

Transport Strategy

April 2011 – March 2026

Local Transport Plan



Foreword – a leading strategy for a new era

Responsive to business and community

“This Transport Strategy marks a new era for local transport planning in North East Lincolnshire. It provides for the first time real flexibility to set out a new integrated transport approach that responds to business and community needs. Through our innovative Transport Community Actions Plans, and through a collaborative approach to transport delivery, it responds to the spirit of localism, engaging with our local communities and businesses to identify and prioritise the improvements that matter.

Leading in the public and private sectors

It also marks a time of strategic change. The ground breaking partnership with Balfour Beatty Workplace sets out North East Lincolnshire as a leading authority for working with the private sector to deliver a sustainable transport plan that is tangible and responsive to the changing business environment we face today.

Strategies for growth

Along with a new Core Strategy, and new Local Investment Plan, this Transport Strategy is underpinned by an enviro-economic approach, and a unique location that creates our current potential and future sustainable growth. Our joined-up strategies focus investment on infrastructure that supports regeneration through business and housing. This is matched by a new proactive approach to planning and development.

Sustainable transport infrastructure

Finally, the plan reflects our ambition as a leading area attracting investment in the renewables sector, capitalising on the opportunity to service offshore wind developments from the South Humber Bank. Investment in local transport infrastructure will support developments in alternative energies, and create sustainability for the private vehicle by encouraging diverse fuels. This will ensure continued access to employment, tourism and local centres of commerce.

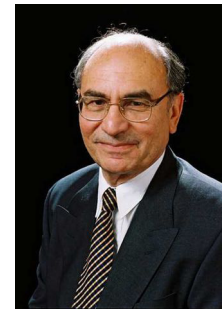
Delivery begins now

Our first three-year delivery plan starts on 1 April 2011, and is the first step towards delivering our ambitious and innovative strategy. It is the baseline from which we will be measured as local transport moves us from challenging economic times towards a better future for the community of North East Lincolnshire.

Finally I'd like to thank everyone who has contributed to the development and production of this Local Transport Plan especially those people and organisations who were involved in our stakeholder consultations.”

Councillor Andrew DeFreitas

Leader of North East Lincolnshire Council





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Local Transport Plan



2. Executive Summary

2.1. Introduction

North East Lincolnshire's Local Transport Plan has been developed in three phases, the first, the 15 year Transport Strategy, sets the overall framework for transport.

The LTP3 Delivery Plan which accompanies this document sets out how we will start to deliver this new strategy over the first three year period (April 2011 – March 2014).

Finally, an annual programme of schemes and their funding has been developed. This forms an integral part of the Delivery Plan document.

An accompanying Evidence base sets out the detailed reasoning for the priorities in relation to North East Lincolnshire and its transport and access characteristics and performance.

Alongside the management, maintenance and effective exploitation of transport assets, this LTP3 is focused on the development of North East Lincolnshire in terms of generating new, sustainable employment, renewing, replacing and increasing our housing stock and regenerating our towns.

LTP3 also supports the Council's aspirations (as set out in the Sustainable Community Strategy) to create and sustain jobs and address barriers to participation in education and training and to the raise the aspirations of our family units, encouraging them to make positive life choices.

2.2. Regenerating North East Lincolnshire

In addition to undertaking our statutory responsibilities as a Local Transport Authority our LTP3 is geared towards the specific regeneration projects which have been identified as crucial to our future.

- The generation of quality jobs in port activities, logistics and industry along in Immingham and along the South Humber Bank.
- Redeveloping Grimsby Town Centre as a centre for commerce and retail.
- Creating a vibrant and successful visitor resort in Cleethorpes.
- Attractive, mixed commercial and residential uses along Freeman Street.
- New homes and associated services in the East Marsh Housing Renewal Area.



Figure 1 - North East Lincolnshire Regeneration Areas

2.3. The Transport Challenges

In meeting these regeneration, transport and access goals, we have devised a set of eight Local Transport Challenges in consultation with our stakeholders. The challenges are to:

- Enable sustainable growth through effective transport provision.
- Improve journey times and reliability by reducing congestion.
- Support regeneration and employment by connecting people to education, training and jobs.
- Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, healthcare, social and leisure opportunities.
- Improve the health of individuals by encouraging and enabling more physically active travel.
- Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.
- Improve the journey experience on the local transport network.
- Ensuring that transport contributes to environmental excellence, including managing air quality and reducing transport-related greenhouse gas emissions.

Each of these Local Transport Challenges has been developed in terms of its priority as determined by our Stakeholders and Council Members, how and why the challenge is important in supporting North East Lincolnshire's overall goals and how our evidence base supports both the importance of the challenge and how we plan to approach it.

In addressing each of these challenges we have developed a series of policy tools that impact upon the challenges. Under each toolkit item there are a list of interventions and actions that give further detail.

The Policy Toolkit approach to addressing the challenges is summarised in the table opposite:

Challenge		Policy Toolkit
A	Enable sustainable growth through effective transport provision.	• Integrated land use and transport planning • Local master planning • Strategic transport provision
B	Improve journey times and reliability by reducing congestion.	• Managing demand • Increasing capacity and managing traffic • Improving and promoting alternatives to the car
C	Support regeneration and employment by connecting people to education, training and jobs.	• Supporting regeneration • Accessibility planning • Network and service improvements • Providing access to jobs & training • Improving access to education
D	Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.	• Generating demand and addressing barriers • Providing support for communities and individuals • Developing and delivering solutions
E	Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.	• Analysing, reporting and acting on information • Building safe access, safety and security into all communities, schemes & Facilities • Taking action where accidents are shown to happen • Addressing road user behaviour • Working with partners to promote and enhance community safety
F	Improve the health of individuals by encouraging and enabling more physically active travel.	• Encouraging people • Providing and improving facilities • Designing in exercise opportunities

Challenge		Policy Toolkit
G	Improve the journey experience on the local transport network.	• Research and information • Partnership working • Delivery of improvements
H	Ensuring transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions.	• Communication • Behaviour change • Delivering low-carbon transport

2.4. Delivering Change

In developing LTP3 Delivery Plans we will take into account these challenges and policy toolkit items. We will develop a programme of works that impact on the challenges in ways that most effectively address our responsibilities as a transport authority and support the wider regeneration aspirations in North East Lincolnshire. In doing so we will develop detailed implementation plans for all aspects of local transport.

2.5. Performance Management

Overall management of the Local Transport Plan will be vested in the Regeneration Partnership, part of the Local Strategic Partnership.

Routine reporting will be through the arrangements put in place through the Balfour Beatty/North East Lincolnshire Partnership which sets out the overall performance targets for regeneration and transport specific targets

3. Introduction

This Local Transport Plan (LTP3) sets out the Transport Strategy for North East Lincolnshire. It runs from April 2011 and covers an initial period of 15 years, although this document has been developed to be flexible enough to adapt to the changing priorities that are likely to arise in the future. It is designed to set out the role of transport, access and connectivity in delivering the over arching economic, social and environmental policies within North East Lincolnshire in addition to meeting existing highway commitments.

This document will improve communication with stakeholders by:

- informing them about the Local Transport Plan and its importance.
- helping stakeholders to engage with the Local Transport Plan process and its future development
- describing what the LTP3 can deliver, how it can help stakeholders achieve their wider goals and how they are able to contribute
- setting out how the plan will be monitored and managed.

This LTP3 is not a 'bidding' document and there is no direct link between the plan and the funds likely to be made available to the Council and its Partners. The Comprehensive Spending Review of November 2010 removed the ring-fencing of many of the key funding streams, such as highway maintenance and road safety which are now based on formulae set by the UK Government.

However, LTP3 forms the basis through which transport within the area will be developed and managed. Consequently, although it is not directly linked to funding, it forms the foundation through which bids for additional transport funding may be made.

This encompasses Government funding initiatives (including the Local Sustainable Transport Fund), existing European funding such as European Regional Development Funds (ERDF) and potential new European funding. Along with the Local Development Framework (LDF), the LTP3 also provides the foundation for linking physical development and regeneration to the provision of appropriate transport and access.

Finally this document sets out our connectivity requirements at a regional, national and international level, helping us to make the case for improving our wider connectivity as a means to achieving economic success.

3.1. A new approach to LTP3

Unlike previous Local Transport Plans the timescales and structure of the document have not been prescribed by Central Government, this has allowed greater flexibility and more scope in developing this LTP3.

Alongside this, the Transport Strategy, there are a series of Delivery Plans each covering a rolling period of 3 years. These will set out the programmes and schemes we plan to deliver over this period along with the rationale for each project and Performance Indicator information that we will use to monitor each project.

Many of our major regeneration projects detailed in this document will run beyond the initial 3 year period of our first Delivery plan. Consequently, the Delivery Plan will provide details of longer term schemes and programmes, though at a less detailed level.

Finally, there will be an Annual Programme developed each year to take account of available funding, delivery against the programme and any additional factors that come to light. The Annual Programme will be an integral part of the Delivery Plan.

Collectively these three elements, the Transport Strategy, the Delivery Plan and the Annual Programme, will provide an effective, flexible toolkit through which we can deliver the transport, access and connectivity improvements required by North East Lincolnshire. Figure 2 on the following page shows these three elements and the relationship between them.

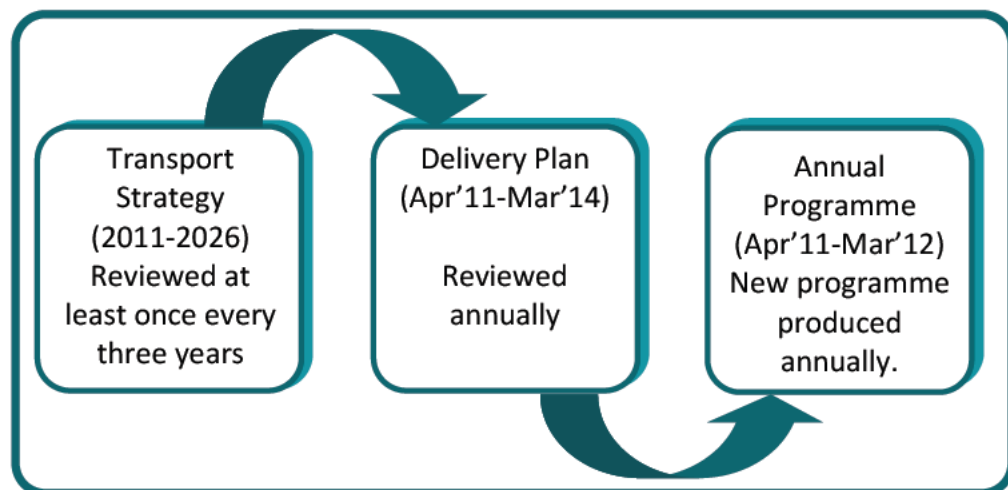


Figure 2 - Structure of LTP3

The most critical requirements for the Local Transport Plan are:

- Focusing on the major regeneration priorities whilst meeting existing commitments such as highway maintenance.
- Flexibility to cope with significant changes in Government legislation, levels and sources of funding.
- Delivery of the agreed North East Lincolnshire Council and Balfour Beatty partnership objectives, involving the targeting of resource based on evidence of performance against key performance indicators.
- Full engagement of partner organisations in terms of the focus of the Local Transport Plan and its delivery through partnerships.
- Effective management of the delivery programme.

The overall management of the Local Transport Plan will be through the North East Lincolnshire Council / Balfour Beatty Regeneration Partnership together with any technical sub groups which will be required to manage and report on specific aspects. The Portfolio Holder for the Environment and the Green Agenda will approve the annual programme prior to commencement of projects in April each year.

The North East Lincolnshire Council Regeneration Directorate will oversee the

delivery of the strategy, information will be provided on a regular basis by the LTP3 Programme Team who will meet monthly to review current projects and co-ordinate future schemes to achieve improved value for money and reduced disruption for the residents of North East Lincolnshire.

Some elements of the delivery of transport and connectivity will require a sub-regional perspective. This applies especially to our aspirations for:

- Improved rail provision for freight and passenger (including a direct link to London);
- Infrastructure improvements to the Port of Immingham;
- Infrastructure for the development of renewables and chemical on the South Humber Bank and
- Addressing the underlying debt of the Humber Bridge, the associated tolls and their economic impact.

Where appropriate we will work with our neighbouring Local Authorities and other regional bodies in both the public and private sectors to bring about these aspirations.

There will clearly be a role for the Local Enterprise Partnership (LEP) in developing, funding and delivering these elements. However, it is not possible to state at this stage how this might operate. When the LEP is formally set up appropriate arrangements will be put in place.

Figure 3 on the following page shows the relationship between the Transport Strategy, the Delivery Plan, the Annual Programme and how this arrangement will be managed.

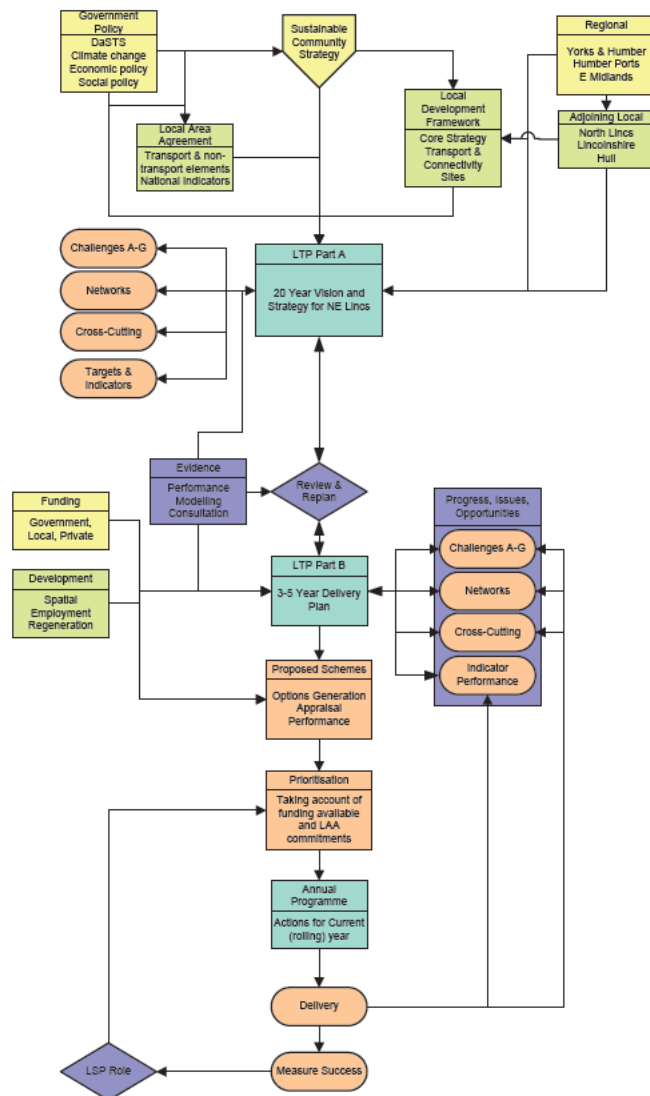


Figure 3 - Relationship between Transport Strategy and Delivery Plan

3.2. Balfour Beatty Partnership

A ground breaking 10-year relationship between Balfour Beatty and North East Lincolnshire Council commenced on July 1st 2010. This delivery partnership involves Balfour Beatty working alongside the Council in the planning and delivery of physical regeneration, property and technical services in North East Lincolnshire. This includes the development and delivery of transportation, highways and connectivity, including the development and delivery of the Local Transport Plan 3.

The aim of the Partnership is to speed up progress on regeneration of the borough whilst getting value for money for residents. This includes improving the physical appearance of the area and the quality of life of residents, ensuring that North East Lincolnshire is seen as a great place to work, invest, visit and live. This LTP3 Transport Strategy and associated Delivery Plan are key parts of the contract.

The key targets of the Partnership include:

- Secure investment and jobs in North East Lincolnshire
- Reduce road accidents
- Maintain the Highway network
- Increase the number of people travelling by public transport
- Manage the road effectively

Progress across the broad scope of the partnership will be monitored through performance indicators and targets associated with these outcomes. This will avoid actions which will deliver against one element at the expense of others.

For example, bus passengers will be increased in conjunction with the increases in jobs and housing. This will involve delivering public transport improvements linked to new and existing developments, alongside travel plans, travel advice and complementary skills development programmes aimed at improving employability.

The appraisal of programmes and schemes, along with the presentation of results, will use a balanced scorecard approach geared towards addressing the main concerns of the people of North East Lincolnshire.

The Balfour Beatty / North East Lincolnshire partnership is new and as a result, this Local Transport Plan has been written to provide as much flexibility as possible whilst focusing on the key regeneration outcomes of North East Lincolnshire. Inevitably the Local Transport Plan, its management and performance reporting will evolve as the partnership contract matures.

4. The Vision for North East Lincolnshire

4.1. North East Lincolnshire Context

North East Lincolnshire sits at the entrance to the UK's busiest trading estuary, at the heart of a gateway that links northern England to global markets. The area therefore offers significant economic opportunities.

North East Lincolnshire has a notable and possibly unrivalled competitive advantage in that it still has significant undeveloped land and new development sites available around the South Humber Bank, around Europarc, along and around the A180 and within Grimsby town centre. This can be for a variety of uses and by utilising a proactive approach to planning we will encourage development that meets the needs of the area.

The seaside resort of Cleethorpes and the rural Lincolnshire Wolds give an added leisure dimension for residents and visitors, with tourism being a major employment and investment sector. Immingham is the UK's largest port, handling around 58 million tonnes annually with 20 years of consecutive growth, ensuring that the port remains one of the largest in Europe and a significant economic driver for North East Lincolnshire¹.

Within North East Lincolnshire there are three main town centres. The largest by far being Grimsby's "Top Town". Within this area Freshney Place dominates providing purpose built retail units for many major high street retailers. Smaller units are offered to the south of Victoria Street West and off South St Mary's gate. This area is typified by smaller, independent fashion retailers and specialist stores.

There are secondary town centres in Cleethorpes along St Peters Avenue and in Immingham along Kennedy Way. These provide a mixture of high street services and small independent outlets. Figure 4 opposite shows the local geographical context.



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Figure 4 – Map of North-East Lincolnshire

¹ Local Evidence Base. October, 2010, North East Lincolnshire Council

4.2. The Vision

The overall vision for North East Lincolnshire is based on three key elements:



Figure 5 - Key Regeneration Elements

These three elements will provide the focus for economic success, jobs and good quality amenities which will benefit all residents of North East Lincolnshire as well as those choosing to work in or visit the area.

This Local Transport Plan is designed to support these developments as well as meeting existing transport commitments. Our Local Transport Challenges set out in Section 7 demonstrate how our policies and actions will help the following visionary projects become reality.

4.2.1. Immingham & The South Humber Bank – Engine Room for Economic Growth



Figure 6 - South Humber Bank Developments

Spanning the Port of Grimsby and Immingham, The South Humber Bank is home to North East Lincolnshire's key 'engine room' industries. The area has significant development potential, with large tracts of vacant land within easy reach of the ports and the motorway network. It has the potential to be a prime location for modern industry and set the standard for sustainable development. There is strong investor interest in this area, but upfront investment is required to remove the key physical constraints to development.

Through the Local Transport Plan 3 we will identify key sites and evaluate the requirements for the provision of strategic transport infrastructure to unlock commercial and industrial development. It will seek to remove or reduce barriers to development by focusing on transport as a key enabler.

Working closely with North Lincolnshire Council and stakeholders along the South Humber Bank, due account will be taken of neighbouring developments in forming an integrated approach, which maximises the development potential of the area.

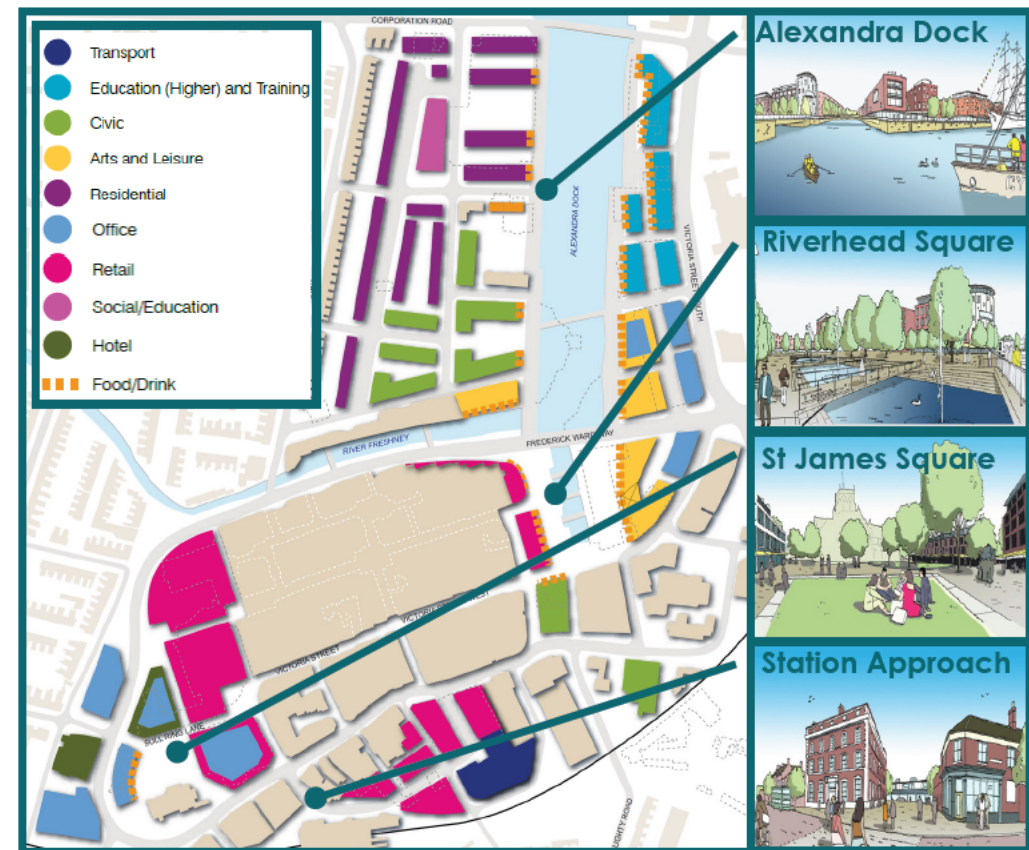
The transport challenge will be to provide appropriate infrastructure to enable easy access for commercial traffic whilst promoting sustainable travel to employees and visitors to the sites.

Key Challenges:

- Strengthening the ports of Immingham and Grimsby, including the provision of improved highway and rail capacity enabling the ports to reach their full potential.
- Building on the existing chemicals sector and developing a European centre for chemical industries
- Providing a skilled workforce for industry through the development of CATCH 3 & 4 training facilities.
- Development of Europarc 4 to provide further high quality capacity, especially in food and fish processing.

4.2.2. Grimsby Town Centre

The Grimsby Town Centre Masterplan has identified a set of regeneration projects which specifically aim to deliver transformational change within the town centre including the main shopping areas. These projects will provide new urban quarters, gateway sites and improved civic amenities. The projects focus on the following town centre sites; St James Square, Grimsby Railway Station, Riverhead Square and Alexandra Dock West. The plan opposite shows the identified land uses within the masterplan area and the key regeneration projects that are highlighted below.



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Figure 7 - Grimsby Town Centre regeneration areas

St James' Square



Figure 8 Artists Impression – St James' Square

St James' Square, including St James' House, will be promoted for new town centre uses including office, leisure and retail. It has the potential to provide a new cultural quarter and an enhanced public square.

St. James' Square will remain the tranquil heart of the town centre and provide a calm, safe dwelling space but will be strengthened by the replacement of poor quality surrounding development with new and refurbished buildings which will provide activity and security with appropriate ground level uses. New buildings surrounding the square will complement and respect the scale of the historic church and include social and cultural uses. Activity and movement will be encouraged with the specific aim of improving safety and creating a quality public realm space.

The neighbouring area of Cartergate will support the development of St James' Square and will be developed for new business uses, office space and retail opportunities complementing the ideas for St James' Square.

Alexandra Dock

Through the development of vacant sites and the regeneration of existing buildings the town will reconnect with the waterfront. The redevelopment of this area will see the existing low value uses including bulky goods retail, depots and surface parking largely displaced by mixed use redevelopment including office, retail and leisure uses that can help capitalise on the exceptional waterfront location to create value.

An education and training focus at the northern end of Alexandra Dock and new green spaces on the western bank of the Dock will provide an attractive setting for new development and encourage people to visit and spend time in this key area of the town centre.



Figure 9 Artists Impression – Alexandra Dock

Riverhead Square

A successful square is vital in delivering and realising the vision of a new Grimsby town centre. Riverhead Square will become the heart of the town centre, situated alongside Alexandra Dock, with strong visual connection and reference to the North Sea.

This primary public square will be of civic quality and predominantly hard, in contrast to St. James' Square, and support a number of civic and leisure uses. This will be the focus for civic occasions and symbolise the identity of Grimsby. Major events such as food and drink festivals, concerts and celebrations will be hosted in this space as part of a programme for activity in the town centre.

