

CHAPTER 1

STRATEGIC PLANNING

In this chapter we cover:

The European / National Agenda

The Regional Agenda

The Community Context

THE EUROPEAN / NATIONAL AGENDA

The European and National Context

The European Context

Across Europe generally there is a drive to create free flowing economies within the European Union. The underlying principals of this are to create infrastructure across Europe that supports trade movements and addresses areas of deprivation, regeneration, social engagement and inclusion.

Map 1.0: UK in a European Context



Source – *Regional Spatial Strategy for Yorkshire and Humberside 2016*

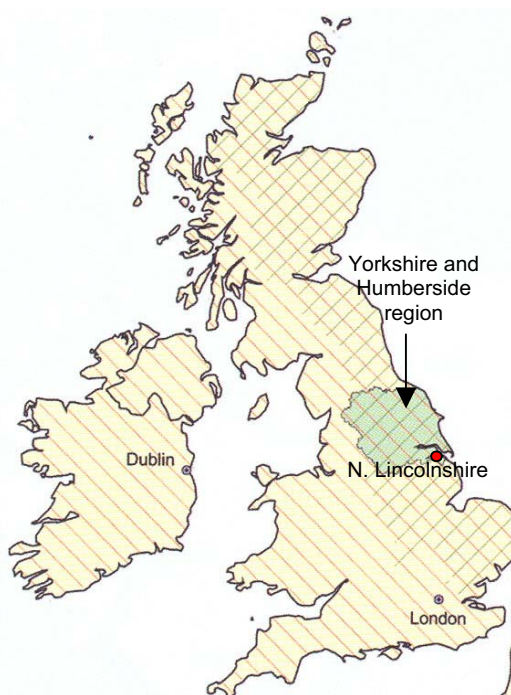
North Lincolnshire plays an important part in fulfilling these objectives as the region falls into European Objective status, has pockets of deprivation, as well as being the home to one of the main European trade ports at the South Humber bank. This port, along with the two international airports within a 20-mile radius of Scunthorpe results in a considerable amount of international freight, business and tourism movements taking place within North Lincolnshire on a daily basis. One of the aims of the LTP will be to ensure the free flow of trade movements through the ports and North Lincolnshire is maintained

whilst 'locking in' the benefits of this economic activity for the area. Any potential negative impacts on safety or the environment will be examined through the scheme prioritisation process (explained in chapter 11).

The National Context

Recently four national shared priorities for transport have emerged relating to Safety, Air Quality, Congestion and Accessibility. These shared priorities ensure that we are all working towards the same aims in delivering better public services. Chapters 4 to 7 of this Local Transport Plan are arranged around these four shared priorities and identify the measures and initiatives we will be undertaking to deliver them.

Map 1.1: Showing the UK (with North Lincolnshire highlighted)



They have built on previously agreed shared priorities for local government around the process of direct engagement with all local authorities, through which targets and objectives will be managed.

In order to address these issues the various arms of the Government have introduced a number of national policies.

Source – Regional Spatial Strategy for Yorkshire and Humberside 2016

National Policy

One of the most significant policy documents to consider is The White Paper – The Future of Transport.

The white paper, 'The Future of Transport'

Published in July 2004 it sets out the government's vision for transport over the next 30 years. It envisages transport that makes more efficient use of the existing highways network and that is environmentally friendly. It is this over-arching vision for transport that this Local Transport Plan (LTP) is working toward.

The White Paper aims to deliver a coherent transport network providing;

- A road network providing a fast, reliable and efficient service
- Enabling people to make better informed choices about how and when to travel
- Bus services that are reliable, flexible, convenient and tailored to local needs
- Making walking and cycling a real alternative for local trips
- Ports and airports to provide improved international and domestic links.

Within North Lincolnshire this will mean delivering an accessibility strategy and associated action plans and building on the bus and bus information strategies to improve access to key services. The existing road capacity will be managed through demand management measures such as parking control and the introduction of a traffic control system to improve flows.

Other main national policy influences on our LTP are summarised below.

White Paper, 'The Future of Rail'

Published in July 2004 it considers the structural and organisational changes required within the industry to deliver improved performance and safety whilst at the same time controlling costs.

In North Lincolnshire improvements will principally revolve around improving access, information and passenger facilities at stations such as cycle parking and signing. We will work in partnership with the operators and the Department for Transport on measures to improve capacity on lines carrying large volumes of freight.

