

CHAPTER 6 - EXISTING TRANSPORT DOCUMENTS

Summary – This chapter outlines and appraises the local transport strategies and studies and their policies and recommendations.

6.1 Introduction

The previous chapter outlined the progress the council has made towards addressing the issues raised during consultation in 2010/11. This chapter examines the existing local transport strategies and studies, particularly their policies and recommendations, to provide a clear picture of transport proposals based on existing evidence and how they assist in the delivery of the transport goals.

6.2 North Lincolnshire's – Transport Strategy Documents

A number of local transport strategies have been produced, which set out the council's policies for the development of specific transport areas for example walking, cycling, public transport and road safety. These have been supplemented by local transport studies, which focus on specific areas and determine measures that are necessary to address existing or future transport issues. This section reviews these documents and where appropriate uses them as a basis to inform the development of the transport options and priorities for North Lincolnshire that should be taken forward as part of LTP3.

6.2.1 Highway Asset Management Plan

Importantly the HAMP also helps the council to understand the value of the highway asset and the costs linked to maintaining it and this helps to avoid further deterioration and building up of backlogs of required maintenance. The HAMP is a live document that is being continually updated.

The HAMP separates the highway asset into seven separate elements. An estimated gross replacement cost is provided for each category. This is based on the most up to date information for each asset category. Table 6.1 shows the current gross replacement costs.

Table 6.1 – Current highway assets and gross replacement costs

Asset element	Gross replacement cost
Carriageways	£1.3 billion
Footways and cycleways	£152 million
Streetlighting	£42 million
Traffic management	£2.3 million
Structures	£104 million
Street furniture	£25 million
Land	£1 billion

It is clear that the HAMP process is an effective way of managing the various aspects of the highway asset. The Transport Strategy recommends that it should take the lead role in setting out a clear programme of maintenance during LTP3.

6.2.2 Network Management Plan

The Network Management Plan (NMP) brings together all the policies, standards and procedures associated with highway management into one document. The objectives of the policies included in the NMP are to ensure network safety, functionality and sustainability. The overall aim of the NMP is to improve network performance by dealing efficiently with the traffic on the highway network both now and in the future.

6.2.3 Road Safety Strategy

The North Lincolnshire Road Safety Strategy is owned by the North Lincolnshire Road Safety Partnership, which includes representatives from Humberside Police, Humberside Fire and Rescue Service, North Lincolnshire Council, the Highways Agency, Lincolnshire Ambulance Service and the Scunthorpe Telegraph.

The Partnership operates under the sub-regional road safety partnership, Safer Roads Humber, which includes the other three unitary authorities and the emergency services in the Humber area. The North Lincolnshire Road Safety Strategy (2011 – 2020) has adopted the three agreed Safer Roads Humber priorities:

- Young Drivers
- Motorcyclists
- Occupational Road Risk (driving for work)

The North Lincolnshire Road Safety Strategy also includes an additional fourth local priority:

- Vulnerable Road Users

Underlying the principles of the North Lincolnshire Road Safety Strategy (and of Safer Roads Humber) are the following themes:

- Casualty Reduction Drives All
- Intelligence-Based Decision Making
- Value for Money
- Impact Monitoring and Review

The Road Safety Strategy also takes full account of the Department for Transport’s document “Advice about Local Road Safety Strategies” (July 2009). However, where local data clearly demonstrates a significant difference between road highway incident patterns in North Lincolnshire and the national situation, the Road Safety Strategy priorities reflect local circumstances.

