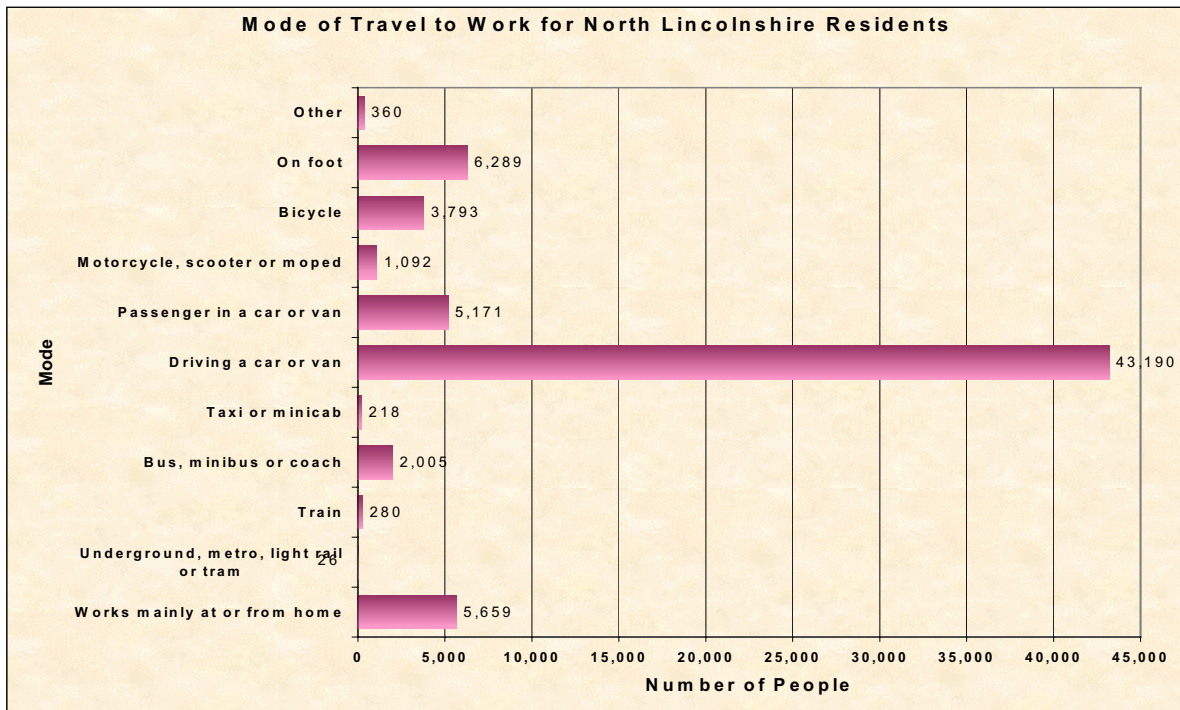


**Figure 2.6 mode of travel to work**



These figures are for the whole of North Lincolnshire and will be skewed more towards car use in the rural areas where alternatives are less widely available.

We expect there to be several influences on this split over the lifetime of the LTP. Firstly, there is increasing car ownership which suggests greater use of the car as it will be perceived as the most convenient mode. We will be mitigating against this by making public transport more accessible, by working with bus operators to provide bus services that are more direct, by providing safe facilities for pedestrians and cyclists, travel planning and demand management measures such as increased car parking charges. More detail on these measures is contained in chapter 6, congestion. However, the South Humber Bank as a major trip generator will inevitably generate car journeys. We therefore expect to see an increase in bus passenger numbers (in line with current trends) in the urban areas, along with a maintenance of cycling levels and increases in pedestrian activity but we also expect to see greater use of car travel in the rural areas or from urban areas to the ports.

## **Future Travel demands**

How and where people choose to travel in the future will be influenced by a number of features such as where they work, live, shop and what key services they need to access and use. Some of the changes to travel patterns and influences that we anticipate may happen are included here.

### Increased travel demand

The national travel survey has identified an increased demand for trips and an increase in the distance that people travel. The predicted economic growth for North Lincolnshire and the locations within which major areas of employment are expected to develop will mean that there will be a greater demand for cross boundary journeys and local trips which will put extra pressure on the highway network

### Travel patterns

The focus for the majority of trips within North Lincolnshire is Scunthorpe. Scunthorpe is the main service centre and currently provides approximately 60 per cent of employment opportunities in the area. As the South Humber Bank develops so it will provide an important employment area for the Humber region not just North Lincolnshire. We will need to cater for the needs of additional demand in these specific areas rather than across the whole of the area.