White Paper, 'The future of Air Transport'

Published in December 2003 it sets out a strategic and policy framework for the development of airport capacity and aviation in the UK over the next 30 years. The government recognises that building more capacity to meet demand is not a sustainable way forward, although increased capacity is required at a number of airports and best use must be made of existing capacity.

The White Paper states that for Humberside International Airport "...there are no significant physical constraints on future expansion. We therefore agree that the airport should seek to attract as much traffic as it can." We will continue to work with the operator to improve surface access to the site by sustainable means.

Transport Act 2000

This Act provides legislation for quality bus contracts, road user charging and workplace parking levy schemes as options for authorities to consider improving accessibility and congestion.

We will not be looking to implement any of these options during the lifetime of this Local Transport Plan as other options, for example the Quality Bus Partnership are already bringing about improvements in bus patronage.

The Traffic Management Act 2004

This Act places a network management duty on all authorities to ensure traffic is kept flowing. It is aimed at resolving the problems associated with congestion, access and pollution.

Along with all authorities we are developing a traffic management plan that will identify current and future causes of congestion and identify measures to mitigate against it, for example junction improvements to accommodate new development sites.

Planning Policy Guidance Note 13

PPG13 is a planning guidance note to Authorities aimed at promoting sustainable development, reducing demand for transport and reducing the impact of transport on the environment. Our land-use planning and transport policies are clearly aligned to enable us to direct transport improvements at areas where new residential development will occur, such as junction improvements at Ashbyville which forms one of the main gateways into Scunthorpe and is also adjacent to land allocated in the local plan for approximately 1200 houses.

The National Air Quality Strategy

This requires Local Authorities to monitor air quality and prepare action plans if statutory air quality objectives are breached. Again focusing on the Environmental impacts of Congestion. An Air Quality Management Area will be declared for Scunthorpe on the basis of industrial emissions rather than transport but transport air quality will continue to be monitored.

Making the Connections: Report on Transport and Social Exclusion

This report identifies the importance of transport in relation to reducing social exclusion by improving access to employment and key services. It recognises that some people may not be able to access services as a result of social exclusion and that the transport provision and location of services can reinforce social exclusion. We will be addressing this through the development of an accessibility

strategy and through detailed action plans aimed at improving access in specific areas. This Report is reinforced by the Disability Discrimination Act.

Disability Discrimination Act

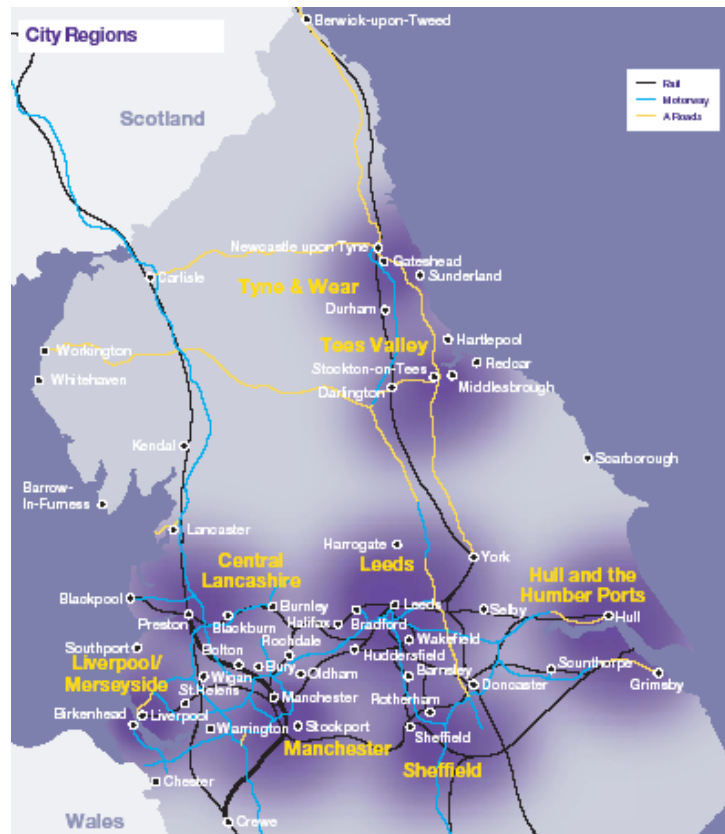
This Act seeks to ensure that service providers make every reasonable effort to ensure their services are accessible to all. The bus strategy contains policies relating to improved access and we will continue to seek improvements through the provision of dropped crossings, raised bus kerbs and low floor buses.

