

<p>Educational Development Plan</p>	<p>Sets out the council’s priorities for education and the school improvement programme for 2002–2007. Our Key Priorities are:</p> <ul style="list-style-type: none"> • Raising the achievement of children in the foundation stage • Raising attainment – key stages 1-5 • Inclusion • Improving leadership, management and governance of schools • Promoting learning in North Lincolnshire 	<p>Has close links with the social inclusion agenda and improving accessibility being promoted through the LTP.</p>
<p>Housing Strategy</p>	<p>Developed to ensure that the residents of North Lincolnshire can build homes and create communities. The strategy has identified 7 main outcomes:</p> <ul style="list-style-type: none"> • Providing choice • Better homes • Safe and healthy communities • Listening to people • Meeting special housing needs • Affordable warmth • Managing and preventing homelessness 	<p>The links with housing are less direct but centre around reducing road accidents with emphasis on vulnerable road users and working with developers to include provision for pedestrians and cyclists in all new housing areas.</p>
<p>Regeneration Strategy</p>	<p>To reposition North Lincolnshire as a high value economy</p> <p>To ensure the health of the community and the economy to deliver this repositioning. To address the issues underpinning the two key areas of people and jobs</p>	<p>Identifying areas of sustainable economic growth</p> <p>Improving accessibility to key locations, particularly in the Eastern parishes adjacent to the South Humber bank development area e.g. supporting the villager bus project and community car club.</p>

		<p>Supporting sustainable growth through the concentration of resources at key economic locations – ports, Scunthorpe</p> <p>Removing barriers to entry by improving access to training and education and delivering infrastructure for all modes of transport.</p>
<p>Tourism Strategy</p>	<p>The strategy is closely linked to the regeneration strategy in setting North Lincolnshire at the centre of a high value, sustainable economy</p>	<p>Identifying attractions for visitors with good and poor accessibility.</p> <p>Through development of sustainable travel modes working in partnership with the attractors and transport providers e.g. reduced entrance fee to attractions on providing evidence of arrival on public transport.</p> <p>Consistent signage to produce more visitor-focused signing on main routes</p>

Urban Renaissance

Urban Renaissance is a Yorkshire Forward (the Regional Development Agency) initiative to consider the long-term future for Scunthorpe. The process will create a strategic urban vision for the town in line with the regional and local strategies already being progressed and transport is a major factor in the development of the vision. A cross sector 'Town Team' has been established to generate civic leadership and participation. The Scunthorpe Strategic Development Framework provides the direction for the town over the next 25 years and a more detailed strategy to the initial consultation work that has been undertaken. The transformational strategy for Scunthorpe is in three parts. The maps below are taken from the 'Scunthorpe Framework Document and show the future transformational strategy relating to:

- 1 **New Urban Heart** – The growing importance of town centres - Creating a strong, attractive, vibrant town centre so that it will become a more effective driver for North Lincolnshire. This will be achieved by promoting Scunthorpe as a prime destination and improving the quality of the town centre through the enhancement of the public realm and the development of a cultural quarter.

Map 1.7: The new urban heart



Source: *The Scunthorpe Framework*

The redevelopment of central park will provide the focus for a safe route between the town centre and the residential areas to the South. Off-road cycle routes around (Ashby Road) and through the park will be provided as part of the project. The town centre has already seen some improvements to the pedestrian environment in Ravendale Street and we are seeking to extend the pedestrian environment along the high street, reducing car access but improving routing for buses.

The map shows how the centres of Scunthorpe and Ashby, central park and the Educational Campus will be unified and radically improved to give sub-region and dynamic urban heart.

New century garden town - Maximising the connectivity to and within the town through the creation of renaissance routes to form a cohesive network to underpin environmental and social quality and accessibility.

This element of urban renaissance has yet to be developed but is likely to include early consideration of improvements to the A18/Doncaster Road route from the M181 to the town centre which is the main route into Scunthorpe from the West and includes areas of localised congestion at Berkeley circle

Map 1.8: New century garden



Source: *The Scunthorpe Framework*

and Doncaster Road at Gallagher retail park. The work already programmed to complete cycle routes on Queensway will also connect into providing a 'green' route around and through the town and the development of central park.

The map shows how the Legacy of Abercrombie's garden town is proposed to be conserved and reinvigorated for Scunthorpe in the 21st Century.

- 3 **Lincolnshire Lakes** – The creation of a new waterside setting. The map shows a new lakeside edge is created by using flood control; on the Trent to create a stunning new setting for the Town.