Part of promoting better movement into Riverhead Square will be improving pedestrian access across Frederick Ward Way through creation of a shared space.



Figure 10 - Artists Impression – Riverhead Square

Station Approach



Figure 11 – Artists Impression – Station Approach

Station Approach is a key gateway not only to Grimsby town centre but the Lincolnshire hinterlands beyond. The station is the first link in the chain connecting the railway to the town centre then onto the river and docks. It is important that Station Approach becomes a place where people want to remain and the space should reflect this aspiration by providing a new inspiring entrance to the town centre through an initial phase of public realm works and environmental improvements

In the short term a detailed programme for the delivery of these projects, including business plans and financial packages, will be developed with the relevant stakeholder organisations. Medium to long term activity will focus on the implementation of these schemes, providing support to stakeholder organisations wishing to progress their schemes. These projects will over the long term deliver transformational change in the heart of Grimsby.

The role of transport as an enabler to regeneration must not be underestimated and managing the expected increase in vehicles accessing the town centre will be a key transport challenge in all these regeneration projects.

4.2.3. Cleethorpes: a lively and attractive town by the sea



Figure 12 – Artists Impression of Cleethorpes Seafront

In the short term there will be a renewed focus on promoting the main investment sites within the town centre including the North and Central Promenades and the small scale improvements identified by Cleethorpes Town Team. Investment will concentrate on the 'Golden Loop' comprising Sea View Street, Alexandra Road, Market Street and St Peter's Avenue.

The transport challenges will lie in managing access to the resort and the associated requirement for car parking spaces. Demand management and providing alternatives to the car will be key in ensuring that transport does not act as a brake to the redevelopment of the resort.

4.2.4. Freeman Street: new life for a famous street



Figure 13 – Artists Impression of a regenerated Freeman Street

The project will complete an action plan for the Freeman Street Neighbourhood Development Framework incorporating stakeholder proposals for redevelopment and regeneration. This will provide a structured programme of activity and will clearly define stakeholder roles and responsibilities.

Early actions are currently being pursued to open up important potential development sites within Freeman Street. By incorporating the proposals for Freeman Street Market and the adjacent Council owned sites a new focal point for renewal will be created within this neighbourhood.

Over the medium to long term the other catalytic projects set out in the Freeman Street Neighbourhood Development Framework will be progressed following project priorities set out in the Action Plan.

Key long term projects include; the redevelopment of the existing shopping precinct for a housing led mixed use development incorporating a substantial neighbourhood park, the consolidation and improvement of existing retail offer to create a viable district centre south of the market and, improvement of the housing stock largely through the investment programmes of Shoreline Housing Partnership. In addition, new community infrastructure will be provided such as space for new business start-ups, development of social enterprises and the provision of new social and community facilities.

The role of transport will be key in the development of this famous local street, providing access to business and the market whilst providing appropriate areas for the local residents to spend time.

4.2.5. East Marsh: maintaining the momentum



Figure 14 – Artists Impression of the East Marsh Housing Renewal Area

There have been positive changes in this Neighbourhood Renewal Area (NRA), including selective demolition, housing and environmental improvements and new build. There is still a great deal to be done to improve housing choice and upgrade the quality and sustainability of many homes and the neighbourhood as a whole. Short term activity will continue the whole street improvements work to Guildford Street (north) and facelift to Victor Street.

Medium to long term activity will concentrate on the implementation over the next 7 years of the Neighbourhood Renewal Area Action Plan. This will be a comprehensive approach including: improving the quality of the living environment via improvements in housing conditions, addressing issues of empty homes and derelict land, improvement of public and green spaces, the provision of community facilities, and the enhancement of movement corridors including footpaths and cycle routes. Actions will also include providing opportunities for employment and enterprise including social enterprise. The area will consider the possibilities for self-build and the introduction of micro renewable projects, which will help create employment and business opportunities. The project will promote an enhanced role for private sector partners.

4.2.6. Europarc: Opportunity for Sustainable Employment

The continued development of the existing Europarc site and future expansion onto Europarc 4 will provide high quality accommodation for a variety of users from bespoke office space and business starter units through to specialist food manufacturing and vehicle fabrication.

4.3. Delivering the vision – The Local Challenges

The critical elements of our regeneration vision have been described above. The role of this Local Transport Plan is to provide the necessary transport, infrastructure and connectivity improvements to enable this vision of North East Lincolnshire to become the reality whilst maintaining our commitments to meet national goals.

The foundations of the Local Transport Plan were laid through a series of stakeholder workshops. The key outcomes were a set of Local Transport Challenges, linked to our priorities, which are summarised on the following page of this Transport Strategy. The components of the vision and the challenges we face can be directly related to these challenges which are summarised below.

North East Lincolnshire Local Transport Challenges

Challenge A	Enable sustainable growth through effective transport provision
Challenge B	Improve journey times and reliability by reducing congestion
Challenge C	Support regeneration and employment by connecting people to education, training and jobs
Challenge D	Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities
Challenge E	Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime
Challenge F	Improve the health of individuals by encouraging and enabling more physically active travel
Challenge G	Improve the journey experience on the local transport network
Challenge H	Ensuring transport contributes to environmental excellence , improved air quality and reduced greenhouse gas emissions

The challenges, are designed to address our economic, social and environmental priorities and are explicitly geared towards the regeneration programme as well as enhancing the local environment, the health and wellbeing of our residents, employees & visitors and helping meet our environmental commitments.

5. This is North East Lincolnshire

5.1. The setting / location

North East Lincolnshire is a single-tier, unitary authority covering an area of 192 sq kms and lies between the administrative areas of Lincolnshire County to the South and East and North Lincolnshire to the West.

Within the district, Grimsby and Cleethorpes together form the major urban centre, surrounded by satellite villages including Great Coates, Scartho, Waltham and Humberston. Immingham is a compact secondary urban centre, with a large industrial area around the docks focused on food and drink; ports and logistics; renewable energy; chemicals & process industries.

The Humber Estuary bounds the area to the north east and the main connecting roads are the A180 (T) from the west, the A46 from the south west and the A16 from the south. The A18 passes through North East Lincolnshire bypassing the main urban area and links the A16 to the A46 and A180(T). Just beyond the boundaries of North East Lincolnshire lies numerous settlements, residents of which look towards North East Lincolnshire for employment, shopping and health services.

5.2. Connectivity

North East Lincolnshire is the centre of a number of industries essential to the UK economy, including renewable energy technologies, food and fish, chemical manufacture and coal imports. Continued success, both for North East Lincolnshire and the UK economy as a whole, depends on good connectivity. This encompasses:

- the neighbouring areas of North Lincolnshire, Lincolnshire and the City of Hull;
- the UK motorway network;
- the UK rail network;
- Europe and beyond via the ports of Immingham, Grimsby and the other Humber Ports

Good freight and passenger transport links are essential for the success of the area. Key road connections (as shown in figure 15) include:

- A180/A15 (Humber Bridge) to Hull
- A180/M180 West to UK motorway network

- A46 to Lincoln
- A16 to Boston

Our local highway programme is designed to provide improved access to these key highways, especially for freight and commercial traffic.

Although the A180 provides a good link to the seaside town of Cleethorpes, congestion at the end of the route at peak times is an issue that could act as a significant brake on tourism growth in the future if left unchecked.

At a regional level tolls on the Humber Bridge are a significant cost for users, whether bus passengers, motorists or freight operators. Initial assessments of their economic cost have been undertaken by the Department for Transport² and a Public Enquiry on the proposed increase in tolls has been signalled for 2011.

² Humber Bridge Tolls Modelling and Appraisal Study, AECOM for DfT, 2010



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Figure 15 - North East Lincolnshire Highway network

The Lincolnshire InterConnect Network provides a network of high quality buses which provide key links (Louth, Lincoln and Newark), supplementing local bus and rail services. An hourly service to Hull via Humberside Airport is also available.

An hourly Trans-Pennine Express service operated by First Group operates from Cleethorpes via Grimsby, Scunthorpe, Doncaster, Sheffield and Manchester to Manchester Airport and provides North East Lincolnshire with its primary access to the national rail network.

This is supplemented by an approximately two-hourly East Midlands Trains service to Lincoln and Newark. A further service, operated by Northern Rail, runs between Cleethorpes and Barton-on-Humber every 2 hours. There are currently no direct rail links to London, a change is required at Doncaster or Newark. Line speeds are generally slow and additional train paths are limited due to the significant freight traffic along the South Humber Main Line.

Rail freight from Immingham is crucial to the UK economy, especially in transporting imported low-sulphur coal to the power stations in Yorkshire and the River Trent. Other rail freight is carried and bulk liquids are transported from Immingham via pipeline.

The Humber provides one of the primary gateways from the UK to Europe for seaborne freight. The proximity of Humberside Airport provides air links to continental Europe and over 700 international routes are available via a connection at Schipol Airport. In addition to passenger services the airport also has a thriving freight operation and is the second largest airport in the UK for North Sea oil and gas helicopter operations.

5.3. Our economy

The economy within North East Lincolnshire has a higher proportion of jobs in manufacturing, distribution, hotel & catering and public admin, education & health and transport & communications than both the Humber region and Great Britain averages. There less dependence on Finance, Business and IT activities when compared with regional and national averages.

Full details of the patterns and types of employment are provided in the Local Evidence Base³ which details the characteristics of our economy.

An Economic Assessment⁴ has been undertaken jointly by North Lincolnshire and North East Lincolnshire Councils. Elements of this exercise have informed this Local Transport Plan throughout. A summary of strengths, weaknesses, opportunities and threats from this assessment is shown opposite and is especially useful in informing transport priorities:

North Lincolnshire Economic Assessment SWOT analysis of Northern Lincolnshire economy.

Strengths • Successfully developed strong industries based upon its natural comparative advantage on the Humber Estuary • Industry includes exemplars of forward-looking, dynamic, and growing firms, including many at the cutting edge of technology, including renewable energy technology • Outward-looking and international profile • Strong infrastructure assets • Strong employer and trade networks • Good sector-based training provision.	Weaknesses • Low adult skills levels • Lack of higher education facilities and deficit of talented young people who leave to study elsewhere • High unemployment rate, especially in deprived areas • Multiple deprivation in inner urban areas, including high levels of child poverty, workless households and health inequalities • Housing supply mismatched in some respects to demand • Lack of scale to offer the full range of employment, leisure and other opportunities.
Opportunities • Growing employment opportunities in the construction and distribution, hotels and restaurants sectors • Opportunities to connect to wider industry networks and critical mass across the wider Humber area • Remove barriers to employment outside the Northern Lincolnshire district, e.g. on the North Bank • Build on successful North East Lincolnshire LEGL programme in terms of supporting the workless into self-employment • Strong inward investment offer focused on the strengths/ comparative advantages, including the positioning of Northern Lincolnshire power plants in terms of economic and environmental efficiency.	Threats • Over-reliance on key sectors and employers • Many key sectors forecast to grow in GVA terms but decline in employment terms – need to consider how to connect local people to economic opportunity • Public sector finance cuts – threatening not only direct public sector jobs but also the opportunity for targeted public sector investment to address areas of weakness • Climate change flood risk.

³ Local Evidence Base. October, 2010, North East Lincolnshire Council

⁴ North Lincolnshire Economic Assessment, NELC and North Lincolnshire Council, Oct 2010

5.3.1. Town Centres

Town centres play a vital role within any local economy, they are both sources of employment and retail spend.

Within North East Lincolnshire there are three main town centres. The largest by far being Grimsby's "Top Town". Within this area Freshney Place dominates providing purpose built retail units for many major high street retailers. Smaller units are offered to the south of Victoria Street West and off South St Mary's gate. This area is typified by smaller, independent fashion retailers and specialist stores.

There are secondary town centres in Cleethorpes along St Peters Avenue and in Immingham along Kennedy Way. These provide a mixture of high street services and small independent outlets. The retail sector in North East Lincolnshire's town centres appears to be making a cautious recovery from the recession, although generally, rateable values, rental yields and prices underperform comparator areas; also, the town centres as a whole underperform comparison areas on a range of indicators though perform strongly in the context of the sub-region. In 2008/09 over £260m was spent in retail centres by residents of North East Lincolnshire with more than 98% of the total being spent within the Grimsby and Cleethorpes⁵.

The primary transport and access issues relating to our town centres are summarised in the table below.

Support for Growth in Town Centres

Issue	Comments	Transport Challenge
Access	Provision of appropriate transport infrastructure to support regeneration.	Challenges A & C
	Ensuring that congestion isn't a brake to development.	Challenge B
	Ensuring that our town centres are attractive places to visit	Challenge G

5.3.2. Ports & industry

North East Lincolnshire forms a significant element of the Humber Ports, one of the UK's key gateways to Europe and the rest of the World. The ports of Grimsby and Immingham together handled over 60m tonnes of cargo in 2006. Immingham is the UK's busiest port, accounting for 10% of UK sea-borne trade⁶. As well as vehicles, the two ports handle coal, iron ore, petroleum products and chemicals as well as general cargoes. This makes North East Lincolnshire a major contributor to the national economy.

Road freight landed or exported through these ports uses the A180 to access the UK motorway network via the M180 running through North Lincolnshire. In addition rail freight is a major conduit, especially for bulk cargoes and pipelines are used to move bulk liquids.

Both North Lincolnshire and North East Lincolnshire have significant industries which are dependent on motorway access via the A180/M180. In terms of motorway and rail access the two unitary authorities are interdependent. This is reflected in the Joint Economic Assessment undertaken by the two authorities and the proposal for a South Humber Local Enterprise Partnership. Both of these will help build a case for the long term improvement of the links, especially resolving critical rail capacity constraints which will affect the current operation or limit future aspirations.

The current links to the motorway network are good, reflected in the growth of the port. However, it is crucial that growth in vehicle traffic does not lead to congestion which may act as a brake to the expansion of important local and national industries

In meeting the need for excellent connectivity to the rest of the country, a number of major transport schemes have been considered:

- Rail capacity improvements to provide additional train paths.
- A18-A180 link, providing an appropriate link for HGV traffic to and from the Port of Immingham travelling up the A18 from rural Lincolnshire.

⁵ Local Evidence Base. October, 2010, North East Lincolnshire Council

⁶ Local Evidence Base. October, 2010, North East Lincolnshire Council

- Europarc 4 phase 4 Highway Infrastructure to serve the growing industries on the South Humber Bank.
- A160 improvements, the dualling of the only section of single carriageway along the M62 corridor will seek reduce congestion associated with road freight movements into and out of the Port of Immingham.

Further details regarding these schemes can be found in Section 9 of the associated Delivery Plan.

The primary transport and access issues relating to ports and industry are summarised in the table below:

Support for Growth in Ports & Industry

Issue	Comments	Transport Challenge
Road connectivity	Lack of southern access to the Port of Immingham Congestion along the A160	Challenge B
Rail Capacity	Additional paths on the South Humber mainline	Challenge A
Noise, air quality and severance	Pelham Road, Immingham	Challenge H

5.3.3. Tourism

The value of tourism to the economy in North East Lincolnshire in 2009 was estimated at over £445 million, an increase of 3.8% on the previous year. Growth across the Yorkshire and the Humber region and in the UK as a whole suggests there is greater potential for increased growth.⁷

In employment terms, tourism is a key part of the local economy and has the potential to grow significantly. In 2009, it was estimated that tourism supported around 4,500 full time equivalent jobs in North East Lincolnshire

Day visits account for a significant proportion (71%) of the 9 million trips annually, this disparity may limit the scope for growth in tourist expenditure.

The potential for growth in the resort will be severely restricted if traffic is not effectively managed. This must be done through a comprehensive approach to regeneration which incorporates transport, traffic and access.

The primary transport and access issues relating to tourism are summarised in the table below:

Support for Tourism Growth

Issue	Comments	Transport Challenge
National rail connectivity	Maintaining an hourly Trans-Pennine Express service	Challenge G
Road connectivity	Good connections to National highway network despite relative isolation of town	Challenge G
	Congestion on A180 and A1098 Cleethorpes seafront	Challenge B
Severance on seafront	The seafront road constitutes a barrier to vulnerable users in accessing the town	Challenge E

⁷ United Kingdom Tourism Survey 2009

5.4. Population and labour market

The overall population of North East Lincolnshire is projected to increase by 4.6% from an estimated 157,100 in 2009 to 165,100 in 2030⁸ and the emerging trend indicates that we will have higher numbers of older people living in the area.

5.4.1. Social conditions

The overall vision for North East Lincolnshire is to provide sustainable jobs and a good quality of life. However, the past history of the area has left a number of social problems which must be tackled alongside physical regeneration and the provision of jobs.

Crime has reduced in the Borough, though it still remains relatively high in comparison with other areas⁹. This is despite significant progress through targeted partnership action. There are emerging signs that activities put in place through Neighbourhood Renewal Fund are starting to have a positive impact.

Some communities face a wide range of inequality issues. The change from a decreasing to increasing population reflects migrant worker growth. As a result of inequality gaps across the borough and the changing population profile community cohesion is a concern, especially in the central Grimsby area.

In July 2010 5.9% of North East Lincolnshire's working age population were claiming Job Seekers Allowance compared with 4.2% in Yorkshire and the Humber and 3.7% in Great Britain¹⁰

Average house prices are comparatively low, though this can provide an opportunity when new employment is delivered. However, there are inner urban areas where people on low incomes find it difficult to maintain ageing properties. This highlights that we need to focus on the quality of the existing housing stock as well as providing more affordable housing, providing a significant challenge both in terms of housing policy and in delivering the required services, including transport.

Plans are in place to tackle these issues, including the East Marsh Housing Renewal Programme detailed in Section 3 above.

Parts of our area are amongst the least healthy in the country, with lower than average life expectancy and higher rates of infant mortality, smoking, cancer and circulatory disease. Average life expectancy at birth has a seven year gap between the most deprived and the most affluent wards¹¹.

5.5. Children and Young People's Plan

The North East Lincolnshire Children and Young People's Plan (2007-2010) identifies a number of key issues to which transport contributes. The Plan was refreshed in 2009 in the context of the Second Local Area Agreement. It is structured to reflect the five outcomes of Every Child Matters and subsequent Government legislation and guidance on developing and delivering policies for children and young people.

The following table identifies the key issues and how the Local Transport Challenges relate.

Outcome of CYPP	Key issues	Transport Challenge
Safe	Continuing to take action to reduce the number of children hurt or injured on our roads or in accidents	Challenge E
Healthy	Promoting healthier lifestyles and exercise	Challenge F
Enjoy and Achieve	Improving transport and access to facilities (inc in relation to proposed new secondary school education arrangements)	Challenges C, E and F
	Enabling children and young people with learning difficulties/ disabilities to take part in sport and leisure activities	Challenges C, D, E and F,
	Providing better resources so that all children and young people can get out more, meet new people, get involved in activities (extra curricular)	Challenges C, E and F
	Providing greater access to leisure and recreational facilities for disabled children and young people	Challenges C, D, E and F,

⁸ Local Evidence Base. October, 2010, North East Lincolnshire Council

⁹ Home Office. Crime in England and Wales 2006-2007

¹⁰ Local Evidence Base. October, 2010, North East Lincolnshire Council

¹¹ Local Evidence Base. October, 2010, North East Lincolnshire Council

Outcome of CYPP	Key issues	Transport Challenge
Economic Wellbeing	Gaining employment and/or entering into further education or training at 16 years old and beyond	Challenge C
Positive Contribution	Helping to make a safer community	Challenge E

We will continue to work in partnership to address the needs of children and young people as we implement LTP3. In particular, we will ensure that transport and connectivity schemes are designed to meet the needs of children and young people. Consultation processes and Transport Community Action Plans will be explicitly designed to determine and help meet these needs.

5.6. Access to Education / Sustainable School Travel & Transport Strategy

Access to high quality education and training is a crucial part of North East Lincolnshire policy and is a key element of the regeneration aspirations of the area.

This strategy, through the Local Transport Challenges and their delivery, is designed to address the access needs of the whole community including addressing issues surrounding access to education. As previously set out, it is focused on the critical projects and programmes geared to delivering economic and social regeneration and improving our environment.

In meeting these challenges during LTP1 & LTP2, we have developed a series of actions, including school travel plans, improved walking and cycle routes to schools and both Wheels to Work and Phone n Ride services supplement existing bus services. As a result of these actions levels of walking and cycling to school in North East Lincolnshire are amongst the highest in the UK with travel by car being correspondingly low.

Recognising the importance of maintaining and improving these levels, the Sustainable School Travel & Transport Strategy¹², published annually, sets out a number of key objectives which this Local Transport Plan supports:

SSTS Objectives	Transport Challenge
Increase the number of children travelling to school by non-car modes.	Challenges E,F & H
Where there are already sustainable transport patterns, to maintain them by ensuring that the physical environment supports these travel choices.	Challenge E, G & H
To raise awareness of the impact of travel choices on the environment and the quality of life of local people.	Challenge H
To create an information management and data collection process which supports further development of the strategy in line with changing circumstances.	Challenge G
To promote independent mobility for children and young people to improve their access to educational opportunities in the local community.	Challenges C & D
To promote the links between health, fitness and sustainable travel.	Challenge F

¹² Sustainable School Travel & Transport Strategy 2010/11. NE Lincolnshire Council

5.7. Older People's Strategy

North East Lincolnshire's strategy for Later Life "A Good Place to Grow Older 2009-2012" identifies five key outcomes to which transport contributes. The following table identifies the key outcomes and how the Local Transport Challenges contribute to realising these outcomes.

Linkages between the Later Life "A Good Place to Grow Older 2009-2012 Strategy and the Local Transport Plan

Later Life Strategy Outcome	Key Issues	Transport Challenge
Making a positive contribution.	Enabling access for older people to location where they wish to visit.	Challenge D
Accessing good information, advice and advocacy.	Access to information about the range of transport services available to them.	Challenges D & G
Maintaining physical, mental and emotional health and well being.	Providing access to leisure and health opportunities.	Challenge F
Living in good, safe environments and able to get out and about.	Continuing action to reduce the number of older people hurt or injured on the roads, in accidents or as a result of trips and falls	Challenge E
Maintaining economic well being.	Gaining or maintaining employment or entering into retraining opportunities	Challenges A & C

As we move through the delivery stage of LTP3 we will ensure that the needs and wishes of older people in North East Lincolnshire are considered by working with groups representing older people in the development of our local Transport Community Action Plans. In particular we will develop schemes that improve older people's access to key services and enable them to feel safe and secure when using the local transport network.

5.8. Access, Transport and Health

Transport has a role to play in reversing the trend in poor health experienced by our local population.

Maintaining and improving public transport provision, cycling and walking links are key tools in providing access to healthcare and leisure opportunities. Providing people with the ability to visit health clubs, leisure centres and sports fields can enable them to partake in physically active pastimes impacting positively on their health.

Providing access to doctors, health centres and hospitals for people who do not have access to a private car means that those who suffer poor health or who are at risk of becoming ill are not isolated from the advice and help they require.

However, transport isn't just about getting from A to B, in many respects how you make that journey is as important as where you are going to. By choosing to travel in a more physically active way you can realise significant health improvements without the need to fit more into your day.

Linkages between Transport & Health

Issue	Transport Challenge
Providing access to health and leisure facilities	Challenge D
Choosing physically active travel methods	Challenge F

5.9. Joint Strategic Needs Assessment (JSNA)

In 2008, North East Lincolnshire Council and the North East Lincolnshire NHS Care Trust Plus undertook a Joint Strategic Needs Assessment (JSNA)¹³. This focused on three critical areas, each of which has elements to which transport, access and connectivity can make a significant contribution:

- Improving the health and wellbeing and reducing inequalities for the general population in North East Lincolnshire.
- Improving the health and wellbeing and reducing inequalities for children and young people in North East Lincolnshire.
- Improving the health and wellbeing and reducing inequalities for older people in North East Lincolnshire

5.9.1. General Health and equalities in the JSNA

Transport is identified as one of the priority areas for improving the health and wellbeing of the general population.

Economic activity is dependent on transport which can increase access to work, shops, healthcare and other public and leisure services which impact on health. Lack of car ownership and poor public transport may increase a range of inequalities. However, it is possible that some road and transport infrastructure has brought about severance within neighbourhoods and communities resulting in social isolation.

Motor transport is a significant source of poor air quality in the urban environment, contributes to climate change and is linked to physical and mental ill-health. Noise associated with traffic is a pollutant and road traffic accidents may result in disability and death. Using motor transport has the potential to result in decreased physical activity which can have a negative impact on health.

Modernising the transport system, while including plans to address negative impacts, will provide a major contribution to regeneration in North East Lincolnshire. Providing safe walking and cycling routes, not necessarily linked to roads, also helps to reduce accidents and increase physical activity.

The use of public transport in North East Lincolnshire is relatively low compared to other urban areas, with only 8% of people using buses/trains to get to work compared to 12% in Doncaster and 13% in Rotherham¹⁴.