### Increased car use

Monitoring has revealed that there has been a decrease in traffic growth in North Lincolnshire. However, nationally car use continues to increase and with the predicted increase in population it is expected that there is likely to be an increase in car use particularly in the rural areas where car ownership in North Lincolnshire is higher than the national average.

### Scunthorpe interchange

Scunthorpe will continue to provide the main focus for housing and services although we recognise the growing importance of other areas in providing employment and delivering key services. Whilst we will endeavour to increase opportunities for interchange elsewhere, Scunthorpe will still provide the main interchange point for longer journeys in the area.

### Through trips on the network

Freight movements account for the biggest proportion of through

trips in the area in association with the port facilities at South Killingholme, Grimsby and Immingham. The role of the ports and the importance of improving access to them is recognised in the Northern Way growth strategy, regional planning guidance and the regional economic strategy. The expansion of the ports and development of associated business parks will further increase the number of through trips and take up capacity on the network. The majority of freight enters and leaves via road transport but rail will need to also be required to cater for increased movements to reduce the impact of congestion, severance, safety and air quality.

Having considered not only the key social and Transport issues, but also future travel demands, it is possible to determine what the key issues for North Lincolnshire's community are. The following looks at these issues in more detail.

## Key Issues for the North Lincolnshire Community

### Economic Needs

- Regeneration and improved economic activity

Scunthorpe has always been a steel town but this industry has seen a marked decline over recent years and there is a need to widen its manufacturing and industry base to effectively compete in today's economy. Generally North Lincolnshire is an agricultural region but it is beginning to diversify into other industries in order to promote a wider economic base. Transport links to the area are good but need to be improved within the area to address issues of maintaining growth, attracting new industries and providing a means of taking up employment.

- Access to the ports

The ports have a planned expansion programme, which will see two more berths open in 2005. Access to the Humber Sea Terminal requires improvement to maintain safety and the trunk roads and interchanges need upgrading to accommodate the increase in HGV traffic and support economic activity and growth in the area.

### Population and development pressures

- Impact of additional development housing

Population growth is set to be steady but concentrated in the urban areas of Scunthorpe, Brigg and Barton where the main allocations for increased housing are centred. This will result in an increased demand for transport provision, employment and other key supporting services.

### Safety

- Reducing the number of killed and seriously injured (KSI) casualties

Whilst there is a general downward trend in the number of KSI the number of accidents remains too high and there is concern that vulnerable road users continue to be particularly at risk.

### Environment and Quality of Life

- Providing a cleaner and greener environment

As a rural area we have relatively good air quality and large areas of countryside. Consultation revealed the local importance of

maintaining and improving the environment in which we live for residents and increasing its value for visitors and businesses. An Air Quality Management Area will be declared but this is predominantly on the basis of industrial emissions rather than transport related pollutants.

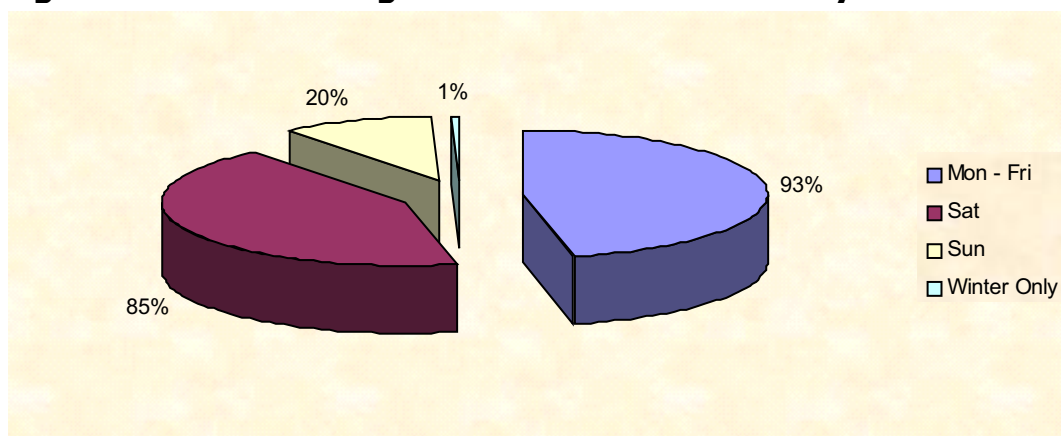
**Traffic pressures**

- Increasing car use and reduced junction capacity at particular locations on the highway network in Scunthorpe  
This is related primarily to 'bottlenecks on the highway network that cause limited congestion problems for motorists and public transport during peak travel periods.
- Concerns relating to the inability of public transport to reduce the demand for travel and meet the needs of communities.  
This is particularly the case in rural areas where people without access to a car are isolated and unable to reach important services

**Social Exclusion**

- Social exclusion and accessibility, particularly in the rural areas and in relation to employment  
The population of rural areas is often excluded from employment, services and leisure opportunities because of limited transport options and higher travel costs. Whilst car ownership is higher than average in North Lincolnshire it disguises the number of people who are isolated if they do not own a car or the one car is used by a member of the household to get to work each day. This isolation has been compounded by the gradual loss of local and village services. The pie chart below shows the percentage of parishes with a daily bus service.