THE REGIONAL AGENDA

The Northern Way

The main influential factor we have to consider on a wider regional basis is the proposed development of the Northern Way growth strategy. The map below highlights the eight city regions within the proposed Northern Way.

Map 1.2: City regions highlighted in the Northern Way



Source: *Moving Forward: The Northern Way* (2004)

The Northern Way Growth Strategy, is a new £100 million growth fund to support the economic renaissance of the North. It was launched in September 2004 as “*Moving Forward: The Northern Way*” and is designed to boost prosperity across the North of England and reduce the disparity with the South. The North is divided up into eight city regions, one of which is Hull and the Humber ports, which extends into the countryside surrounding it and includes all of North Lincolnshire. The main goal of the Northern Way Growth Strategy is to improve access to jobs, markets and

facilities across the North and to secure the economic benefits accruing to the region.

The main challenges identified for the Hull and Humber Ports city region are to:

- Reduce unemployment
- Create more and higher skilled jobs
- Address pockets of concentrated deprivation
- Regenerate urban areas
- Improve the skills of the workforce
- Create and attract more higher value businesses, and
- Overcome the negative image of the region.

The document recognises the top priority for this city region is improving access to the ports, which includes road and rail access to ensure the continued economic vitality of the region.

For North Lincolnshire this primarily means development of the South Humber Bank (SHB) and attracting port related, high skill industry to the area. Currently most freight traffic passes through North Lincolnshire and much of the economic potential of the port industry is lost. Expansion and development of the area is expected to deliver 3000 jobs, which will affect travel patterns as more journeys will be made outward from the main urban areas (the exact impact of change has not yet been identified). Partnership working with the Connexions service, the Learning and Skills Council and other organisations is already in place to address the need for additional skill development to meet the requirements of industry. Travel planning will play an important role as the development will be phased and currently there is limited travel choice to the area.

An example of the kind of project, which Northern Way seeks to promote and develop, is that undertaken by the national DIY chain B&Q. Previously the firm had used Southampton and Felixstowe for imports of timber and other materials, but growing congestion in these areas threatened the effectiveness of the supply chain. The company switched the majority of its traffic to Immingham in 2003 and by 2005 was moving approximately 30,000 containers to its National Distribution Centres (NDC's) at Scunthorpe, Doncaster and Worksop. The benefits include a reduction of 5% in overall transport costs, 2.8m fewer road miles (20,000 fewer tonnes of CO₂) and 35 fewer drivers.

The proposals to dual the A160 in North Lincolnshire will influence not only the development of the South Humber Bank but also serve to attract more investment in the ports, logistics and distribution

industries. Northern Way has already indicated that it considers the improvements to the highway and railway network on the South Humber Bank as vital to the success of the overall project and development of the area, and that it cannot be constrained by a failure to improve the access to the ports and development areas.