Tackling the six key thematic challenges is a core objective of the Road Safety Strategy, which contains detailed information about how each is going to be delivered. These challenges are:

- Pedestrian and cyclist casualties in our towns and cities - particularly in deprived communities
- Protecting children and young people
- Protecting motorcyclists
- Rural roads
- Poor road user behaviour amongst a few
- Illegal and inappropriate speed

The Road Safety Strategy contains a number of case studies, highlighting existing good practice locally and also contains a number of proposed new initiatives:

- Creating a more forgiving road environment
- Developing a comprehensive occupational road risk strategy
- Establishing a serious highway incident review panel

The traditional elements of engineering, enforcement, and education, training & publicity are important elements of the latest strategy. A significant change from the previous approach is a continuation and expansion of the on-going shift from prosecution, for relatively low level traffic offences, towards education. The highest profile example of this is through the extended use of Speed Seminars. Evidence shows that re-offending rates are lower than for prosecution and any operating surpluses are re-invested in local road safety initiatives.

Development of other education, training and publicity programmes is data-led, targeting specific audiences, using, for example, socio-demographic profiling techniques. Problems are identified through in-depth data analysis, mainly supplied through a dedicated data analyst employed by Safer Roads Humber. Sub-regional and local publicity programmes will continue to be developed by the Safer Roads Humber Communications Officer.

The strategy advocates the continued use of proportionate enforcement to target core traffic offences, including speed, drink and drug driving, seat belts, use of mobile telephones, careless/dangerous driving and document offences.

The key elements of the Road Safety Strategy are:

Headline casualty reduction targets:

- To reduce numbers killed by 33%
- To reduce numbers seriously injured by 33%
- To reduce numbers of children and young people (<18) killed or seriously injured by 50%
- To reduce rate of death or serious injury for pedestrians and cyclists (per 100 million km walked or cycled) by 50%

What it means for North Lincolnshire:

	2004/08 Average	% Reduction	2020 Target
Killed	13	33	9
Seriously Injured	130	33	87
Children and Young People	30	50	15
Pedestrians	17	50	8
Cyclists	13	50	6

Proposed key performance indicators:

- Rate of road deaths, pedestrian KSI's, cyclist KSI's, motorcyclist KSI's and car user KSI's per 100 million kilometres
- KSI's where a driver is under 25
- KSI's in the over 70 age range per 100,000 population over 70
- Number of people killed on rural roads
- Pedestrian KSI's per capita in the 10% most deprived super output areas, compared with 10% least deprived
- Numbers killed where a driver or rider OPL (drink-driving)
- Numbers killed not wearing seat belt
- Proportion of vehicles exceeding speed limit
- Cost of road traffic casualties

As with the HAMP the Road Safety Strategy is reviewed and updated on a regular basis in order to adapt to the changing road safety issues and challenges for the area. It is therefore proposed that the Road Safety Strategy continues to be the lead document on road safety measures in North Lincolnshire, through both the Safer Roads Humber and North Lincolnshire Road Safety Partnership organisations. It is anticipated that the Road Safety Strategy will be reviewed in 2015.

6.2.4 Powered Two Wheelers Strategy

The council and the North Lincolnshire Motorcycle Forum produced this strategy in 2006. The main aim of the strategy is to encourage safe use of Powered Two Wheelers in North Lincolnshire based on the following objectives:

- Reduce road casualties by improving road safety for Powered Two Wheelers
- Improve access and facilities for Powered Two Wheeler users
- Improve Powered Two Wheeler road safety awareness amongst all road users; and
- Work with others to develop a better understanding of the role of Powered Two Wheelers as a mode of transport.

Given the clear links to road safety, it is proposed that any future measures for powered two wheelers are identified and delivered through a combination of both the ongoing Road Safety Strategy and Powered Two Wheelers Strategy documents.