**Figure 2.6: Percentage of Parishes with a Daily Bus Service**



These key issues have directly identified the aims of the Local Transport Strategy but we must also set them within the priorities of national and regional guidance.

### **Strategic Transport Aspirations beyond 2010/11**

We have taken a view to consider the longer-term implications for transport and what projects we and our partners would like to see progressed as part of the future development of North Lincolnshire, many of these projects are not likely to be realised for another 20 years, well beyond the five-year delivery scope of this LTP. Several of these projects are to mitigate against predicted increases in traffic and congestion on the network, others are to facilitate economic growth. The analysis for these schemes has yet to be undertaken to identify the full costs and benefits, however these are considerations for areas where we are already experiencing transport problems. These are in line with work that is being undertaken for the development of the LDF and consultation with other council service areas that has identified future ambitions for service delivery.

### **Humber Bank and port access**

In addition to the proposed duelling of the A160 (a RSS priority for investment) and improvements to the rail network to increase capacity North out of Immingham, there are two other schemes that could benefit the area.

- Duelling the A15 South to Lincoln. This route forms a key link between the ports and movements to the South. This is an issue for North and North East Lincolnshire as HGV traffic currently uses inappropriate routes through villages rather than the A180/A15.
- Rail access to the North of the Humber ports to be re-opened. This would enable more freight traffic to be removed from the ports via sustainable transport. As the amount of freight the ports handle increases so will the amount of HGV traffic unless alternative means of transport are made available.

### **Scunthorpe Main Urban Centre and Urban Renaissance**

- Lincolnshire Lakes is an Urban Renaissance project proposal and a feasibility study has been commissioned to consider it in more detail. It is envisaged that this would be a transformational project for the area that could include a marina, housing, a business park and intensive use of the lakes for sport and recreation. In order to provide access a new junction on the M181 would be necessary and could possibly require de-trunking of the motorway (M181). The possible introduction of a park and ride site to facilitate

- movements between the site and the town would also help alleviate congestion at the Western access into Scunthorpe.
- Should the Lakes become intensively used we are considering the introduction of a new rail halt on the Scunthorpe line to enable sustainable access.
  - Scunthorpe is the focus for expansion in North Lincolnshire in terms of housing. An increasing population and restricted access to the town from the motorways (M180/M181) in the East and West only may require an additional access into Scunthorpe from the South (South Messingham Road). See earlier section on congestion in Scunthorpe.
  - The main route into Scunthorpe from the West is along Doncaster Road. It is envisaged in the Urban Renaissance framework document that this route would form one of the 'Renaissance routes' or gateway/green routes through the town and serve as a showcase for Scunthorpe. If this is to be one of the main routes into the town we will look at provision of a high quality multi-storey car park at the edge of the Western end of the High Street to negate vehicles having to drive through the town in order to find parking. This will be linked to other changes being undertaken at Britannia corner to improve traffic flow and the quality of the built environment.
  - The Urban Renaissance project will consider improvements to the whole of the Western access and approach into Scunthorpe, including improvements to Berkeley circle and the A18 to the M181, which suffers from relatively high levels of congestion at peak times and is an area allocated for further housing development.

### **Sustaining economic growth**

- We are considering the necessity for direct access to Sandtoft Industrial Estate from the M180. The site is being looked at for development into a logistics and business park with links to Robin Hood airport at Doncaster. Doncaster Metropolitan Council's LDF is seeking sites for allocating as logistics/employment/business parks and a new access from the motorway would enable the site to capture the benefits of the new airport.
- Humberside airport is planned to expand its passenger and freight movements and is likely to exceed 1 million passengers by 2010/11. Access to the airport will therefore require improving not only by car but also by rail. We will be looking at ways to establish direct access into the airport from the motorway and rail line in order to remove HGV traffic from the roads and facilitate more sustainable access.