In relation to road safety, in 2006, North East Lincolnshire had a higher killed or seriously injured rate per 100,000 population (563) than England (450) and all other local authority areas in the Yorkshire and the Humber region, and a comparatively low annual rate of reduction.

In 2006, 25 children were seriously injured and 96 suffered minor injuries. The number of pedal cyclists killed or seriously injured on our roads is 4th highest in the region¹⁵.

5.9.2. Children and Young People in the JSNA

Although transport is not directly identified in this section as a key priority in the JSNA for children & young people, there are a number of areas where transport policies, programmes and schemes will impact on health and wellbeing. In influencing these, the role of transport is to provide appropriate access and the opportunity for children and young people to make positive choices.

5.9.3. Older People in the JSNA

It is estimated that in North East Lincolnshire there are over 9,000 pensioners at increased risk of becoming socially isolated because of transport issues with residents of more deprived areas finding themselves more limited by lack of transport than those in more affluent areas.

Within the Joint Strategic Needs Assessment transport is identified as one of the priority areas for improving the health and wellbeing of and reducing inequalities for older people.

5.10. Transport and Improved Communities

Both crime and ill-health share the common causes of social deprivation, poverty, inequality in income, unemployment and lack of car ownership, and drug and alcohol misuse. Crime and the fear of crime narrow peoples travel horizons and can have a major effect on people's quality of life.

Transport has a role to play in addressing some of these causes, improving street lighting, the provision of CCTV on public transport and designing schemes that help to reduce crime can all have a positive effect on levels of crime broadening peoples travel horizons and encouraging social inclusion.

¹³ Sustainable School Travel & Transport Strategy 2010/11. NE Lincolnshire Council

¹⁴ Census 2001

¹⁵ Local Evidence Base. October, 2010, North East Lincolnshire Council

5.11. Environment

Through the delivery of this strategy we will seek to minimise the effects of transport on the natural environment and seek wherever possible to improve the quality of the built environment through the delivery of schemes. As part of the appraisal for any scheme we will seek to mitigate the noise, air quality, and severance and biodiversity impacts of transport on local communities. A full Strategic Environmental Assessment has been prepared as part of the Local Transport Plan process.

The table below identifies the key environmental issues and the links to the Local Challenges

Issue	Comments	Transport Challenge
Air quality	Managing existing AQMAs	Challenge H
	Overall air quality	Challenge H
Noise	Ensuring traffic noise does not impact on communities	Challenge H
Severance	Limit severance to communities	Challenge H
Biodiversity	Ensuring that biodiversity is not adversely affected by transport	Challenge H
Access to green infrastructure	Access for residents and tourists, ensuring we make the best of our assets	Challenge H

An AONB management plan is in place for the Lincolnshire Wolds, this plan has five key aims; to sustain and enhance:

- The Lincolnshire Wolds' natural beauty and its landscape character.
- Farming and land management in the Wolds as the primary activities in maintaining it's character, landscape and biodiversity.
- Recreational, tourism and interpretive activities and opportunities appropriate to the area.
- The economic and social base of the Wolds including the development and diversification of enterprises appropriate to the area.
- Partnerships between organisations, the local community, landowners and others with an interest in the Wolds.

The objectives and actions contained within the Lincolnshire Wolds Area of Outstanding Natural Beauty Management Plan will be fully incorporated into the LTP3 through the Strategic Environmental Assessment.

AONB Management Plans¹⁶

Occupying a unique place from the River Humber Estuary to the beginning of the Lincolnshire Wolds Area of Outstanding Natural Beauty, North East Lincolnshire is an area of international environmental importance. Despite its small size, North East Lincolnshire has a varied and attractive countryside. Some twenty percent of the borough is within the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) to the west. This forms the backdrop to the coastal plain that continues to the mouth of the Humber estuary in the east.

¹⁶ Lincolnshire Wolds AONB Action Plan 2004-2009

6. Policy Context

6.1. The National Context

Significant aspects of Government policy are still under development, though many of the key imperatives are clear. To take account of this, this Local Transport Strategy has been developed to provide a flexible approach focused on addressing the clear economic, social and environmental priorities, whilst at the same time meeting other important Government policy objectives.

The eight Local Transport Challenges which are the essence of this transport strategy were developed by our key local stakeholders, taking account of the guidance provided by Government and the Department for Transport. Although the means to tackle many of the key economic, social and environmental issues will alter, the national and international framework and its local context are unlikely to change considerably. Consequently, the North East Lincolnshire Local Transport Strategy has been framed within the following context:

6.1.1. Reducing the Deficit

One of the over arching national priorities set by the Government is to reduce the budget deficit which has seen public borrowing reach levels judged to risk harming the long term future of the nation. As a consequence, significantly less money will be available to fund investment or to provide ongoing services, at least during the life of this Parliament.

Although it is recognised that transport provides a key role in developing our national economy and ensuring that people can connect to economic opportunity, there will be reduced funds available to local authorities to fund transport schemes and services.

Those funds which are available must be focused on key economic, social and environmental priorities and must also be geared towards making the best of the transport assets and services already in place.

Although this does not affect our overall strategic priorities, it does place significant pressure on the framing of the Local Transport Delivery Plan (2011-2014). This is especially significant given the Government's focus on maintenance of the transport assets, with a high proportion of the reduced funding being allocated to highway maintenance.

To address this, North East Lincolnshire Council will ensure that highway maintenance schemes are designed and delivered to add additional value by incorporating accessibility and safety improvements. This will be undertaken

through partnership working and community involvement.

6.1.2. National Transport Goals

Alongside broader policy imperatives, transport is expected to deliver a contribution towards a range of economic, social, health and environmental issues which can be found in the tables below.

Economic Growth

Economic growth is one of the key goals on which Government expects transport to focus. The priority elements which must be addressed include:

Sustainable Transport Priorities	Relevant Government Policy or Guidance	North East Lincs Challenges and Priorities
Journey times and reliability	Traffic Management Act (2004). Highway maintenance to be prioritised ¹⁷	Challenge B – Improve journey times and reliability by reducing congestion
Connectivity and access to labour markets	Provide transport links to assist people in accessing work ¹⁸	Challenge C – Support regeneration by connecting people with employment, health, social and leisure opportunities
Supporting housing growth	Local determination of housing growth ¹⁹	Challenge A – Enable sustainable growth through effective transport
Investment	Creation of LEPs to determine priorities and focus resources, including Regional Growth Fund ²⁰ .	Challenge A – Enable sustainable growth through effective transport provision

¹⁷ Comprehensive Spending Review, 2010

¹⁸ Ministerial statements, 2010

¹⁹ Localism White Paper, December 2010

²⁰ Local Growth: Realising Every Place's Potential White Paper, October 2010

Equality of Opportunity

Ensuring that all members of our communities can contribute to and benefit from economic success needs good transport infrastructure and services to be provided.

Sustainable Transport Priorities	Relevant Government Policy or Guidance	North East Lincs Challenges and Priorities
Access to employment, education, training and services	No specific statements, though clearly linked to welfare reform ²¹	Challenge D – Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities
Reducing the economic disparity between regions	Local growth plans, including Local Enterprise Partnerships ²²	The Regeneration focussed LTP3 is geared towards this as a whole

Reducing carbon emissions

The commitments made by previously to reduce carbon emissions have been maintained by the present Government.

Sustainable Transport Priorities	Relevant Government Policy or Guidance	North East Lincs Challenges and Priorities
Reducing transport related greenhouse gas emissions	Climate Change Act (2008) commitments	Challenge H – Ensuring transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions

Safety, security and health

Sustainable Transport Priorities	Relevant Government Policy or Guidance	North East Lincs Challenges and Priorities
Reducing death and injury due to transport accidents	Road safety remains a priority ²³	Challenge E – Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime
Improve health through physically active travel	Local authorities to have greater public health responsibilities ²⁴	Challenge F – Improve the health of individuals by encouraging and enabling more physically active travel
Reduce the social & economic costs of transport on public health	Meeting European air quality obligations ²⁵ Public Health	Challenge H – Ensuring transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions
Reduce vulnerability to terrorist attacks	No specific statements, though linked to general security	Will be addressed as part of LTP3 delivery
Reduce crime and fear of crime on transport networks	Linked to Community Policing initiatives	Challenge E – Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime

²¹ Universal Credit: Welfare that works White Paper, November 2010

²² Local Growth: Realising Every Place's Potential White Paper, October 2010

²³ The Coalition: Our Programme for Government, 2010

²⁴ Healthy Lives, Healthy People: Our Strategy for Public Health in England. White Paper, November 2010

²⁵ European Air Quality Framework Directive and Daughter Directives, 1996-2002

Quality of life and a healthy natural environment

Sustainable Transport Priorities	Relevant Government Policy or Guidance	North East Lincs Challenges and Priorities
Reduce dwellings exposed to noise from transport	Environmental Noise Directive ²⁶	Challenge H – Ensuring transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions
Minimise transport impacts on natural environment, heritage and landscape		Challenge H – Ensuring transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions
Support urban and rural communities by improved connectivity and integration of transport into streetscape	Localism	Challenge A – Enable sustainable growth through effective transport provision Local Development Framework
Improve the journey experience of transport users	No specific recent statements	Challenge G – Improve the journey experience on the local transport network

6.1.3. Localism

The Government intends to improve the ability of communities to determine their own priorities, how they will tackle these and how they will measure and report performance. This is intended to replace centralised targets and inspection with local accountability.

In the Local Transport Delivery Plan we set out how our communities will determine their transport, access and connectivity requirements and priorities and how these will be delivered through a series of Transport Community Action Plans linked to broader schemes such as regeneration and highway maintenance.

At a strategic level, the eight Local Transport Challenges wholly reflect the broader North East Lincolnshire priorities and can be readily set in the National context as described previously. Our Sustainable Community Strategy has also recently been refreshed and focused on four key elements. This provides a strong local policy foundation for this local strategy which is consistent with the Government's Localism approach.

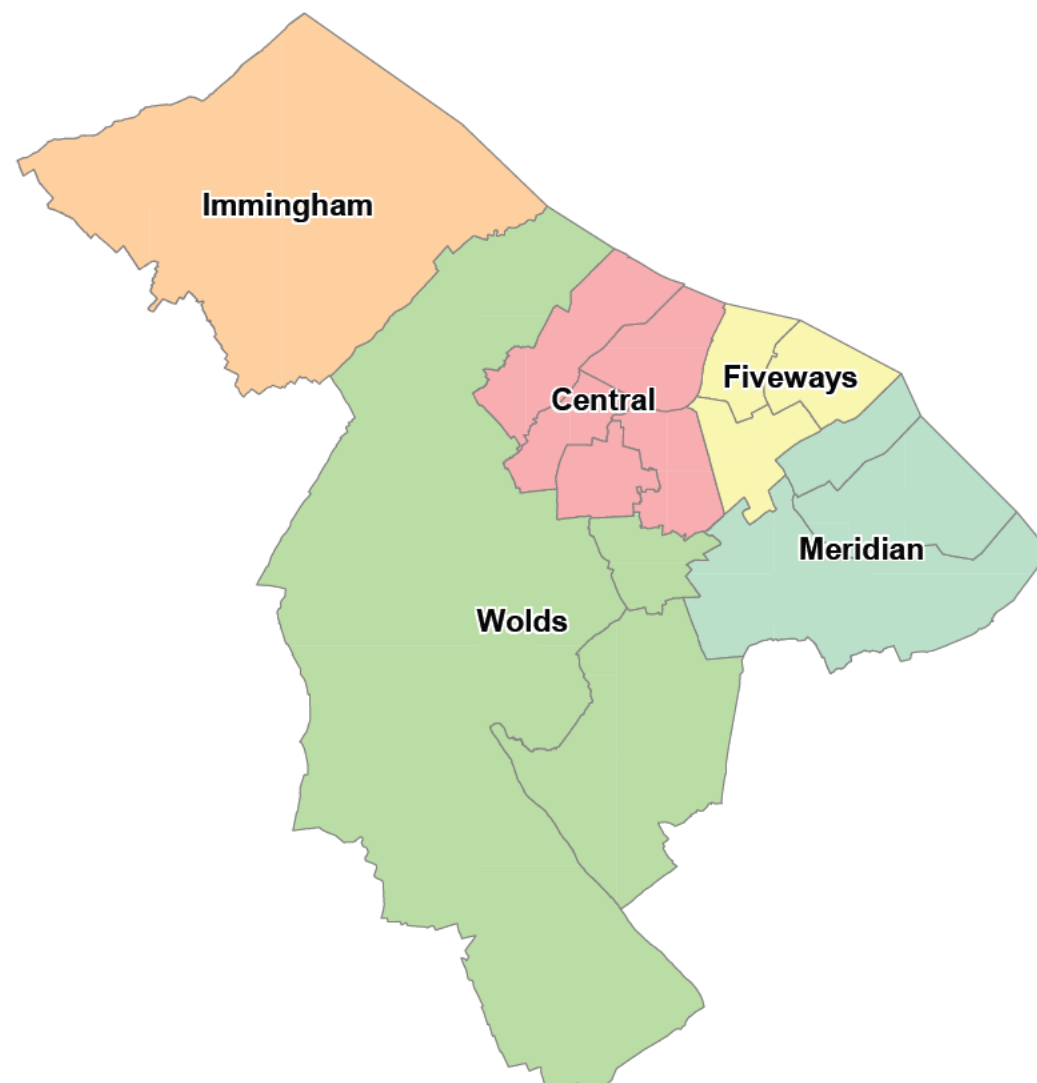
North East Lincolnshire sees its communities as paramount and has already implemented a system of neighbourhood working which acknowledges the importance of localism using a neighbourhood management framework based on a '15-5-1' model. This reflects the fifteen electoral wards, grouped into five larger 'neighbourhood areas' and one borough wide Local Strategic Partnership.

²⁶ Assessment and Management of Environmental Noise (2002/49/EC)

The neighbourhood areas (shown opposite) are:

Wards	Neighbourhoods	Borough
15	5	1

Park	Central	North East Lincolnshire Local Strategic Partnership
West Marsh		
South		
Freshney		
Yarborough		
East Marsh	Fiveways	
Heneage		
Sidney Sussex		
Croft Baker	Meridian	
Haverstoe		
Humberston		
New Waltham		
Immingham	Immingham	
Wolds	Wolds	
Waltham		
Scartho		



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Figure 16 - North East Lincolnshire Neighbourhood Management Areas

Delivery of accessibility, connectivity and transport improvements will be undertaken according to the needs of these areas. All aspects of community requirements will be considered when framing projects. This will be done alongside broader partnership engagement through the Local Strategic and Accessibility Partnerships, which will introduce over arching issues, such as those connected with Public Health, into the process.

Area Co-ordinators have been appointed to help to deliver Neighbourhood working and they will be involved in the development and delivery of neighbourhood transport improvements.

As described in the Section 7, a programme of Transport Community Action Plans (TCAPs) will be used to define and deliver these local improvements. This will be done in a manner which builds on committed programmes such as highway maintenance, regeneration schemes and other developments.

Funds and other resources will be levered in from a range of sources to fund the delivery of these Action Plans, including mainstream funding from partner organisations, voluntary and community groups and any available grant funding sources.

Transport Community Action Plans will be undertaken in well defined areas agreed with Neighbourhood Coordinators, local Elected Members and other community representatives.

6.2. Regeneration Strategy

The Regeneration Plan is an 'implementation plan' that defines a future programme of projects which will deliver regeneration and economic growth over the next ten years in North East Lincolnshire. Currently, it is a draft document and it is expected that it will be published in July 2011 and reviewed regularly thereafter.

The Regeneration Plan will build upon the policy objectives and aspirations provided by the 'New Horizons' strategy. This is the key strategy which sets out 5 pillars of activity;

New Horizons Strategy – Five Pillars of Activity

Marketing and Promotion	Ensuring that North East Lincolnshire gives out distinctive and consistent messages to its people, visitors and investors about what its strengths are, what it is doing and where it is going
Performing Economy	Stabilising, renewing and growing the economy, capitalising on the success of current business activities and key sectors, whilst identifying and stimulating new investment and jobs, increasing competitiveness and productivity
Physical Environment	Attracting investors, businesses, visitors and employees by transforming the urban landscape, making new development land available, improving infrastructure and transport links and building sustainable neighbourhoods
People and Partnerships	Ensuring access to opportunity for all, ensuring active participation in regeneration, building the skills the economy needs, tackling worklessness and promoting economic inclusion
Enabling Policy Environment	Ensuring that the Council and partners' response to regeneration is joined up, consistent, removes unnecessary barriers and promotes sustainable development and investment

The Regeneration Plan recognises previous successes in attracting industry and investment. It also appreciates the scale of the task ahead as a result of the substantial reductions in public sector spending and the general difficulties faced in the national and international economies.

Despite these challenges the pace of regeneration must substantially increase and we are confident, by working in partnership, of achieving this step change. The North East Lincolnshire economy has the advantage of industrial sectors that have scope for substantial growth over the long term. Looking ahead, renewables in particular will be a key sector for economic growth.

Realising the potential of North East Lincolnshire in the local and UK economy requires a visionary but progressive approach to investment in new facilities. This will require a similar approach to the development of transport and connectivity investment.

The detailed projects in the table below have been developed through our economic strategies, in consultation with industry experts and local, national and international companies.

This involves the provision of new and improved ports infrastructure, training facilities through the CATCH projects and the development of specialist centres of excellence.

Each of these projects will have a range of short, medium and long-term connectivity needs which the Local Transport Plan must support and deliver.

Overall the Regeneration Strategy would create or protect 6,000 – 7,000 jobs and unlock £500m to £600m of private sector investment by 2020. Management of the Regeneration Strategy is through the Regeneration Partnership arm of the Local Strategic Partnership

Economic Strategy Key Projects

Sector/theme	Time-scale		
	Short	Medium	Long
Ports/logistics	Immingham Border Inspection Post	Port of Grimsby car terminal	Enhanced rail freight network
Chemicals	CATCH 3	CATCH 4	College for industry
Renewables	Investment campaign	Renewables Hub	Centre of excellence for renewables tech
Food/fish	Humber Seafood Village	Lincolnshire Trade Corridor	Europarc 4
Tourism	Develop and market NE Lincolnshire proposition	Attract quality branded hotels	Grow niche leisure and tourism

Overall management of the Regeneration Strategy is through the Regeneration Partnership, part of the Local Strategic Partnership.

Linkages between the Regeneration Strategy and the Local Transport Plan

Issue	Comments	Transport Challenge
Grimsby regeneration	Access to services and facilities	Challenges A, C
	Managing congestion	Challenge B
Immingham connectivity	Capacity and speed	Challenges A, B
	Reducing environmental impact	Challenge H
Training, including CATCH	Access for trainees	Challenges C, D
Connectivity for Industry	Access for employees	Challenges C, D
	Capacity and speed	Challenge B
Capacity & resilience	Predictability of journeys	Challenges A, B, G

6.3. Sustainable Community Strategy (SCS)

The foundation for the development of North East Lincolnshire is the Sustainable Community Strategy (SCS). This was substantially revised in 2010. The vision for the area set out in this revised Sustainable Community Strategy is:

“To create the conditions where investment shapes ambition and where aspiration is reflected in the improved quality of life and place that makes us all proud to live, work and welcome visitors to North East Lincolnshire.”

An essential component of the Sustainable Community Strategy is that it recognises the need for co-ordinated actions to address key social, economic and environmental issues. This is based on experience that single-issue actions can never be effective in isolation due to the relationships between issues. For example actions to reduce crime are unlikely to succeed unless complementary actions are taken to tackle the cause of crime such as a lack of employment and training and poor health and crime.

The councils ambition through the Sustainable Community Strategy (April 2010) is to:

- Create the conditions to sustain more and better jobs in the area and enable local people to access these by addressing barriers to participation and raising skill levels.
- Raise the aspirations of our family units and promote the opportunities that will be made available, encouraging people to make positive life choices

The delivery plan for the Sustainable Community Strategy is developed in partnership through the Local Strategic Partnership. The focus for the SCS delivery programme has been concentrated on four key priorities which are summarised in the following tables, along with the contribution LTP3 makes to them:

- Sustaining Work and Business.
- Supporting Children and Families
- Reducing Health Inequality
- Making Communities Safer

Sustainable Community Strategy Priority 1 Sustaining Work and Business

Key imperatives	Promote sustainable business opportunities; North East Lincolnshire to be a place for global business investment & innovation
Detailed aims	High quality physical infrastructure World-class serviced sites High quality public realm Support for enterprise and an enterprise culture Skills development and access to training Improved job opportunities, including for disadvantaged people
Transport, access and connectivity contribution	
Transport and access will support this by ensuring that sites for employment development are, or are made, accessible. This includes ensuring good access for freight, customers and employees without adversely affecting the environment, safety or access for surrounding areas. Strengthening of strategic transport links connecting North East Lincolnshire to national and international routes will be a key part of this, alongside the provision of more local connectivity within North East Lincolnshire and its immediate neighbours. In particular, we must ensure that good non-car access is provided between business sites and areas where people live. This principle applies equally to education and training facilities. Public realm must have access for all principles designed and built in from the start. Furthermore, it is important that all of these elements are developed in conjunction with other sectors and partner organisations, ensuring for example that skills development is linked to improved public transport provision	

Sustainable Community Strategy Priority 2 - Supporting Children and Families

Key imperatives	Delivering the Every Child Matters outcomes in the context of the whole family
Detailed aims	Be healthy Stay safe Enjoy and achieve Make a positive contribution Achieve economic well-being
Transport, access and connectivity contribution	
Transport and access provide critical support for children by enabling safe access to schools and leisure facilities (including public transport, walk and cycle routes) as well as assisting families to access jobs and services without necessarily requiring a car, a significant factor in helping address low incomes	

Sustainable Community Strategy Priority 3 - Reducing health inequality

Key imperatives	Addressing the relatively poor health experienced within many North East Lincolnshire communities
Detailed aims	Tackling the underlying issues of poor health, including poverty, poor housing and lifestyle Access to high-quality, timely healthcare. Helping vulnerable adults remain in their homes
Transport, access and connectivity contribution	
Promotion of active travel, especially walking and cycling can make a significant contribution. Also, working with partners to ensure that housing developments have good external and internal access and providing access to facilities (including healthcare) for all residents, including those who find travel difficult. Reducing the negative effects of transport and travel, especially in terms of air quality, noise, severance and road safety.	

Sustainable Community Strategy Priority 4 - Making communities safer

Key imperatives	Working within neighbourhoods to tackle crime, anti-social behaviour and drug & alcohol misuse. Addressing road safety
Detailed aims	Tackling persistent offenders Addressing youth behaviour and crime Reducing domestic violence Improving road safety, especially issues affecting children and young people
Transport, access and connectivity contribution	
Promotion of walking and cycling can make a significant contribution, encouraging people to use streets and improve cohesion and safety. This includes working with developers and planners to build in easy access to residential and commercial developments. Tackling road safety in North East Lincolnshire is a key priority, focusing on the roads themselves and how people can use them safely	

6.4. Local Investment Plan (LIP)

The Local Investment Plan is a strategic document that sets out the priorities for investment in housing for North East Lincolnshire. It is produced in conjunction with the Homes and Communities Agency and partners active in housing within the local area. It will provide the key focus that will enable investment in housing to be planned as far as is possible in the current economic climate. All the priorities are based on a comprehensive review of the available data around housing and the environment housing operates in. Transport is intrinsic in the location of housing. The LTP3 will continue to support the key links by enabling the right transport solutions to be implemented in the area to allowing the needs of future communities to be met.

6.5. Local Development Framework (LDF) Core Strategy

The Local Development Framework (LDF) will play a pivotal role in addressing the physical development needs of North East Lincolnshire, providing the statutory framework for future spatial decisions.

It is underpinned by a clear and distinct vision for the future of the area that strengthens and unifies communities. Above all, the Core Strategy marks North East Lincolnshire as a place moving forward confidently, where expectations are rising and investment opportunities are actively supported.

The diagram on the following page illustrates the spatial dimensions of the Core Strategy. In order to attract investment we need to offer a quality urban environment and living experience This includes the provision of new quality housing in sustainable locations and the improvement of our existing communities.

It also promotes the quality of our rural areas and opportunities for tourism. The diagram illustrates how important the South Humber Bank and Ports are to the local economy. Critically, we will ensure that our communities have the skills to benefit from increased investment and employment opportunities.

