

# CHAPTER 2 - STRATEGIC PLANNING CONTEXT

**Summary** - This chapter considers the strategic planning context at the European, national, regional, Humber area and local levels.

## 2.1 Introduction

The previous chapter introduced LTP3 by providing an overview of the LTP process and a framework for the Transport Strategy.

In this chapter, the Transport Strategy considers the relevant European, national, regional, Humber area and local policies that will guide the future direction of transport in North Lincolnshire during the life of LTP3.

## 2.2 European Context

### 2.2.1 Roadmap to a Single European Transport Area

In 2011 the European Union (EU) published the White Paper "Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System". This replaced the previous White Paper.

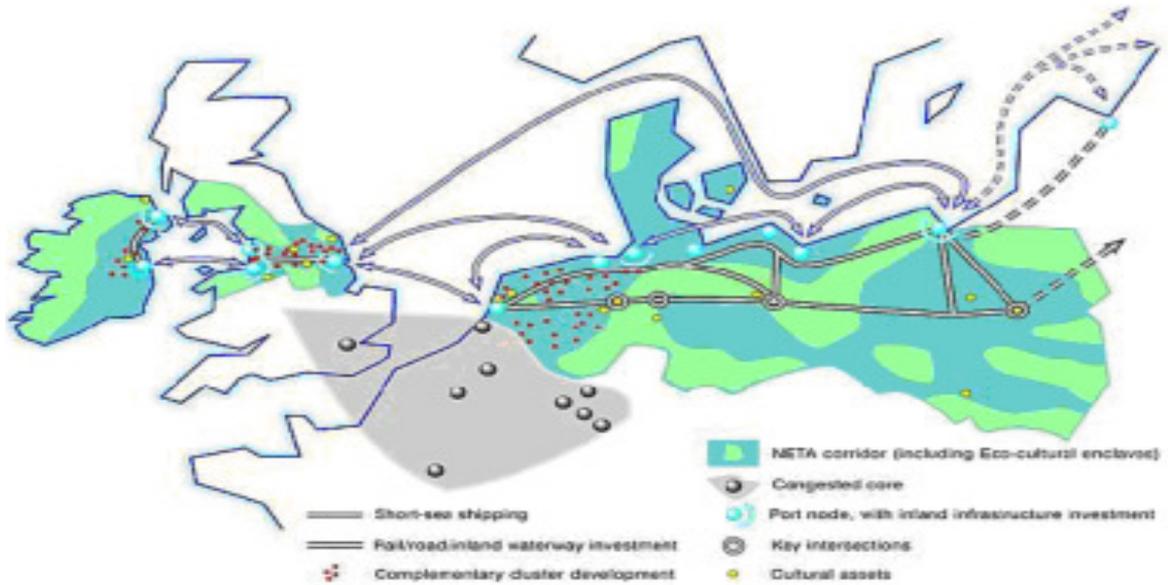
The vision set out in the latest White Paper is for a competitive and sustainable transport system based on the following areas:

- growing transport and supporting mobility while reaching the 60% emission reduction target
- an efficient core network for multi-modal intercity travel and transport
- a global level-playing field for long-distance travel and intercontinental freight
- clean urban transport and commuting

In order to deliver the vision the White Paper identifies 10 goals as benchmarks for achieving the 60% greenhouse gas emission reduction target, which are:

- halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO<sub>2</sub> free city logistics in major urban centres by 2030.
- low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce EU CO<sub>2</sub> emissions from maritime bunker fuels by 40% (if feasible, 50%).
- 30% of road freight over 300km should shift to other modes such as rail or waterborne transport by 2030 and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.
- by 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all member states. By 2050 the majority of medium-distance passenger transport should go by rail.
- a fully functional and EU-wide multi modal TEN-T 'core network' by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services.
- by 2050, connect all core network airports to the rail network, preferably high-speed; ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system.
- deployment of the modernised air traffic management infrastructure (SESAR) in Europe by 2020 and completion of the European Common Aviation Area. Deployment of equivalent land and waterborne transport management systems (ERTMS, ITS, SSN and LRIT, RIS). Deployment of the European Global Navigation Satellite System (Galileo).
- by 2020, establish the framework for a European multi-modal transport information, management and payment system.
- by 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security of transport in all modes of transport.
- move towards full application of 'user pays' and 'polluter pays' principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments.

