

# CHAPTER 4 - LOCAL TRANSPORT GOALS

**Summary** – The Transport Strategy sets out a vision for 2026 and local transport goals that will shape the future direction of transport in North Lincolnshire during LTP3.

## 4.1 Introduction

The previous chapter considered the local profile, problems and challenges facing North Lincolnshire. In this chapter, the Transport Strategy will set out a vision for 2026 and Local Transport Goals that will shape the future direction of transport in North Lincolnshire during LTP3.

This chapter will also identify a set of performance indicators and targets that will be used to monitor the success of the Transport Strategy.

## 4.2 A Vision for North Lincolnshire

The long term vision for transport in North Lincolnshire is:

*"A well maintained transport system that supports sustainable communities within a safe and prosperous environment and which contributes to the wider environmental, economic and social well being of the people who live and work in North Lincolnshire".*

## 4.3 Local Transport Goals

In developing the Transport Strategy for North Lincolnshire, it has been necessary to consider all of the relevant European, national, regional and Humber Area policies as well as the common aims of the local area through the Local Development Framework.

The purpose of this section is to bring together all of the policies and evidence detailed in Chapter 2 and use them to define a specific set of goals that are common to these aims and the future of transport in North Lincolnshire.

The Local Transport Goals for North Lincolnshire are:

- Facilitate **economic growth** by targeting transport improvements in key development areas and along key strategic network corridors
- Reduce transport related carbon dioxide emissions and protect and enhance the natural and built **environment** through **sustainable** transport solutions
- Improve transport **safety and security** relating to death or injury from transport, in order to contribute towards safer and stronger communities
- Provide **equal opportunities** through improvements in accessibility to key local hubs and services by sustainable modes of transport
- Enhance people's **health and wellbeing** through the promotion of healthy modes of travel and provision of a high quality integrated transport system that contributes towards long term sustainable regeneration

The remainder of this section will go through each of the Local Transport Goals and explain how they have been reached and, where appropriate, how they can be linked back to a number of common aims.

### 4.3.1 Economic Growth

**Local Transport Goal 1** - Facilitate **economic growth** by targeting transport improvements in key development areas and along key strategic network corridors

The overall aim of this goal is to help deliver economic growth in North Lincolnshire through targeted transport improvements, across all modes of transport. North Lincolnshire forms part of the North

European Trade Axis and its strategic network corridors play a key role in facilitating trade across Europe.

This strategic importance is also evident at the national level, with the Port of Immingham and Grimsby recognised by the DfT as the busiest port complex in the UK and therefore a key international gateway.

The need for transport to facilitate economic growth is recognised at the national level in both The Local Transport White Paper and the National Infrastructure Plan, both of which include objectives that are aimed at targeting economic growth. The National Planning Policy Framework (NPPF) also includes an objective on the economic role and importance of supporting innovation and growth.

Similarly, The Regional Growth Fund was introduced to provide funding support for those projects that can demonstrate economic growth potential.

The creation of Local Enterprise Partnerships also emphasises the importance of economic growth and in particular the increased importance at the local level. For example, The Humber LEP have developed a Plan which includes 10 economic priorities.

In addition to the above, the LDF is seeking to turn North Lincolnshire into the north of England's Global Gateway and as such good access to development areas on the south bank of the Humber are fundamental to this vision being realised. The LDF includes three specific spatial objectives relevant to this goal, which are to deliver the global gateway, create greater economic success and connect North Lincolnshire. In terms of specific transport policy, CS26 is aimed at supporting strategic transport infrastructure proposals and is also reflected in this local transport goal.

#### 4.3.2 Environment and Sustainability

**Local Transport Goal 2 - Reduce transport related carbon dioxide emissions and protect and enhance the natural and built environment through sustainable transport solutions**

Climate change is arguably the biggest challenge facing the modern world and whilst undoubtedly a global issue, needs to be addressed collectively through a number of policies across all sectors and levels of government. This is supported at the European level, following the introduction of the 2008 European Climate Change Agreement, as well as the emerging 2015 EU Climate Change Agreement and at the national level with the Climate Change Act 2008.