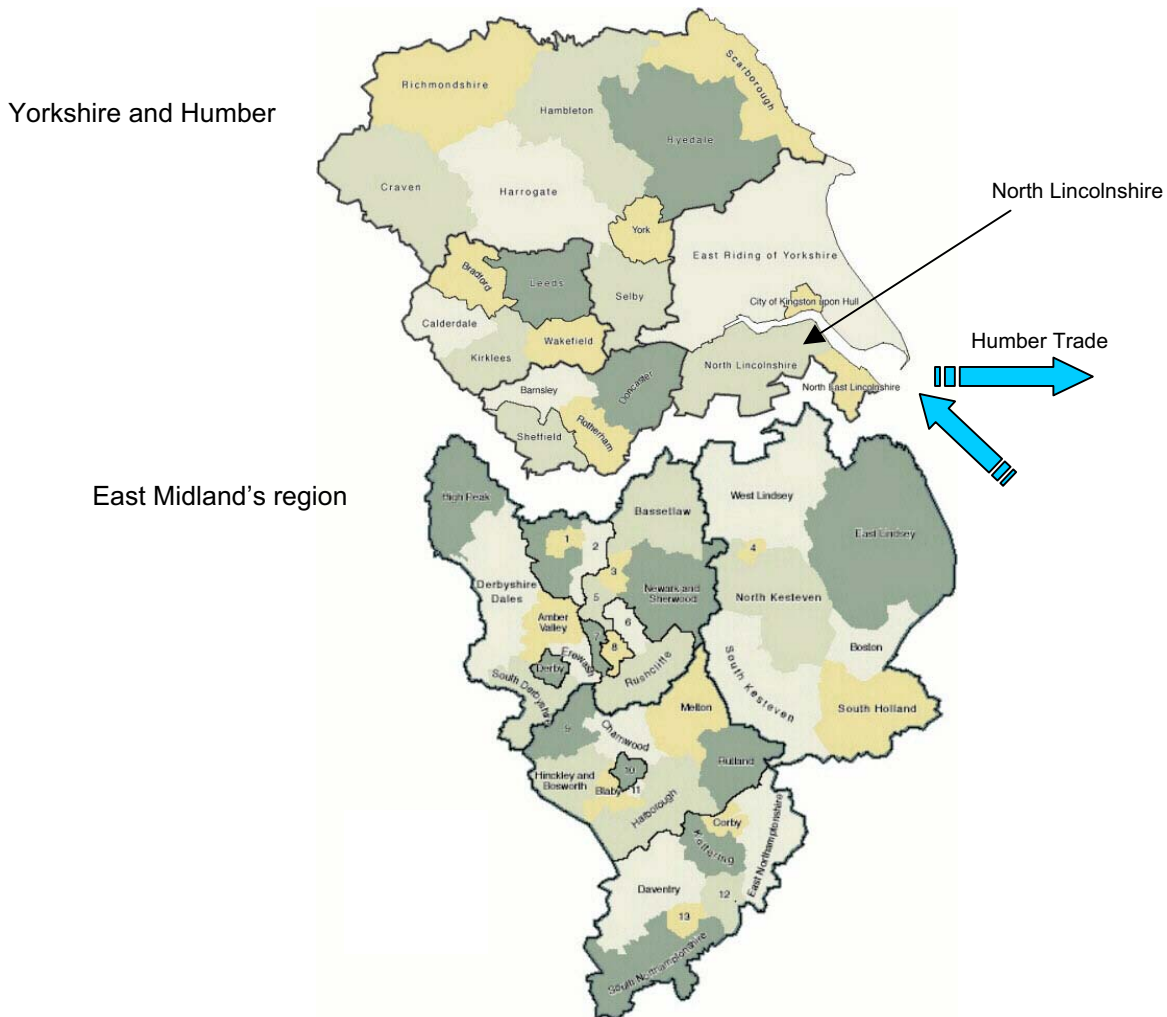
Locally measures are in hand to ensure that traffic management and highway improvements on and leading to the South Humber Bank development areas are being progressed. Areas around Rosper Road, Chase Hill Road and Eastfield Road, all of which are used by HGV's are being improved together with the completion of the major project at Haven Road linking into the Humber Sea Terminal. Additional works during the lifetime of the LTP will include new signing schemes to ensure recommended HGV routes are clearly defined and measures to ensure that heavy vehicles are not allowed to "short cut" and impact on local communities.

The Northern Way and the National Policy documents listed in the previous paragraphs significantly influence our Regional context.

The Regional Context

North Lincolnshire is situated on the Southern boundary of the Yorkshire and the Humber Region. As we are not centrally located within the region we clearly have additional influences to consider from our partner regions. For example a considerable amount of our freight and transport moves not only from East to West across the Yorkshire and Humber Region but also North to South between the Humber Region and East Midlands Region. The map below clearly illustrates North Lincolnshire in relation to its neighbours.

Map 1.3: Showing North Lincolnshire in relation to its neighbours



Source: <http://www.statistics.gov.uk/geography/maps.asp>

Regional Policy & Strategies

Our 2nd LTP must demonstrate how it is helping to deliver the regional priorities for Yorkshire and the Humber etc. It must therefore take account of the various regional guidance documents and strategies.

The main influences are:

The Regional Planning Guidance for Yorkshire and the Humber (RPG12) and the Regional Spatial Strategy (RSS)

The current planning system is changing. The Regional Planning Guidance (RPG) is being replaced by the Regional Spatial Strategy (RSS), which is currently under development. The Regional Transport Strategy (RTS) will be included in RSS and is also being updated. The Government Office for Yorkshire and Humber published the initial RSS in December 2004 following a selective review of the RPG.

The main objectives of the initial RSS are the maintenance of high and stable levels of economic growth and employment; social progress which recognises the needs of everyone; effective protection of the environment and prudent use of natural resources.