Figure 2.1: North European Trade Axis (NETA)



Source: [www.netaproject.org.uk](http://www.netaproject.org.uk)

With regard to the local implications of European transport policy, the Ports of Immingham and Grimsby, along with parts of the strategic rail and highway networks within North Lincolnshire form part of the North European Trades Axis (NETA) and also have links to the Trans-European Network. Whilst the Highways Agency (HA) and Network Rail are currently responsible for the national road and rail networks, it is important that North Lincolnshire takes full advantage of these key European links and the opportunities they present, through supporting the local network, in order to 'lock in' benefits for the area.

In addition to the links with Europe via the Humber ports, North Lincolnshire also benefits from access to two international airports. Humberside Airport currently has the second largest heliport in the UK and has flights to 16 destinations including daily flights to Schiphol Amsterdam Airport, the fifth largest passenger airport and one of the four most important airport hubs in Europe. Robin Hood Airport is located just outside North Lincolnshire and has flights to 30 destinations. Both airports are expected to see growth during the life of LTP3 and it is important that North Lincolnshire takes full advantage of the opportunities they present, for the benefit of the local area.

### 2.2.2 European Climate Change Agreement

Climate change is a global issue, which in recent years has been given increased importance across a variety of sectors and levels of government and is arguably the biggest challenge facing the modern world. At the European level, national heads of state agreed to a number of ambitious targets as part of the 2008 Climate Change Agreement. This included a reduction target in EU greenhouse gas (GHG) emissions of least 20% below 1990 levels by 2020.

The 2015 Climate Change Agreement is an emerging international climate change agreement that covers all EU countries. It will be finalised and adopted in 2015 and implemented between 2020 and 2030.

Transport is one of the main contributors of GHG emissions and will need to play a key role in helping achieve these EU targets. Whilst it is evident that GHG emissions from the local area only amount to a small part of the global problem, it is important that North Lincolnshire implements future strategies that will ultimately contribute towards achieving these European targets.

## 2.3 National Context

### 2.3.1 The Local Transport White Paper

The Local Transport White Paper, "Creating Growth, Cutting Carbon – Making Sustainable Local Travel Happen" was published in January 2011 and set out the Government's strategy towards for the integration of sustainable development and local transport infrastructure to achieve two key objectives:

- to help create growth in the economy
- to tackle climate change by cutting our carbon emissions.

The vision in the White Paper is:

*"For a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities."*

The document states that:

*"getting the economy back on track means making sure people can get to work, to the shops or their local amenities. And tackling climate change means encouraging smarter ways of getting around".*

The report highlights that:

*"two thirds of journeys are under five miles – many of these trips could be easily cycled, walked or undertaken by public transport."*

The White Paper identifies the need for a range of transport options that can assist in 'Nudging' travel behaviour towards sustainable modes:

"It is vital that sustainable transport is a central consideration from the early stages of local planning – for example whenever new houses or retail areas are being developed."

A key part of the document is attributed to the change in devolving responsibility from central government to the local level. In particular the White Paper identifies the following changes:

- decentralising economic power
- decentralising land use planning
- transparency and local accountability
- rationalising local transport funding

### 2.3.2 The Traffic Management Act 2004

The Traffic Management Act was introduced to tackle urban and inter-urban congestion and disruption on the road network. It concentrates on areas where legislation can help achieve the necessary improvements on our road network.

The Act comprises a number of different parts. The following elements have a greater significance in North Lincolnshire and have informed the development of LTP3:

**Part 2** – The Network Management duty to secure the expeditious movement of traffic by avoiding, eliminating or reducing congestion on our roads and those of our surrounding authorities.

**Part 4** – Streetworks includes the provision for stronger powers for local highway authorities to direct when works are carried out or where new apparatus is placed.

**Part 6** – Civil Enforcement of Traffic Contraventions builds on and strengthens the successful civil enforcement regime, including parking, introduced by the Road Traffic Act 1991 and the Transport Act 2000. Harmonised England wide legislation under the Traffic Management Act means authorities are able to enforce moving traffic contraventions, such as yellow box junctions and one way streets, as well as bus lanes.

**Part 7** – Miscellaneous and General gives powers to civil parking enforcement officers to inspect blue badges.

### 2.3.3 Climate Change Act 2008

In 2008 the UK became the first country to introduce a legally binding long-term framework to reduce green house gas emissions. The Climate Change Act committed the government to a long-term reduction of at least 80% in greenhouse gas emissions by 2050 compared to 1990 levels and an intermediate target of a 26% reduction on 1990 levels by 2020. This was amended to a 34% reduction by Select Committee in 2009. A system of carbon budgeting was also introduced by placing a cap on carbon emissions every five years and a committee was set up to advise the Government on Climate Change issues.