6.2.5 Rights of Way Improvement Plan

The Rights of Way Improvement Plan (ROWIP) sets out an approach for improving the rights of way network in North Lincolnshire. The main recommendations of the ROWIP are:

- Provide 'positive' signposting and better intermediate signposting
- Formulate recreational routes for walkers, horseriders and cyclists
- Provide recreational routes specifically for persons with poor sight and impaired mobility
- Create new paths
- Create new bridleways and cycle tracks
- Provide car parks at selected sites
- Eradicate superfluous structures
- Prevent disturbance of cross-field paths
- Identify, publicise and improve, where beneficial/necessary, paths that can provide and encourage use of alternative routes to shops, work and school in safe environments away from motorised traffic
- Eradicate all long-term problems
- Update and consolidate all definitive maps covering North Lincolnshire

As with both the Highways Asset Management Plan and Road Safety Strategy, it is recommended that the ROWIP dictates the appropriate measures to be progressed during LTP3. However, whilst highway maintenance and road safety are seen as fundamental elements of the Local Transport Plan, the proposals for rights of way will be considered as part of the overall appraisal process to determine whether they are offering sufficient benefits in delivering the Local Transport Goals to be implemented.

6.2.6 Walking Strategy

The Walking Strategy (2007) sets out the council's objectives, policies and targets for walking, as part of a wider objective to promote and increase usage of sustainable modes of travel. The policies identified within the Strategy are:

- Maintain and enhance the quality of the pedestrian environment
- Provide safe access to key facilities, for example schools, workplaces, healthcare and leisure facilities
- All new developments and highway schemes will include adequate pedestrian facilities, which will be linked to existing facilities where appropriate
- Prioritise street lighting improvements to enhance security for pedestrians and ensure that suitable street lighting is provided with new and extended developments
- Improve safety for pedestrians
- Promote and support the implementation of School Travel Plans (STP) at all schools across the authority
- Continue to provide Pedestrian Skills Training for primary school children
- Actively promote walking and its benefits
- Promote, maintain and seek to enhance the public rights of way network in line with local targets
- Development proposals that would adversely affect the public rights of way network will not be permitted unless adequate arrangements to safeguard existing routes or to provide acceptable alternatives are agreed

In order to incorporate the Walking Strategy into the overall Transport Strategy, the above policies will be used as a basis to determine appropriate measures that can be implemented during LTP3. The transport options that support the delivery of the Walking Strategy policies will be considered later in this chapter.

6.2.7 Cycling Strategy

The cycling strategy (2010) is used to develop the local cycle network by linking existing, national, local and recreational cycle routes and creating new routes where appropriate. It is also used to encourage and promote cycling in North Lincolnshire. The document is split into four sections which identify the cycling priorities for North Lincolnshire:

1. Sport, leisure and community: The aim of this section is to promote the use of cycle routes and reduce car travel by;

- Safeguarding children, young people and adults through the provision of safe and secure cycle facilities by creating new cycle routes, cycle parking facilities and upgrading existing cycle facilities.
- Providing a range of high quality competitive sports to increase child and adult participation in cycling and competitions through local events and regional/local clubs.
- Providing social and leisure opportunities for cycling.
- Creating effective pathways from schools to clubs.

2. Train: The aim of this section is to develop sustainable modes of travel by assessing transport modes of children and young people in North Lincolnshire.

This is to maximise the potential to promote and utilise sustainable modes of travel by delivering cycle training to younger people and families. Bikeability training is currently carried out across 14 secondary schools. Another aim is to increase the number and quality of coaches and volunteers in cycling, as well as encouraging the use of helmets amongst cyclists.

3. Infrastructure: The aim of this section is to develop transport schemes by improving walking and cycling to key service areas, such as employment, health care, education, public transport and shops. This is to ensure high quality cycling facilities are available for public use and to encourage local businesses and employers to provide facilities, which in turn will encourage more cycle use.

4. Promotion: The aim of this section is to minimise conflict between cyclists and pedestrians with motor vehicles and integrate cycling within public transport. This will be achieved by providing a network of off and on road cycling facilities, secure cycle parking at bus and rail stations, as well as in town centres and at transport interchanges.

