Central Lincolnshire area up until 2036. The plan was adopted in April 2017.

The CLLP identifies a range of challenges that Central Lincolnshire faces including:

- The need to improve social and economic conditions, and
- Ensuring the environment is improved and that growth does not exacerbate the pressure on natural resources or impact on the areas environment or heritage assets.

The overarching vision of the CLLP is for a “prosperous, stronger and sustainable Central Lincolnshire”. The plan sets out various objectives and within these strategic objectives there is a focus on supporting the economic growth of the county, and making the necessary investment in transport infrastructure to support this. Below is the extensive list of objectives set out in the CLLP.

- Housing: To ensure that the housing stock meets the housing needs of the Central Lincolnshire area.
- Employment: To create and improve access to high quality employment and training opportunities for everyone within the Central Lincolnshire area.
- Local Economy: To encourage and support a competitive, diverse and stable economy and to protect and enhance Central Lincolnshire's hierarchy of centres to meet the needs of residents and visitors.
- Transport and Accessibility: To make efficient use of the existing transport infrastructure, reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable travel modes (particularly public transport, walking and cycling).
- Health: To reduce health inequalities, promote healthy lifestyles and maximise health and wellbeing.
- Social Equality and Community: To stimulate regeneration that maximises benefits for the most deprived areas and communities in Central Lincolnshire. To also ensure equitable outcomes for all, particularly those most at risk of experiencing discrimination, poverty and social exclusion.
- Biodiversity and Green Infrastructure: To conserve and enhance biodiversity across Central Lincolnshire and provide opportunities for people to access and appreciate wildlife and the natural environment. To create and improve high quality green and blue spaces that are multifunctional, (including opportunities for sport, recreation and play), accessible to all and which form part of and are connected to the green infrastructure network.
- Landscape and Townscape: To protect and enhance the rich diversity of the character and appearance of Central Lincolnshire's landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.

- Built and Historic Environment: To protect and enhance the significance of the buildings, sites and features of archaeological, historic or architectural and artistic interest and their settings, and ensure new buildings, spaces and places are designed to a high quality.
- Natural Resources – Water: To protect and enhance water resources and their quality in Central Lincolnshire.
- Pollution: To minimise pollution (air, noise and light) and improve air quality.
- Natural Resources – Land Use and Soils: To protect and enhance soil and land resources and quality in Central Lincolnshire.
- Waste: To minimise the amount of waste generated across all sectors and increase the re-use, recycling and recovery rates of waste materials.
- Climate Change Effects and Energy: To minimise the effects of climate change by developing the area's renewable energy resources, reducing dependency on fossil fuels, minimise energy usage, and to reduce greenhouse gas emissions from the area.
- Climate Change Adaptation and Flood Risk: To ensure Central Lincolnshire adapts to the effects of climate change, both now and in the future through careful planning and design of development, including reducing and managing the risk of flooding from all sources.
  - An integral part of the local plan is the delivery of the SUEs, including the Western Growth Corridor, South East Corridor, North East Quadrant and South West Quadrant. These will provide a significant proportion of the required housing across the Greater Lincoln area and it will be important that any transport intervention supports the delivery of these developments.

## LINCOLNSHIRE LOCAL TRANSPORT PLAN

The fourth Lincolnshire Local Transport Plan was published in April 2013, and sets out the policies and priorities for transport in Lincolnshire in the period 2013\14-2022\23. Three key challenges are identified in LTP4:

- Supporting growth and the local economy,
- Improving access to employment, training and key services, and
- Contributing to a healthier community.

LTP4 identifies a number of specific strategic objectives for transport in Lincolnshire, some of which relate to the objectives set out in the SEP around economic growth and movement of goods. The identified objectives are as follows:

- 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.

