

INTRODUCTION

Forward by Head of Highways and Transport
and Cabinet Member

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Forward

This document demonstrates how North Lincolnshire Council will provide effective transport planning over the next five years using the LTP2 award plus additional Council Revenue and Capital investment to improve highways and transport within the region. To ensure that we have taken all factors into account the plan starts from a European context and working its way through National and Regional policy to Community and Local issues.

A substantial amount of work has been undertaken within the document to understand the social needs and future transport expectations within the community. This has helped us focus on how Highways can impact on those needs significantly; hence our front and back cover illustrations and strap line "The LTP - joining up the wider issues".

Our document also explores how we have developed a thirst for excellence within the Council and the Highways Service following our CPA success, using our aims and objectives along with changes to the operational culture to drive this momentum forward and allow us the confidence of knowing we can deliver real improvements. Our status is also evident in the innovative work we have developed over time on customer consultation, scheme prioritisation and budgeting all of which will provide you with the reassurance that we can deliver our targets and objectives effectively. The document also contains a clear plan of the additional benefits we can deliver to the community given the opportunity of an additional 25% allocation.

So the story we tell is of a European national and regional agenda providing a top down focus and direction which is matched with our service's 'bottom-up' approach of using the 4 key Highway and Transport aims of (1) safer roads, (2) travel choice, (3) better routes and (4) aim 4 improvement as the driver for council staff, partners and the community. We strongly believe that this approach optimises not only the wide range of transport implications that need to be covered but also maximises the population, customers and staff that can be engaged with, thereby ensuring our continuous improvement.

The approach will assist as we move forward in line with our Strategic Partnership and community strategy aspirations from a traditional council management background to a community leadership and engagement approach, dealing with the wider contexts of in this case transport planning. We believe that this plan, if implemented, will support this overarching aim.

You should find our local profile chapter an interesting read, especially the key issues for North Lincolnshire identified on page 60. That said, we would be absolutely delighted if you would read the whole document as we think it is really interesting!!!

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Head of Highways and Transport
North Lincolnshire Council

Councillor John England
Cabinet Member
Environment & Transportation
North Lincolnshire Council

Executive Summary

Introduction

This is North Lincolnshire Council's second Local Transport Plan (LTP). The plan shows how we will deliver effective, value for money transport measures over the next five years using our LTP capital award, additional Council revenue and other capital investments to improve the highway network, reduce casualties, improve the environment, reduce congestion and deliver increased accessibility. We want to build on the successes we have achieved in the first LTP and this plan develops it a stage further by placing greater emphasis on effective demand management that makes the best use of the existing highway network whilst promoting greater travel choice.

Transport in the wider context

This LTP is set within a wider context than transport and considers the social and economic factors that affect our lives. It identifies what contribution we will make to delivering transport objectives and broader aspirations at a national and regional level.

The government has identified four transport priorities that it wants all local authorities to contribute toward improving and these are:

- Safer roads
- Better air quality
- Reducing congestion
- Delivering accessibility

The main chapters of the LTP, which set out what we will be doing over the next five years, are based on these shared priorities.

Nationally and regionally our ports have been identified as being of significant economic importance and we are supporting initiatives that increase capacity of the road and rail networks to improve access to this priority area.

Social and transport issues that have been identified as being of particular relevance to North Lincolnshire include:

- Regeneration and improved economic activity
- Improving access to the ports
- The impact of additional housing
- Reducing the number of killed and seriously injured (KSI) casualties
- Providing a cleaner and greener environment

- Increasing car use and reduced junction capacity at particular locations on the highway network in Scunthorpe
- Concerns relating to the inability of public transport to reduce the demand for travel and meet the needs of communities.
- Social exclusion and accessibility, particularly in the rural areas and in relation to employment

These issues combined with the extensive consultation that identified safety as the top priority of residents, stakeholders and partners has enabled us to develop a long-term strategy for transport that will make North Lincolnshire a place where people can:

- Work and enjoy economic prosperity
- Access the services they need
- Feel safe
- Lead healthy lives
- Live in sustainable communities
- Enjoy a high quality environment

Safety

Whilst delivering safe, independent travel choice for everyone is important reducing casualties remains our top priority. Over the last five years our casualty figures have been slowly decreasing but we want to do better. We have set ourselves a challenging target of exceeding the national targets for all safety indicators. We will achieve this by:

- Completing safety audits of our main routes to highlight existing and potential safety problems
- Implementing school safety zones
- Delivering more local safety schemes
- Increasing the number of school travel plans
- Developing the Road Safety Partnership

Air Quality and the Environment

Being a predominantly rural area we have relatively good air quality and large areas of countryside. Air quality monitoring undertaken over the lifetime of the current LTP has shown that our air quality is more affected by industry than transport, however we will:

- Continue to monitor roads and areas that are close to exceeding pollutant thresholds
- Wherever possible include environmental improvements in all our schemes
- Traffic management measures to reduce community severance

Congestion

The general level of traffic growth in North Lincolnshire has been declining over the lifetime of the first LTP, however our population is estimated to increase and the increase will be concentrated in our urban areas. This has been considered alongside the expectation that the South Humber Bank area will become a more important employment area. We expect to see a change in travel patterns with some parts of the town becoming more congested and rural roads becoming busier. To mitigate against this we plan to:

- Implement a UTMC system
- Improve the capacity of junctions at Ashbyville and Berkeley Circle
- Implement traffic management measures on the South Humber Bank
- Work in partnership with the Highways Agency and adjoining local authorities.
- Consider decriminalisation of parking offences
- Provide car sharing facilities at key locations
- Consider bus priority measures

Accessibility

Promoting accessibility has a major role in reducing social exclusion and improving the quality of life for residents. We are in the process of mapping the areas in North Lincolnshire that experience poorest accessibility to employment opportunities, education, healthcare, food shops and leisure facilities so that we can develop action plans to improve access. We will continue to work with the Rural Transport Partnership in supporting public and community transport provision to 'fill the gap' left by commercially operated services. We plan to deliver:

- A transport brokerage scheme
- An accessibility strategy
- Better and easier to read travel information
- Improved physical access to transport
- Support for demand responsive public transport

Delivery

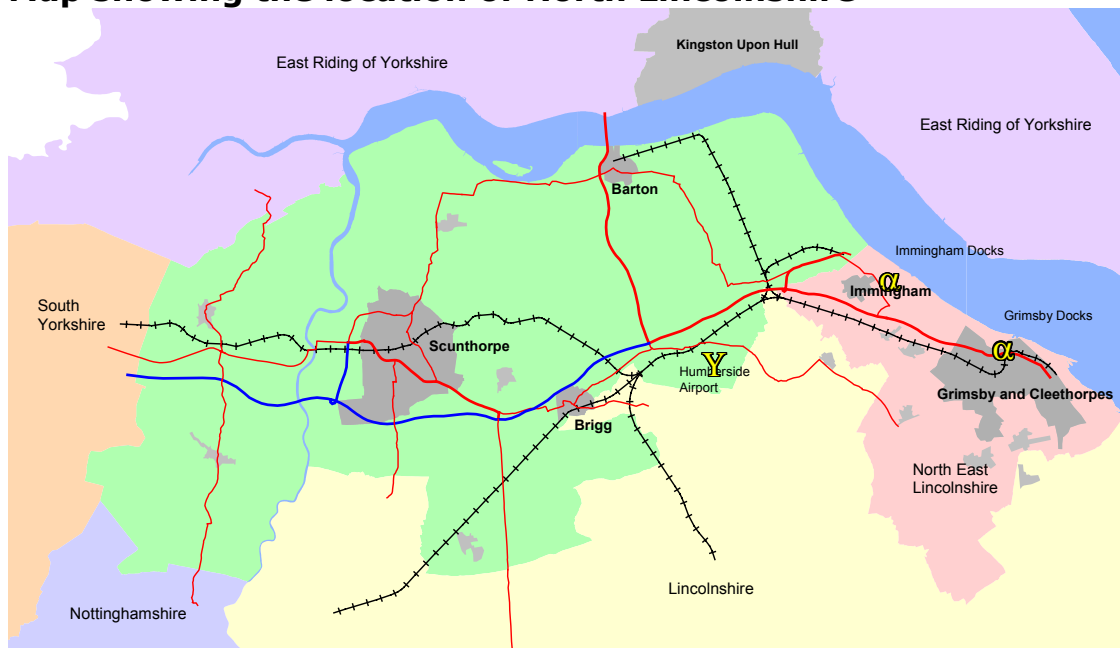
We have developed a new prioritisation process that will take into account the contribution that each scheme makes to our LTP objectives and the Government's four shared priorities. In this way our Service Aims and spending programme (capital and revenue) combine to provide the most cost effective delivery programme.

Background

This is the second Local Transport Plan (LTP) for North Lincolnshire and covers the period April 2005 to March 2011. The LTP sets out what contribution transport will make to improve the quality of life for everyone in North Lincolnshire and how it contributes to achieving all the aspirations we, our partners and you have, for improving the area.

North Lincolnshire is situated along the Humber estuary on the east coast of England. The area has a population of approximately 153,000 and covers 85,000 hectares (210, 035 acres). It is a predominantly rural area with one major centre of population, Scunthorpe and Bottesford. The population is evenly split between the urban centre of Scunthorpe and the surrounding rural areas. The market towns of Barton upon Humber, Brigg and Epworth provide focal points and service centres for a large number of smaller rural settlements.