To priorities the delivery of the most beneficial cycle routes and schemes, the Cycling Policy sets out a 3-tier assessment system on the following basis:

Part 1 – Scheme Identification: In order to identify potential routes requiring cycle improvements the following factors should be considered:

- Locations with a high record of cycle injury accidents
- Routes where schools are within a 3-mile radius
- Routes in major employment areas
- Routes linking public transport interchanges, bus and rail links
- Routes linking major retail areas
- Routes linking hospitals
- Routes linking leisure facilities.
- Routes with links to tourist locations or major country parks

Part 2 – Connecting Routes within the Urban Primary Networks: in addition to identifying potential schemes based on the Part 1 requirements, priority should also be given to routes which enhance North Lincolnshire’s primary urban networks.

Part 3 – Recreational Routes and Rural Links: schemes will also be considered for implementation, if they provide recreational routes or rural links, but these are generally regarded as a lower priority than those within the urban primary networks.

As with the Walking Strategy, these Cycling Strategy policies are being incorporated into the Transport Strategy so that a consistent approach to cycling is implemented throughout North Lincolnshire during LTP3. Specific cycling measures that support these policies will be outlined later in this chapter.

6.2.8 Bus Strategy

The council has a number of statutory duties with regards to bus services, which include:

- To secure the provision of public transport services which it considers necessary but the commercial network does not provide.
- To produce a bus strategy which sets out the council’s policies for filling gaps with subsidised services.

The council has established policies to assess priority and value for money, which are used when subsidised services are reviewed and retendered. The Bus Strategy has recently been updated and contains the following policies:

- **The council will give priority to services which provide journeys to and within the Scunthorpe Urban Area and to Barton and Brigg which in priority order provide:**
 - Travel to work and from work, college and training opportunities at peak times
 - Access to shops, personal businesses and medical facilities
 - Carry 50% or more of passengers who are elderly or people with disabilities
 - Form most of or all of a limited public transport service for a village or area
 - Are funded jointly with other council services, authorities or outside bodies
- **When applying value for money checks to supported services, the council will critically examine the need to continue services which:**
 - Regularly carry less than six passengers per journey
 - Have a net subsidy cost per passenger that is more than £3.80
 - Have an alternative public transport service which is reasonably available
- **Community Transport**
 - The council will support and foster the development of community transport initiatives which can supplement conventional public transport services.
- **General Policies**
 - The council's contract period for local and school bus services will be seven years, not five, unless there are specific reasons otherwise.
 - The council will continue to allocate students to services on the public transport network
 - The council will continue to take opportunities to integrate local bus, student and scholars contracts, including any services required by academies.
 - The council will require vehicles providing contracted home to school and public transport services to comply with Euro III emission standards as a minimum, unless there are specific reasons otherwise.
 - The council will continue to engage with local bus operators and the police through the Quality Bus Partnership and to discuss issues in the Scunthorpe and Bottesford areas.

6.2.9 Freight Strategy

The North Lincolnshire Freight Strategy (2007) set out a 10 year plan to deliver the sustainable movement of freight in North Lincolnshire between 2007 and 2017. The main policy recommendations of the strategy were:

- Establish partnerships in freight (specifically freight quality partnerships, FQP)
- Promote and develop driver rest areas and lorry parking facilities
- Manage and control access for lorries in urban areas
- Promote road safety with consideration of freight
- Manage lorry routing and appropriate enhancements to the road network
- Improve operational efficiency and reduce environmental impact of freight
- Support the infrastructure for the region's ports and dock facilities to meet growth demands
- Promote and facilitate multimodal access

In terms of specific measures to deliver against these policies, the Strategy identified the following:

- Use the council as a facilitator to launch and establish an active Freight Quality Partnership (FQP) between local stakeholders in the freight industry. A joint FQP with North East Lincolnshire is likely to have the most benefit to the area as there are some common issues.
- Develop a secure lorry park in North Lincolnshire with mixed usage, and flexi-pay facilities. Potential sites include the south west corner of junction A1077/A18/M180, and near Barneys J4 M180. Existing sites could be contacted to also check opportunities of extending the current developments.
- A safety review of the main hotspots could be undertaken to establish potential works that could be undertaken, these areas include:
 - M181/A1077/A18 Junction;
 - A1029/A18 Junction;