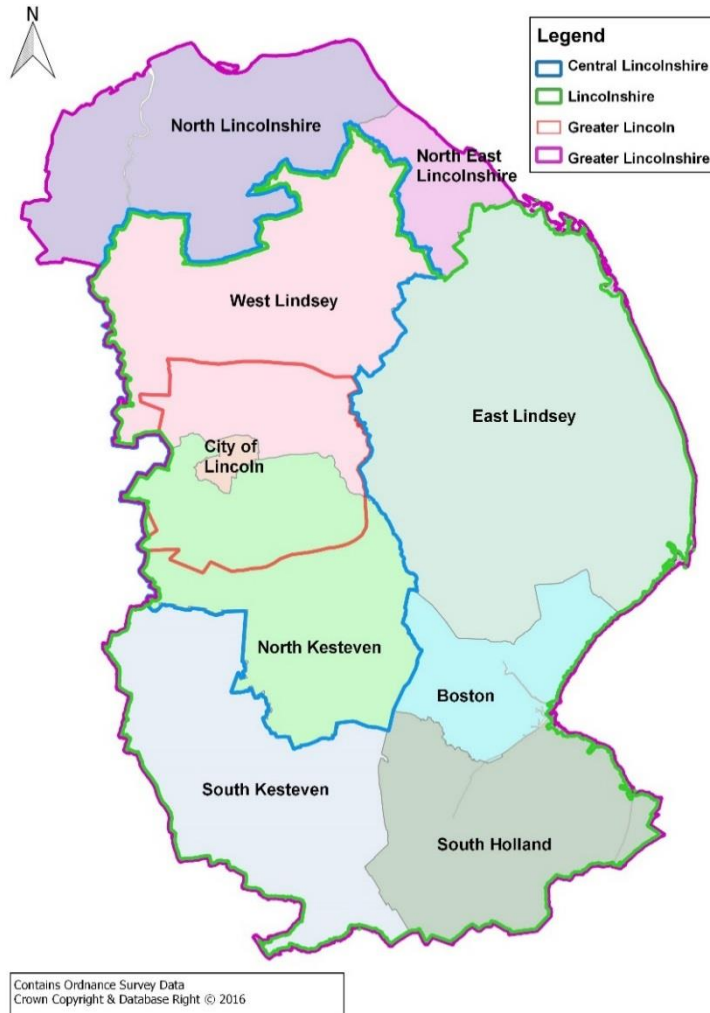
## LINCOLNSHIRE INTEGRATED TRANSPORT STRATEGY

The 2013 LITS Progress Report updated the aims and objectives of LITS. The broad aim of LITS is to 'provide a vision for improving the infrastructure for users of all modes of transport', recognising that a good transport network can provide the conditions to support economic growth and a better environment. This broad aim reflects the high-level outcomes set out in the SEP, in LTP4 and in the CLLP.

It should be noted that the geographical focus of LITS – which is on Greater Lincoln - is rather smaller than that of the SEP (which covers Greater Lincolnshire), of LTP4 (which covers Lincolnshire), and of the CLLP (which covers Central Lincolnshire). This is illustrated in the Figure 1 below. However, Greater Lincoln covers the majority of the population of Central Lincolnshire, which is itself the most populous Local Plan area in



Lincolnshire, which accounts for the majority of the Greater Lincolnshire area. Moreover, Greater Lincoln is strategically located at the core of Greater Lincolnshire and the focal point of its transport network. Addressing the transport issues of Greater Lincoln, therefore, is a necessary and significant step towards meeting the high-level /strategic outcomes of the wider Central Lincolnshire, Lincolnshire and Greater Lincolnshire areas.



**Figure 1 – Map of Greater Lincolnshire**

The original strategy of LITS when it was first written in 2006 had six broad objectives. These were expanded in 2008 and revised in the 2013 progress review to take account of changes in policy and focus in transport both locally and nationally. The objectives therefore remain relevant and appropriate to the identified transport-related issues in Greater Lincoln. Again, these objectives reflect the high-level and strategic outcomes set out in the SEP, LTP4 and the CLLP. The revised LITS objectives are set out in the table below, along with commentary explaining their links to the high-level outcomes.

**Table 1 - Strategic Objectives set out in LITS**

<b>Ref</b>	<b>Objectives</b>
SO1	To assist the sustainable economic growth of Lincolnshire through infrastructure improvements to the Strategic Road Network & the Non-Strategic Road Network
SO2	To remove strategic road-based freight from Lincoln and other adversely affected communities through: Encouraging the use of alternative modes Improving links to the Primary/Trans-European Road Network
SO3	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 and public transport Parking provision and management
SO4	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.
SO5	To maximise accessibility and reduce peripherality by improving the range of travel options especially for those without access to the private car.
SO6	To increase Public Transport usage by improving reliability, frequency and journey time of bus and rail services.
SO7	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 in Community Travel Zones Other traffic management measures
SO8	Protect and enhance the built environment by reducing the adverse impacts from traffic, through improvements to the transport infrastructure.
SO9	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.
SO10	To support the implementation and delivery of the Core Strategy and emerging priorities of the Local transport Body and Greater Lincolnshire Local Enterprise Partnership
SO11	To reduce Lincoln's carbon emissions through planning, improving and managing transport
SO13	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

## SUMMARY

The following key strategic outcomes have been identified and follow the wider aims and ambitions described above. In summary the transport intervention will need to contribute to the delivery of these outcomes:

- Provision of a reliable and efficient transport network: Support the delivery of the Lincoln Integrated Transport Strategy through the provision of a reliable and efficient transport network;
- Delivery of housing: Support the delivery of the Central Lincolnshire Local Plan and delivery of the SUEs; and
- Sustainable economic growth: Support the sustainable economic growth of Lincoln and Lincolnshire through improvements to the transport network.