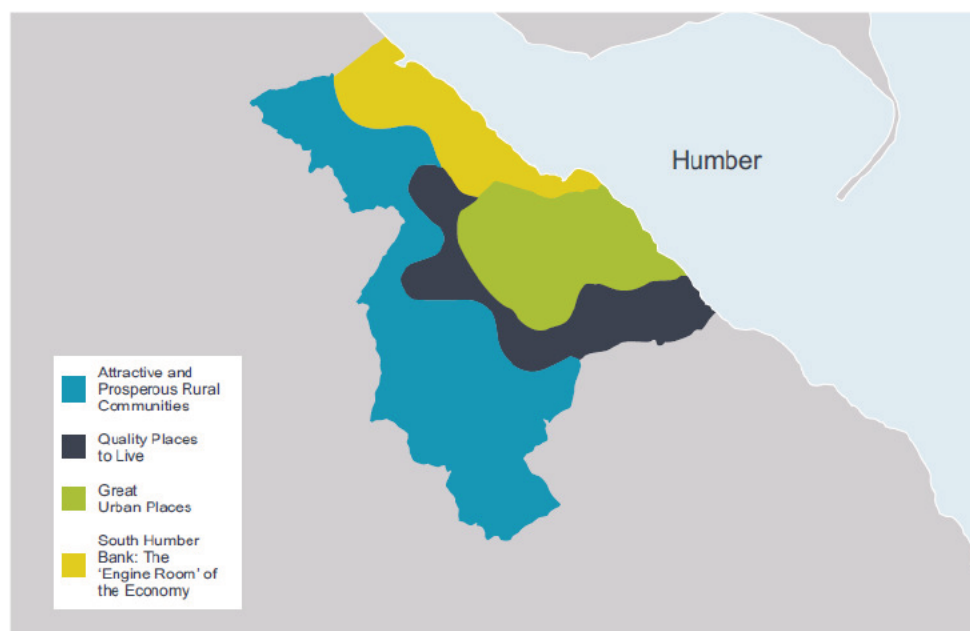


Figure 17 – Spatial dimensions of the Core Strategy

This Local Transport Plan is a critical enabler to achieving the spatial vision. By ensuring that sites are, or can be made, accessible, it will be possible to:

- achieve the employment and housing growth required;
- support the regeneration programmes through the provision of adequate transport and access;
- ensure that people can access the jobs and services they require without necessarily requiring a car;
- avoid growing traffic congestion being a brake on development;
- ensure that communities do not suffer from the impacts of traffic

The sections below detail key elements which have significant transport and access implications and how these will be addressed through this Local Transport Plan.

6.5.1. Spatial Strategy

Policy Area	Key issues	Local Transport Plan provisions	
Location strategy (Policy SP1)	Focus and location of developments.	The impact of planned development is addressed in Challenge A (See Section 7), through which the overall impacts will be judged, including strategic transport provision. Local transport & access issues will be tackled through local masterplanning and local access plans.	
Urban area (Policy SP1a)	45-55% of housing and 10-15% employment in and on the fringes of the urban area of Grimsby/ Cleethorpes. Employment, skills & employment opportunities Tourism development Safe access, including green infrastructure links	A focus on supporting regeneration (Challenge A), assisted by managing congestion (Challenge B; Section 7). All other LTP3 Challenges will further support this, including:	
		Challenge C	Connecting people with education and training opportunities
Estuary Zone (Policy SP1b)	8-12% of housing and 80-85% employment in Estuary Zone (including Immingham) Improving connectivity & access within area and to urban area Air quality, especially HGVs	Challenge D	Enabling disadvantaged people, groups and communities to access facilities, including education and training
Western & Southern Arc (Policy SP1c)	35-45% of housing and 5-10% employment in this area (Healing, Great Coates, Laceby, Waltham, New Waltham, Humberston) Access to work	Challenge E	Safe access, reducing injury or loss through accidents or crime
		Challenge F	Improve the health of individuals through active travel

Policy Area	Key issues	Local Transport Plan provisions
Rural area (Policy SP1d)	Less than 2% of residential and 0-1% of employment in rural area Improve access to local and centralised services	Transport Community Action Plans will be used to assist communities in identifying and meeting access requirements. These will be especially focused on communities and areas undergoing transition but will also act as a framework for all communities.
Sustainable development (Policy SP2)	Use of sustainable development principles Improving accessibility, especially employment and training	All aspects of transport, access and connectivity, using the LTP3 Challenges, are aligned to Sustainable Community Strategy.
Implementation (Policy SP3)	Delivery arrangements Infrastructure provision as part of developments, including planning obligations and potentially Community Infrastructure Levy (See Section 6.5.3)	Transport infrastructure needs will be identified through the LTP3 Challenges and incorporated into the development and regeneration programmes.

6.5.2. Management Policies

Policy Area	Key issues	Local Transport Plan provisions
Growth in the local economy (Policy DM1)	Provision of transport and access for the development of employment land, including Humber Employment Zone, Humberston/New Waltham, existing business areas Rural employment Tourism development	The LTP3 Challenges are fully aligned with Policy DM1, especially Challenge A, linked with Challenges B (congestion), Challenge C (access to employment and training) and Challenge D (meeting the needs of disadvantaged people and communities)
Housing requirements (Policy DM2)	300 annual average net additions to the dwelling stock over the period 2005-11; 410 annually 2012-16; 520 annually 2017-27 Building houses in inherently accessible locations Providing necessary demand management transport capacity to support programme	Challenge A (sustainable growth) is fully aligned to Policies DM2, DM3 and DM4. It is supported by all other LTP3 Challenges which are designed to enable the development of sustainable communities, including good public transport access, walking and cycling links within communities and safe, secure access.
Affordable housing (Policy DM3)	Provision of adequate affordable housing alongside other housing	Transport Community Action Plans will be used, especially for communities undergoing growth and transition
High quality design (Policy DM4)	Public realm, access and sustainable transport provision	
Town centres and retail (Policy DM5)	Growth and regeneration of Grimsby (including Freeman St), Cleethorpes and Immingham	The LTP3 and its Challenges are fully aligned with Policy DM5
Accessible open space, sport and recreational facilities (Policy DM6)	Improving and increasing green space in communities, including improved rights of way associated with them	LTP3 Challenge F is aligned to Policy DM6, in support of other LTP3 Challenges in developing sustainable, inclusive communities

Policy Area	Key issues	Local Transport Plan provisions
Travel demand & sustainable transport networks (Policy DM7)	Management of demand through land use planning Improvements to sustainable transport Support for LTP3 schemes, including safeguarding of land for possible strategic transport schemes, including A18/A180 link road, A160 improvements, South Humber Bank link road, Grimsby Bus Station; park and ride facilities	The LTP3 and its Challenges are designed to align to Policy DM7 in the context of the wider Sustainable Community Strategy
Inclusive communities (Policy DM8)	Provision and improvement of facilities in communities	The LTP3 and its Challenges are designed to support Policy DM8
Natural and built environment (Policy DM9)	Safeguarding and enhancing natural and built environment Mitigation of road transport related pollution and severance	The LTP3 will provide support for Policy DM9, with schemes being designed and delivered to align to this policy.
Adapting to climate change (Policy DM 10)	Managing flood risk, mitigating effects and improving resilience. Mitigation of climate change through renewable energy policies	The LTP3 will provide support for Policy DM10, including the development of schemes designed and delivered to align to this policy, together with linkage to the highway and other transport asset maintenance to improve adaptation
Rural communities (Policy DM11)	Development which strengthens rural communities	
Tourism (Policy DM12)	Development of Cleethorpes Development of tourism based on the natural assets of the area	The LTP3 Challenges are fully aligned with Policy DM12

We will utilise the information set out in the Infrastructure Delivery Plan as the basis for considering planning obligations. The Local Transport Plan will support this process through the use of demand forecasting under Challenge A.

6.5.3. Infrastructure Delivery

The Council will utilise the information set out in the Infrastructure Delivery as the basis for considering planning obligations. The Council has yet to determine whether it will introduce a Community Infrastructure Levy (CIL), however the work on the Infrastructure Delivery Plan will provide a valuable information source for whichever approach is ultimately followed. The Allocations DPD has been identified as the document that will identify the contribution triggers and charging/delivery mechanisms.

7. The Local Transport Challenges

As previously stated this Local Transport Plan has been built around eight Local Transport Challenges. In this section we take an overview of our achievements in delivering LTP3 projects over the last ten years through LTP1 and LTP2. We also look at the evolution of LTPs and the development of this third Local Transport Plan.

7.1. Our Challenges

7.1.1. Challenge A: Enable sustainable growth through effective transport provision.

For the long term health of the local economy growth has to be sustainable. Regeneration aspirations will rely on effective transport links to enable employees and visitors to access new homes and workplaces. Development near the Port of Immingham Docks and the South Humber Bank will need appropriate road and rail links enabling the transportation of cargo.

7.1.2. Challenge B: Improve journey times and reliability by reducing congestion.

Tackling congestion has been raised by both the public and business as an issue in North East Lincolnshire. The problem of congestion in North East Lincolnshire tends to be localised and associated with peak travel times. Through analysis of data collected by satellite navigation systems several hotspots have been identified including Tollbar Roundabout (A16), Westgate Roundabout (A180) and Cambridge St / Little Coates Rd junction.

In addition congestion along the A160 is expected to increase as the Port of Immingham expands. Traffic delays are also regularly occur along the A180 entering the resort of Cleethorpes during the summer and weekends.

7.1.3. Challenge C: Support regeneration and employment by connecting people to education, training and jobs.

As well as providing links to workplaces there is a need to transport people to training and education sites where they can learn and up skill to meet the needs of new emerging local industries.

7.1.4. Challenge D: Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.

Social exclusion is a significant issue, particularly among the elderly. Providing access for all at an affordable rate to education, healthcare, employment, leisure and social opportunities enables people to make the most of life.

7.1.5. Challenge E: Improve the health of individuals by encouraging and enabling more physically active travel.

Overall the health of local residents in North East Lincolnshire is improving but life expectancy is lower and early deaths from preventable causes are higher than national averages. Less than 1 in 5 people are getting enough exercise each week and more than 25% of people are classed as obese. The challenge for transport is to help improve the situation and increase the physical and mental health of local people.

7.1.6. Challenge F: Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.

The number of traffic accidents on local roads has declined significantly in recent years but is still higher than similar places elsewhere in the country. This challenge seeks to build on the progress already made and to continue to improve safety and security in the area.

7.1.7. Challenge G: Improve the “journey experience” on the local transport network.

This challenge supports the idea that transport is not just about getting from A to B but about the quality of the journey. Comfort, reliability, punctuality and aesthetics were raised strongly at Stakeholder workshops in relation to many different forms of transport and this acknowledges that improving journey experience is a key tool in encouraging people to use more sustainable modes of travel.

7.1.8. Challenge H: Ensuring that transport contributes to environmental excellence, including managing air quality and reducing transport related greenhouse gas emissions

Delivering economic growth in parallel with guarding and enhancing the environment is an important part of building a sustainable economy. North East Lincolnshire must enhance its natural assets, guard against environmental degradation and reduce its dependence upon fossil fuels in order to make it an attractive place to invest, work, live and visit.

Since emissions from transport are a significant contributor to greenhouse gas emissions, it is important that we delivery ways to reduce fossil fuel dependence. This is especially important alongside establishing North East Lincolnshire as a centre for renewable technologies. We therefore aim to be an exemplar in our effective use of sustainable energy and our active management of the environment.

Whilst overall North East Lincolnshire has good air quality, it is clear from our measurements that there are a few key locations which exceed European guidelines and have been declared Air Quality Management Areas (AQMAs). It is important that we continue to manage and monitor air quality at these and other sites.

7.2. Developing Local Transport Plans

The development of Local Transport Plans, from the previous bidding documents of the Transport Policies and Programme, through LTP1 and LTP2, has been a process of evolution and a growing focus on transport's role in enabling economic growth, facilitating social inclusion and tackling environmental issues has developed.

This process has been matched by the evolution of wider Government and local policies. Previous sections detail the current system of Sustainable Community Strategies and these will no doubt change as the Government develops its 'localism' approach. Similarly, we have moved from Structure Plans and Local Plans to a system of Local Development Frameworks under a Regional Spatial Strategy. This regional element has now been removed and the Regional Development Agencies replaced in part with Local Enterprise Partnerships.

What will not change is the need to address the fundamental economic, social and environmental issues of North East Lincolnshire. With LTP2 we were asked to develop our plans in the context of the five 'shared priorities':

- Managing congestion
- Improving road safety
- Managing the air quality impacts of traffic and travel
- Quality of Life
- Improving accessibility

In addition we added a sixth priority "Involve Inform and Encourage".

LTP3 offers more flexibility in developing transport plans to meet our local needs and is based on eight challenges, detailed in this section. The table on the following page shows the transition from LTP1 to LTP3 and highlights that although terms change the background issues that are important to North East Lincolnshire have remained relatively constant.

Changing focuses LTP1 - LTP3

LTP3 1 (2001-2006) Themes		LTP3 2 (2006-2011) Priorities	LTP3 3 (2011-2026) Challenges
Sustainable distribution	Inform and Encourage	Tackling Congestion	Enable sustainable growth through effective transport provision
			Improve journey times and reliability by reducing congestion
			Support regeneration and employment by connecting people to education, training and jobs
Accessibility for All		Delivering Accessibility	Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.
Demand and safety management		Safer Roads	Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.
Widening and integrating travel choice		Quality of Life	Improve the health of individuals by encouraging and enabling more physically active travel
Planning and managing the highway network		Better Air Quality	Improve the journey experience on the local transport network
			Ensuring transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions

7.3. Achievements in delivering LTPs

The following section contains a summary of our previous achievements in LTP1 1 and LTP2. The projects highlighted below summarise over 1000 individual schemes and improvements that have taken place over the last 10 years.



Victoria Street pedestrianisation.

Bringing new life back into Grimsby town centre with the pedestrianisation of Victoria Street, West as part of a £3million regeneration project with built in iconic public art creating a vibrant café culture in the heart of the town.



Road Safety Improvements.

Successfully delivering schemes and initiatives including Safer Roads Humber contributing to a substantial decrease in the number of people being hurt on our local roads over the past ten years.



Be seen, be safe!

Ensuring that our children are safe on their way to and from school with the creation of safer walking and cycling routes to school, 20mph zones around the school gates and the annual issuing of hi-viz jackets and arm-bands to all primary school aged pupils.



Highway Infrastructure Improvements.

An additional £7 million of investment in local roads and footpaths. Major projects include:

- A180 Grimsby and Cleethorpe Road,
- A16 Victoria Street
- Carr Lane,
- Scartho Road,
- Kingsway.



Lo-Zone arrives in town.

A successful £522,000 “Kick-start” bid in partnership with Stagecoach brought about improved hi-frequency, low-floor vehicles along the busy 13/14 bus route serving large parts of Grimsby and Cleethorpes.



Safer cycling routes.

Creating new cycle links to schools and workplaces including securing a £50,000 grant towards a new link to Tollbar Academy from nearby Waltham.



Bus stop improvements.

Co-ordinated approach to bus stop improvements, joining up with highway maintenance schemes to achieve improved value for money and reduced disruption. New hi-kerbs and improved shelters and information make bus use a more attractive option.



TravelLincs

Working in partnership with Liftshare, local business and North Lincolnshire Council to develop a car share system for people across the south Humber area. Helping local people save money and reduce the impact of traffic on our road network.



Involve, inform and encourage.

“Pedal & Stride”, “Bike Week”, “Walk to School Week”, “In town without my car days” and “Travellincs” initiatives and promotions, encouraging local people to think about their everyday journeys and the alternatives that are available.



Grimsby Town and Cleethorpes Rail Stations.

Improving the journey experience for local rail passengers by working together with First Transpenine and Network Rail. New waiting areas, access for the disabled, customer help points and improved CCTV across local stations.



Phone n Ride.

Improving local residents’ access to employment, training, leisure and social opportunities. Over 110,000 trips have been made by people using the service since it’s launch in 2005.



Dedicated motorcycle parking.

Creating designated motorcycle/scooter parking sites across Grimsby Town centre, providing convenient access and improve security.



Street Lighting.

A borough wide approach to updating street lights creating lighter, brighter, safer streets.



Bus times by SMS.

Using mobile phone technology to make bus timetable information more widely available. More than 37,000 users within the first 12 months of operation.



School Travel Plans.

Achieving compliance with the Government requirement for all schools to have a travel plan bringing in an additional £500,000 of additional investment in new cycle and walking facilities at local schools, reducing the impact of the "school run" on congestion and the environment.



Wheels to Work.

Supporting the Wheels to Work project across North East Lincolnshire enabling people to access training, education and work opportunities.



Free bus travel for over 60's and eligible disabled.

Introduction of the national Concessionary Fares scheme, encouraging social inclusion and enabling people to broaden their travel horizons.



Public Rights of Way.

Extensive improvements to rural and urban footpaths and bridleways including the creation of a new walking link between Aylesby and Laceby

7.4. Developing LTP3

There was a statutory duty to consult on the development of our LTP3 and in addition to this we have also involved local organisations who we considered to be our key local stakeholders including representatives from:

- Business, commerce and tourism
- Ports, freight and logistics
- Public sector organisations
- Transport operators
- Transport users including Parish Councils and Neighbourhood Groups
- North East Lincolnshire Council Elected Members.

On going consultation has also taken place with colleagues across North East Lincolnshire Council and with a LTP3 Member Steering Group and through regular Portfolio Holder contact.

Consultation schedule for the development of LTP3

Consultation	Details	What the consultation informed
December 2008 LTP2 Progress Review	Identifies progress made during LTP2 so far.	Generation of options for LTP3. Background to LTP3
January 2010 Problems and Opportunities Workshops	Helped to better understand the transport related issues faced by local stakeholders	Development of LTP3 Local Transport Challenges
April 2010 Meeting with Lincolnshire CC	Discussion on cross boundary issues to supplement ongoing dialogue with neighbouring Humber authorities.	Draft LTP3 Strategy
Spring 2010 Internal Workshops	A series of workshops and meetings to analyse the outcomes of the Phase 1 consultation and develop draft challenges.	Development of LTP3 Local Transport Challenges

July 2010 Strategic Environmental Assessment Scoping Report	Statutory consultation to develop environmental issues associated with LTP3	Draft SEA and Draft LTP3 Transport Strategy
Summer 2010 Internal Workshops	A series of workshops to identify possible items for the "Policy Toolkit"	Development of interventions for the Policy Toolkit.
November 2010 Stakeholder Workshops	Feedback and suggestions on the Draft LTP3 Transport Strategy	LTP3 Transport Strategy
December 2010 – February 2011 Internal Workshops	Developing initiatives and programmes for the Delivery Plan	Draft LTP3 Delivery Plan
February 2011 Cabinet and Full Council	Approval to proceed with the development of the Final LTP3 Strategy and Delivery Plan	LTP3 Transport Strategy LTP3 Delivery Plan
Internal briefings and meetings Portfolio Holder LTP3 Steering Group	Engagement throughout the development and production of LTP3	

Consultation with local stakeholders in January 2010 raised issues including:

- A desire to improve the experience of using the local transport network.
- A reduction in peak hour congestion and improvements made to the management of traffic "making it easier to get around"
- Efficient management of the highway network
- Improving the look and visual impact of "gateways" into the area.
- Improving access into Grimsby town centre and better facilities for public transport users in the area

- Investment in road safety education, engineering solutions and enforcement.
- Appropriate provision made for freight and HGV movements
- Initiatives and incentives to reduce car travel.

The outcomes of these preliminary workshops along with a comprehensive appraisal of local, regional and national policies and a thorough review of the local evidence base shaped the development of our local challenges which were fed back to local stakeholders for comment at a second round of workshops held in November 2010.

In the tables that follow each Challenge has been considered in terms of:

- The overall context in terms of the global aims of the Council and its partners
- The transport context and supporting evidence, setting out why this is an issue for the Local Transport Plan
- What has been achieved in this area under LTP1 and LTP2
- The policy toolbox through which our LTP3 will tackle the challenge
- Potential interventions using the policies set out in the toolbox

Appendix A also provides causal chain diagrams which set out each challenge in the context of the four priorities in the Sustainable Community Strategy and how the actions impact on key SCS performance indicators:

- Sustaining work and business
- Supporting children and families
- Reducing health inequalities
- Making communities safer

7.5. Policy Tools and Interventions

The overall focus on regeneration, economic success and environmental enhancement is expected to remain consistent throughout the life of the strategy and beyond. However, the immediate pressures and opportunities will change year-on-year. To address this, we have developed a 'policy toolkit' approach to the Local Transport Plan which provides us with the means to grasp opportunities and address problems without committing to specific actions. The Delivery Plan is designed to use these policy tools in practical, effective ways to address the challenges.

7.5.1. Challenge A – Enable sustainable growth through effective transport provision.

Why this is important?	Developing employment, housing and all associated services in a manner which is economically, environmentally and socially sustainable	Using the Toolkit – Possible LTP3 Interventions	
Transport planning, advice and provision underpins sustainable growth, as set out in the Local Development Framework, by: - Limiting traffic growth stemming from developments - Selecting inherently accessible sites, especially for developments most likely to generate large numbers of trips - Assessing all sites against accessibility criteria, including public transport - Ensuring that access to and from developments is possible without over-reliance on the motor car - Providing traffic modelling to inform of the impact of proposed development sites and the feasibility and cost of improving links - Ensuring good access to facilities and services - Convenient, safe local walk and cycle routes encourage exercise, community cohesion and safety - Providing good local services alongside housing developments, encouraging social cohesion - Providing good links to local and more significant centres - Freeing land for development by providing new or improved transport infrastructure - Ensuring adequate links for freight, including rail and road, to enable development of employment land - Providing links from housing developments to access employment, facilities and services - Timing developments such that public transport services can be provided on a commercial basis		We will use a clearly defined planning and interventions framework in the following order: - Demand Reduction - spatial planning, fiscal interventions, behavioural change and technological measures (e.g. enabling and encouraging teleconferencing / ICT, working from home, home shopping, travel planning). - Modal Shift - to more sustainable and space efficient modes - shifting from motorised modes to walking/cycling where possible, and shifting from private to public transport. Also shifting freight from road/air to rail where possible. - Efficiency improvements - including vehicle efficiency improvements; encouraging higher occupancy rates; promotion of car clubs; eco-driving; measures to spread demand peaks on public transport; and measures to improve the efficiency of transport networks. - Capacity increases for motorised transport. This should only be considered once the full potential impacts of 1-3 have been appraised, an explicit delivery programme determined, and the full effects of that programme included in assessing the residual role for 4. Any capacity increases that are required should be prioritised to the most efficient and sustainable modes.	
Transport Context and evidence	Employment and housing growth and regeneration, as set out in the Local Development Framework, are critical to the success of the area: 3,700 new homes must be delivered by 2020 - At least 4,200 new jobs must be delivered by 2020 - Regeneration of the town of Grimsby is a priority - Cleethorpes must be developed further as a vibrant seaside resort - The South Humber Bank is to become a centre of excellence in renewable energy technologies - Transport capacity for commerce and freight must be made available and guarded against congestion (see Challenge B)		
Achievements under LTP1 and LTP2	- Victoria Street Pedestrianisation - Schema preparation work for A18-A180 Link, A160 and Great Coates/South Humber Bank Link Road - Traffic model in place		
Policy Toolkit	North East Lincolnshire will deliver sustainable growth through: - Integrated land use and transport planning: - Local Development Framework - Modelling of transport requirements from developments - Timing of developments to improve sustainable transport provision - Local Master planning: - Ensuring that layout and design of all developments are linked, with good access between individual elements of larger developments - Providing local facilities alongside housing developments - Building in transport infrastructure, including public transport, walking and cycling from the start - Strategic transport provision - Developing infrastructure lists to ensure that adequate transport provision is built into plans - Using investment funds and developer contributions to fund transport improvements - Seeking structural funds, including from European Union sources		

7.5.2. Challenge B – Improve journey times and reliability by reducing congestion.

Why this is important?	Making North East Lincolnshire a more attractive place to invest, creating employment and boosting the local economy. Ensuring that congestion does not become a barrier to this aspiration	Using the Toolkit – Possible LTP3 Interventions	
Managing congestion is important in terms of North East Lincolnshire's development: - Ensuring that employment land and housing can be developed without congestion becoming a limiting factor - The Local Development Framework sets out targets for an additional 4,200 jobs and 3,700 new or improved homes. Effective management of congestion will be an essential element. - Regeneration of the town of Grimsby, which is expected to lead to an increase in people entering the town - Growth in the numbers of vehicles entering the town will increase congestion, limiting the attractiveness of the town and causing delays to vehicles using the ports - Realising the potential of the Port of Immingham and the South Humber Bank as a site of national economic importance. - By 2026, the total freight handled by the South Humber Ports is expected to grow significantly. Congestion must not act as a brake on the development of the ports - Encouraging growth in chemicals, renewables and other industries along the South Humber Bank - We must ensure that congestion does not affect the attractiveness of the area to growth industries - Maintaining and growing tourism in the area - Tourism plays an important role in the local economy attracting more than £460m of spend each year. - The A46 Cleethorpes Seafont is a known congestion hotspot. Resolving this and other hotspots will make the area more attractive, accessible and economically successful. - Managing traffic in an area bounded by the Humber, leaving North-East Lincolnshire with half the arterial roads of a similar size town inland. - Managing congestion is especially critical as these network limitations make wide-area economic impacts more likely.	North East Lincolnshire will connect people to jobs and services through: Managing Demand - Effective land use planning - Car parking policy - School travel plans, including infrastructure improvements and traffic management - Freight distribution Increasing Capacity and Managing Traffic - Grimsby Area Intelligent Transport System (GAITS) and variable messaging systems - Maintenance of the local highway network to ensure its efficient operation - Dualing of the A16 - Road sign improvements - Appropriate provision for motorcycle and cycle parking - Car park management, including messaging systems		
Transport Context and evidence	Congestion is not currently a systemic problem in North-East Lincolnshire: - N167 – NEL ranked 11th out of 17 variant 2 authorities with a figure of 3:21 minutes per mile compared to 4:46 (Hull) and 2:51 (Poole). - Mode share to school by car – NEL ranked 2nd out of 19 CIPFA nearest neighbours with a figure of 19.6% compared to 13.9% (Hull) and 36.4% (St Helens). Congestion hotspots affect business efficiency at key locations. Our evidence indicates that we need to address the following specific issues: The congestion "hot spots" as identified by analysis of the N167 data as detailed in the Evidence Base - The congestion associated with seasonal and weekend traffic visiting the resort of Cleethorpes. - Unreliability of journey times along the A160 (and Brooklesby Interchange) for freight traffic into and out of Immingham Docks. - The potential for more vehicles using the A16, A46 and A180 to enter Grimsby due to the projected house building programme. - Ensuring that an increase in the number of people entering a regenerated Grimsby town does not lead to significant increases in congestion	Improving and Promoting Alternatives to the Car - Provision of higher quality and more frequent public transport services - Park & Ride for both Grimsby town centre and Cleethorpes (during the summer and on weekends) - New and improved cycling infrastructure - Smarter Choices initiatives, including car sharing, the promotion of walking, cycling and the adoption of ambitious workplace travel plans	
Achievements under LTP1 and LTP2	- Traffic management schemes, including Clea Rd, Hewitt's Circus and A1173 Manby Road - SCOOT upgrade to Urban Traffic Control		
Policy Toolkit	North East Lincolnshire will manage congestion through the use of the following policy options: - Managing demand: - Managing land use to ensure that accessible sites are developed and that developments are timed and planned to reduce car dependency - Car parking policy, including addressing residential and workplace parking, commuter parking, short stay parking and parking charges - Reducing the impact of the 'school run' by promoting alternatives such as walking or cycling - Note that workplace parking charges or road user charging are not considered appropriate to North-East Lincolnshire at present - Working with freight operators, distributors, retail and industry to reduce the impact of freight movements and to ensure capacity is available for necessary movements - Increasing capacity and managing traffic: - Improving 'hot-spots' through small schemes to improve traffic management at specific sites known to cause delays - Increasing highway capacity through major schemes Use of technologies such as integrated urban traffic control systems and variable message signage to route and switch traffic dynamically - Improving and promoting alternatives to the car - Improved the quality and attractiveness of public transport, including rail and bus and park-and-ride - Planning communities and employment sites to encourage walk, cycle and public transport access, including improving and extending cycle infrastructure - Promoting 'smarter choices' such as workplace, school and residential travel plans.		