The European Union has identified numerous objectives that are to target more environmentally friendly and sustainable transport in the future and this is also the case nationally with "The Future of Transport - White Paper", which includes policies relating to sustainable travel.

The NPPF also emphasises the need for sustainable development and includes an objective on the environmental role and the need to protect and enhance our natural, built and historic environment.

Similarly, two of the key spatial objectives in the LDF are to 'Protect and Enhance The World Class Environment' and 'Create a Quality Environment'. LTP3 reflects these local spatial objectives within this transport goal and supports the Core Strategy policy of 'Promoting Sustainable Transport' (CS25).

At a national level the Aviation Policy Framework includes an objective outlining the need to reduce emissions and noise. The 'Reforming our Railways' policy document included an environmental objective outlining the need to shift freight from road to rail.

#### 4.3.3 Safety and Security

**Local Transport Goal 2 - Improve transport safety and security relating to death or injury from transport, in order to contribute towards safer and stronger communities**

Transport safety has been identified as a key objective at the European level, which includes a target to half the number of casualties by 2020 and move towards zero fatalities by 2050.

The national policy for road safety was published by the DfT in 2011 in a document entitled 'Strategic Framework for Road Safety'. This included a number of objectives that are intended to build on the progress made in recent years on reducing the number and severity of collisions and casualties to occur.

The NPPF also includes aims to "create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians".

At the local level, Safer Roads Humber and the North Lincolnshire Road Safety Partnership also play an important role within transport, which will be described in more detail in subsequent chapters.

#### 4.3.4 Equal Opportunity

**Local Transport Goal 4** - Provide **equal opportunities** through improvements in accessibility to key local hubs and services by sustainable modes of transport.

Accessibility is a key issue for transport, the Local Transport White Paper states that "Getting the economy back on track means making sure people can get to work, to the shops or their local amenities." It is therefore clear that providing access forms a key part of national transport policy.

Throughout the consultation process for LTP3 and those previously, accessibility has been seen as a reoccurring priority for the community in North Lincolnshire.

#### 4.3.5 Health and Wellbeing

**Local Transport Goal 5** - Enhance people's **health and wellbeing** through the promotion of healthy modes of travel and provision of a high quality integrated transport system that contributes towards long term sustainable regeneration

This local transport goal is intended to support active travel modes such as walking and cycling, in order to benefit people's health and wellbeing. It is also intended to target integration between modes and support long term sustainable regeneration. For example, this could be achieved by ensuring that new development supports the provision of high quality routes for pedestrians and cyclist to access bus and rail facilities.

In terms of policies relating to active travel, the Local Transport White Paper states the following:

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

The NPPF also includes a social objective, which "supports 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".

#### 4.3.6 Linking North Lincolnshire's Local Transport Goals

This section has outlined how each of the Local Transport Goals can be linked to the common aims of North Lincolnshire as well as the European, national, regional and Humber Area picture.

### 4.4 Environment, Health and Equality Assessments

As part of developing LTP3 a number of statutory assessments need to be undertaken, to ensure that the Transport Strategy is meeting the needs of a variety of areas relating to the environment, health and equality.

These statutory assessments form an integral part of the LTP3 process and will assist in the development and delivery of the Transport Strategy during the 15 year period. A summary of each of the assessments and its relevance to the LTP3 is provided below.

#### 4.4.1 Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) is required to be carried out on LTP3 under the European Directive 2001/42/EC. The SEA covers all the plans and policies contained within LTP3 that may have a 'significant effect on the environment.' The objective of the Directive is:

*"to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans ... with a view to promoting sustainable development" (Article 1).*

The SEA process involves producing and consulting on a number of documents, throughout the development of LTP3, including a Scoping Report and Environmental Report.

#### **4.4.2 Integrated Impact Assessment**

Any policy, strategy, plan or project may have intended or unintended impacts, both positive and negative. The council has therefore introduced a tool called the Integrated Impact Assessment, which is an easily used method for initial screening and checking against a broad range of social, economic, health and environmental aims.