These will be delivered through the 4 strategic themes identified in the document, of economic regeneration; promoting social inclusion; urban and rural renaissance and conserving and enhancing natural resources.

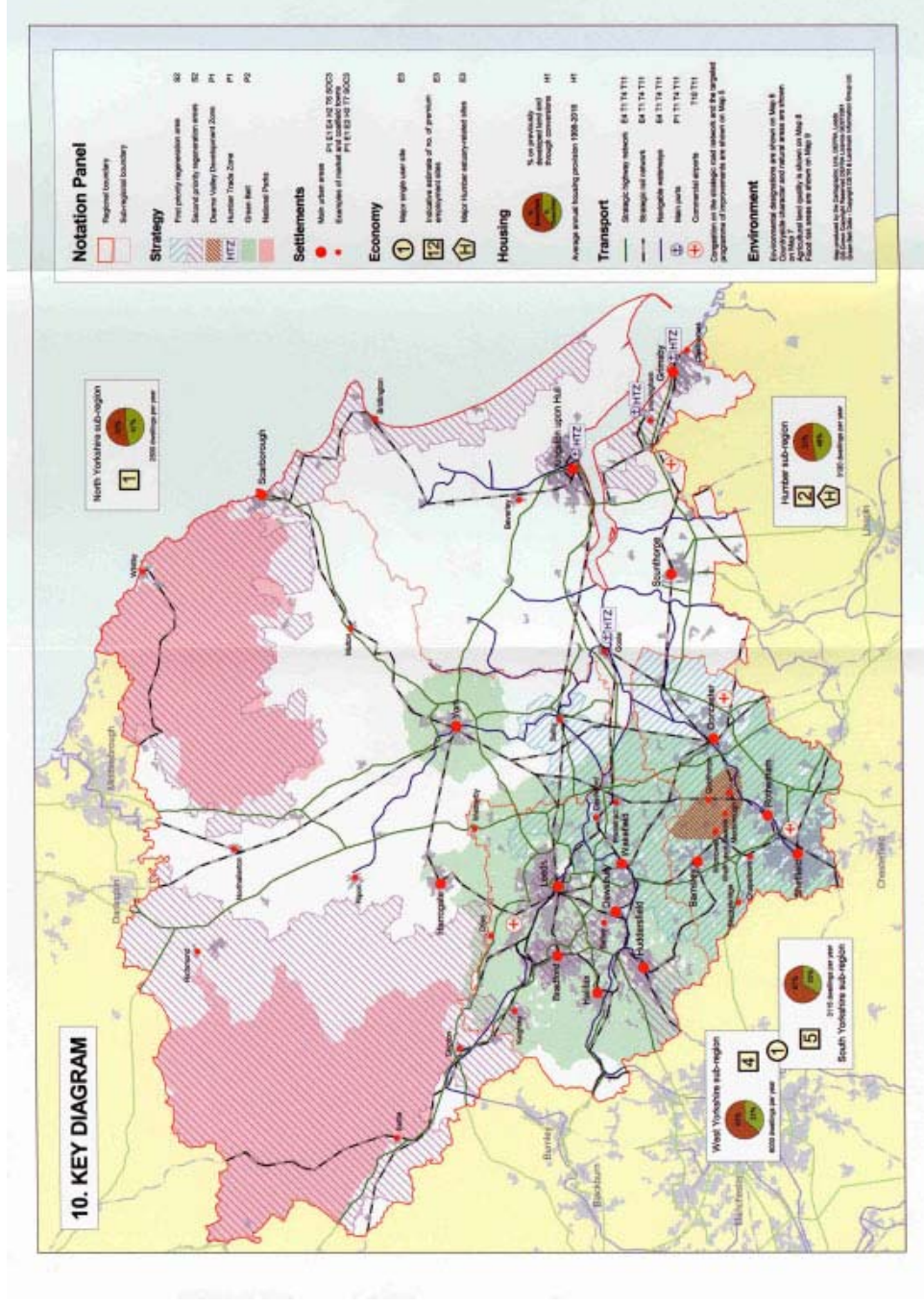
The policies that have the most direct links with transport set out criteria that will influence land use and allocations, by, for example, locating new development adjacent to existing transport facilities, planning development to enhance the viability of existing public transport services (policy T1), employment site selection (policy E4), allocation of housing land (policy H2) and having regard to strategic priorities.