7.5.3. Challenge C – Support regeneration and employment by connecting people to education, training and jobs.

Transport Strategy (April 2011-March 2026)

Why this is important?	Ensure that North-East Lincolnshire has the skilled workforce it needs to attract investment and generate wealth for its citizens and the UK economy	Using the Toolkit – Possible LTP3 Interventions
A skilled workforce able to access changing employment patterns and the education and skills required for them is critical: - North-East Lincolnshire has been identified as especially vulnerable to economic downturn and must capitalise on its existing strengths as a port and the centre of chemical industries as well as developing new industries such as renewables. - The Humber Estuary ports remain the largest ports complex in the UK but have lost both volume and market share, falling from almost 93m tonnes in 2007 to 80m tonnes/year for the 12 months ending September 2009. - Our ports must regain their competitive edge through a combination of efficiency, a skilled workforce and excellent transport links to the rest of the UK - The regeneration of the town of Grimsby will provide employment opportunities, especially in retail and leisure services. - Growth in chemicals and renewables (e.g. wind turbine development and manufacture) are key to the success of North East Lincolnshire. - Our workforce must have access to the education and training required to gain the skills to help attract and support these industries - Tourism, especially in Cleethorpes is a significant economic factor, generating more than £450m per year - Access to tourism employment, especially by public transport, is an important factor in continued success.	Roads infrastructure in North-East Lincolnshire provides good access by car to employment sites and most local schools are readily accessible. Public transport provides access to nearby employment sites, but choice of employment at more remote sites is sometimes limited because of long journey times. - NI176 (Working age people with access to employment by public transport (and other specified modes) – NEL ranked 14th out of 19 CIPFA nearest neighbours with a figure of 79.9% compared to 84.1% (Plymouth) and 75.8% (East Riding) - Travel time by car to nearest employment site, NEL has a figure of 4.40 minutes which is ranked 14th out of 19 CIPFA nearest neighbours. - NI198 – NEL ranked top for trips to school by cycling and walking with a figure of 99.5%. Challenge is to maintain this position with growth of new housing. - Public transport services to employment and education sites is generally adequate. The supplementary Phone 'n' Ride and Wheels to Work services provide additional links - Engage in the delivery of transport improvements in Grimsby town centre, Freeman Street, Grimsby docks and Cleethorpes sea front to support the renaissance programmes. - Replacement and refurbishment of schools (replacement for Building Schools for the Future) & 14-19 school agenda. Address transport issues surrounding these - Facilitate and support travel plans for new developments in the renaissance areas. - Necessary transport infrastructure to facilitate development along the South Humber Bank. - Provide transport advice and assistance in the planning of new housing developments identified in the SHLAA to encourage more sustainable travel	North East Lincolnshire will connect people to jobs and services through: Supporting regeneration - Engage in the delivery of transport improvements in Grimsby town centre, Freeman Street, Grimsby docks and Cleethorpes sea front to support the renaissance programmes. - Build connectivity and good access into the programme to develop the South Humber - Work co-operatively with North Lincolnshire Council and the Local Enterprise Partnership - Build connectivity and good access into the business and investment plans, including developing a case for European funding through Structure Funds or the European Investment Bank - Provide transport advice and assistance in the planning of new housing developments identified in the North East Lincolnshire SHLAA to reduce the reliance on the private car and encourage more sustainable travel Accessibility Planning - Programming the rolling programme of Community Access Plans to match economic and social priorities - Engage communities and transport delivery agencies in identifying and resolving transport barriers - Working with employers to make public transport access easier Network and service improvements - New and improved infrastructure to facilitate development of the South Humber Bank, including serving existing employment sites (eg Pyebank and Europarc) - Delivering the North Lincolnshire Bus Quality Partnership - Improving networks through key routes, interchange, ticketing and information (including real time information) - Public transport network and infrastructure improvements - Highway schemes such as Great Coates interchange and South Humber Bank Link Road - Better use of existing assets, including GAITS and infrastructure to encourage car sharing - Infrastructure to support cycling and walking
Achievements under LTP1 and LTP2	- Review of bus services to employment areas shows most have good access and that Phone-n-Ride and Wheels to Work complement mainstream public transport - School travel plans for every school - New bus services including supported service to Europarc and commercial 13/14 services	
Policy Toolkit	North East Lincolnshire will connect people to jobs and services through: Supporting regeneration - Ensuring that connectivity, transport and access are planned from the start and built into all developments - Work across borders and with regional, National and European bodies Accessibility Planning - Helping existing communities through a rolling programme of (TCAPS) - Ensure that transport, connectivity and access are built into all development proposals Network and service improvements - Public transport network improvements - Highway access, including cycle routes - Specialist services such as Wheels to Work where appropriate	Providing access to jobs and training: - Facilitate and support travel plans for new developments in the renaissance areas - Joint working with skills development agencies, employers and economic regeneration partners to provide transport infrastructure and services, travel advice and support, alongside skills and training - Develop a business case for structural funding to assist in improving connectivity as part of wider regeneration Access to education: - Active support for existing school travel plans, including agreeing new initiatives and targets - Provide assistance for the review of School Travel Plans and support initiatives to reduce car usage on the school run. - Involve schools and children and young people in the development of Transport Community Access Plans - Working with schools, the Local Education Authority and academy sponsors to integrate safe, independent access into the replacement for Building Schools for the Future.

7.5.4. Challenge D – Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.

Why this is important?	Ensuring that all members of the community can contribute to and benefit from the economic development of North East Lincolnshire	Using the Toolkit – Possible LTP3 Interventions	
This is important in terms of North-East Lincolnshire's development:⁴ • Economic growth depends on a skilled workforce and significant numbers of people in North East Lincolnshire require new or enhanced skills to be attractive to employers. • Less than 10% of the working population are qualified to degree level with 39% having no formal qualifications • 19% of North East Lincolnshire is ranked amongst the 10% most deprived parts of the country, based on Index of Multiple Deprivation (IMD) by Super Output Area. • Low car ownership amongst affected groups • Health inequalities worsened by an inability to easily access leisure, health and shopping opportunities by public transport. • An ageing population • Transport inequalities that can be based upon many factors including one or more of the following: economic / financial disadvantages, location inequalities, disability / health, age, gender			Generating Demand and Addressing Barriers • Combined Access to Opportunities programmes in deprived communities to improve job prospects, employability and access • Appointment systems linked to public transport times, information and ticketing • Effective development control procedures Providing Support for Communities and Individuals • Transport Community Action Plan process to be inclusive and engage those most affected by barriers • Working with schools and other agencies to provide travel training and advice, especially for people with learning or physical disabilities
Transport Context and evidence	• Travel time by public transport and walking to nearest FE site. NEL has a figure of 17.35 minutes and is ranked 14th out of 16 CIPFA nearest neighbours. • NEL has 26 Lower super output areas (LSOA) in the top 10% of most deprived LSOAs. 74 LSOAs in the top 50% for Indices of Multiple Deprivation (IMD) score and only 36 outside the top 50%. • NEL ranked 49th out of 354 most deprived local authority areas (worse than in 2004 62nd and 2000 73rd) • The number of people aged 65 and over is projected to increase by 54.85% in North East Lincolnshire from 28,800 in 2004 to 41,500 by 2029 • Key issues identified in the Joint Strategic Needs Assessment • Ensuring that there is equitable access to transport provision for the disabled and wheelchair users. • Inability to access some medical centres easily by public transport • Lack of public transport provision to employment sites such as Pyewipe Industrial Estate and Immingham Docks. • Public transport journey times are perceived as being too long and a barrier to usage. • Provision of information in accessible, easy to understand formats. • Inequalities in transport provision between urban and rural part of North East Lincolnshire. • Limited capacity to deliver journeys through Phone n Ride.		Developing and Delivering Solutions • Make more use of demand responsive services (eg Phone 'n' Ride) by linking to social services, health and education transport. Use transport brokerage approach. • Rural transport innovations, eg shared taxis/liftshare & wheels to work • Providing good interchange facilities and ticketing options • Provision of complementary services to meet specific needs beyond the mainstream public transport network • Improve rail station access and waiting facilities Improving access to, on and across highways, rights of way and public space: • Use the highway maintenance programme to help deliver improvements • Integrate the Rights of Way Improvement Plan (ROWIP) into the LTP • Reduce severance caused by highways or other transport infrastructure where possible • Provide dropped kerbs and DDA compliant pedestrian facilities
Achievements under LTP1 and LTP2	• Phone-n-Ride services • Concessionary fares schemes • Raised kerb bus stops and improved information		Provide travel advice and support • Travel training for vulnerable groups and individuals • Support for workplace and school travel plans. • Provide assistance for the review of School Travel Plans and support initiatives to reduce car usage on the school run.
Policy Toolkit	North East Lincolnshire will help people access the services they require through the use of the following policy options: • Generating demand and addressing barriers: - o Combined approaches with regeneration and skills agencies to raise aspirations, skills levels and employability in deprived communities and groups - o Working with agencies such as the NHS to improve access to services and facilities - o Ensure that all new developments provide good access for disabled people • Providing support for communities and individuals: - o Improving public transport networks and infrastructure - o Delivering the North Lincolnshire Bus Quality Partnership	- o Focusing on high quality routes Transport Community Action Plan rollout to all communities but prioritised towards deprived and regenerating areas - o Rural accessibility and transport policies	• Developing and delivering solutions - o Maintaining and developing the Phone 'n' Ride system - o Working with bus operators to provide low-floor buses as standard - o Improving access to all transport infrastructure, including rail network - o Eliminating barriers in streets and public spaces and the access routes to buildings - o Ensuring that information and ticketing systems meet the needs of all users

7.5.5. Challenge E – Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.

Why this is important?	Ensuring that people, including families, children and elderly people, can access the services they need in order to live and work without undue concerns about safety	Using the Toolkit – Possible LTP3 Interventions
Providing safe access, reducing road accidents and tackling crime and fear of crime is important: • Individuals and communities who feel safe will be most able to contribute to our economic success • Fear of crime, whether justified or not, limits the confidence of people in going out, whether for work, leisure or education • Fear of road accidents is limiting the freedom and independence of children and young people • Road accidents are the principal cause of death or injury amongst children and young people • Cost of road accidents on North East Lincolnshire roads. • North East Lincolnshire compares unfavourably with neighbouring authorities in terms of road accidents and the relative rate of reduction in accidents.		Analysing, reporting and acting on information • Continuous appraisal and improvement of our use of information • Using information from healthcare services to verify road accident data • Undertaking regional, National and International comparisons in terms of comparative statistics and best practice Building safe access, safety and security into all communities, schemes & facilities • Ensuring short, attractive, direct and safe (SADS) routes to public transport • County-wide speed limit review • Traffic calming and speed management schemes • Building safe, easy access into development sites, including access to neighbouring facilities Taking action where accidents are shown to happen • Building safety improvements into maintenance schemes • Specific safety schemes where appropriate Addressing road user behaviour • Speed management, including cameras • Education and support for older drivers • Initiatives for young drivers • Motorcyclists • School children • Initiatives linked to the insurance industry • Consider the use of 'shared space' where appropriate Working with partners to promote and enhance community safety • Joint working with Safer Neighbourhood Teams and operators to address public transport safety • Initiatives to improve general safety and security in communities and town centres
Transport Context and evidence	• KSIs (NI48) – NEL had a figure of 118 (2006-2008) which was the 7th highest out of 19 CIPFA nearest neighbours. Decline of 35% (97-08), the 5th highest decline during this period. • 2003-2007 Proportion of KSIs that involved HGVs is higher compared to other accidents. • Children killed and seriously injured (NI47) – NEL has a figure of 19.6 (2006-2008). CIPFA nearest neighbours range from 2.8 (Wirral) to 4.8 (Darlington). NEL 5th highest out of 19 nearest neighbours. • % decrease in KIs (97-08), NEL 37%, NEL had the 5th lowest decline out of 19 CIPFA nearest neighbours. • Every Child Matters focuses on the following key outcomes. Feeling safe and secure are critical to all five and directly so for the second: - o be healthy - o stay safe - o enjoy and achieve - o make a positive contribution - o achieve economic well-being • Transport and access provide critical support for children by enabling safe access to schools and leisure facilities (including public transport, walk and cycle routes)	
Achievements under LTP1 and LTP2	• Schemes put in place across the area, using maintenance and other funding, for example Pasture Lane improvements which improved both safety and access by removing safety barriers, reducing curve radii and relocating crossing points • Improved security in car parks and Grimsby Bus Station • Village speed limits and speed management and awareness, including speed cameras	
Policy Toolkit	North East Lincolnshire will address safety and security by: • Analysing, reporting and acting on information • Use a wide range of data from local authority sources, National datasets and partner organisations, especially Police and NHS • Compare our performance, processes and outcomes with others • Building safe access, safety and security into all communities, schemes & facilities • Working with communities as part of the Transport Community Action Plan process • Working with developers to ensure safe, convenient access • Taking action where accidents are shown to happen • Identifying sites, patterns and common factors	• Developing and delivering safety schemes • Linking to other initiatives such as maintenance and developments • Addressing road user behaviour: • Schemes tailored to 'at risk' groups such as schoolchildren, elderly drivers, driving for work, motorcyclists, mobility scooter users • Education schemes • Targeted enforcement • Working with partners to promote and enhance community safety • Developing safer neighbourhoods and town centres • Tackling specific traveller safety and security issues

7.5.6. Challenge F – Improve the health of individuals by encouraging and enabling more physically active travel.

Why this is important?	Ensuring that North East Lincolnshire is an attractive place to live and work and that people lead healthy, fulfilling lives – adding years to life and life to years.	Using the Toolkit – Possible LTP3 Interventions	
Active travel provides exercise as part of people's day-to-day activities: - Physical inactivity is a significant contributor to ill health. Growing reliance on the motor car has reduced levels of walking and cycling - UK guidelines recommend at least 30 minutes moderate exercise on 5 days each week. This can be difficult to achieve with time pressures on people's lives - School travel plans have been adopted across North-East Lincolnshire and nearly 70% of our children walk or cycle to school - Commuter cycling brings significant health benefits with studies showing that regular cyclists live longer and have better health and fitness than non cyclists - Travelling by public transport generally involves a walk at each end, providing the opportunity for exercise - Some developments have been very car-oriented, making it seem unattractive to use public transport or walk to the site – or between premises on the same site - Community safety and social cohesion are both enhanced if lots of people walk and cycle in the area - There are excellent examples in the UK and elsewhere where good planning has encouraged cycling and walking - Rights of way in the UK are an excellent foundation		Encouraging People - Working with the NHS to develop individual travel and exercise plans - Continued provision and improvement of walk and cycle guides and signage, especially at community level Providing and improving facilities - Designing in exercise opportunities - Design guides for developers - Accessibility assessments applied to proposed development sites - Rights of way improvements	
Transport Context and evidence	- Life expectancy in NEL for males is 78.0 years compared to a national average of 77.5 years and for females the score is 80.8 years (national average 81.7 years). - Obesity prevalence percentage amongst year 6 pupils is 18.7% compared to the average for England of 18.8% - Obesity rate amongst adult in NEL is 22.8% compared to the average for the Yorkshire & Humber region of 22.6%. - Only 22.6% men and 14.5% of women get the recommended amount of exercise per week. Figures lower in socio-economic groups C2DE than in groups A&B - Cost of physical inactivity to North East Lincolnshire CTP £2.28m per year. - Local topography ideally suited to cycling, flat terrain and lower than average rainfall. - Existing well developed network of on and off road cycle paths. - Pedal & Stride branding already in place		
Achievements under LTP1 and LTP2	- Public rights of way improvements - Cycle routes, facilities and promotion, including schools - Grimsby town centre walking improvements		
Policy Toolkit	North East Lincolnshire will encourage, support and enable active travel through the use of the following policy options: Encouraging people: - Continued use of travel plans for schools, employers and housing developments - Working with the partners, especially the NHS, to build exercise into daily lives - Involve the voluntary sector and community groups - Publicity, leaflets, signage and reporting systems Providing and improving facilities: - Involve communities in identifying opportunities, problems & barriers - Use existing tools such as the Public Rights of Way Improvement Plan Designing in exercise opportunities - Working with developers and communities - Ensuring facilities are located in places easy for their target community to reach by public transport, walking and cycling. - ROWIP		

7.5.7.Challenge G – Improve the “journey experience” on the local transport network.

Why this is important?	Promoting the development of North-East Lincolnshire by ensuring that travel for employment, for work (including freight) and for access to facilities and services is as efficient and straightforward as possible. Includes the less tangible aspects of local transport that are vital to creating a positive and vibrant local economy making North East Lincolnshire and area where local residents feel proud to live, work and welcome visitors.	Using the Toolkit – Possible LTP3 Interventions
	Journey experience and efficiency are important: • Connections to the National rail and highway networks are crucial to the attractiveness and success of the area • Concerns about the reliability of public transport are a significant factor in terms of people choosing it as an alternative to the car • Ticketing arrangements can be complicated but with a single main bus operator, this is less of a problem in North-East Lincolnshire than elsewhere • Easy interchange and good information can extend the scope of public transport • Integration of transport modes, including park-and-ride provision Provision of adequate, easy to find parking is important • Navigation on foot, by cycle or by car relies on good signage • Good road maintenance improves journey comfort, reliability and safety for all and reduces user costs • Freight operators require secure facilities for parking vehicles, especially overnight • Air pollution and noise from high volumes of traffic can impact on residents and other road users, including cyclists and pedestrians	Research and Information • Public transport user surveys • Feedback from road users, including cyclists through Rate my Ride • Highway condition and journey time surveys • Modelling of impacts of developments using micro-simulation and accessibility models • Feedback from Local Strategic Partnership member organisations Partnership Working • Prioritisation through Local Strategic Partnership • North-East Lincolnshire Quality Bus Partnership • Voluntary sector links, especially for cycling and community issues • Transport Community Action Plans • Joint working with Highways Agency, Local Enterprise Partnership and neighbouring authorities others to plan and deliver improvements • Consult and work with freight operators, port operators and employers • Working with Network Rail and train operating companies
Transport Context and evidence	• Bus punctuality for NEL (Normal services) was 77% (2009) and was ranked 10 out of 18 CIPFA nearest neighbours. • HGVs are frequently observed parking in residential areas. • Despite the relative remoteness of North East Lincolnshire, access to the UK motorway network is good. Passenger rail services link it to Lincoln, Doncaster, Sheffield and Manchester as well as local links to Immingham. Rail freight is a major element of rail traffic and capacity improvements are incorporated into the UK Railfreight RUS • Provide appropriate HGV routes away from residential areas addressing noise, safety and air quality concerns of nearby residents • Address the inappropriate HGV on street parking and the lack of a secure well serviced lorry park within Immingham Dock area. • Air quality and quality of life issues (noise, vibration) surrounding HGV routing along Pelham Road in Immingham. • Lack of secure overnight HGV parking • The tolls on the Humber Bridge create a significant barrier in terms of connectivity to Hull • Bus punctuality is a barrier to increasing patronage. • Especially in terms of financial constraint we must ensure that we gain most benefit from the existing highway network, including undertaking planned and reactive maintenance. • Encourage more people to be involved in local transport issues through consultation and community engagement. • Provide infrastructure to improve people's perception of their personal safety and security whilst using the transport network.	Delivery of Improvements • Streetscape and landscaping to improve and enhance transport and connectivity • Improved public transport services, infrastructure and interchange • Taxi and Private Hire vehicles • Public transport ticketing and information improvements, including ‘smartcard’ ticketing and real-time information. • Park & Ride provision where appropriate • Meeting the needs of powered two-wheelers on the roads • Provision of HGV routes and parking provision to promote commerce and reduce impacts on residents and other road users • Maintenance of the local highway network to ensure its efficient operation, including footways, bridges and structures
Achievements under LTP1 and LTP2	• New public transport services and infrastructure, including low-floor buses and better information • Freight partnership in place and freight study completed • Rail and bus station improvements	• Technology to make better use of existing highways (eg GATTS) • New and improved cycling infrastructure and public rights of way improvements • Improved signage, including variable messaging signs where appropriate
Policy Toolkit	The journey experience will be assessed and improved by: Planning, research and information: - o Building good connectivity into physical plans for developments - o Obtaining, analysing and presenting feedback from users - o Stakeholder research with employers and others to establish issues - o Journey time and road condition data Partnership working: - o Working in partnership with local and National transport operators to improve public transport Delivery of improvements - o Implementation plans in partnership with transport operators - o Highway maintenance and improvements - o Wider connectivity at a National level. - o ROWIP o Working with the Highways Agency and neighbouring highway authorities to identify highway issues and put in place improvements o Working with communities to improve the travel environment in their local area	

7.5.8.Challenge H – Ensuring transport contributes to environmental excellence , improved air quality and reduced greenhouse gas emissions

Why this is important?	Reducing impacts of travel and transport in North-East Lincolnshire on climate-changing greenhouse gas emissions, air quality and noise and as part of a wider environmental and carbon management strategy.	Using the Toolkit – Possible LTP3 Interventions
Reducing the carbon emissions from transport in North-East Lincolnshire is important: • Damaging climate change is considered the likely outcome of continued growth in greenhouse gas emissions • Rising demand and limited supply are expected to lead to significant increases in the cost of oil in the next 10-20 years • Transport accounts for around 27 percent of total UK CO₂ emissions and is increasing faster than any other sector of the economy, with growing levels of car use, road freight and flying. • Land use changes have driven up the demand for travel and emissions and this has been offset only partially by technological changes in engines to improve fuel efficiency • Undue dependence on imported oil risks our energy security • Short journeys, which could be made by cycle or public transport, are responsible for a significant proportion of local transport emissions • Supporting alternative fuel vehicles, and electric vehicles, which can be recharged using renewable energy, should offer an excellent low-carbon alternative to petrol or diesel for local journeys • Many European cities have achieved significant reductions in local transport, with additional benefits in terms of air quality, improved road safety, a healthier population and greater social cohesion		Communication • Leaflets, newspaper articles and other information • Guidance and support • Working with voluntary sector organisations and environmental groups • Local Strategic Partnership • Freight operators and other commercial partners Behaviour Change • Benchmarking with other UK and European areas to encourage best practice • Local Development Framework and development control • Travel plans • Events, publicity and incentives Delivering low-carbon transport • Reduced emission commercial vehicles • Alternative fuel vehicles, electric vehicles and charging points • Cycle promotions and hire initiatives • Walkable, cycle-friendly neighbourhoods • Cycle network improvements • Improved highway management (see Challenge B) • Improved signage for HGV traffic
Transport Context and evidence	• NI 186 shows a small decline in road transport CO₂ emissions • A160 at peak hours HGVs make up over 90% of the traffic mix. • Manby Rd, Immingham 1/3rd of vehicles fails to meet Euro 3 emission standards due to age. • Air Quality Management Areas declared in Grimsby (Cleethorpe Road; NO_x) and Immingham (Pelham Road; PM10)	
Achievements under LTP1 and LTP2	• Congestion reduction schemes reduce fuel consumption • High level of cycling	
Policy Toolkit	North East Lincolnshire will manage the carbon emissions from transport through: • Communication: - o Informing stakeholders and members of the public of Government, European and local policies towards greenhouse gas emissions - o Informing members of the public how they can work with us to reduce their individual carbon emissions - o Working with partner organisations to develop effective strategies for overall carbon management • Behaviour change: - o Benchmarking - o Effective land use planning to reduce demand - o Other demand reduction strategies (see Challenge B) - o Encouraging behaviour to reduce emissions, including selecting low emission vehicles, public transport walking, cycling or car sharing • Delivering low-carbon transport: - o Improved public transport - o Alternative technologies and vehicles - o Walking and cycling	

²⁰ Resilience of UK Regions Report, Experian 2010, Commissioned by BBC. ²¹ Review of bus routes serving the main employment areas in North East Lincolnshire, NE Lincolnshire Council, 2010

The Policy Toolkit interventions above have been summarised in the following table which highlights the inter-relationships between and intervention and the Local Transport Challenges. The table also highlights that one intervention can impact across a range of challenges for example developing new Public Transport solutions

could improve people's access to training and work, enable disadvantage groups to connect with health care and shops, improve journey experiences for the public transport using public and could encourage modal shift away from private cars which would have positive environmental effect.