## INTERMEDIATE OBJECTIVES

The intermediate objectives represent the emerging impacts including the direct and short-term objectives which need to be achieved for the high level or strategic outcomes to be realised. As set out in the previous section there are a number of drivers for the scheme.

A significant level of development is proposed for the Lincoln area up to 2036 and it is critical that this is supported by the delivery of new transport infrastructure. The intervention would also need to support the delivery of the Lincoln Integrated Transport Strategy, its aims and objectives. This includes ensuring that the transport infrastructure meets the needs of existing and proposed developments and the continued investment and development in infrastructure that reduces congestion on key strategic and local routes within and around the Lincoln urban area.

Following the identification of Strategic Outcomes the specific/ intermediate objectives have been identified and summarised below:

**Table 2 – Specific / Intermediate Objectives**

Strategic Outcomes		Specific / Intermediate Objectives
<b>StO1</b>	Provision of a reliable and efficient transport Network:	To improve east west connectivity in southern of Lincoln for strategic and local traffic.
	Support the delivery of the Lincoln Integrated Transport Strategy through the development of an efficient and effective transport network	To reduce traffic levels on local urban and rural roads in the south of Lincoln through the transfer of strategic traffic to appropriate routes;
		To reduce NMU severance in south Lincoln caused by high levels of traffic on the local road network and lack of east west connectivity.
<b>StO2</b>	Delivery of Housing:	To support the delivery of the Sustainable Urban Extensions by improving access to the identified sites.
	Support the delivery of the Central Lincolnshire Local Plan and delivery of the SUEs	To support the delivery of the South West Quadrant through the provision of additional network capacity and non-motorised user infrastructure necessary for the delivery of new housing
<b>StO3</b>	Sustainable Economic Growth:	To reduce traffic levels and congestion on the existing orbital road network around Lincoln and on key routes through the urban area to support: <ul style="list-style-type: none"> <li>– Improved access to central Lincoln;</li> <li>– Improved access to the Humber Ports and Airport; and</li> <li>– Improved access to the Lincolnshire Coast.</li> </ul>
	Support the sustainable economic growth of Lincoln and Lincolnshire through improvements to the transport network:	To improve the resilience of the orbital and key route network through and around Lincoln and help to reduce the impact of major incidents.

## OPERATIONAL OBJECTIVES

The operational objectives are summarised below and shown in the context of the strategic outcomes and specific objectives. The operational objectives provide further detail regarding the outputs that will enable the specific objectives to be achieved.

**Table 3 – Operational Objectives**

Strategic Outcomes		Specific / Intermediate Objectives	Operational Objectives
StO1	Development of an Effective & Efficient Transport Network: Support the delivery of the Lincoln Integrated Transport Strategy through the development of an efficient and effective transport network	To improve east west connectivity in the south of Lincoln for strategic and local traffic.	Provision of an additional east west route for local and strategic traffic;
		To reduce traffic levels on local urban and rural roads in the South of Lincoln through the transfer of strategic traffic to appropriate routes;	Improved access between the strategic A46 and the eastern side of Lincoln including the Lincoln Eastern Bypass;
		To reduce NMU severance in South Lincoln caused by high levels of traffic on the local road network and lack of east west connectivity.	Reduced rat running traffic through southern Lincoln and North Hykeham as a result of east west traffic using appropriate routes;
StO2	Delivery of Housing: Support the delivery of the Central Lincolnshire Local Plan and delivery of the SUEs	To support the delivery of the Sustainable Urban Extensions by improving access to the identified sites.	Provision of a new link to unlock land allocated for the South West Quadrant;
		To support the delivery of the South West Quadrant through the provision of additional network capacity and non-motorised user infrastructure necessary for the delivery of new housing	Increased network capacity to accommodate housing growth;  Improved route choice for east west movements to reduce traffic and congestion on the existing orbital network and key routes through Lincoln;
StO3	Sustainable Economic Growth: Support the sustainable economic growth of Lincoln and Lincolnshire through improvements to the transport network:	To reduce traffic levels and congestion on the existing orbital road network around Lincoln and on key routes through the city to support: Improved access to central Lincoln; The improvement of access to the Humber Ports and Airport; and The improvement of access to the Lincolnshire Coast.	Expansion of the orbital network around Lincoln.  Improved strategic and local route choice to improve network resilience;
		To improve the resilience of the orbital and key route network through and around Lincoln through and reduce the impact of major incidents	



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