

. Table 1.0: North Lincolnshire's contribution to the RTS objectives

Integrated transport and land use planning	
RTS objective	Examples of how RTS objectives are addressed in the LTP
Support regeneration and economic growth in identified areas in RSS	<ul style="list-style-type: none"> • Supporting the Urban and rural renaissance programmes and Market Towns Initiative, e.g. public transport given priority on identified roads within Scunthorpe town centre to reduce journey times for buses. • Supporting trunk road improvements to the Humber ports, being promoted by the region. • Improving access to Humber Sea Terminal through the provision of a new local access road into the port.
Support sustainable development	<ul style="list-style-type: none"> • Ensuring close links between land use and transport planning e.g. transport input into development of the LDF and use of Transport Assessments to mitigate highway impacts.
Reduce the need to travel, especially by car	<ul style="list-style-type: none"> • Increasing travel choice by providing more and better quality facilities for sustainable travel modes e.g. Introducing a carshare database and parking facilities. • Working with partners to provide services locally, e.g. extended schools agenda delivering more services in the community, linked to a new brokerage system to provide greater flexibility in transport provision. • Committed approach to providing attractive and accessible public transport e.g. ongoing improvements to provide low floor vehicles, shelters at bus stops and clear transport information.
Reduce the impact of traffic and travel on the environment	<ul style="list-style-type: none"> • Introducing a UTM system in Scunthorpe to improve traffic flows.

	<ul style="list-style-type: none"> Reducing traffic growth by improving facilities for other modes e.g. improvement of route in Melton Ross to join National cycle route 1 and contra-flow cycle lane on Cole Street. Using quiet surfacing material in appropriate locations Continued air quality monitoring, particularly around busy junctions and areas of new development – Doncaster Road and Ashbyville. Accessibility planning Introducing a transport brokerage system to increase availability of transport Delivering services locally
Improve access to opportunities in an equitable and socially inclusive manner	

And also

Within the transport system

RTS objective	Examples of how RTS objectives are addressed in the LTP
Integrate different modes of transport and promote modal shift away from the car	<ul style="list-style-type: none"> Providing cycle parking, improving security and provision of information at rail stations Making improvements to interchanges Promoting travel planning green travel through a car share database in conjunction with North East Lincolnshire
Make efficient use of transport resources Improve safety	<ul style="list-style-type: none"> Using asset management to make best use of resources Implement engineering, training and enforcement measures to improve safety, including a route audit of high risk routes. Providing and improving street lighting Working with the community safety partnership
Maximise the use of more efficient modes of travel, including walking and cycling	<ul style="list-style-type: none"> School and workplace travel planning Introducing joint ticketing arrangements for buses between the

	<p>main operators</p> <ul style="list-style-type: none"> • Awareness raising campaigns • Improving facilities and the environment for pedestrians and cyclists e.g. extension of pedestrian area in Scunthorpe to link in with Urban renaissance proposals
<p>Assist in achieving the government's local air quality targets</p>	<ul style="list-style-type: none"> • Promoting travel planning • Introducing a UTM system • Reducing the need to travel through better links with land use planning
<p>Increase provision of safe traffic free networks within and between the town and countryside</p>	<ul style="list-style-type: none"> • Working through the safety partnership to improve enforcement and reduce traffic speeds • Developing the public rights of way network to make more routes available for use particularly those that provide good links between villages and to amenities
<p>Be affordable and achievable</p>	<ul style="list-style-type: none"> • Asset management approach • Prioritisation of schemes against objectives

RTS identifies a number of projects that we are contributing towards. The table below identifies some of ways in which we are contributing to these priorities.

Table 1.1: North Lincolnshire’s contribution to regional transport investment priorities

Priority Action	Comment	How addressed in the LTP
Improving access to the Humber ports	Doncaster – Scunthorpe – Immingham main rail line upgrade Upgrading the Wrawby junction – Gainsborough route A160 – A180 improvements	This is the responsibility of the SRA. We are supporting the upgrade As above Trunk roads are the responsibility of the Highways Agency but we are supporting the funding bid for this project
Regional Demand Management Strategy	A package of measures at specific locations introduced in a coordinated way, e.g. parking standards, accessibility standards, soft measures.	In addition we will be upgrading the road to the Humber Sea Terminal through LTP funding We are currently reviewing our parking policy and enforcement procedures with a view to introducing decriminalisation of parking. Continuing with a programme of school and workplace travel planning, facilitating car-sharing through the introduction of a car-pooling database and provision of parking facilities and delivering a UTMC system.