Challenge		Policy Toolkit Intervention																												
		Local master planning	Strategic transport provision	Integrated land use and transport planning	Managing demand	Increasing capacity and managing traffic	Improving and promoting alternatives to the car	Providing access to job, training and education	Network & service improvements	Accessibility planning	Supporting regeneration	Generating demand and addressing barriers	Supporting communities and individuals	Develop and deliver public transport solutions	Improving access	Travel advice and support	Analysing, report and acting on accident information	Building in safety and security	Taking actions where accidents happen	Addressing road user behaviour	Working with partners to promote community safety	Encourage people to choose active travel modes	Providing and improving information	Designing in exercise opportunities	Delivery of improvements	Partnership working	Research and information	Delivering low carbon transport alternatives	Encouraging behaviour change	Communications
A		✓	✓	✓	✓	✓	✓	✓	✓	✓																				
B		✓	✓		✓	✓	✓			✓												✓								
C		✓	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓						✓	✓		✓	✓				
D		✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓						✓	✓		✓	✓				
E		✓			✓							✓					✓	✓	✓	✓	✓				✓	✓				
F		✓					✓					✓						✓				✓	✓	✓						
G		✓	✓		✓					✓	✓	✓	✓				✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓
H		✓		✓	✓		✓			✓				✓								✓						✓	✓	✓

Road	Description	Responsible Authority	Existing Conditions	Key Challenges
A180	The A180 is a dual two lane primary route that links North East Lincolnshire with the national motorway network via the M180. The A180 also links the Port of Immingham to the wider highway network via the A160.	Highways Agency (to Pyewipe Roundabout) and North East Lincolnshire Council (between Pyewipe Roundabout and Issacs Hill (A46/A1098) Roundabout.	The A180 has an adequate level of reserve capacity in the main but localised congestion occurs at peak times. From Riby Square to Issac's Hill (A46/A1098) Roundabout is wide single two lane carriageway, apart from a short section of dual two-lane between Victor Street and Park Street	Maintain existing capacity and performance.
				Address congestion associated with peak hour traffic (Westgate Rbt).
				Address congestion associated with tourist traffic into the resort of Cleethorpes.
				Maintain or improve the condition of the carriageway.
				Improve signage for the Port of Immingham.
A46	The A46 is predominately wide single carriageway primary east / south west route through North East Lincolnshire linking Cleethorpes to Lincoln, with a significant length of dual two lane between Bradley Cross (B1444) Roundabout and the Laceby Cross (A18) Roundabout	North East Lincolnshire Council	The A46 suffers from significant localised congestion occurring at peak times due to commuter traffic within the urban area, notably between the A1243 Bargate Junction through the A16 Peaks Parkway junction to the A1031 Love Lane corner roundabout Road safety Issues along Laceby Duals	Provide and improve infrastructure to reduce congestion at peak hours.
A16	The A16 is a single carriageway primary north/south route between the A180 Lockhill Roundabout, through the centre of Grimsby, to the borough boundary and on towards Louth and Boston (Lincolnshire)	North East Lincolnshire Council	The A16 suffers from localised congestion at it's junctions with Weelsby Road (A46) with the A1136 Ellis Way in the centre of Grimsby and at Tollbar Roundabout	Maintain or improve the condition of the carriageway.
				Provide appropriate infrastructure at Tollbar Roundabout for pupils at the nearby school
A18	The A18 is a single carriageway north west / south east route between the A180 (outside the borough boundary) and the A16 to the south. The road passes through the rural parts of North East Lincolnshire and provides the main HGV route southwards towards Boston from the Port of Immingham (via the B1210 / A1173).	North East Lincolnshire Council	Problems with HGV port bound traffic passing through town of Immingham	Identified need for a more appropriate HGV link between the A18 and the A180 to reduce the impact of HGV traffic on the town of Immingham (via the proposed major road scheme, the A18-A180 Link)

Road	Description	Responsible Authority	Existing Conditions	Key Challenges
A160	The A160T is the trunk road link between the A180T and the Port of Immingham, the route is predominantly in North Lincolnshire but is a key route for road traffic accessing the Port	Highways Agency	The A160 suffers from congestion at various locations along the route and in particular on the single carriageway section (in North Lincolnshire)	Increase link and junction capacity along the A160 corridor – identified major scheme in trunk road programme
A1173	This single carriageway rural road provides a link between the A46 (Lincolnshire), crossing the A18 near Riby, to join the B1210 at Stallingborough roundabout. The A1173 continues from the A180 Stallingborough Interchange, connecting to the Port of Immingham (Eastgate) to join the A160 near Port of Immingham (Westgate)	North East Lincolnshire Council	There are no identified congestion problems along the A1173. However the break in the principal road network between B1210 and the A180 / A1173 Stallingborough interchange cause serious problems with HGV port bound traffic passing through town of Immingham.	Maintain and/or improve the condition of the carriageway
A1243 (Louth Road / Scartho Road / Bargate)	Prior to the creation of Peaks Parkway in the late 1990's this single carriageway route formed part of the main A16 into Grimsby town centre. Grimsby's main hospital is located along this route.	North East Lincolnshire Council	Bargate / Scartho Road have significant localised congestion occurring at peak times caused by traffic entering / leaving Grimsby town centre from the south.	Maintain and/or improve the condition of the carriageway Extend the existing facilities (NMUs) along the route.
A1031	Single carriageway commuter / tourist route connecting southwards from the A46 Love Lane Corner Roundabout to coastal Lincolnshire towns and villages.	North East Lincolnshire Council	Problems with HGV port bound traffic passing through town of Immingham Significant localised peak hour congestion at the A1098 Hewitt's Circus roundabout due to tourist and commuter traffic	Provide and improve infrastructure to reduce congestion at peak hours.
A1098 (Cleethorpes Seafront to A16 south of Grimsby)	This single carriageway route joins the A46 / A180 at Issacs Hill Roundabout, continuing along Cleethorpes Seafront, connecting to the A1031 at Hewitt's Circus junction and terminating at the A16 Low Farm roundabout.	North East Lincolnshire Council	The A1098 suffers from severe congestion associated with circulating traffic looking for parking spaces in the resort of Cleethorpes at weekends and during the summer holiday season, and along the Hewitt's Avenue section due to tourist and commuter traffic.	Provide appropriate signage and parking information to address the congestion issues.

Road	Description	Responsible Authority	Existing Conditions	Key Challenges
A1136	Single carriageway route connecting from the A180 Great Coates inter-change, to the A1243 Bargate junction through Grimsby Town centre to A16 Victoria St / Frederick Ward Way junction to Hainton Square (B1213)	North East Lincolnshire Council	Great Coates Road and Yarborough Road form part of the identified diversion route in the event of emergency closure of the A180. Great Coates Road has localised congestion occurring at peak times caused by traffic entering / leaving Grimsby town centre from the west. Also localised congestion at junctions around Grimsby town centre at peak hours and especially during peak shopping periods	Provide and improve infrastructure to reduce congestion at peak hours.
A1173	The B1210 is a locally important commuter route between the western edge of Grimsby (A1136 Great Coates Roundabout) and North Lincolnshire, bypassing the villages of Healing and Stallingborough, and passing through Immingham and Habrough.	North East Lincolnshire Council	The B1210 is the identified diversion route in the event of emergency closure of the A180. Between the A1173 Stallingborough roundabout and Immingham the B1210 carries HGV port bound traffic which causes significant issues as it continues through the centre of Immingham	Maintain and/or improve the condition of the carriageway
				Contribute to a more appropriate HGV route between the A18 and the Port of Immingham (via the proposed major road scheme, the A18-A180 Link)
				Extend the existing facilities for Non Motorised Users (NMUs) along the route.
B1444 Little Coates Road	Little Coates Road provides an important local commuter link between the A46 Bradley Cross Roads roundabout and the A1136 Toothill Roundabout	North East Lincolnshire Council	Regular peak hour congestion at mini roundabout junction with Cambridge Rd	Provide appropriate infrastructure to reduce congestion at peak hours.
Boulevard Avenue / Pyewipe Road	Locally important classified single carriageway commuter route connecting between the A1136 Market Hotel roundabout and the A180 Westgate roundabout	North East Lincolnshire Council	Identified diversion route in event of emergency closure of the A180 Regular peak hour congestion at the Corporation Road traffic signal junction and A180 Westgate Roundabout approach HGV traffic from surrounding rural areas to food processing industries during harvest time , identified issues of noise / vibration due to empty wagons particularly along Boulevard Avenue	Maintain and/or improve the condition of the carriageway
				Provide and improve infrastructure to reduce congestion at peak hours.

8.1.2. Managing and improving the network

The highway network provides the primary means of transport and connectivity, serving cars, freight, public transport, walking and cycling. Improving, managing and maintaining this network to meet this multiplicity of need is one of the most important elements of our Local Transport Delivery Plan. This Transport Strategy focuses on the headline issue which will drive our priorities in relation to highway management.

8.1.3. Infrastructure delivery

Delivering the transport and connectivity infrastructure required to meet our development goals, as set out in the Local Development Framework requires that we have in place a clear framework to secure developer contributions and to supplement this, where appropriate funding from other sources.

The Council has yet to determine whether it will introduce a Community Infrastructure Levy (CIL), however the work on the Infrastructure Delivery Plan element of the Core Strategy will provide valuable information to help in identifying the contribution triggers and charging/delivery mechanisms. It is likely that future infrastructure will in part be provided through a system of planning obligations related specifically to site mitigation measures. The introduction of a CIL charging schedule could support further development by funding infrastructure the council, community and neighbourhoods want. The levy should not be used to remedy pre-existing deficiencies unless the development makes the deficiency more severe.

The introduction of a charging mechanism must be based on robust evidence of the infrastructure needed. Initial work has been undertaken to support the LDF Core Strategy but is acknowledged that this work will need to be supplemented. Any proposed charging schedule must be balanced against viability, as in reality it is likely that viability will set the charging level.

8.1.4. Proposed Major Schemes

The regeneration programmes on which this Transport Strategy is focused will require additional capacity to improve highway capacity and access and ensure that congestion does not impact adversely on our plans. Design and delivery of improvements will be done in partnership with the Highways Agency and local stakeholders. The schemes can be seen in Figure 18 and are outlined below:

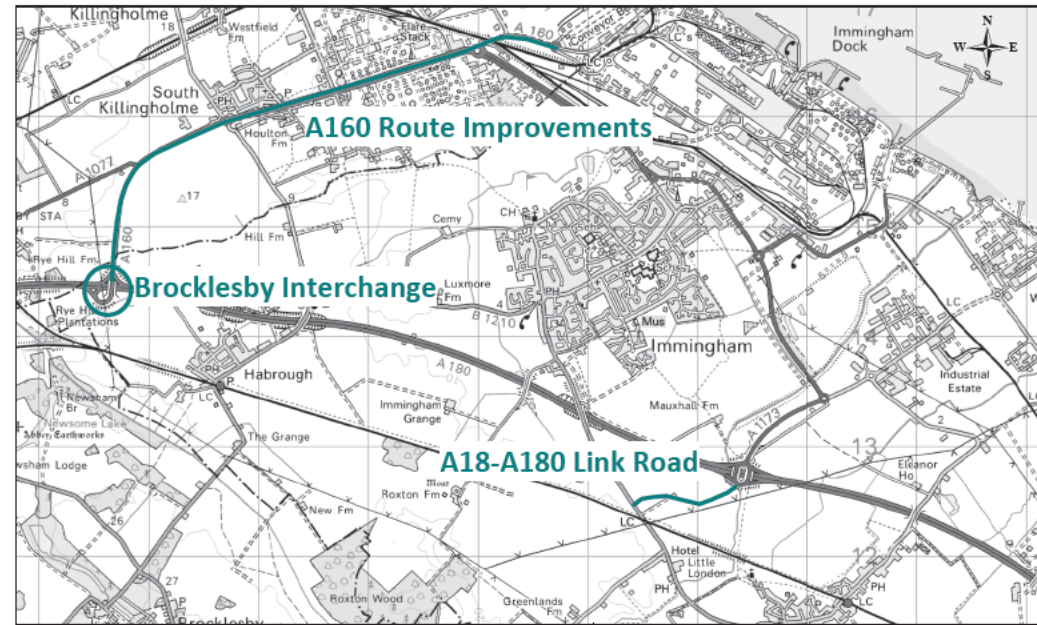


Figure 19 - Proposed Major Scheme Locations

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A18-A180 Link

The Port of Immingham is the largest port operation in the UK and is one of Britain's fastest growing ports. Access to the port from the A18 to the south is poor with no direct link between the A18 and A180. This results in dock bound traffic from the south using Pelham Road, which passes through the town centre and residential areas of Immingham, causing safety and environmental nuisance to the local residents. This dock traffic is largely due to agricultural produce such as grain being transported to the port and fuel oil going to the rural areas.

The key transport objective for the scheme is the provision of good access from rural Lincolnshire to the docks and other industrial areas in Immingham and vice versa including improved journey times for commercial traffic. The key environmental objective is the removal of heavy goods vehicles from Pelham Road in Immingham resulting in significant environmental benefits and a reduction in severance. Objectives also include the removal of through traffic (cars and light goods vehicles) from the village of Stallingborough resulting in significant environmental benefits and a reduction in severance.

The route between the A18 and the docks is severed by a gap in the A1173, which ends at the B1210 and continues to the north of the A180, giving access to the industrial area to the east of Immingham and, through it, to the eastern entrance to the port of Immingham. This relatively simple scheme provides a connection between the B1210 just to the north of the Sheffield to Grimsby railway line and the A180 Stallingborough Interchange. The A18-A180 Link Road offers a connection that avoids the archaeological heritage site, minimises the impact on Stallingborough village and overall has a low visual impact on the relatively flat landscape.

The A18-A180 Link gained entry into the Government's funding programme in 2010. The Coalition Government is now reviewing all the major transport schemes in its programme and has indicated that the A18-A180 Link Road is one of the schemes in the "Development Pool". Subject to further analysis, consultation and revised funding offers from Local Authorities a decision is expected by the end of 2011 on whether this scheme will receive funding.

Europarc Phase 4 Highway Infrastructure

The development of Europarc 4 as a key employment area will be dependent upon good connectivity and highway links. The highway impact of the current Europarc development has been less than predicted than when the development was first mooted in 2001. The intention is therefore to defer major upgrade works to the A180(T) Great Coates Interchange (GCI) and adopt a planned phased approach for the provision of highway infrastructure for Europarc Phase 4.

A phased approach will help minimise infrastructure costs and help the deliverability of the site securing more jobs and investment for the area therefore having a positive impact on the social and economic future of the area.

This approach allows cost effective solutions during the early phases of the development of Europarc 4 and ensures that any long term works provide value for money at the point of investment.

The South Humber Bank Link Road (SHBLR) will be the main spinal access road

for the Europarc 4 site and as part of this approach the requirements for this road will be reviewed allowing other possible solutions to be considered.

A160 improvements (including Brocklesby Interchange)

This is a Highways Agency scheme which as part of the DfT's review of major schemes in 2010 was classified as a "Future schemes / Review schemes" indicating that work will not start until after 2015. Although the scheme is located across the border in North Lincolnshire there are likely to be significant benefits for the port of Immingham and surrounding area. Costs are estimated at around £110m. The scheme is designed to improve access to Immingham docks, primarily to cater for growing freight traffic. Currently, freight accounts for 44% of the vehicles. The scheme is predicated on the increased traffic flows predicted to reach 22,000 vehicles per day (up from 13,000 in 2010). Key preparatory elements may be included in the Delivery Plan but this will be a long-term project. The engagement of the Local Enterprise Partnership, Associated British Ports and North Lincolnshire Council will be essential to help progress this scheme.

Grimsby Area Integrated Transport Scheme (GAITS)

The Renaissance vision for Grimsby town centre requires a high quality transport scheme that is bold and contributes to the delivery of a step change in the local transport system, to match the transformation taking place in the urban realm.

The Grimsby Area Integrated Transport Scheme (GAITS) has three major elements:

- A modern and attractive bus station in Grimsby town centre
- Park and ride along the three main principle routes into the area
- Bus rapid transit, using high quality vehicles with limited stop services operating between the park and ride sites and the town centre.

The scheme will introduce an innovative, high-tech transport infrastructure providing high quality sustainable travel.

A new central bus station for Grimsby will provide opportunity for improved links with Grimsby Railway Station and will help to tackle congestion by encouraging a modal shift to public transport. The new facility will provide a single, high quality, weather-proof waiting area for bus passengers, with electronic information about departures. The construction of the bus station will support the regeneration aspirations in the town centre probably as part of a wider retail development, providing opportunity for further urban realm improvements.

As part of the approach to deliver a step change in public transport provision, access to the Town Centre will be improved through the development of a park and ride service. Intended to relieve Grimsby town centre and its approaches from congestion, and provide a more sustainable means of travel, the service will be complemented by appropriate bus priority and demand management measures.

Three Park and Ride sites will be established, each serving one of the three principle routes into Grimsby (A180, A46 and A16).

The vision includes a rapid transit system for the area. Historically, this has been provided in some cities by introducing tram systems. Recent innovations in bus technology have introduced the concept of “Bus Rapid Transit”, which can provide a similar level of quality transport system which is more cost effective, making it a financially viable alternative for towns the size of Grimsby.

A new BRT service will provide a rapid connection between each park and ride site and the new bus station. It will be an express service, stopping only at selected locations, or Station-Stops, each with high quality information, waiting facilities, and secure cycle parking.

Each rapid transit route will be complemented by appropriate bus priority measures and ticketing systems ensuring competitive travel times.

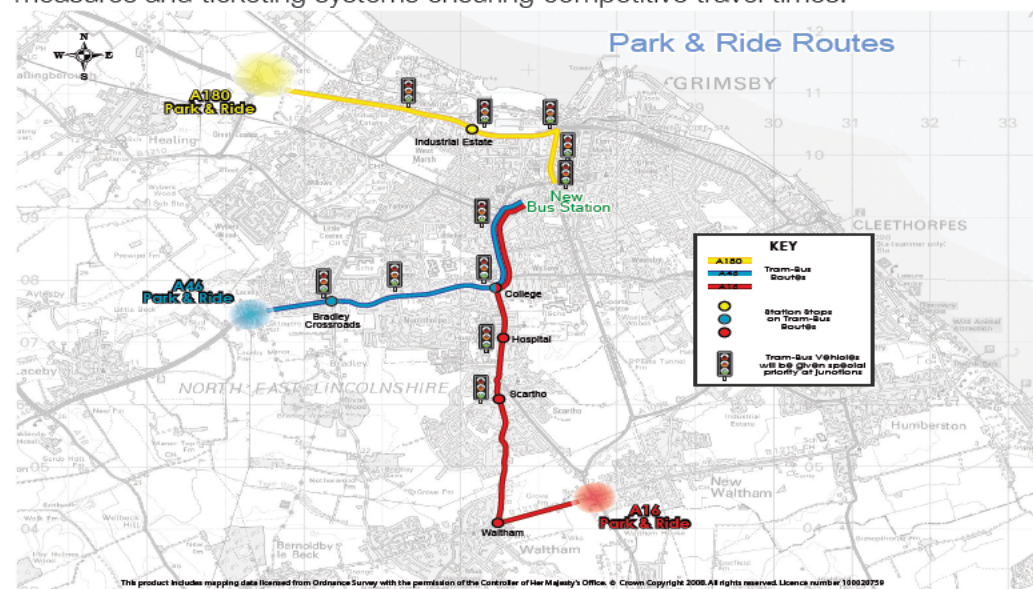


Figure 20 - GAITS project locations

8.1.5. Maintenance

The areas transport network, which includes roads, pavements, lighting and bridges as well as Public Rights of Way and passenger transport assets, is one of North East Lincolnshire's most valuable assets. The management of this network to meet the needs of current and future customers is one of our main responsibilities.

The first North East Lincolnshire Transport Asset Management Plan was produced in 2005, covering a period to 2022. The vision expressed in this is:

To hold and maintain the condition of the asset at its existing level until such time as data and its analysis enables a pragmatic approach to be adopted in relation to identification of asset improvements and then to progressively improve the condition of the asset to achieve targets set for 2022.

It sets out how this will be achieved. It is important that this is now reviewed and updated in the light of the new pressures in terms of regeneration, reductions in public spending and changes to the formula through which funds are allocated. This review will be a significant element of the Local Transport Plan Delivery Plan. It will cover:

- Highways
- Bridges and structures
- Drainage and coastal defence (primarily highways close to sea)
- Specific relationships, such as maintenance links with cycle network delivery, road safety & development (including Section 278/Section 106)
- Major maintenance requirements, including Immingham and Grimsby port access

8.1.6. Network Management Duties

Taking action under the eight Challenges requires that we manage, maintain and improve our networks in a co-ordinated way.

Whilst some elements of this will be driven by the need to maintain our current assets, we must align our programmes with the broader objectives of the Sustainable Community Strategy and the specific actions concerned with the development and regeneration of the area.

It is crucial that these two elements are not seen in isolation. For example, by aligning our highway maintenance programme with casualty reduction programmes, we will lever far greater benefits than would be possible from 'road safety' funds alone.

Although North-East Lincolnshire Council is responsible for local roads, the major highway routes through the area, connecting us with the National motorway network, are managed by the Highways Agency. Similarly, the rail routes are the responsibility of Network Rail. We will work in partnership with these agencies.

Similarly, we will work with bus operators to identify development sites which can be served by good commercial services.

One of the most critical requirements in managing our existing networks and in delivering improved links will be in providing resilience in the context of extreme weather or other events. This may include actions to adapt to the effects of climate change which is likely to become apparent towards the end of the strategy period.

8.1.7. Traffic Management Act (2004)

The Traffic Management Act 2004 was introduced to help local authorities and other agencies to tackle urban and inter-urban congestion and disruption on the road network.

More information on the Act and its importance to North East Lincolnshire can be found in the Local Transport Delivery Plan. However, the following key strategic elements are important:

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 surrounding authorities.

Part 4 – Covers streetworks, includes the provision for stronger powers for local highway authorities to direct when works are carried out or where new apparatus is placed. It provides for a noticing system for street works, fixed penalty notices and overrun charging schemes. It modifies many elements of the New Roads And Streetworks Act 1991 (NRSWA).

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

8.2. Road Safety

Road safety is a significant issue for North East Lincolnshire. As well as its impact on our communities, our levels of casualties are high in comparison with other similar local authorities. Our performance in addressing this is also less effective, in terms of casualty reduction, than other local authorities. This has been recognised in the North East Lincolnshire/Balfour Beatty partnership and two ten-year performance targets:

- Reducing the number of people killed or seriously injured on the roads by 33 percent (adults) and
- By 50 per cent (children) respectively (compared to five year average of 2004/05 to 2008/09);

In addressing these targets alongside our broader plans to regenerate communities and improve access to education, training, employment and community facilities, we will address the following priorities in order of effectiveness against our targets:

• Casualty Reduction

This requires a focused approach to reducing accidents where, when and to whom they happen. It requires the coordination of resources across a number of budgets as well as clearly defined processes to identify the issues and tackle them.