To help deliver these targets and those identified at the European level, future local strategies in North Lincolnshire will need to focus on reducing carbon dioxide emissions. This will also need to form a key part of LTP3, particularly through the promotion of sustainable modes of travel.

### 2.3.4 National Infrastructure Plan

The first National Infrastructure Plan was published in 2010 and set out the Government's vision for infrastructure in the UK based on:

- maximising the potential of existing road and rail networks;
- transforming energy and transport systems to deliver a low carbon economy;
- transforming the UK's strategic rail infrastructure;
- meeting future challenges in providing sustainable access to water for everyone;
- protecting the economy from the current and growing risk of floods and coastal erosion;
- reducing waste and improving the way it is treated;
- providing the best superfast broadband in Europe; and
- ensuring that the UK remains a world leader in science, research and innovation.

Transport infrastructure plays a key part in stimulating economic growth for both the private and public sectors. This is reflected in the document, which highlights areas of investment in transport. This includes investing in existing assets, strategic infrastructure, development of ports and improvements to pinch points on the transport network.

An updated document was published in 2011 and this focused on three main areas:

- effective planning for the medium term across all sectors;
- mobilising financing and funding for infrastructure investment; and
- the Government taking an active role in ensuring the infrastructure in the plan is delivered.

A further update to the document, which outlined progress on implementing the 2011 Plan was produced in 2012.

### 2.3.5 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was introduced in 2012 and replaced the previous Planning Policy Guidance documents. The NPPF states that its overall aim is "to help achieve sustainable development" based on three dimensions:

- an economic role - by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation;
- a social role - supporting strong, vibrant and healthy communities, by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing; and
- an environmental role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The report emphasises that:

*"Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, every decision."*

With specific regard to the transport element of the NPPF, the report states that:

*'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.'*

The NPPF identifies that the design and location of new development should:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.

### **2.3.6 Local Growth: Realising Every Place's Potential – White Paper**

This White Paper was published in November 2010 and outlines the Government's intentions to give power back to local communities and businesses. It stated that local people and businesses understand their area's potential barriers and drivers to economic growth and therefore were best placed to adapt their approach to growth to suit their circumstances. The Government wants to tailor investment to tackling the barriers that will lead to sustained growth and that will have a long-term positive impact on economic growth, particularly in the private sector.

As part of this White Paper, the Government outlined its intentions on focused investment and announced the Regional Growth Fund in an effort to stimulate private sector growth and long-term job creation (see section 2.4.2 for more information). It also examined the wider issues that can contribute to economic growth, such as housing, further education and, in particular, transport infrastructure.

### **2.3.7 Aviation Policy Framework**

The Government published the Aviation Policy Framework in March 2013, which identified the following objectives:

- to ensure that the UK's air links continue to make it one of the best connected countries in the world. This includes increasing our links to emerging markets so that the UK can compete successfully for economic growth opportunities
- to ensure that the aviation sector makes a significant and cost effective contribution towards reducing global emissions
- to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise
- to encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together

The Government also established an Airports Commission in 2012. This aims to examine the scale and timing of any requirements for additional capacity to maintain the UK's position as Europe's most important aviation hub and identify and evaluate how any need for additional capacity should be met in the short, medium and long term. The Policy Framework states that the Commission will prepare an interim report in 2013, followed by a final report in 2015.

In the context of North Lincolnshire, it is clear from the framework that regional airports such as Humberside and Robin Hood can play an important role in supporting both the national and local economy. It is therefore important that where possible LTP3 supports connectivity and development opportunities which will help to meet these goals.

### **2.3.8 Reforming Our Railways: Putting the Customer First**

In March 2012 the Government published its policy on rail in "*Reforming Our Railways: Putting the Customer First*". This document set out a vision for rail transport based on a network that is an engine for economic growth, environmentally sustainable and improves quality of life within our communities. The railway must:

- offer commuters a safe and reliable route to work;
- facilitate an increasing amount of business and leisure travel;
- support regional and local public transport as a key means of connecting communities with public services, workplaces and other economic opportunities; and
- transport millions of tonnes of freight around the country, relieving congestion on our road network and helping to meet our environmental goals.

