

CHAPTER 8 - PRIORITISATION

Summary – this chapter outlines the transport options that are to be taken forward a part of the Transport Strategy.

8.1 Introduction

In the previous chapter the Transport Strategy set out a number of possible transport options that could be implemented during LTP3. This chapter will select the preferred options and assess them in terms of affordability, deliverability and risk, before deciding how they will be prioritised and taken forward towards implementation.

8.2 Preferred Transport Options

8.2.1 Major Development Areas – Preferred Options

As outlined in previous chapters, the Local Development Framework is seeking to turn North Lincolnshire into the north of England's 'Global Gateway'. A key aspect in achieving this vision is through the successful delivery of housing and employment sites allocated on land at the South Humber Gateway, Lincolnshire Lakes and Humberside Airport.

In order to assist in the overall delivery of these major development areas LTP3 identified a number of possible transport options that could be undertaken in Chapter 7. The next stage in this process is to determine which of these measures will be included as preferred options.

Tables 8.1 to 8.3 set out the preferred transport options for the South Humber Gateway, Lincolnshire Lakes and Humberside Airport respectively.

Table 8.1 – Preferred Transport Options for the South Humber Gateway

Major Development Areas – South Humber Gateway
Haven Road junction improvements Rosper Road dualling A160 / Eastfield Road junction improvements Eastfield Road / Chase Hill Road junction improvements International Gateways Area Wide Travel Plan HGV parking facilities Signage strategy

Table 8.2 – Preferred Transport Options for Lincolnshire Lakes

Major Development Areas – Lincolnshire Lakes
De-trunking of the M181 and creation of additional junctions High quality pedestrian and cycle infrastructure High quality public transport services and facilities Effective area wide travel planning Highway improvement schemes on the existing network

Table 8.3 – Preferred Transport Options for Humberside Airport

Major Development Areas – Humberside Airport
A18 / Airport junction improvements A18 / Barnetby Top junction improvements Barnetby rail station improvements Caistor Road widening scheme International Gateways Area Wide Travel Plan Airport Car Share Scheme

8.2.2 Infrastructure Schemes – Preferred Options

In addition to those measures identified for the major development areas, a number of local infrastructure schemes have also been identified. The preferred options are listed in Table 8.4:

Table 8.4 – Preferred Infrastructure Schemes

Infrastructure Schemes
A18 Berkeley Circle improvements A18 Ashbyville Roundabout improvements Urban Traffic Control Public transport improvements Cycle infrastructure improvements Pedestrian infrastructure improvements Controlled parking zones Freight infrastructure improvements A18 Mortal Ash Hill roundabout A1077 Barton upon Humber improvements A1077 South Ferriby Improvements

8.2.3 Transport Initiatives – Preferred Options

In terms of reviewing the possible Transport Initiatives, the following measures detailed in Table 8.5 have also been selected as preferred transport options.

Table 8.5 – Preferred Transport Initiatives

Transport Initiatives
Education Speed Seminars Cycle and Pedestrian Skills Training
Marketing Fixed Message Signs Web-based Marketing Poster Campaigns Promotional Events
Travel Information Fixed Message Signs Web-based Travel Information Real Time Travel Information
Travel Planning Car Share Schemes School Travel Plans Work-based Travel Plans Area Wide Travel Plans

8.2.4 Summary of Preferred Options

Whilst the options included in tables 8.1 to 8.5 are the preferred transport options, there are a number of factors that may ultimately influence whether they can be implemented. This may include affordability and deliverability.

8.3 Affordability

One of the key factors affecting the delivery of a successful Transport Strategy is whether the proposed measures can be afforded. Whilst a number of options have been identified, it may not be possible to implement some of them due to funding constraints. The next section considers the broad costs associated with each option and considers the funding streams currently available.

8.3.1 Cost Categories

In order to compare the relative costs of each measure, the preferred transport options have been banded into one of the following cost categories:

- Low
- Medium
- High
- Very high

The likely cost category for each of the preferred transport options is included in tables 8.6 to 8.10 respectively.