**A1077**

- The Environment Agency will no longer continue to maintain all the flood defences along our coastline. At South Ferriby the road will require realignment to safeguard it from the river Humber.

**Rural Connectivity**

- As part of the development of the LDF and taking forward the accessibility strategy we will be looking at ways to improve connectivity in the rural areas by ensuring links to service centres are improved.

**Table 2.0: Key transport influences and effects**

Area	Key influences	Effect	Implications	Transport response
<p><b>Scunthorpe</b></p>	<p>Development of industry/employment area to North of town whilst housing is to the South</p>	<p>General increase in trips associated with accessing the town centre and employment opportunities</p> <p>Most traffic must pass through specific 'pinch points' on the network rather than using radial routes</p>	<p>Continued car use leading to <b>future congestion</b></p> <p>Increased pressure and <b>congestion</b> at key junctions</p> <p>Increased traffic movements leading to increased conflict and reduced <b>road safety</b></p> <p>Levels of <b>congestion</b> extend beyond the peak travel period</p> <p><b>Increase in car trips</b> if sustainable modes not promoted</p> <p><b>Increase in car trips</b> if sustainable modes not promoted</p>	<p>Promotion of sustainable modes</p> <p>Junction improvements at key locations</p> <p>Provision of facilities for pedestrians and cyclists</p> <p>Improving environment for sustainable modes</p> <p>Use of travel planning</p> <p>Facilitating car sharing</p> <p>Improvements to transport interchanges</p> <p>Introduction of UTMC to smooth flows</p> <p>Linking land-use and transport planning to reduce need to travel</p> <p>Road safety engineering, education and enforcement</p>
	<p>Continues to be the main service area</p>	<p>Increased demand throughout the day not just at peak periods</p>	<p>Levels of <b>congestion</b> extend beyond the peak travel period</p>	<p>Use of travel planning</p>
	<p>Urban renaissance area</p>	<p>Potential for local road changes and improvements to integration and environment</p>	<p><b>Increase in car trips</b> if sustainable modes not promoted</p>	<p>Facilitating car sharing</p> <p>Improvements to transport interchanges</p>
	<p>Town centre regeneration</p>	<p>Improved environment generates additional trips</p>	<p><b>Increase in car trips</b> if sustainable modes not promoted</p>	<p>Introduction of UTMC to smooth flows</p> <p>Linking land-use and transport planning to reduce need to travel</p> <p>Road safety engineering, education and enforcement</p>

Area	Key influences	Effect	Implications	Transport response
<b>Scunthorpe</b>	Significant housing development on Western and Eastern gateways into town	Increase in trips on the main corridors into the town centre	<p><b>No additional capacity</b> on highway network</p> <p>Reduced <b>air quality</b>, particularly at the Gallagher site to the West</p>	
<b>Barton and Brigg</b>	New housing development concentrated in Barton and Brigg	Increased trips	Development of <b>congestion</b> at key junctions of the network	Promotion of sustainable modes
	Expansion of industrial area to East of Barton – all transport links are to the West	Increased through traffic, in particular HGV movements	<p><b>Reduced network capacity</b> in the town for non-commercial traffic</p> <p>Impact on <b>quality of life</b> on residents on main street</p> <p>Increased <b>conflict</b> between local traffic and through movements. Increased severance reducing <b>road safety</b></p>	<p>Remodelling junction to improve traffic flow</p> <p>Provision of facilities for pedestrians and cyclists</p> <p>Improving environment for sustainable modes</p> <p>Use of travel planning</p> <p>Traffic management measures to reduce impact on settlements</p> <p>Road safety improvements</p> <p>Development of freight partnership</p>

Area	Key influences	Effect	Implications	Transport response
<b>South Humber Bank</b>	Port expansion plans	Increase in trips generally and in particular HGVs by road and rail	Increased <b>congestion</b> on A160/A180 Impact on <b>quality of life</b> in villages	Traffic management measures to reduce impact on settlements Supporting proposal to duel A160
	Proposals to duel A160	Increased capacity	Reduced <b>air quality</b> , road <b>capacity</b> and potential for <b>reduced economic growth</b> if duelling not undertaken	Supporting opportunities to upgrade Wrawby junction and Wrawby to Gainsborough rail line
	Major development area for employment and industry	Attraction of trips from outside the area	Increase in <b>travel distances</b> <b>Increased car use</b> as other modes are limited	Development of freight quality partnership
	Northern Way growth strategy highlights access to Humber ports	Continuing growth in travel and economic development of the area	Increased <b>congestion</b> and HGV movements unless <b>rail capacity</b> is improved	Development of car sharing opportunities