A key part of the policy involves changes to how rail infrastructure projects will be delivered in the future. Major infrastructure projects will still be promoted centrally by Government, however in some instances it will be possible for train operators, Passenger Transport Executives (PTEs) and local authorities to develop schemes. The document states that:

*"At a local level, local authorities and PTEs are best placed to promote projects of local importance and can use funding streams for transport as a whole to make decisions on investment across the whole transport spectrum."*

## 2.4 Regional Context

### 2.4.1 DfT Northern Engagement Team

The Government Offices for the Regions were closed in 2011 as part of the Government's move towards governance at the local level. To maintain a first point of contact with the Department for Transport (DfT), three Engagement Teams were established. These work directly with local transport authorities, Local Enterprise Partnerships and other local bodies and cover the following areas:

- Northern Team – Yorkshire and the Humber, North East and North West
- Midlands and South West Hub – West Midlands, East Midlands and South West
- South East and East Hub – South East and East

North Lincolnshire comes under the Northern Engagement Team and its aims are to:

- translate and explain Departmental and Government policy
- maintain a good understanding of the transport issues in our regions and feed this into Departmental policies and programmes
- help partners navigate through the structures and processes within DfT (including its funding mechanisms)
- help facilitate solutions to problems

North Lincolnshire Council has a good working relationship with the Northern Engagement Team and holds regular meetings with them and North East Lincolnshire to discuss strategic transport issues.

### 2.4.2 Regional Growth Fund

The Regional Growth Fund (RGF) aims to support projects and programmes that encourage private sector investment to create economic growth and sustainable employment, particularly in those areas that are largely dependent upon the public sector for jobs. The government has allocated a total of £2.6 billion to the RGF between 2011 and 2016.

North Lincolnshire Council has been successful in securing £10 million, which is anticipated to create approximately 500 jobs. The Humber Local Enterprise Partnership has also secured £30 million through the RGF.

### 2.4.3 Rail Devolution

As part of the Government's localism agenda, devolving decision-making on passenger rail services in England to a more local level was consulted on in March 2012. The Government consulted on the principles of devolution, the responsibilities that may be devolved and how this would take shape. The consultation response demonstrated widespread support for rail devolution, however the boundaries for rail devolution would need to be much wider than the Local Enterprise Partnership Geographies.

#### 2.4.4 Rail North

A proposition was put to Government to devolve the responsibility for rail franchising to the North of England, which would predominantly be led by West Yorkshire Integrated Transport Authority, South Yorkshire Integrated Transport Authority and Transport for Greater Manchester. However, all local authorities in the North, from east and west of the Pennines down to Lincolnshire, Nottinghamshire and Derbyshire in the East Midlands are involved in the group, which is called Rail North.

Growth in rail in the north of England has out paced growth in the south east and other parts of the country, particularly to and from major centres. Rail services in the north drive the economy and are a key aspect in connecting people to jobs, the international trade and leisure markets. Rail freight is also fundamental to the north's economy with large ports and airports that rely on good rail connectivity to do business.

The re-franchising of both Transpennine and Northern train services offers an ideal opportunity for Rail North to take a lead role in determining what these should look like. The new franchises are due to start in February 2016.

The smaller authorities, including North Lincolnshire still have some concerns regarding the Rail North proposal and are in discussions with the three large lead areas to ensure that services in our areas are protected and that we will also see the benefits, should the proposals be agreed and rewards be seen as the large areas expect. In terms of democratic accountability, Rail North are proposing a Leaders' Committee that will meet twice a year and include members from all 33 local authorities. Implementing the strategy and business plan will be carried out by an Executive Board, made up of a smaller number of members representing groups of authorities. We have written to Government and Rail North outlining our strong intentions for a Humber representative on this Board.

The Department for Transport asked Rail North to submit a proposal to Government. The Secretary of State is expected to make an announcement in November 2013 as to whether this proposition will be accepted and progressed.

#### 2.4.5 Long Term Rail Strategy

A long term Rail Strategy has been produced by Rail North to set out a framework for how rail should be developed in the north of England over the next twenty years. The overall vision for railways in the north is:

*"to be recognised as being a positive feature of living and working in the north, playing a central role in supporting the growth and regeneration of the north's economy."*

The strategy is based on four key themes:

- Connectivity – Better connectivity
- Coherence – A more coherent and user-friendly network
- Capacity – Provision both on the train and on track
- Cost Effectiveness

In January 2013, the Humber Local Economic Partnership produced a Rail Strategy, examining existing and future operations of local rail services within the Humber Local Economic Partnership area. This strategy focuses on both passenger and freight services. It is expected that this strategy will inform and feed into the wider strategy for the North and will become integrated into the Rail North structure as a key policy document.