The future RSS will provide greater opportunity to link the region's economic, housing, transport and planning aims into one spatial strategy and unite the region as a whole whilst highlighting specific areas that may need specific guidance. The preliminary document 'Advancing together' outlined the vision for Yorkshire and the Humber to be a: " *Recognisably world class and international region where the economic, environmental, and social well being of all our region and its people advances rapidly and sustainably*'. The next stage of identifying the policies within RSS is taking shape. At this stage the policies are not fundamentally changing the direction of regional planning but they are providing the means of ensuring greater integration and more closely defining the spatial aspects involved.

The main issues for North Lincolnshire that are reflected in the initial RSS are, infrastructure provision and surface access to ports and airports, the movement of freight (which will be managed through the development of a freight strategy) and public transport and accessibility (which will be addressed through the accessibility planning strategy).

The following map 1.4 shows how the various strategies, including local transport plans, will link together to achieve the vision.

Map 1.4: Showing Joint Strategies within the Regional Spatial Strategy.



Source: Regional Spatial Strategy for Yorkshire and the Humber

The Regional Transport Strategy (Contained within RSS)

Contained within RSS is the Regional Transport Strategy (RTS) this refers specifically to transport policy in the wider region of Yorkshire and Humber. The RTS sets out the main transport priorities for the region across all modes and highlights how transport contributes to the achievement of the regions aspirations for the economy, social inclusion and environment.

The emphasis is on the concentration of services, social inclusion and urban renaissance. Concentration of land use means that more journeys can be made by sustainable transport modes and locating development near to existing services creates a more socially inclusive community and a more sustainable environment. This will be delivered throughout the region by improving travel choice, increasing education and travel awareness, new public transport infrastructure, parking policies and improvements to rail services to encourage reduced car use.

A table identifying how we are contributing to the objectives of the RTS to integrate transport and land use planning, and also how we are contributing towards the identified transport investment priorities is shown overleaf. These RTS objectives have informed the development of the objectives of the Local Transport Strategy and the Local Transport Plan (see chapter 2)

The RTS recognises that freight movement is of 'great significance to the economy of Yorkshire and the Humber given the importance of the Humber ports'. In addition to improving the efficiency of distribution, making the most effective use of road, rail and water and reducing the impact of freight on the environment, North Lincolnshire will be concentrating efforts to maximise the economic potential of the ports for the local area and the region. The South Humber Bank masterplanning study is has forecast employment growth of approximately 3000 jobs, which will be phased as the land is opened up for development. In addition it recognises that there is the potential for another 7000 jobs being created on Europarc and Killingholme airfield. Additional transport infrastructure has been identified as critical to the development of the area. The phasing of the development will require new infrastructure to be planned during the lifetime of the second LTP but is unlikely to be required or delivered until after 2011. This will include new highway and the potential to extend the rail line. We continue to work in partnership with North East Lincolnshire and the Highways Agency to progress improvements to the highway and ensure the economic development of the area for the region. See

chapter 6, congestion for impact of traffic generation on the network, chapter 3 for consultation and chapter 7 for improving access to new jobs.

During this LTP the development of a freight strategy (in line with the regional strategy already identified) and establishing a quality partnership with operators, the local communities and businesses will tackle specific problems and issues, particularly associated with high HGV flows adjacent to residential areas in the eastern parishes. In addition, following on from the work already undertaken by neighbouring local authorities proposals are already being taken forward to develop a sub-regional Humber freight quality partnership in which North Lincolnshire is participating.

RTS policy T5 provides guidance on strategic demand management and coordination across the region, including use of parking policies, travel plans (work and school), road space reallocation and coordination of street works. In North Lincolnshire we have adopted the regional parking standards for new developments. Parking policy is currently under review with a programme to implement decriminalisation of on-street parking to enable a more proactive approach to demand management and to tie-in with Urban Renaissance proposals to redevelop part of Scunthorpe town centre land currently used for car parking.

Policy T7 addresses transport in rural areas and market and coalfield towns and is therefore particularly relevant to North Lincolnshire. It is recognised that public transport provision can be difficult to provide in these areas. LTP2 will build on the work that has already been undertaken with regard to flexible and community based transport provision, enhancement of the public rights of way network and environmental improvements. A transport brokerage scheme is being developed to make most efficient use of existing transport rather in addition to using the limited revenue resources available to support additional public and community transport services.

Targets in this LTP are consistent with and working towards the targets that are contained in the RSS.