A feasibility study for the development of this project has been commissioned. This would be a major transformational project and there are far reaching transport implications that are discussed in **chapter x**

Map1.9: Lincolnshire Lakes



Source: *The Scunthorpe Framework*

The full Scunthorpe Framework document can be downloaded from <http://www.northlincs.gov.uk/northlincs/business/regeneration/thescunthorpeframework.htm>

The themes in the Scunthorpe Framework emerged through analysis of the issues and concerns of the local people. The urban renaissance panellists (including Highways and Transport Staff) have worked with the 'town team' to focus realistically on the ideas and progress that could be made over the next 25 years. The focus in the first instance is on regenerating the town centre. Transport will be a key driver in delivering the framework and the more detailed ideas that are emerging. Planning for these will take place during the lifetime of this LTP and will feed into the development of the 3rd and subsequent LTPs. Therefore, to help deliver these themes the LTP will need to look at connectivity, the links with walking and cycling and the town centre, improving the public realm with environmental projects, improving road and personal safety and implementing measures that will reduce the need to travel and increase sustainability.

Rural Renaissance

The Rural Market Towns (RMT) initiative is underway in the Isle of Axholme, Brigg and will eventually include Barton. The aim is to identify locally important issues to regenerate and improve the area. In a similar process to the Urban Renaissance Programme town teams have been formed and a number of projects have been identified in Crowle and Epworth that will be considered for their feasibility and deliverability. The RMT process may have an impact on the LTP in later years as the schemes become developed and/or through the local plan process. The objectives of RMT contribute to towards sustainable development and link with the LSP through community involvement and support. Theme groups have been set up for the process in the Isle of Axholme considering:

- Tourism
- Housing, health and community
- Isle of Axholme business association
- Sustainability
- Transport

Yorkshire Forward has requested that lead the consultants and the surveyor put together a business plan on various projects by September 2005, when they will seek funding.

Maps 1.10: Showing the Rural Renaissance areas



Source: *Epworth and Crowle Rural Renaissance Master Plans*

Crowle

- Extend the Northern Greenway through the development area, to encourage pedestrian and cyclist movement through the town
- Upgrade 2 key paths to encourage pedestrian movements
- Relocation of car parking in the town square
- Reconfiguration of traffic lights on High Street

The consultation on proposals for the town square is currently underway and includes moving the bus stop out of the square to improve access for buses.

Epworth

- Enhance car parking facilities and reduce congestion in the Town Centre
- Provide additional shopping and health facilities and increase employment level, which will improve accessibility and reduce the need to travel outside the Isle of Axholme
- To build a new access road to accommodate development plan for affordable housing

When the projects that will be taken forward have been determined they will feed into the LTP to enable us and our partners to deliver better access to rural areas via the accessibility planning process. We will also be looking at how improvements can be made to the public transport connections in the area and how these can be linked together to increase choice about how and when to travel.

North Lincolnshire Local Plan and Strategic Environmental Assessment (SEA)

North Lincolnshire Local Plan

We also need to consider at a community level The Local Plan⁴. The Local Plan provides the framework and guidance within which land-use development for the whole of North Lincolnshire is provided. It sets out the strategic policies, provides detailed guidance to developers and secures the efficient use of land resources. In doing so the plan sets out to secure sustainable, rather than piecemeal development, that supports economic growth, protects and enhances the environment and reduces the need to travel by concentrating new developments near existing transport facilities and services. The Local Plan will provide the planning framework until 2008. The location of future commercial and residential developments are shown in chapter 2 (Local profile). Residential development is predominantly in Scunthorpe and the impact of this is also discussed in chapter 2.

North Lincolnshire Local Development Framework

Following the introduction of new legislation under the Planning & Compulsory Purchase Act 2004, Councils are required to produce a new type of plan called the Local Development Framework (LDF). It will consist of a suite of Local Development Documents (LDDs) which will cover a range of planning policy topics. These will

gradually replace the existing North Lincolnshire Local Plan policies over the coming years. Until they are replaced by new policies in the LDDs, the existing policies in the adopted Local Plan will continue to be used as the decision making tool for development proposals. The LDF will provide a more streamlined approach to planning and enable local priorities to be delivered. It will also allow for greater community involvement in the plan-making process and must reflect the Community Strategy. The project plan for the LDF can be found in the Local Development Scheme (LDS) on the Council's website www.northlincs.gov.uk. There are unlikely to be major alterations in the location of new development in the LDF.