### 2.5 Humber Area Context

North Lincolnshire is located on the south bank of the Humber Estuary with neighbouring local authority, North East Lincolnshire. Both these authorities have a tradition of working closely with East Riding of Yorkshire Council and Hull City Council on the north bank of the estuary.

**2.5.1 Humber Local Economic Partnership**

The Humber Local Economic Partnership (Humber LEP) is a business led partnership that provides strategic leadership to promote and develop the natural economic area surrounding the Humber Estuary. It consists of representatives from local businesses, the University of Hull and the four local authorities of North Lincolnshire, North East Lincolnshire, East Riding of Yorkshire and Hull City Council. The main priority of the LEP is to create growth and jobs in the area’s key sectors of renewable energy, ports & logistics and chemicals.

The vision for the Humber area is to:

*"Become a national and international centre for renewable energy – capitalising on our natural assets, existing expertise and potential for development – and a centre for trade; exporting our goods and services around the world."*

At a pan-Humber level the Humber LEP will:

- Co-ordinate and focus public and private sector activity on the Humber’s three key growth sectors (renewable energy, ports & logistics and chemicals), with the aim of developing an international-scale super cluster around the Humber.
- Take the lead on the 16 – 19 adult skills strategies (particularly in relation to the key sectors listed above) to ensure that the majority of the jobs created can go to local people; that businesses can recruit the workforces they need to expand and that the aspirations of young people are raised and graduate retention is improved.
- Take responsibility for the “Humber Brand” co-ordinating and promoting our offer to be a prime location for international trade and investment to help more companies export their goods and services.
- Contribute to the Local Transport Board to identify and manage strategic transport and infrastructure priorities that will support economic growth.
- Direct activity that supports innovation and enterprise. Bring together partners where appropriate to bid for public and private sector contracts and funding.
- Co-ordinate the inward investment in the Humber’s two enterprise zones (which cover the largest area of any other enterprise zones in the UK) and explore opportunities that arise from new government policy.

The LEP has produced “A Plan for the Humber 2012 – 2017”, which sets out the Humber’s shared priorities for growth during this period. The Plan sets out 10 key economic priorities, which are supported by a series of key objectives. It is anticipated that a delivery plan will be produced for each economic priority. Table 2.1 shows LTP linkages to the relevant economic priorities

*Table 2.1: LTP links to delivering the Humber LEP’s economic priorities.*

<b>Economic Priority</b>	<b>LTP Link</b>
Realising the true potential of the estuary	Road/rail improvements to improve access to the South Humber Gateway
Building on out other key sector strengths	
Addressing the barriers to growth	Skills – improving access to education and training
Infrastructure	A160 Port of Immingham Improvements Scheme Rail improvements to the passenger and freight networks (Humber Rail Strategy) Improving access to Humberside Airport
The Humber brand	
International trade	
Innovation	
Investment	Funding to complete larger infrastructure projects, for example in the South Humber Gateway. This could be LTP funding, S106 funding from large developments or other sources of external funding such as Local Major Transport Schemes.
Support for small businesses	
A supportive environment for business	

## 2.5.2 Devolution of Local Major Transport Funding

Local Major Transport Funding is for larger projects, previously exceeding £5 million, which it is difficult to fund through the LTP. They were traditionally approved and funded individually by central government. The current government has been keen to devolve the funding and prioritisation of transport schemes to LEPs, as they believe that LEPs are best placed to understand how transport investment can be used most effectively to boost economic recovery and growth. It is anticipated that the Humber Area will receive £14 million between 2015 and 2019. North Lincolnshire Council submitted three schemes to the Humber Local Transport Board for consideration:

1. Surface access improvements to Humberside Airport
2. Gauge enhancements along the railway line from Immingham to Doncaster
3. Dualling of Rosper Road on the South Humber Gateway.

Out of the above schemes and also those submitted by the other authorities, the LTB has approved four schemes to be delivered with Local Major Transport Schemes Funding. These include two for East Riding of Yorkshire, one for North East Lincolnshire and for North Lincolnshire, the gauge enhancements. All the schemes now need to be worked up in more detail, ready for work to start in 2015 - 2019. The council will be working closely with Network Rail to deliver the project.