This helps demonstrate that a number of impacts have been considered but also that we can consider any further action to enhance any positive impacts whilst mitigating (if possible) any negative impacts.

#### **4.4.3 Diversity Impact Assessment**

A Diversity Impact Assessment is a toolkit that asks a series of questions to assess the impact of a policy against the various diversity streams and is used to ensure that there is no discrimination against any of these groups as a result of the proposed Strategy.

### **4.5 Performance Indicators and Targets**

In order to ensure that the Transport Strategy is being delivered successfully, it is important that progress is monitored through a number of performance indicators and targets. Table 4.1 identifies the performance indicators and targets which will be used to monitor the effectiveness of LTP3 and considers progress made so far.

### **4.6 Summary**

This chapter has set out a Vision for 2026 and the Local Transport Goals that will shape the future direction of transport in North Lincolnshire during LTP3. It has also considered the environmental, health and equality impacts of the proposed Transport Strategy and identified a set of performance indicators and targets that will be used to monitor its success.

Table 4.1: Progress towards targets

Indicator	2010/11	2011/12	2012/13	2013/14	Target	Comments
<b>Economic Growth</b> Congestion - average journey time per mile during the morning peak	1.61	1.63	N/A	N/A	1.39	Data provided by Department for Transport, current data not available yet.
Access to service & facilities by public transport, walking & cycling	83%	83%	83%	83%	88%	
<b>Environment and Sustainability</b> % of children travelling to school by sustainable modes	76%	72%	60%	N/A	79.5%	Next survey to be undertaken in May 2014. The 2012 survey was voluntary (they had previously been done as part of the school census). It is anticipated that the difference in results is due to the change in data collection
Number of cycling trips			6,273	3,624 YTD)		Original target met, challenge is to maintain level of usage
Number of passenger journeys	3.911m	4.012m	3.907m	2.904m (YTD)	4.240m	Ongoing changes to concessionary fare system contributed to reduction in passenger journeys. Also increase in bus fares and introduction of free parking.
CO <sub>2</sub> reductions from local authority operations	18%	22%	28.9%	N/A	33%	
Per capita reduction in CO <sub>2</sub> emissions in local authority area	N/A	N/A	N/A	N/A	N/A	Data provided by central government, but not available yet.
<b>Safety and Security</b> Number of people killed or seriously injured on roads in the authority	102	97	101	102*	95	Target will be retained despite reduction in KSIs
Number of children killed or seriously injured on roads in the authority	6	5	10	7*	10	Target will be retained despite reduction in child KSIs
Condition of the principal road network	5%	4%	3%	3%		Target under review. Council using Highways Asset Management Plan to determine the maintenance programme.
Condition of the non principal road network	14%	14%	9%	9%*		Target under review. Council using Highways Asset Management Plan to determine the maintenance programme.

\* provisional data

## CHAPTER 4 - LOCAL TRANSPORT GOALS

## CHAPTER 4 - LOCAL TRANSPORT GOALS

Indicator	2010/11	2011/12	2012/13	2013/14	Target	Comments
<b>Safety and Security</b> Condition of unclassified roads	25%	41%	39%	39%*		Target under review. Council using Highways Asset Management Plan to determine maintenance programme.
Footway condition (cat 1 & 2)	23%	23%	23%	N/A		Target under review. Council using Highways Asset Management Plan to determine maintenance programme.
Footway condition (cat 3 & 4)	N/A	81%	76%	80%*		Target under review. Council using Highways Asset Management Plan to determine maintenance programme.
<b>Equal Opportunity</b> Access to services & facilities by public transport, walking and cycling	83%	83%	83%	83%	88%	
Working age people with access to employment by public transport (and other specified modes)	78%	78%	78%	78%	80%	
<b>Health and Wellbeing</b> Bus services running on time	82.5%	86%	80.4%	89.5% (YTD)	91.5%	
Journeys undertaken on community transport			7,426		8,000	
* <i>provisional data</i>						