Table 8.6 – Cost Categories for the South Humber Gateway

Major Development Areas – South Humber Gateway	Cost Category
Haven Road Junction Improvements	High
Rosper Road Dualling	Very high
A160 / Eastfield Road Junction Improvements	Medium
Eastfield Road / Chase Hill Road Junction Improvements	High
South Humber Gateway Travel Plan	Medium
HGV Parking Facilities	High
Signage strategy	Low

Table 8.7 – Cost Categories for Lincolnshire Lakes

Major Development Areas – Lincolnshire Lakes	Cost Category
De-trunking of the M181 and creation of additional junctions	Very high
High quality pedestrian and cycle infrastructure	Medium
High quality public transport services and facilities	High
Effective area wide travel planning	Medium
Highway improvement schemes to existing infrastructure	Very high

Table 8.8 – Cost Categories for Humberside Airport

Major Development Areas – Humberside Airport	Cost Category
A18 / Airport Access Junction Improvements	High
A18 / Barnetby Top Junction Improvements	High
Barnetby Rail Station Improvements	Medium
Caistor Road widening scheme	High
International Gateways Area Wide Travel Plan	Medium
Airport Car Share Scheme	Low

Table 8.9 – Cost Categories for Infrastructure Schemes

Infrastructure Schemes	Cost Category
A18 Berkeley Circle junction improvements	Very high
A18 Ashbyville roundabout improvements	High
Urban Traffic Control	Medium
Public transport improvements	Medium
Cycle infrastructure improvements	Medium
Pedestrian infrastructure improvements	Medium
Scunthorpe Controlled Parking Zones	High
Freight infrastructure improvements	Medium
A18 Mortal Ash Hill Roundabout	High
A1077 Barton upon Humber route improvements	Medium
A1077 South Ferriby improvements	Very high

Table 8.10 – Cost Categories for Transport Initiatives

Transport Initiatives	Cost Category
Education Speed Seminars Cycle and Pedestrian Skills Training	Low Low
Marketing Fixed Message Signs Web-based Marketing Poster Campaigns Promotional Events	Medium Low Low Low
Travel Information Fixed Message Signs Web-based Travel Information Real Time Travel Information	Medium Low High
Travel Planning Car Share Schemes School Travel Plans Work-based Travel Plans Area Wide Travel Plans	Medium Low Low Medium

8.3.2 Possible Sources of Funding

In addition to LTP funding, there are a variety of additional sources of funding which can be utilised:

- Local Growth Fund
 - Local Major Transport Funding
 - Integrated Transport Block
- Local Pinch Point Fund
- Local Highways Maintenance
- Integrated Transport Block

The Local Growth Fund includes a number of funding streams that are allocated through Local Enterprise Partnerships, including Local Major Transport Funding. The Local Growth Deal also includes the Local Sustainable Transport Fund and a proportion of the Integrated Transport Block.

The Local Pinch Point Fund provides additional funding to enable local authorities to implement specific transport measures on the parts of the network suffering from congestion. Local authorities are required to submit bids for all appropriate schemes and the Department for Transport awards funding for successful schemes.

The two other DfT funding categories (Local Highways Maintenance and Integrated Transport Block) are allocated to local authorities directly. These can be utilised by an authority to address their specific transport needs as they see fit. Local authorities can also supplement their schemes with other capital and revenue funding as necessary.

In terms of other external sources of funding, there are a variety of ways that local authorities can gain support to implement schemes and these are as follows:

- Regional Growth Fund
- European Regional Development Fund
- European Social Fund
- Developer Contributions
- Other External
- Third Sector

The Regional Growth Fund (RGF) aims to stimulate enterprise by providing support for projects with the potential to create long term sustainable private sector led economic growth and employment. A key part of the RGF is to stimulate economic growth through transport related schemes and it represents another form of funding that can be utilised to support transport improvements in North Lincolnshire.

The European Regional Development Fund and European Social Fund are provided by the European Union and which can be applied for to support development and create employment.

Funding schemes via developer contributions is also an essential part of delivering the preferred transport options for North Lincolnshire and the council will aim to maximise the amount of contributions through the planning process wherever possible. It is expected that some of the highway improvements on the South Humber Gateway and associated with the Lincolnshire Lakes will be developer funded. This is also the case with other external and third sector opportunities that present themselves.

8.4 Prioritised Transport Options

This chapter has identified the preferred transport options that could be implemented over the next 15 years and assessed them in terms of affordability and deliverability. It is clear that some of the preferred options will have costs that are above the level of allocated LTP funding and will require additional or alternative financial support if they are to be implemented.