Priority Action	Comment	How addressed in the LTP
Improving access to main urban areas	Package of measures not directly aimed at urban areas in North Lincolnshire	<p>We will make a contribution to this priority for action through:</p> <ul style="list-style-type: none"> • Accessibility planning • Better integration between modes at stations • Joint ticketing on buses • Quality bus corridor improvements
Improving surface access to airports	Primarily integrated measures aimed at Doncaster-Sheffield and Leeds-Bradford airports	<p>We will make a contribution to this priority action through:</p> <ul style="list-style-type: none"> • Linking bus services to train arrival/departure times • Improving parking at train stations, particularly Scunthorpe • Supporting operators to provide increased bus services to Doncaster
Region wide joint ticketing and travel information strategy	Ticketing aimed at South and West Yorkshire. Region wide travel information strategy	<ul style="list-style-type: none"> • We are introducing a joint ticketing arrangement in Scunthorpe and on the main rural routes • We are part of the East Midlands Traveline project, continuing to improve at-stop information, increasing promotional material for specified services, routes and events

Priorities within RSS

These priorities are being taken forward through the emerging RSS but priorities will be set on an outcome basis rather than a scheme basis. The establishment of the new Regional Transport Board (set up to consider priorities and funding) has considered funding levels for various projects as well as made recommendation to Ministers as to which projects are regional priorities. It will be for the Minister to decide whether to remit the projects back to the region for funding or whether to fund them through central government.

How do our schemes contribute to regional objectives?

The RSS sets out a vision and plan for meeting the economic and social needs and for managing the environment across the whole of the Yorkshire and Humber region. In order to achieve the vision a coordinated approach including the regional economic strategy, regional housing strategy and the regional spatial strategy is required. This core approach is embodied by a set of policies that the LTP programme seeks to support. Examples of schemes that we will be undertaking are set out below.

Climate change and resource use

To increase pedestrian activity we will be putting in new footways at the A18 Frodingham Grange roundabout (to ease access to the football ground) and Bigby Road in Brigg to provide access to a busy garden centre where pedestrians currently have to walk in the road. To increase cycle activity we will complete phase 3 of the Queensway cycle lane to provide a more coherent cycle network and provide new cycle lanes to link in with the Urban Renaissance project designed to reinvigorate Central Park and to encourage greater use of public transport we will be designing specific promotional material to appeal to different sections of society.

Key spatial priorities

We are improving the road into the Humber Sea Terminal to widen it and allow better two-way access into a busy and expanding port area. In addition we are supporting the proposal to duel the A160 and improve the A160/A180 interchange to meet current and future demand for Immingham and Grimsby ports and the South Humber Bank development area.

Working Together

We are working alongside North East Lincolnshire to deliver a car-pooling database to reduce traffic levels entering urban areas and provide alternative means of travel. Surveys have confirmed that there are a significant number of vehicle movements between North and North East Lincolnshire and Hull and the East Riding of Yorkshire which provision of this database will seek to address. In

addition we will be seeking to provide areas for carshare parking at key locations in North Lincolnshire, such as Barton upon Humber and the A160/A180.

Urban Focus

To improve the public transport environment we will be aiming to implement bus priority measures on Oswald Road to create a bus only approach, consider left turning options at High street and peak time signals at Queensway roundabout to improve journey time reliability and improve punctuality. In addition we will be introducing a UTMC system in Scunthorpe to improve traffic flows and assist in emission reductions.

Better towns

To enhance the vitality of our towns we will be working in conjunction with the Urban and Rural Renaissance projects to improve the environment and viability of Scunthorpe, Crowle and Epworth. For example, in Scunthorpe we will be redeveloping the central park area to create a more vibrant heart to the town and improving the pedestrian and cycle links through and to the park to create safe off-road shortcut along Ashby Road between the residential and college areas and the town centre.

Vibrant rural and coastal areas

We are developing a transport brokerage scheme to help improve access to transport, particularly in the rural areas where commercial public transport operators have reduced services. We have already conducted the audit of vehicles and will be collating a database of volunteer drivers as part of the next stage.