## 2.5.3 Humber Local Transport Board

All Local Enterprise Partnerships are required to establish a Local Transport Board (LTB) partnership between local authorities and the LEP. Its primary role is to prioritise and allocate the funding to local major transport schemes (see section 2.5.2 for more information) and to ensure effective delivery of the programme. LTBs had to submit an assurance framework to the Department for Transport, which set out their governance and working arrangements.

The assurance framework for the Humber LTB also included details on how schemes will be prioritised. The three topics that need to be covered in bidding submissions are:

1. Deliverability (including programming)
2. Value for money - schemes should have a benefit to cost ratio of at least 2
3. Policy fit – including links the Humber LEP's "Plan for the Humber", the Local Transport Plan and the Local Development Framework.

The schemes are independently assessed and prioritised for funding, but final approval of the programme is the LTB's responsibility. Transport officers from the four Humber authorities meet informally to discuss transport issues in the LEP area and provide advice to the LTB.

## 2.5.4 Greater Lincolnshire LEP and LTB

Although North and North East Lincolnshire are members of the Humber LEP and LTP, they are also a member of the Greater Lincolnshire LEP and attend the Greater Lincolnshire LTB as an observer. This strengthens cross-boundary working with Lincolnshire County Council and helps to identify potential cross-border issues or future developments.

## 2.6 Local Context

### 2.6.1 Local Development Framework

The Local Development Framework (LDF) is a series of documents that have been produced to guide the future planning and development of North Lincolnshire between 2006 and 2026. The 'Core Strategy' was adopted in June 2013 and is the main LDF document. It sets out the overall pattern for development in the area and determines broad areas suitable for housing, employment, retail, leisure and supporting infrastructure to meet the future needs of the area. The spatial vision in the Core Strategy is:

*'By 2026, North Lincolnshire will be the north of England's Global Gateway. It will have a strong economy, thriving towns and villages, a protected world class environment and will be a place where people are proud to live.'*

The ambition to become the Global Gateway for the north will allow North Lincolnshire to capitalise on the opportunities offered by the area's ports, wharves and airports to increase trade and improve transport connections with the world.

In order to deliver the spatial vision for North Lincolnshire, the LDF Core Strategy sets out 10 spatial objectives:

- SO1: An Area Wide Renaissance
- SO2: Delivering the Global Gateway
- SO3: Delivering Better Homes
- SO4: Creating Greater Economic Success
- SO5: Creating Thriving Towns and Villages
- SO6: Protecting and Enhancing The World Class Environment
- SO7: Efficient Use and Management of Resources
- SO8: Promoting Community Health and Well Being
- SO9: Connecting North Lincolnshire
- SO10: Creating A Quality Environment

In addition to the 10 spatial objectives, the Core Strategy also includes two specific policies for transport:

**CS25: Promoting Sustainable Transport**

The council will support and promote a sustainable transport system in North Lincolnshire that offers a choice of transport modes and reduces the need to travel through spatial planning and design and by utilising a range of demand and network management tools.

**CS26: Strategic Transport Infrastructure Proposals**

The council will support strategic infrastructure proposals to enhance North Lincolnshire's internal and external transport connections and provide access to the area's key strategic economic development locations by road, rail, air, water and information technology.

Other Core Strategy policies also make direct reference towards the aim of achieving a reduction in travel and also sustainable transport goals, particularly CS1 (Spatial Strategy for North Lincolnshire), CS2 (Delivering More Sustainable Development) and CS18 (Sustainable Resource Use and Climate Change).

The council is currently working on the Housing and Employment Land Allocations Development Plan Document, which will form part of the LDF. This document identifies the sites to be allocated for housing and employment in North Lincolnshire, whilst protecting the natural environment.

Given the close links between transport and spatial planning, it is important that the LTP reflects and supports the LDF and is a key consideration in the planning process. LTP3 will need to facilitate the delivery of the spatial and transport objectives through increased accessibility, promotion of safer roads, tackling congestion and promoting sustainable travel.

**2.6.2 North Lincolnshire Council Strategy 2013 – 1017**

The strategy was approved in July 2012 and sets out the council's vision as:

"A dynamic, high performing, customer-focussed council giving the best possible value for money and changing outcomes for all people living and working in the area."

There are four priorities, which support this vision:

1. Excellence in customer service
2. Provide value for taxpayers money
3. Make our communities safer and stronger
4. Regenerate our area and increase our prosperity.