Therefore, in order to move the Strategy towards implementation, a methodology has been developed for prioritising and packaging those preferred options that can be delivered, so that they can be implemented effectively through LTP3 and provide genuine value for money.

8.4.1 Prioritisation Themes

The first stage in the prioritisation process involves reviewing each of the preferred transport options, based on the results of the affordability, deliverability and risk assessments, to see if they can be feasibly implemented.

Those schemes that can be implemented are then organised into the following theme headings, so that those with similar characteristics can be compared:

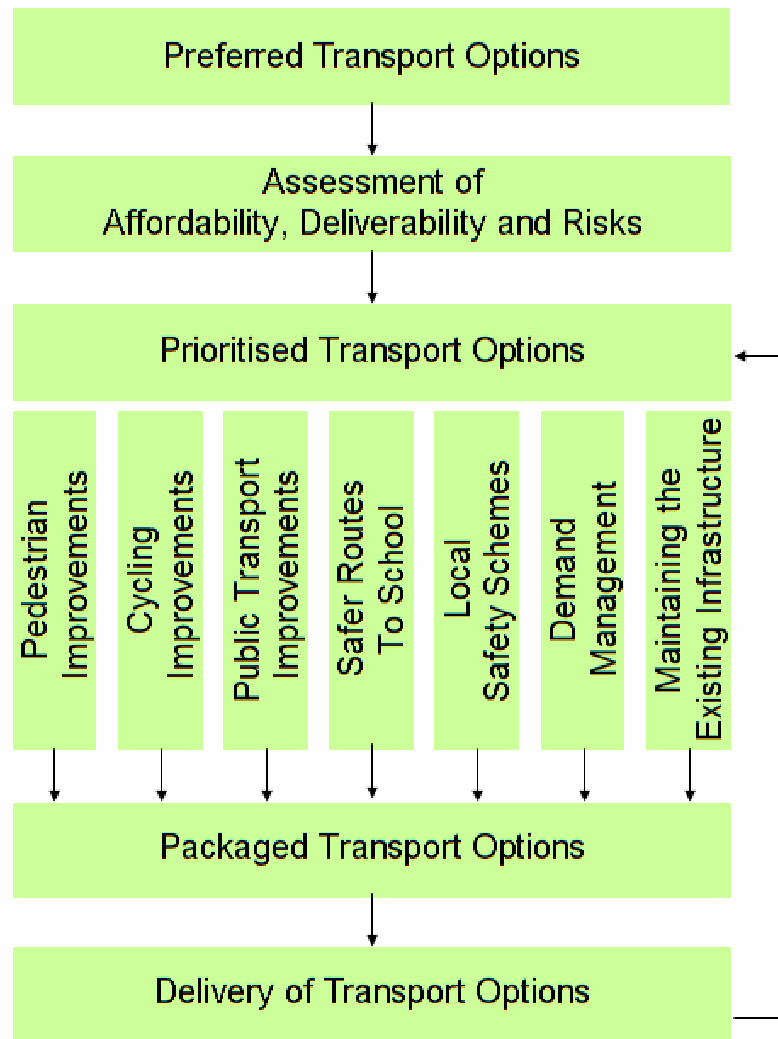
- Pedestrian Improvements
- Cycling Improvements
- Public Transport Improvements
- Safer Routes to School
- Local Safety Schemes
- Demand Management
- Maintaining the Existing Infrastructure

8.4.2 Packaged Transport Options

Once the preferred transport options have been prioritised within the relevant theme headings, they can then be selected and packaged into deliverable schemes which include similar priorities from other lists.

This process ensures that the delivered schemes are not simply selected on the basis that they deliver benefits under one theme heading, but that they help to maximise the potential of a scheme to achieve a range of benefits across a number of the theme headings. The steps involved in this prioritisation process are illustrated in Figure 8.1.

Figure 8.2 – Prioritisation Process



As can be seen in Figure 8.1, once a package of transport options has been developed, it can be targeted through in the Implementation Plan, which will be updated every three years during the LTP3 period. This will allow the prioritized transport options to be reviewed and new packages of measures to be developed where appropriate.

8.5 Summary

This chapter has identified a number of preferred transport options and considered them in terms of affordability, deliverability and risk. It has also set out a prioritisation process that will be used to implement the prioritised options as a package of transport measures. The next chapter will summarise the key aspects of the Transport Strategy in order to move these measures towards delivery through the Implementation Plan.