Location of development

The LTP has been developed alongside the emerging Local Development Framework. The locations identified for residential development are located on the outskirts of Scunthorpe on but on the main arterial routes into the town (Doncaster Road and Lakeside) to enable full advantage to be taken of existing public transport and pedestrian and cycle amenities. The planning process allows the Highway authority to apply conditions on developers to provide sustainable transport facilities and undertake travel planning. Both these conditions will be applied to these developments.

The Regional Economic Strategy

Yorkshire Forward, the Regional Development Agency, produces the Regional Economic Strategy (RES). This is a 10-year strategy (2003-2012) that provides a framework of common priorities around which investment is focused. There are six long-term key objectives for the economy:

1. Grow the region's businesses
2. Achieve higher business birth and survival rates
3. Attract and retain more private and public investment
4. Radically improve the development and application of education, learning and skills
5. Connect all of the region's communities to economic opportunity through targeted regeneration activity
6. Enhance and utilise the region's infrastructure of physical and environmental assets.

The strategy has identified Yorkshire and Humber's top ten priority actions to be implemented between 2003 and 2006, one of these is to ensure action is progressed on the region's seven strategic transport priorities to build a more efficient, better integrated, less polluting and more accessible transport system. The strategy is being delivered through sub-regional plans. Activity in the Humber will again focus on better utilisation of the ports complex and development of the infrastructure to aid regeneration. Rural pathfinder and renaissance processes are identifying locally relevant priorities that address the objectives of the RES to improve the quality of life for residents.

The Humber Forum is the public private strategic partnership for economic development and regeneration in the Humber sub region. The ultimate goal of the Forum is to make the Humber sub region a better investment proposition by:

- Generating more trade
- Adding more value to the trade within the region
- Targeting support at specific estuary related industries
- Targeting infrastructure to resolve transport bottlenecks and support transport opportunities.

The Humber Trade Zone (HTZ) initiative is a key component of the RES. It supports and drives economic growth through the Humber Estuary. The vision is to develop a stronger national and international awareness of the Humber ports and to increase opportunities for economic activity and development. The HTZ is identified in the RSS as being one of three regionally significant locations.

The impact on travel patterns that commercial development of the HTZ will produce has not been fully identified as this will be dependant on the number and type of jobs created, however there will be a change from the dominant flow being into Scunthorpe to more dispersed travel patterns out towards the Humber bank and from a wider catchment area than North Lincolnshire as the development that is being sought is aiming at higher skilled jobs. A need for investment and development of the Humber Trade Zone (HTZ) is identified and we will be targeting transport investment at the whole of the HTZ not just the South Humber Bank (SHB) to spread the benefits of employment opportunities.

The RES indicates priority should be given to land and infrastructure issues to aid regeneration of the area but it also recognises that action is required to progress the region's strategic transport priorities.

Creating Sustainable Communities (Yorkshire & Humber Region)

This policy document aims to work with regional, local and neighbourhood partners to:

- Deliver a better balance between housing supply and demand
- Ensure people have decent places to live
- Tackle disadvantage
- Deliver better services through strong effective Local Government
- Promote the development of the region.

The diagram below indicates areas in North Lincolnshire that qualify for European funding under Objective 2 (to support the economic and social conversion of areas facing structural difficulties) as well as areas qualifying for stamp duty relief. North Lincolnshire has areas recognised nationally as being within the top 10 per cent affected by deprivation and poor access. In conjunction with key partners we are developing an accessibility strategy that will define how we will improve access to key services in specific locations. This will take place against the backdrop of creating sustainable communities by improving integration between land-use and transport planning to reduce the need to travel.

To add to this work (Department for Environment Food and Rural Affairs) DEFRA have also piloted policy ideas that they wish to see pathfinder authorities like North Lincolnshire & regional areas such as the Yorkshire and Humber consider.

Their suggestions include:

- Shaping how a natural England could operate and deliver at a regional and local level
- Participating in projects to increase the provision of affordable rural housing (such as the pathfinder projects underway in North Lincolnshire)
- Consider issues around the rural Post Office network (which could be considered through the accessibility strategy)
- Help to define the sub-regional partnerships through which DEFRA's social and community programme funding will be filtered.