Map showing the location of North Lincolnshire



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North Lincolnshire has excellent access by road and rail, and has sea and air connections to the rest of the UK and Europe. The port complex at South Killingholme, Grimsby and Immingham accounts for approximately 13 per cent of all overseas trade. Whilst agriculture remains important to the area as a whole, Scunthorpe has been dominated by the steel industry but is now beginning to

diversify into high tech and service industries. The work force in North Lincolnshire is in excess of 72,000, with over 40 per cent of employees in the Scunthorpe travel-to-work area employed in the manufacturing and distribution, hotel and restaurant industries.

The first LTP

As the local transport authority we are required to produce a Local Transport Plan (LTP). An LTP sets out the transport policies and strategies for the area and contains objectives and targets against which progress is measured. The first LTPs were submitted to the government in July 2000, covering the period 2001/2 to 2005/6. An Annual Progress Report has been submitted in each subsequent year setting out how successful we have been in delivering the programme and achieving our targets. Through the first LTP we effectively secured £24.33 million for transport improvements and highway maintenance.

What next?

This Second round of LTPs covers the period 2005/6 to 2010/11. This is a provisional plan, submitted to government in July 2005 with a final version to be submitted in March 2006. This document forms the basis on which we are allocated our highways capital funding for the next five years. The indicative allocation, or planning guideline, for 2006/7 to 2010/11 is:

Year	Planning guideline (£ million)
2006/2007	4.142
2007/2008	4.265
2008/2009	4.356
2009/2010	4.446
2010/2011	4.535

These figures will be confirmed at the end of 2006 following assessment of this document. The will be assessed on the quality of transport planning it contains, the targets that have been set and the deliverability of the plan.

The first LTP concentrated on providing basic facilities where none had previously existed in order to provide a choice about how to travel. Through the funding we delivered improved bus stop infrastructure, cycling facilities and new footways. We improved safety on our roads and aimed specifically at improving school safety through education, training and engineering. Traffic growth is forecast nationally and as car ownership continues to increase and the population becomes concentrated in the urban areas so we will need to manage the demand for travel in North Lincolnshire. The second LTP will focus on improved traffic management with

increased emphasis on promoting sustainable travel. It will therefore build on the successful start we have made but with more prominence given to what contribution we can make toward the government's four shared priorities of congestion, safer roads, accessibility and air quality.

To demonstrate this we have structured the document as follows:

Document Structure

Each Chapter has been colour co-ordinated to help you find your way around the document.

Chapter 1 – Strategic Planning

Set out how transport fits into the wider European, national, regional and community context , exploring the broader issues for North Lincolnshire.

Chapter 2 – The Local Profile

This chapter explores the Social Issues and Transport issues for North Lincolnshire, drawing out Key future Travel demands and issues for the region linking them into our Local Transport Strategy.

Chapter 3 - Consultation

Explains how we linking with the Community through awareness raising and consultation events to further influence our Local Transport Strategy as well as clarify the options available to progress key issues through the development of a toolkit.

Chapters 4 to 7
Cover the shared priorities of:

Chapter 4 - Safer Roads -

Chapter 5 - Better Air Quality

Chapter 6 - Congestion

Chapter 7 - Delivering Accessibility

And the impact they can have on North Lincolnshire.

Chapter 8 – Environment and Quality of Life Issues

In addition to the four-shared priorities, the government has identified a number of other 'quality of life' issues that it expects local authorities to address. These are included in this chapter

Chapter 9 – Effective Asset Management

Reviews the importance of asset management and the maintenance requirements for the network.

Chapter 10 – Culture and Delivery

Demonstrates the progress that has been made in developing a organisational culture that fosters partnership involvement to ensure effective operational delivery.

Chapter 11 – Prioritisation and Funding

Chapter 12 – Targets and Performance

These identify how we will prioritise schemes, the funding available for implementation and the targets that have been set against which we will monitor progress.

In addition we are also aware that a Strategic Environmental Assessment underpins the context of the LTP 2 document.

Chapter 13 – Summary and Key Issues

Strategic Environmental Assessment

The European Directive 2001/42/EC requires Strategic Environmental Assessment (SEA) of a wide range of plans and programmes, including LTPs. The objective of the directive is to provide for a high level of protection to the environment and ensure that the environmental considerations are fully integrated into the plan and programme making process. The process identifies a set of environmental objectives and provides the means through which we will test the likely significant environmental impacts of the LTP. The environmental report is a separate document to the LTP and is available on the council website at www.northlincs.gov.uk/transportandstreets/transportplanning

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