- A18/A15/M180 Junction;
- A18/A15/M180/A180 Junction;
- B1206 (Deep Dale Bends); and
- A1173/Rosper Road Junction.
- Develop a wider signage strategy from the motorway (strategic) networks leading into North Lincolnshire associated with Tata, ports, and industrial estates.
- Undertake a full signing audit to assess the continuity of signing from the major road network to all Industrial estates and major freight generators/attractors. This would involve rolling out freight signing to areas not covered in Phase I and II (specifically Brigg Road to the east of Scunthorpe).
- Investigate the feasibility of installing a roundabout on the A18 into the steelworks. As part of this Tata may upgrade Emmanuel Road. This would provide direct access for approximately 1 vehicle per minute (based on the specialised vehicle counts). An extra point is it will reduce road damage on the existing roundabout (A1209/A18) from u-turning HGVs.
- Explore opportunities to take non urgent bulk commodities such as coal, oil and biomass from Immingham further inland by barge to locations such as the power stations. The current wharves may be fully occupied however it could be worth investigating the possibilities, especially if the inland destination is near a wharf.

In order to integrate the Freight Strategy into LTP3, the above recommendations have been reviewed and where appropriate will be included in the appraisal summary table at the end of this section. This will help to determine how important the proposed freight measures are in delivering North Lincolnshire's Local Transport Goals during the 15 year Strategy period.

6.3 Location Specific – Transport Strategy Documents

6.3.1 South Humber Bank – Transport Strategy

The South Humber Bank Transport Strategy (2010) considered the various transport options that could be implemented to facilitate the vision of the South Humber Gateway (SHG) by setting out a multi modal transport strategy for the next 10 to 20 years. The main policies identified in the strategy which are still relevant are:

- Work closely with the Highways Agency to progress and bring forward the A160 scheme
- Improvements to the local highway network
- Work with and lobby Lincolnshire County Council to progress improvements to the A15
- Develop an area wide Travel Plan
- Protect the Air Quality Management Area in Immingham

The study concluded that the existing highway network is currently operating within capacity and serves the ports and surrounding areas adequately. However, it also suggested that should all the anticipated development occur in the future, then traffic levels will increase significantly. Therefore, there is an urgent need to start planning the infrastructure improvements to accommodate future traffic growth.

The study provided details of a number of transport schemes that could be implemented to encourage development in the area and accommodate traffic growth. Further details of these major transport projects are provided in section 7.2.1, which will look at the transport proposals for the South Humber Gateway more closely.

Interim Planning Guidance – South Humber Gateway Transport Contributions

The fundamental aim of this document is to set out a robust methodology to allow the council to secure financial contributions from new developments within the South Humber Gateway, to implement the transport schemes identified in the Transport Strategy and listed in Table 6.2. The document was adopted by Planning Committee in April 2011 and then approved at the Full Council meeting in June 2011.

6.2: Proposed infrastructure Improvements on the South Humber Gateway

Scheme	Total Cost (£ 000s)
Dualling of Rosper Road	4986
Completion of Haven Road works	612
A160 Eastfield Road, signal improvements	231
Chase Hill Road/Eastfield Road junction	696
Chase Hill Road/East Halton Road improvements	710
Area Wide Travel Plan	1,000
Total Cost	*£8,235

* Costs correct as of 2011

This guidance ensures that financial contributions are secured in a way that is fair and equitable to all developments and that contributions are apportioned to reflect the respective impacts of all developments on the highway network. A threshold of 10 additional trips in peak hours has been set and any development exceeding this will be expected to make a contribution of £2,238 per additional trip (as of 2011). These will be secured through a Section 106 agreement as part of the planning process. The costs of providing the above schemes and the contributions to secure their implementation will be reviewed throughout the LTP3 period and revised as necessary.