• Safer Access

This requires that safe access is incorporated into all development schemes (including housing, retail, employment and education) and that we work with existing communities, through the Transport Community Action Plans, to improve access.

• Perceived danger

Linked to the 'safer access' above, this element addresses the issues which our communities feel limit their safe access and amenity. It is understood that this will not in itself impact on casualty numbers and expenditure in this area will not be seen as an alternative to our targeted casualty reduction programme.

In the accompanying LTP3 Delivery Plan we have identified a comprehensive programme of actions which includes:

- Identifying the locations and other common factors of accidents, especially those involving death or serious injury, through collection, analysis and presentation of information
- Tackling 'worst first' the locations of accidents through the application of appropriate engineering solutions.
- Linkage of the highway maintenance programme to delivery of road safety improvements.
- Addressing causes of accidents linked by common factors other than location, for example those involving pedal cyclists, motorcyclists, young drivers, child pedestrians and older people.
- Developing and delivering education, enforcement and publicity measures to address the behavioural aspects of road safety in order to deliver both casualty reduction and improved access to jobs, education and services.
- Working with communities, through a programme of Transport Community Action Plans to identify the barriers to safe access and develop appropriate solutions to resolve them.
- Delivery of safe access, perceived danger reduction and casualty reduction actions through the regeneration programme, involving the inclusion of these elements within schemes and their funding through developer contributions.

8.3. The Public Transport Network

Public transport within North East Lincolnshire is dominated by the bus services operated by Stagecoach. By working in partnership with the bus operator and with neighbouring authorities, we will:

- Improve the quality, performance and reliability of our bus services by finalising and developing further the Bus Quality Partnership. We will work imaginatively within the current regulatory arrangements whilst seeking to improve these where possible.
- Improve the integration of our services, building up to a 'door to door' network strategy. Our long-term goal is for seamless networks, high-capacity quality routes with interchange, ticketing, information and waiting facilities to match. This will include integration with rail services.
- Provide more priority for buses through a combination of improved enforcement and extensions to on-street bus priority measures. Along with measures to resolve specific congestion, the Grimsby Area Integrated Transport Scheme (GAITS) identified a comprehensive programme of improvements, including bus

priority measures, park and ride sites and a new Grimsby bus station (linked to the town centre regeneration). These will be developed as part of the LTP3 Delivery Plan.

- Continue to build on our complementary services, including Phone-n-Ride and Wheels to Work where these serve needs not easily met through mainstream public transport. These will be integrated with mainstream public transport where possible. Where appropriate we may extend the offer through the use of other services that could include licensed taxis, shared taxis, taxi contracts, community cars, community transport and 'brokered' vehicles sourced from other agencies.
- Ensure that development sites are assessed for public transport access and any required new and improved services are designed and delivered as sites are occupied.
- Build good public transport into the regeneration plans for Grimsby and Cleethorpes, using it as a strategic tool to improve access whilst reducing congestion and the requirement for car parking.
- Work with bus operators to improve the commercial performance of bus services by linking with the development of new and refurbished housing and with employment sites.
- Work in partnership with regeneration professionals and developers to provide short, attractive, direct and safe routes to good quality public transport services, building interchange and bus priority facilities into masterplans as required.
- Use new technology, including Smartcard ticketing and real-time travel information, to make the public transport network more attractive.
- Manage public transport alongside parking policy. Consider the use of park-and-ride where appropriate to provide links, especially to Grimsby and Cleethorpes.
- Work with bus operators to identify congestion 'hotspots' which affect bus operation, tackling these through effective highway management.
- Work with employers and developers to provide and fund good bus services to employment areas, especially those on the South Humber Bank.

- Work with the rail operators to improve services where feasible, examples may include:
 - improving connections between Trans-Pennine and Cleethorpes-Barton-on-Humber services
 - extension of East Midland Trains service between Newark & Grimsby to Cleethorpes in the summer season
 - Improving line speeds between Cleethorpes and Doncaster (which could reduce journey times to and from London.)

These public transport initiatives will be combined with travel advice, travel planning and publicity provided in partnership with rail and bus operators. Public transport will also be a part of the Transport Community Action Plan process.

A comprehensive Strategic Bus Review will be carried out during the early stages of the first Delivery Plan. This review will inform the future delivery of public transport services and the ongoing programme of infrastructure improvements.

8.4. The Cycle Network

Cycling is an important mode of travel in North East Lincolnshire, providing access links not easily met by public transport. Levels of cycling are broadly in line with other similar areas, especially in providing sustainable, independent access for children to schools and other facilities. In developing cycling further we will:

- Build on the well-established strategic route network in the area, improving links within residential areas and between these areas and jobs and services. Develop the strategic cycle network as part of the regeneration programme, the highway maintenance programme and UK Government funding schemes to promote sustainable local travel.
- Work with communities to identify and address access issues relating to cycling using the Transport Community Action Plan process.
- Continue to promote cycling as a means of healthy, independent travel for children and young people.
- Investigate cycle park and ride at local rail stations as a means of extending their catchment areas. Explore the potential for linked cycle hire schemes in Grimsby and Cleethorpes.
- Investigate and tackle the safety issues surrounding cycling and how accidents and injuries can be best reduced.
- Work with employers to promote and encourage cycling as a healthy, cost-

effective means of travel.

- Promote cycling as part of the tourism offer.
- Use traffic modelling techniques to explore the value of cycling as an alternative to highway investment to tackle congestion and access to new developments.

8.5. The Public Rights of Way Network

Public rights of way are an important asset for North East Lincolnshire. They provide access to people on foot, cycle and horseback. As well as providing links to schools and workplaces, they offer opportunities for leisure, healthy exercise and access to green space. It is important that rights of way are accessible to all, including those less able to walk, people in wheelchairs and families with baby buggies.

The North East Lincolnshire's Rights of Way Improvement Plan (2008) sets out the current position regarding rights of way and the requirements for improvement identified through consultation and monitoring. This important document also sets out a Statement of Action through which to deliver improvements. This seeks to:

- Overcome legal deficiencies
- Improve the condition of the network
- Make the network safer
- Improve accessibility
- Extend and link the network

These improvements to the rights of way network will have positive impacts on one or more of the LTP3 Challenges. Consequently, the 3 Year LTP3 Delivery Plan will contain the relevant elements of the RoWIP.

8.6. Taxi and Private Hire

Taxis and private hire vehicles are an important complement to both public and private transport. The role of both and their integration with other modes of transport will be reviewed as part of the overall strategic development of transport in the Borough.

North East Lincolnshire currently limits the number of Hackney licences. This reflects its view that the needs of the public and the long-term needs of the taxi trade are best served by imposing such a limit.

As required by the guidance issued by the Department for Transport, this policy will be reviewed during the period covered by this Transport Strategy. This will involve the commissioning of studies to determine that the levels of demand are being met by the number of hackney licences issued and that no significant unmet demand exists.

In addition, the needs of those people with mobility difficulties and other disabilities will be established and suitable amendments to our licensing policies and relationships with the trade will be made to ensure that needs are met. This will be explicitly reflected in the development of Challenge D.

8.7. Freight

Freight is a crucial part of transport for North East Lincolnshire. As well as sea traffic, the economic success of the area is reliant on good rail and road freight links. Its importance to the UK economy makes this an issue of importance for the whole of the UK, providing an additional level of stakeholder support in seeking funding for our plans within the UK or through European agencies.

There are many aspects to freight transport which affect our economy including:

- Local access to sites such as ports, affecting their day-to-day operation
- Transit routes which can affect communities through high levels of HGV traffic and the severance, noise and pollution this can bring.
- Access to main trunk routes, especially the motorway network
- Capacity constraints some distance from the area, such as constraints on the M1, A1 and East Coast Mainline.
- Rail freight capacity in terms of train paths, line speeds and height restrictions

As part of the on-going development of LTP3 we will seek to refresh our existing freight study and will work with neighbouring authorities and local stakeholders from the ports, freight and haulage sectors to develop a Freight Quality Partnership to look to understand the issues and propose viable solutions..

One area for further investigation is to determine the scope for further transfer of freight from road to rail, waterway or pipeline, freeing road capacity and delaying or eliminating the need for highway capacity increases. Comparative options would need to be developed to assess the relative short and long term benefits of

road investment versus expenditure on other modes. It is also clear that demand management measures for non-freight road traffic will also impact on freight capacity and this element will be included in the study.

The principal demand for additional rail freight capacity in North East Lincolnshire is the growth in the use of imported low-sulphur coal in UK power stations. This is primarily due to an overall switch from gas to coal (due to rising gas prices) and a reduction in burning domestically mined high-sulphur coal in order to meet emissions targets and reduce costs. To meet additional demand, the Rail freight Route Utilisation Strategy set out the following short-term (2007-2009) recommendations:

- Brigg Line enhancement to provide a significant number of additional paths per day in each direction between Immingham and the Trent Valley Power Stations/Doncaster. This also provides a diversionary option to the South Humberside Main Line. This has been completed.
- Wrawby Junction line speed improvements.

In the medium term (2009-2014), the Lindsay Oil Refinery-Killingholme Branch Loop to regulate traffic in Immingham is proposed.

In addition, there are proposals to address gauge restrictions to provide capacity for larger containers and possibly cars.

Although the proposed direct link to the Trent Power Stations via Cottam Cord and the Brigg Line has been rejected, we would like to see an increase in the capacity of the South Humberside Main Line and we work with Network Rail to consider alternative solutions.

The additional capacity gained through improvements would provide scope to deliver train paths on the South Humberside Main Line which could be used for freight. We will explore the potential for this with Network Rail and likely rail freight clients on the South Humber Bank.

8.8. Wider Network Connectivity

Given its relatively remote location, good transport links are essential for the success of the area. This includes road and rail links for freight and passenger traffic, as well as access to airports.

Our local highway programme, together with North Lincolnshire, is designed to provide access to these key highways, especially for freight and commercial traffic.

Although the A180 provides a good link to the seaside town of Cleethorpes, congestion at the end of the route may be a barrier to significant tourism growth if left unresolved.

Buses provide links into Lincolnshire and north to Hull. The Lincolnshire InterConnect Network provides a network of high quality buses which provide key links (Louth, Lincoln and Newark), supplementing local bus and rail services. An hourly service to Humberside Airport and Hull is also available.

The hourly Trans-Pennine Express service from Cleethorpes & Grimsby to Manchester provides the primary access to the National Rail Network. Currently no direct trains are available to London, with a change required at Doncaster or Newark. The fastest journey via Doncaster is 3 hours, with an average of 3 hours 20 minutes.

Economic growth prospects would be improved through better connections with London in terms of encouraging businesses and industries to locate in North-East Lincolnshire. This is especially so with new emerging industry, a key growth sector for North and North-East Lincolnshire.

Line speeds are generally slow and additional train paths are limited due to the significant freight traffic.

Our Transport Strategy will seek to bring about rail connectivity improvements for both passenger and freight traffic.

8.9. Parking

Across North East Lincolnshire there are currently thirty-three car parks managed by Balfour Beatty for North East Lincolnshire Council providing some 3644 spaces (and 138 disabled spaces). The majority of these spaces are located around Grimsby and Cleethorpes town centres with smaller car parks servicing smaller local retail developments.

Within Grimsby town centre there is currently a mix of public and privately owned car parks serving the area. The majority of privately owned or managed car parks

in this area serve the retail developments on the outskirts of the town centre. There are two large multi-storey car parks serving the Freshney Place shopping centre. In addition there are several publicly owned car parks. In total, between the public and private car parks there are around 4,000 off street spaces available for parking in the town centre.

There are currently two off street lorry parking sites, providing ninety-eight overnight spaces for HGVs.

The provision of parking is currently subject to a full review as part of the Parking Strategy following the Council's adoption of powers for Civil Parking Enforcement in 2010.

The review will look at the following aspects of local parking policy:

- Off street car parking charges
- On street parking charges
- Parking on verges and pavements
- Resident car parking
- Disabled parking review
- Staff car parking

The outcomes of the review will be incorporated into the delivery of this Local Transport Plan

8.10. Streetscape

Alongside the bigger regeneration, maintenance and improvement projects, we will seek to reduce street clutter and ensure that the streetscape is enhanced as part of our asset management and maintenance programmes.

The development of Home Zones in housing renewal areas and the introduction of the "Shared Space" concept into town centres are prime examples of where transport can have a significant impact on the streetscape, creating environments that are not dominated by cars but where people feel free to move about without being constrained to their traditional spaces along footways.

8.11. Accessibility and Rural Communities

Although the majority of the population of North East Lincolnshire live in the urban areas of Grimsby, Cleethorpes and Immingham, there are a significant number of rural communities in our area.

Some of these lie on the fringe of the urban area or on main transport corridors and whilst some residents of these communities may be unable easily to access mainstream public transport, in general they are well served.

More isolated communities are extremely difficult to serve with conventional public transport. In North East Lincolnshire we have achieved a great deal with our Phone-n-Ride service which does provide access across the whole of our area. This is supplemented by the more specialist Dial a Ride service which provides full accessible vehicles and through Wheels to Work which provides small motorcycles to enable people (primarily the young) to access work, education and training.

In addition to the more isolated communities, the same factors make some employment and training destinations difficult to get to, even for those living in the urban area.

What is clear is that this kind of isolation and poor access is a problem for a minority. Most of those living in rural areas or working in remote facilities will use a car and many rural households have several cars. Many elderly people have the means to use taxi services even if they are unable to drive.

All this underlines the plight of those who do not have the means to own and run a car, or who find that the need to own a car is a significant drain on a limited income. In many cases a single household car is used by a wage-earner, leaving other household members without access.

This can especially affect young people in rural areas and can limit their ability to access education, training and employment. This is likely to be exacerbated in the light of benefit cuts (including Educational Maintenance allowance) under the current Government's deficit reduction policies.

Rural communities often depend on facilities in neighbouring local authority areas. Though this is less true within the relatively small area of North East Lincolnshire, there are many communities in Lincolnshire and North Lincolnshire which depend upon services in North East Lincolnshire. We will take this into account, working with neighbouring authorities, in developing our rural policies and implementation programmes.

Recognising the access difficulties of their clients, many agencies have sought

to help by providing transport. Whilst this is welcomed, there can be difficulties caused through the facilities being restricted to a single use. For example, an ambulance provided to take an elderly person to a hospital appointment cannot be used for a shopping trip at the same time.

We plan to undertake a review of bus and complementary services with a view to establishing 'brokered' services through which agencies will make their vehicles available for bookings taken through a central service, enabling use by people on the basis of their individual needs rather than the needs of the specific delivery services.

This may make use of 'transport hubs' where people can interchange from one vehicle to another (including rail and low floor buses) to access a wider range of destinations.

In resolving the relative isolation of some of our rural residents we must develop innovative approaches if we are to tackle them in a cost-effective and affordable way. This requires that we consider the use of community-based solutions such as community cars and car sharing, alongside more conventional solutions.

Across our entire delivery programme, we will judge the impact of individual schemes and the programme as a whole against the impact on our eight challenges. However, in the case of rural areas, it is likely that most actions will impact significantly on Challenge D.

Our approach to meeting the needs of rural communities, we will:

- Use our Transport Community Action Plan process to help our rural communities identify and address the access issues which affect them
- Engage with partners and other Council departments to develop ways to deliver services to reduce the need to travel or locate them in places which can be easily reached.
- Work in partnership with the neighbouring local authorities of Lincolnshire and North Lincolnshire to establish effective ways to deal with the issues and seek funding jointly
- Incorporate rural bus services and the potential for transport brokerage into a review of bus services
- Ensure that the needs of rural communities are built into any reviews of traffic management and speed management which encompass rural areas

integrating this with the Rights of Way Improvement Plan, and any opportunities from the highway maintenance programme. In addressing the needs of our rural areas, we will follow the guidance of the Commission for Rural Communities

8.12. Transport Community Action Plans

Communities themselves are often best placed to identify the transport, access and connectivity barriers which affect the lives of residents. Workshops facilitated by transport professionals enable the development of a Transport Community Action Plan for the area. These plans provide a flexible approach and form the basis for improving access for a community.

The approach is especially important for communities undergoing transition, for example through a regeneration programme.

The process will be tailored to the community and in many cases it will be sponsored through existing democratic structures such as a Parish Council. Although the existing North East Lincolnshire “15-5-1” neighbourhood working arrangements can be used to oversee the process, in general the approach works best at a smaller scale. Many of the issues raised and their solutions are extremely local and can be lost in a large geographic area.

Figure 22 opposite shows how the process works in the context of the broader issues which affect a given community.

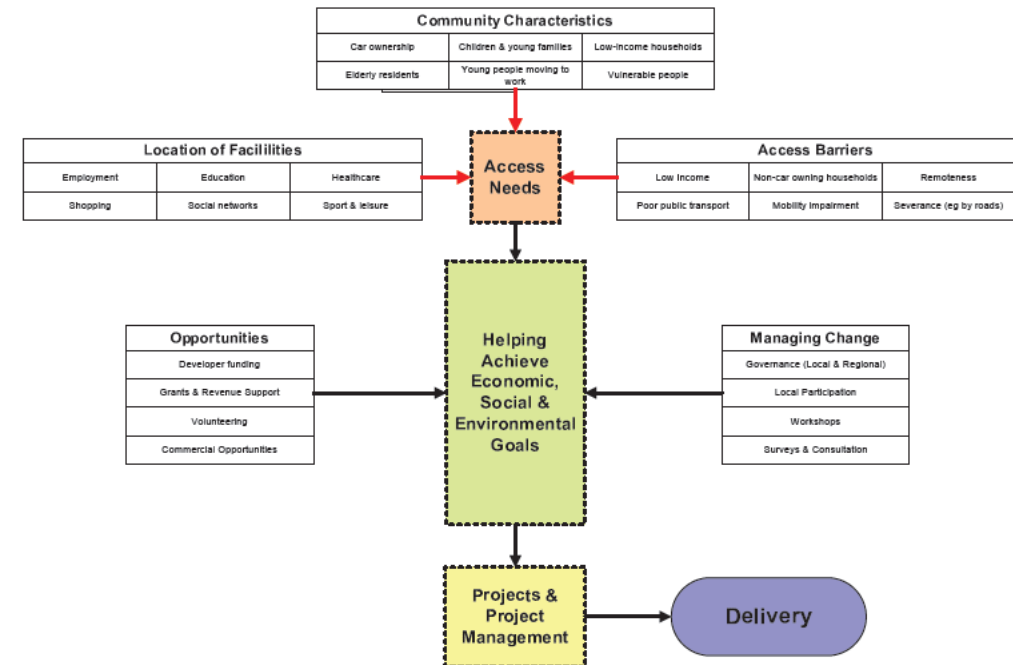


Figure 21 – Developing a Transport Community Action Plan

Where a Transport Community Action Plan is part of a regeneration programme, its results will be built into the overall plan. Delivery agencies (including transport operators) will be involved in the process to ensure that they take an active role in helping identify the issues and potential solutions. In most cases, proposals will be tested using qualitative and quantitative consultation and will be subject to the relevant democratic processes.

What is crucial is that the Transport Community Action Plan addressed the ‘door to door’ journey, such as lighting walkways used to access public transport.

The resultant Action Plan will in all cases be co-ordinated with established maintenance and other larger programmes of works in the area to achieve value for money and reduce disruption to communities.

8.13. Demand Management and Smarter Choices

As detailed under Challenge A, key policy tools will be applied to ensure that developments take place in inherently accessible locations. This is a key element of the Local Development Framework.

Linked to this are other actions designed to reduce demand, including parking policies and the use of 'smarter choices' to encourage people to use sustainable modes or alternatives to travel.

The existing experience of North East Lincolnshire in providing alternatives to the car provides an excellent platform to develop our Smarter Choices actions. These include:

- Partnership working with employers, JobCentre Plus (and other agencies) and training and education providers to develop and deliver an integrated skills development and access package geared to meeting the needs of jobseekers and young people.
- A requirement for effective travel plans for every new development above agreed threshold levels.
- Parking policies consistent with encouraging the use of sustainable modes, linked to ensuring the availability of highway capacity for freight and essential users. This will incorporate, where appropriate, proposals for park and ride.
- Clear targets, backed by suitable incentives, incorporated in travel plans.
- A programme of voluntary travel plan initiatives, linked to employers and lifestyle initiatives in partnership with the NHS.
- Working with transport operators to develop attractive discounted ticketing schemes for public transport, helping build up commercial business for operators and to deliver against modal share and carbon reduction targets.
- Develop effective marketing of public transport, linked to the integrated network proposals
- Co-ordinated monitoring of the effectiveness of travel plans and publication of the results as 'best practice' guidelines. Sharing of such best practice with other transport authorities.
- Further development of school travel plans to maintain our excellent performance in ensuring the use of sustainable modes by school and college children.

To assist in the development of our 'smarter choices' programme, we will use our experience to date as set out in the recent report on access to employers with

100+ employees. This demonstrates:

- That there are good commercial public transport links to most sites
- That fares on these routes generally offer value for money
- That Wheels to Work and Phone 'n' Ride provide good complementary services
- Barriers to entering employment tend to be in aspiration, knowledge of transport links and skills, supporting the proposal to focus on combined skills/transport initiatives.
- In future there should be ongoing monitoring, linked to the travel plan arrangements, including surveys with employers, employees & skills providers
- It is essential that good access is considered during the planning of new employment and training sites.

9. Managing the Strategy

9.1. Governance

The on-going governance of the delivery of LTP3 will require a series of processes to ensure compliance with acknowledges good practice and the requirements of the Balfour Beatty / NELC partnership.

9.1.1. Scheme Delivery

As schemes are initiated and progressed, a project manager will be assigned to manage all aspects of delivery. Where appropriate, a project team representing key stakeholder and contributor interests will be assigned, under the overall responsibility of the project manager.

Monthly reports will be provided and submitted to the LTP3 Programme team for review. Although this will routinely focus on delivery, including financial aspects, there will also be key milestone points within the project at which outputs and scheme outcomes will be measured.

The outcomes of schemes, along with significant delays, new or modified risks and financial variations (greater than £10K or 10% of the project cost) will be reported, by exception to the North East Lincolnshire Council Regeneration Directorate. Decisions made will modify both individual schemes and the overall Delivery Programme. For example, a significant underspend which cannot be corrected within the scheme itself may lead to additional schemes being initiated and brought forward for delivery.

9.1.2. Delivery Plan & Annual Programme

An annual refresh of the Delivery Plan and associated annual programme will be approved prior to the commencement of the new financial year by the Portfolio Holder on the basis of the progress made and the available resources.

The overall Delivery Programme will be reviewed on a quarterly basis and reported to the Portfolio Holder which may again involve decisions being made in relation to specific schemes and the programme as a whole.

On an annual basis, a Delivery Report will be prepared which identifies progress on all schemes in the programme, including their spending profile against plan. In addition, indicators which are on track or otherwise will be reported through a red/amber/green (RAG) system.

This annual report will be delivered to the Portfolio Holder as well as the Local Strategic Partnership.

9.1.3. Transport Strategy

This Transport Strategy has been written in such a way as to be flexible and adapt to changes in local priorities. It is appropriate though that a formal review of this document be carried out at least every three years to ensure that it builds upon the most current strategies and policies ensuring that the document remains applicable and relevant to local people and the transport, access and connectivity issues they face.

9.2. Resources

Resources will be fully defined in the LTP3 Delivery Plan, however the level of funding made available through the DfT settlement is based on a formula and the decision to remove the ring fencing of the DfT settlement now means that the final amount of capital funding that is made available to deliver LTP3 projects is decided at a local level.

In addition to traditional LTP3 block allocations we will look to resource our Delivery Plans by:

- Aligning small-scale improvements to the larger maintenance and regeneration programmes, ensuring that we gain best value.
- Ensuring best practice in the design and delivery of schemes, utilising the expertise and procurement disciplines of Balfour Beatty where appropriate.
- Engaging communities and partner organisations with our plans through the existing 15-5-1 neighbourhood working arrangements and the Transport Community Action Plans.
- Drawing in partner and other local authority funding, especially where transport interventions deliver against other important outcomes such as health, skills and employment.
- Making a bid for substantial funding through the Local Sustainable Transport Fund, linked to our plans for the local economy, carbon reduction, environmental and road safety measures.
- Explore the use of developer funding possibly through a Community Infrastructure Levy and other potential sources such as European Investment Bank or Tax Incremental Funding.

9.3. Outcomes, Targets and Monitoring

To manage the delivery of LTP3 a number of indicators will be monitored and where appropriate targets will be set. Performance monitoring will be an integral part of the LTP3 programme management and a comprehensive approach will be developed to ensure the delivery of key performance targets within the wider strategic arena.