Each priority is subdivided into aims, outcomes and actions. Table 2.2 shows the role of the LTP in delivering the relevant ones.

### 2.6.3 Health and Wellbeing

The council has assumed responsibility for improving the health and wellbeing of the local population from April 2013. A Health and Wellbeing Board has been established, this provides a forum to allow key leaders from the health and social care system to improve the health and wellbeing of the local population and reduce health inequalities.

A statutory function of the board is to prepare and publish a Health and Wellbeing Strategy. The North Lincolnshire Joint Health and Wellbeing Strategy (2013 – 2018) identifies five priority actions:

1. Focusing on 'best start' from conception to age 2
2. Addressing poverty and reducing the impact on people
3. Improving literacy (including health literacy) and numeracy skills
4. Improving the safety and vibrancy of the night time economy
5. Advocating and modelling behaviour change

The Transport Strategy will aim to develop appropriate local transport goals and schemes that will have a positive impact on the above aims.

## 2.7 Summary

In this chapter, the Local Transport Plan has provided a review of current European, national, the Humber area and local strategic planning policies that will influence the Transport Strategy for North Lincolnshire. The next chapter the will focus on identifying Local Transport Goals that will form the basis of the Transport Strategy.

# CHAPTER 2 - STRATEGIC PLANNING CONTEXT

Table 2.2: LTP Links to North Lincolnshire Council Strategy

Our aims	Where do we want to be (outcomes)	How are we going to get there (actions)	Role of LTP in delivering actions	Links to Local Transport Goals
<b>Provide value for taxpayers' money</b>				
Spend on priority services, providing value for money & keep our council tax as low as possible	Effective delivery of services, with fewer resources, including investment in agreed local priorities	Spend only on core services & locally agreed priorities	Extensive public consultation was undertaken in 2010 to identify the local priorities for transport & highways improvements during the life of LTP3 These priorities have informed the programme of works in the Implementation Plan	Economic Growth Environment & Sustainability Safety & Security Health & Wellbeing Equal Opportunity
<b>Make our communities safer and stronger</b>				
Ensure everyone in North Lincolnshire feels safe & are safe in their own home & are protected in their community	A reduction in crime & an enhanced environment for the area that enables communities & individuals to feel safe & be safe	Effective management of flooding/adverse weather  Reduce the number of people killed or seriously injured on our roads	Working with other partners to deliver effective solutions to address these issues  Deliver local safety schemes through the LTP Continue to implement the Road Safety Strategy Continue to work with the Road Safety Partnership and Safer Roads Humber to promote road safety.	Economic Growth Health & Wellbeing Safety & Security  Safety & Security Health & Wellbeing
Raise aspirations & empower our young people	Young people are the centre of decision making on issues that affect their lives, taking responsibility for their own behaviour and making informed decisions about their futures	Ensure that all children & young people have access to high quality learning provision that meets their needs and aspirations	Continue to work with schools to provide safe & sustainable travel options to schools Working with partners to support the construction and operation of the University Technical College	Equal Opportunity Health & Wellbeing

Our aims	Where do we want to be (outcomes)	How are we going to get there (actions)	Role of LTP in delivering actions	Links to Local Transport Goals
<b>Regenerate our area and increase prosperity</b>				
Provide a high quality transport infrastructure for individuals & businesses	Infrastructure improvements to the highways network that encourages new investment into the area	Enhance people's health & wellbeing through the promotion of healthy modes of travel and a provision of a high quality integrated transport system	Completion of The Scunthorpe Ridgeway Supporting the development of a high quality sustainable transport infrastructure as an integral part of the Lincolnshire Lakes development and associated highway improvements Encouraging the development of Travel Plans	Environment & Sustainability Health & Wellbeing Equal Opportunity
	Deliver the Local Transport Plan Review	This document updates the Transport Strategy	Economic Growth Environment & Sustainability Safety & Security Equal Opportunity Health & Wellbeing	
	Promote sustainable travel that reduces the negative effects on the environment	Completion of The Scunthorpe Ridgeway Supporting the development of a high quality sustainable transport infrastructure as an integral part of the Lincolnshire Lakes development Encouraging the development of Travel Plans	Environment & Sustainability Health & Wellbeing	
	Invest additional resources in improving the highways network	Continuing to invest in maintaining the existing highways infrastructure	Economic Growth Safety & Security	