The core strategy is the principal document in the LDF. It sets out what sort of place North Lincolnshire is today and what sort of place it should aim to become. It sets the broad context for where development will be located and how we will deliver the vision for North Lincolnshire. We are currently consulting the local resident and business communities and other stakeholders to identify the key issues to be taken forward and set the spatial strategy for the future development of North Lincolnshire.

Accessibility - Whilst the outcome of the consultation cannot be pre-empted it is anticipated that the major growth over the next 15-20 years will be directed within Scunthorpe where new housing can be located near to appropriate facilities. The principal growth settlements of Barton and Brigg will also experience growth although the level has yet to be determined. It is expected that growth outside of these settlements will be limited to what is necessary and sustainable for local needs and to support and maintain local services. This hierarchy of growth is expected to directly meet the needs of the local population with regard to improving accessibility to key services and already exists within the adopted North Lincolnshire Local Plan. The LTP will also be a consideration in planning decisions with regard to identifying sites that are most accessible, through the use of Accession software.

Congestion – Economic growth is associated with increased traffic growth; the core strategy will help create sustainable communities and assist in reducing the need to travel whilst maintaining economic prosperity. The LTP will have a direct influence on the development of the core strategy at a strategic level by helping to shape policies relating to congestion, road safety, accessibility and air quality as well as the interaction between transport and land-use planning. The potential impact of new developments relating to congestion can be mitigated for through the joint development of the LTP and LDF. Transport Assessments are required for all significant planning applications and the requirement for Travel

plans forms part of the development control process. In this way both the LTP and the LDF will aim to reduce reliance on the motor car and create a more sustainable environment. The LDF will continue to protect any identified highway schemes that require land and that are seeking to manage demand for travel.

Safer Roads – Schemes that aim to address highway safety issues will also be afforded protection through the LDF to reduce the impact of conflicting development. Safety considerations will also be included in the Development Control core policy document.

Air Quality - Poor air quality is not currently a significant problem within North Lincolnshire, however a monitoring system is in place and routes and identified areas will continue to be monitored. The core policy document relating to Development Control will contain requirements on developments to ensure that new proposals do not create additional problems.

We continue to coordinate development and delivery of the LDF and LTP to ensure they are taken forward in a consistent way. We maintain an on-going dialogue with the other agencies to ensure they are fully involved with the plans, for example, Highways Agency have regular meetings with the development plans team responsible for developing the LDF, the development plans team also work with Highways on strategic issues relating to the LTP. See chapter 3 for more information on consultation and partner involvement. Long-term future aspirations for transport are closely linked with development of the LDF, further information is contained in chapter 2.

Strategic Environmental Assessment

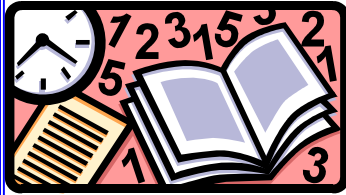
The Local Transport Strategy and subsequently the Local Transport Plan (LPT2) is based on efficiency and sustainable travel which has been derived from testing alternative strategies through the Strategic Environmental Assessment (SEA) process, reconsidering what strategies produced results in the first LTP and best practice and advice received from other local authorities on particular issues.

The development of the SEA has assisted in the formation of the 5-year programme to be taken forward through the LTP. The SEA has assisted in the improvement of the scheme prioritisation process see chapter 11 for detail of the process and examples of how it has been implemented. This has enabled us to take environmental considerations, how to make improvements and mitigate, into account and weight environmental considerations appropriately, in line with the results of consultation. Details of how the plan policies

and schemes have been considered are included in chapter 8, quality of life.

The non-technical summary report is included in appendix B to the LTP. The full SEA report can be viewed on the council's website at www.northlincs.gov.uk/transportandstreets/transportplanning

All of the above national, regional and community issues set the scene for the local profile.



A 60 Second Summary of the strategic planning chapter.

From a European and national context:

- LTP awareness of wider policies and influences
- Port and Airport Access
- Efficient use of existing network
- Safety / Congestion / Air Quality / Accessibility.

From a regional context how the:

- LTP will support the economic regeneration of the region
- The LTP will deliver the objectives set out in the regional transport strategy

And from a community context how the:

- LTP will improve the quality of Scunthorpe Town Centre
- And make linkages to the Community Strategy themes
- As well as support Urban & Rural Renaissance

The LTP considers the Environmental Impact of any proposals

Footnotes

1 North Lincolnshire Council Regeneration Strategy 2002 – 2005 (currently under review and redevelopment)

2 A Tourism Strategy for North Lincolnshire 2004 - 2007

3 A Town Centre Strategy for Scunthorpe 2004 – 2007

4 North Lincolnshire Local Plan 2003