6.3.2 Lincolnshire Lakes – Transport Strategy

The Lincolnshire Lakes Transport Strategy (2010) considered the existing transport network in the vicinity of the development area and presented various options that could be implemented to facilitate the development of the Lakes. The main conclusions identified in the study relating to the existing transport network were:

- The area is surrounded by a relatively congestion free and lowly trafficked network
- It has an excellent strategic highway network
- There is an existing rail line through the northern section of the site, providing both a barrier and opportunity
- There is currently poor existing sustainable access
- There is the potential for a large scale development and associated infrastructure investment

In terms of proposals, a number of key themes were developed in order to identify the main areas of transport that need to be addressed as part of the Lincolnshire Lakes vision and these were:

- **Connectivity** with the existing town centre and urban environment
- **Impact** of the development on the existing wider transport network and necessary mitigation measures
- **Sustainability** not only in influencing how people travel to and from the existing wider network but also in the planning and design of the internal layout of the development itself
- **Balance** between the excellent but dominant motorway access by raising standards of sustainable travel to similar levels

In order to deliver these themes, the study set out a number of multi-modal transport improvements that could be implemented as part of the Lincolnshire Lakes project, these are also discussed in section 7.2.3.

6.3.3 Humberside Airport – Transport Strategy

The Humberside Airport Transport Strategy (2010) assessed the existing and potential for future multi-modal surface access to the Airport, to encourage the development of allocated land there and assist the airport with their aspirations for future expansion.

The Strategy set out a number of potential improvements and these are considered in further detail further in section 7.3.

6.3.4 Sandtoft – Access Study

The Sandtoft Industrial Estate and former Sandtoft Airfield is allocated for development in the LDF and there are aspirations to develop a new logistics park on this land. Access between the site and the M180 would need to be significantly improved to accommodate such a development and the access options were analysed in the Sandtoft Access Study (2008). This concluded that the most appropriate way would be to access the site via High Levels Bank using the A18, C201 and C202 with weight restrictions on Westgate Road. It is anticipated that improvements to the highway network would be funded through developer contributions.

The study did not consider access to the site by public transport or other sustainable modes of transport. This would need to be a key consideration in facilitating development at this location as part of any planning application.

6.3.5 Barton upon Humber - Transportation Study

The Barton upon Humber Transportation Study (2008) provided a review of the existing transport network in Barton upon Humber and investigated the potential improvements that could be introduced within the town in the future. These included a number of possible options for improvements along the existing section of the A1077 through the town and also the feasibility of two bypass options around the town.

The study determined that the existing A1077 has sufficient spare capacity at all but one of its junctions to accommodate current and future levels of traffic and also identified that both bypass options would have a negative cost benefit ratio.

Based on this assessment it was concluded that a bypass scheme would not be economically viable and would not receive the necessary funding to be progressed. The study recommended that a number of the proposed improvements along the A1077 should be considered and progressed further as necessary. The proposed improvements on the A1077 through Barton upon Humber were:

- A1077 Gateway Treatment
- Hungate mini roundabout improvements
- Pedestrian refuges
- Parking bay buildouts
- Removal of right turn lane and extension of parking bays
- Market Place pedestrian improvements
- Falkland Way junction Improvements

6.3.6 Existing Transport Documents - Appraisal Summary

This chapter has reviewed the existing transport documents for North Lincolnshire by summarising their key policies and proposed improvement measures. In some instances the existing documents are seen as the main mechanism for determining the future direction of such measures, particularly in the case of the Highways Asset Management Plan and Road Safety Strategy, whereas in others they have been integrated into LTP3 and need to be assessed alongside the various alternatives that are being considered for inclusion with the Strategy.

6.4 Summary

This chapter has outlined a number of policies and options that were identified in existing transport documents. The next chapter will therefore consider these options in more detail and include any additional measures that could also be implemented.