DfT guidance published in July 2009 states “Authorities should consider as they develop their Local Transport Plan what performance indicators are most appropriate for monitoring it”

In 2007 the Department of Communities and Local Government (DCLG) published a new National Indicator Set, replacing previous Best Value Performance Indicators (BVPI). In 2009 the DCLG also provided guidance on forming Local Strategic Partnerships (LSP) to create community based partnerships that were monitored through Local Area Agreements (LAA).

The Coalition Government is emphasising the importance of ‘localism’, tailoring delivery and associated performance management to meet local needs. Under the now disbanded Local Area Agreement process, North East Lincolnshire selected a range of performance indicators and targets which were seen as especially important to help drive forward our economic, social and environmental development.

Consequently, although the performance indicators we use may be reviewed and modified over time, North East Lincolnshire is likely to retain many of the elements already decided through its strong local partnership working.

Area wide Performance Indicators

A comprehensive set of performance indicators are in place covering the Partnership between Balfour Beatty & North East Lincolnshire Council covering all aspects of the agreement including the delivery of LTP3. In addition to a range of high level targets including the creation of jobs and the level of investment in North East Lincolnshire there are a selection of transport specific targets that have been agreed as part of partnership. Many of these are based on existing targets set either nationally or as part of the delivery of LTP2. Performance indicators have been an important part of the whole LTP3 process throughout LTP1 and LTP2 and previous LTP3 indicators provide good baseline and trend data and this will be used where relevant to LTP3 to inform the development of targets.

The intention is to use a selection of these indicators and targets where appropriate to monitor performance of LTP3. Details of these and all the LTP3

performance indicators are presented below

LTP3 Performance Indicators

Ref	LTP3 Performance Indicator
LTP1	Condition of the principal road network
LTP2	Condition of the non-principal road network
LTP3	Condition of the unclassified road network
LTP4	Condition of the category 1,1a and 2 footway network
LTP5	Repairs to “unsafe” highway made within 24 of notification
LTP6	Car parks (owned or managed by North East Lincolnshire Council/ Balfour Beatty) accredited to “Parkmark” standards
LTP7	Ease of use of the Public Rights of Way network
LTP8	Pedestrian crossings with facilities for disabled people
LTP9	All aged killed or seriously injured as a result of road traffic accidents
LTP10	Children (aged <18) killed or seriously injured as a result of road traffic accidents
LTP11	All aged slight injuries as a result of road traffic accidents
LTP12	Number of School Safety Zones in operation
LTP13	Bus passengers beginning their journey in North East Lincolnshire.
LTP14a	Bus punctuality (services with a frequency of 4 or less buses per hour)
LTP14b	Bus punctuality (services with a frequency of 6 or more buses per hour)
LTP15	Satisfaction with local bus services
LTP16	Annual growth in traffic across the principal road network
LTP17	Pupils travelling to school by car
LTP18	Street lights that are working
LTP19	Car occupancy
LTP20	Cycling trips
LTP21	Walking trips
LTP22	Public satisfaction with the delivery of LTP3 projects and initiatives

Information relating to performance indicators and targets is presented in the Delivery Plan.

As our Local Transport Delivery Plan develops, we may choose to undertake monitoring of individual schemes or initiatives to measure local improvements stemming from schemes implemented at a smaller level. This will complement the set of area-wide transport performance indicators and those linked to important economic, social and environmental imperatives such as the delivery of new jobs and the development of low carbon technologies.

Undertaking this before and after monitoring enables successes at a local level to be monitored where the area wide impact of the same scheme may not be recordable.

9.4. Performance and Programme Management

Individual projects will be managed by small LTP3 Project Teams led by a Project Manager who will be responsible for overseeing all aspects of the project.

Management of projects within tolerances will be undertaken by individual Project Managers and the LTP3 programme team with reports strictly by exception going to the North East Lincolnshire Council Regeneration Directorate and the Portfolio Holder.

An updated Delivery Plan will be presented to the Portfolio Holder for The Environment and the Green Agenda each year. The report will present a detailed programme for the year ahead.

This LTP3 Transport Strategy will be reviewed and update at least once every three years. This timeframe may be shortened subject to agreement by the Portfolio Holder. Revisions to the Transport Strategy will be ratified by Full Council and may involve discussions with Scrutiny.

An annual end of year report will outline the key achievements in the delivery of the LTP3, a summary of financial information and results of the LTP3 Performance Indicators. This report once approved by Portfolio Holder will be made public and circulated to local Stakeholders.

In order to maintain alignment with the Sustainable Community Strategy, an annual report focussing on LTP3 will be presented to the Local Strategic Partnership. Members of the LSP will also be invited to attend Stakeholder workshops to review the Transport Strategy as and when it is appropriate.

There will clearly be a role for the Local Enterprise Partnership (LEP) in developing, funding and delivering these elements. However, it is not possible to state at

this stage how this might operate. When the LEP is formally set up, this will be reviewed and appropriate arrangements put in place.

Overall programme management will be defined within the Delivery Plan. Key elements which will be incorporated include:

- Reporting to the Council and its delivery partners on the progress of individual projects, the overall programme and the broader outcomes.
- Project and programme management arrangements, including the use of designated project sponsors to report progress and ensure projects have the required level of support.
- The use of simple Red/Amber/Green (RAG) ratings to report progress
- Integrating LTP-3 progress reporting into the Local Strategic Partnership, alongside economic, physical and social regeneration
- Reporting and liaison with the Local Enterprise Partnership and other key external bodies.

The focus of the Local Transport Strategy is on regeneration, the creation of jobs, economic and social inclusion, developing a low-carbon economy and environmental excellence.

However, much of the resource we have available must be directed towards maintaining our current assets. In setting priorities we must ensure that we get the most out of these assets and that we lever in additional funds to add value to schemes in terms of delivery against the key economic, social and environmental imperatives.

It is crucial, especially during a time of public spending constraint, that we put in place a sound 15 year strategy for transport geared to the delivery of our over arching ambitions

Figure 23 below shows how this high-level strategy will be translated into the 3-year Delivery Plan.

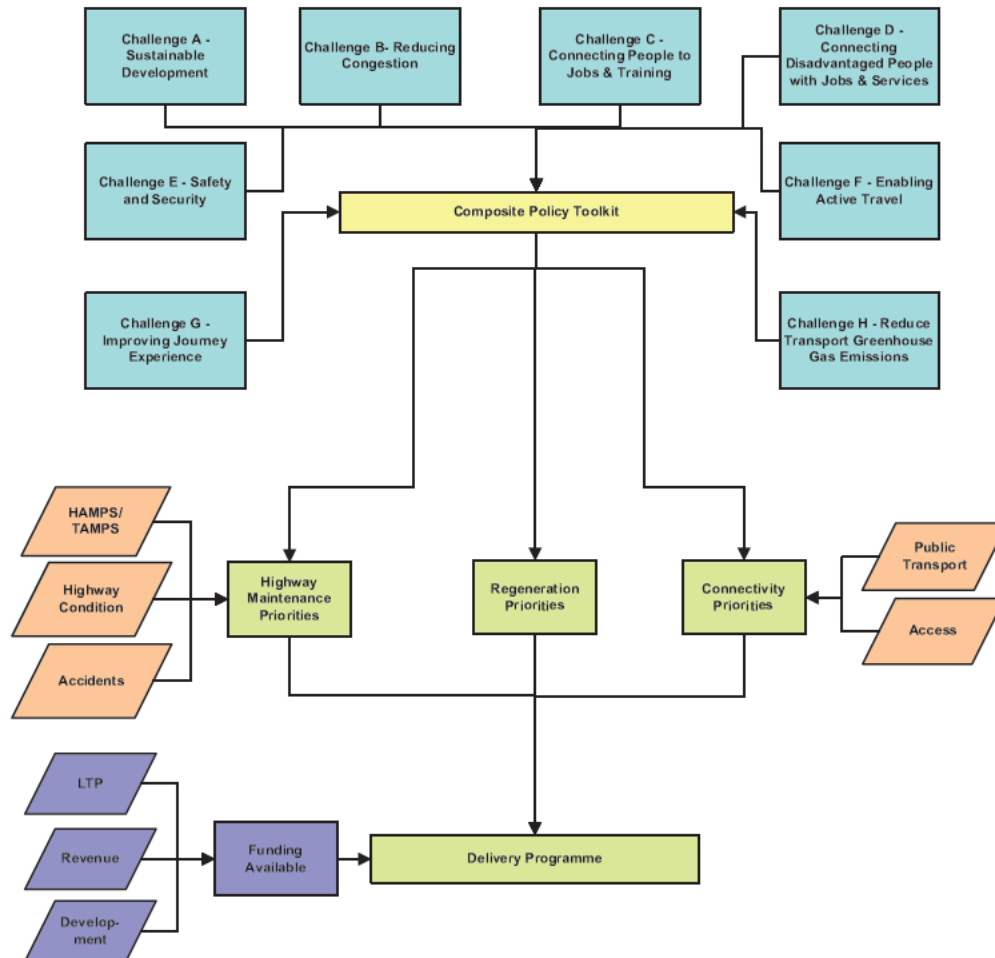


Figure 22 - Developing the Delivery Plan

Stakeholders will be fully engaged in this process, providing critical feedback on our priorities and how we should tackle these using the Challenges and their associated Policy Toolkits and Interventions.

9.5. Delivery Constraints

The Delivery Plan explicitly incorporates the following constraints and duties:

- Full regard to Government guidance and policies (as required under the Transport Act 2000)
- A Strategic Environmental Assessment will be an integral part of both the LTP3 Delivery Plan and its delivery, as required under European legislation
- A comprehensive approach to equality and diversity under the Single Equalities Act 2010. Specifically both our Transport Strategy and the Delivery Plan address the needs of disabled people as required under the Local Transport Act 2008
- Management of air quality as specified under Part IV Environment Act 1995 Air Quality Standards (England) Regulation's 2007 Clean Air for Europe (CAFE) programme
- Incorporation of actions to address the requirements of the Network Management Duty and Children and Young People's Plan
- The Rights of Way Improvement Plan will be reflected in all relevant aspects and ultimately will be fully incorporated into the Local Transport Plan

9.6. Developing the Annual Programme

Since there are many competing demands on available funding, careful appraisal of projects will take place. This will be geared towards prioritising activities involving statutory duties and high priority actions such as maintenance of the highways asset, balancing this with the other themes which contribute significantly to the economic and social regeneration of the area. There are several key issues that will need to be taken into account in developing the annual programme of works:

Commitment

Is there a statutory duty involved or are there any existing commitments in terms of critical maintenance requirements, committed and contracted schemes?

Schemes where there is an existing commitment carry a higher priority than those where no such commitment exists.

Policy Fit

In assessing individual schemes against each other their fit to the Local Transport Challenges is a key consideration. The following table sets out an initial framework against which schemes will be judged for their policy fit. This framework will be subject to review in light of local policy changes.

Policy Fit matrix

Challenge	Overall Aims for Scoring
Challenge A Enable sustainable growth through effective transport provision	Delivering employment growth Delivering housing growth Delivering services and facilities LDF Core Strategy measure
Challenge B Improve journey times and reliability by reducing congestion	Reduced congestion impacts on business & community
Challenge C Support regeneration and employment by connecting people to education, training and jobs	Delivering a strong economy Regenerating Grimsby Delivering Sustainable Growth
Challenge D Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities	Deliver a skilled workforce Inclusion for the whole community Access to services & facilities
Challenge E Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime	Safe access for all Reduced road casualties Safe & secure communities

Challenge	Overall Aims for Scoring
Challenge F Improve the health of individuals by encouraging and enabling more physically active travel	Improving life expectancy Reducing health inequality Improving quality of life
Challenge G Improve the journey experience on the local transport network Improvements for public transport users Improvements for drivers, including freight	Better connectivity to National & International destinations
Challenge H Ensuring transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions	Reducing North East Lincolnshire Councils impact on climate change Reducing the impact on transport on Air Quality Improving energy security Strengthen economy through sustainability

Affordability

At a time of funding constraints this is a key consideration, what level of value for money does the project expect to realise? Schemes that are unlikely to be affordable within current budgets can be removed from the programme and may be subject to bids for external funding or revision to bring costs down.

Deliverability

Schemes that are unlikely to be deliverable for whatever reason will be identified and removed from the programme at an early stage.

Strategic Added Value

What additional value can be added as part of the primary scheme? This may include the delivery of several projects at once in an area,

Risk

Each project will be subject to an appropriate level of risk assessment. Factors such as risks of funding loss, cost escalation, significant barriers to progress (e.g. land acquisition or regeneration programme risks) will be considered. The approach to risk management will be in line with the type and value of individual projects.

At the start of each review cycle all schemes currently in the Local Transport Plan or associated documents such as the Transport Asset Management Plan (TAMP) will be appraised against the Transport Strategy and its constituent Challenges.

In parallel, new schemes will be developed and brought forward as the annual Delivery Plan is developed, refined and reviewed in line with overall Council priorities and available funds.

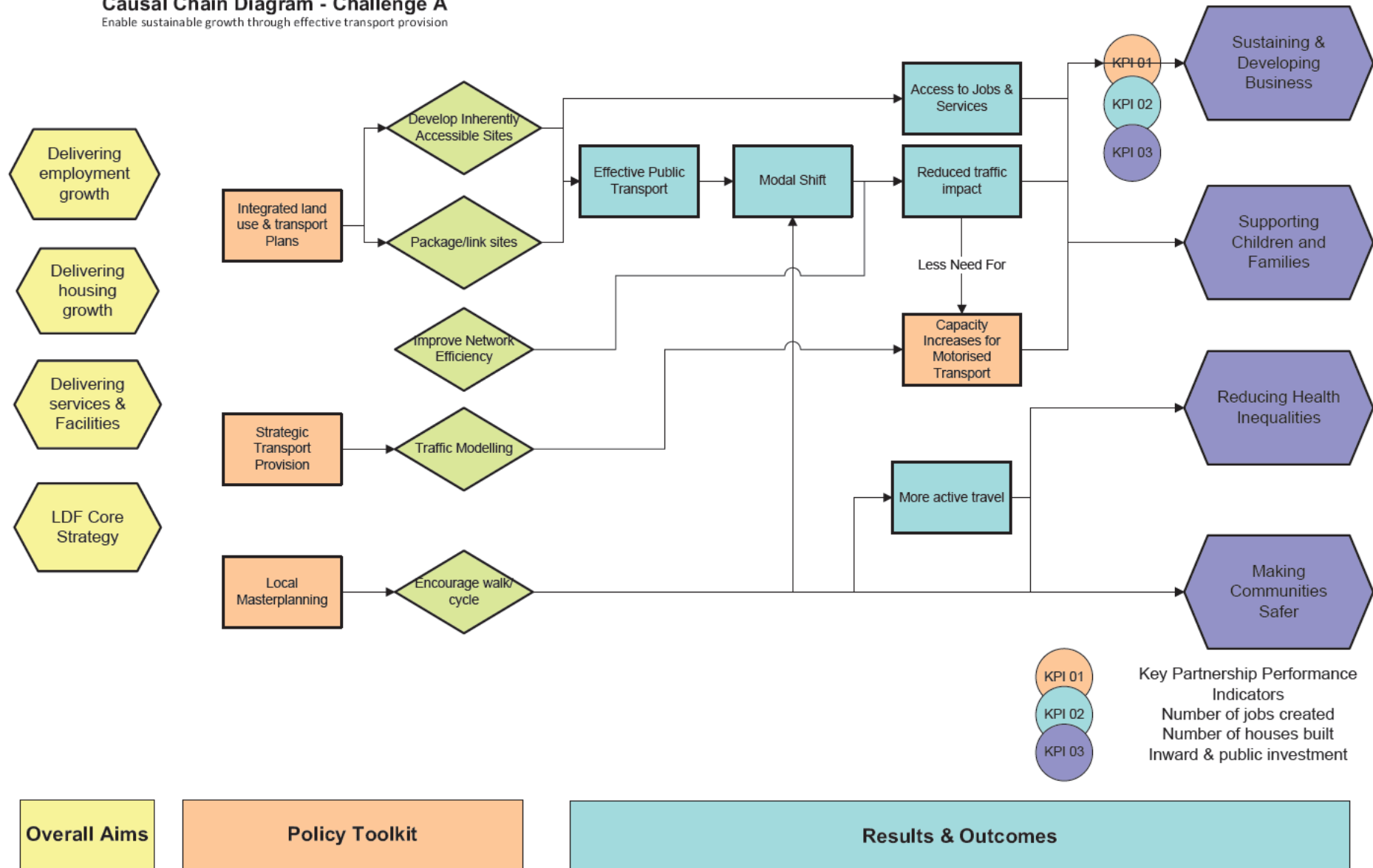
Through the prioritisation process identified above we will develop an annual programme of works that has a significant impact on the Local Transport Challenges and associated strategies and indicators.

10. Appendix A. Causal Chains

The causal chain diagrams illustrate how the policy tools and interventions help deliver North East Lincolnshire's strategic goals.

Causal Chain Diagram - Challenge A

Enable sustainable growth through effective transport provision



Causal Chain Diagram - Challenge B

Improve journey times and reliability by reducing congestion

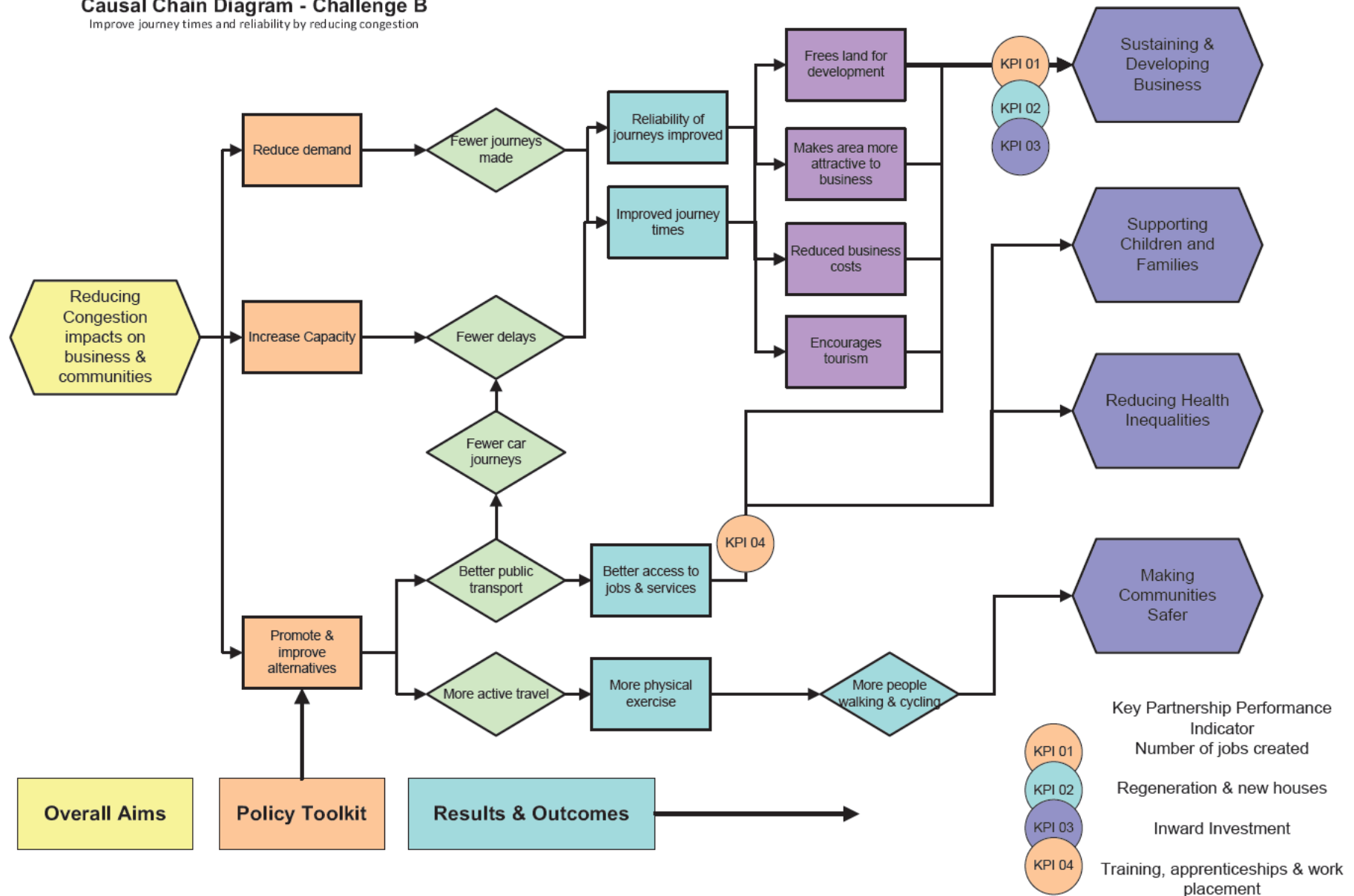


Figure 24 - Challenge B Policy Framework

Causal Chain Diagram - Challenge C

Support regeneration and employment by connecting people to education, training and jobs.

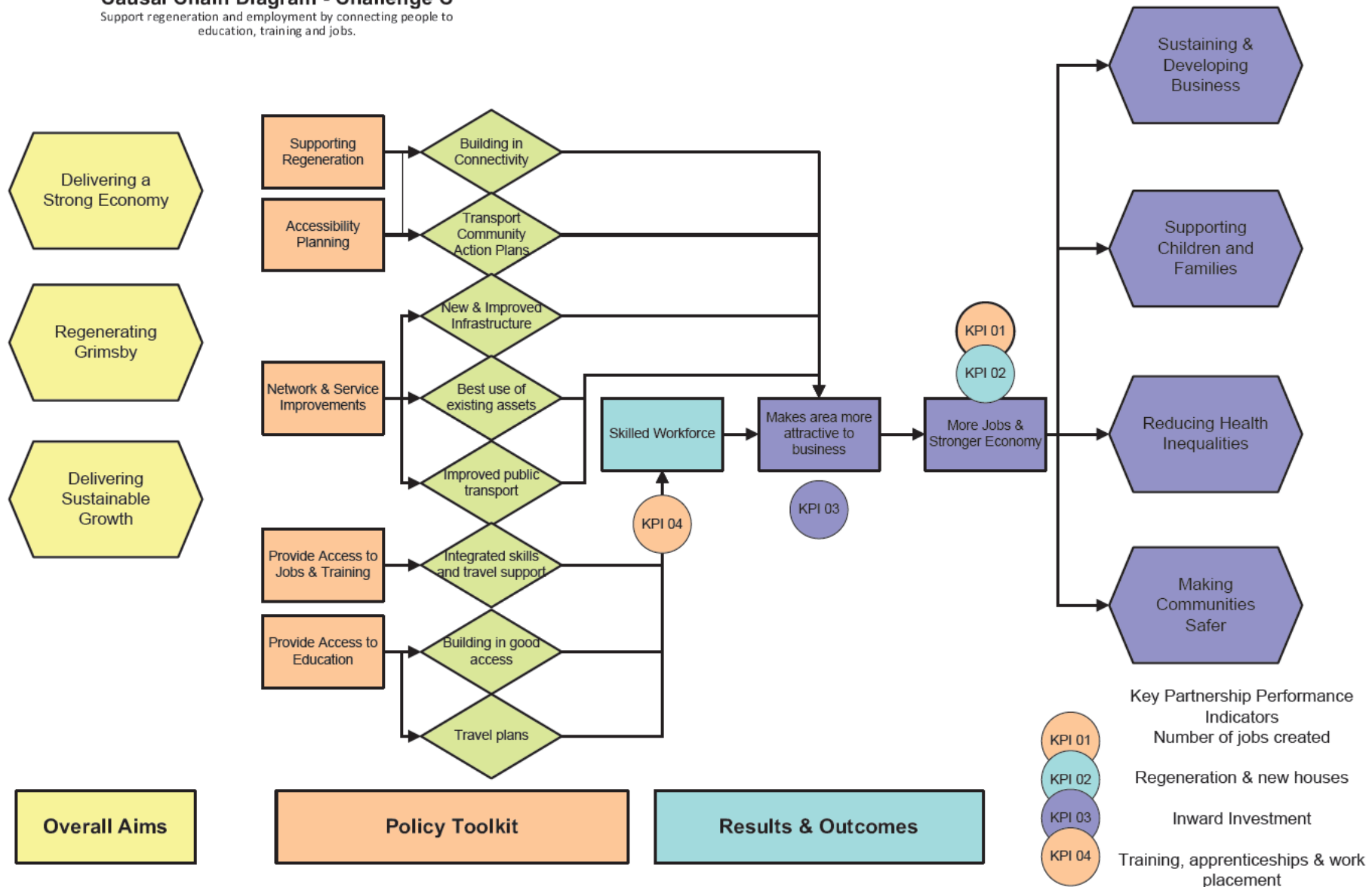


Figure 25 - Challenge C Policy Framework

Causal Chain Diagram - Challenge D

Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities

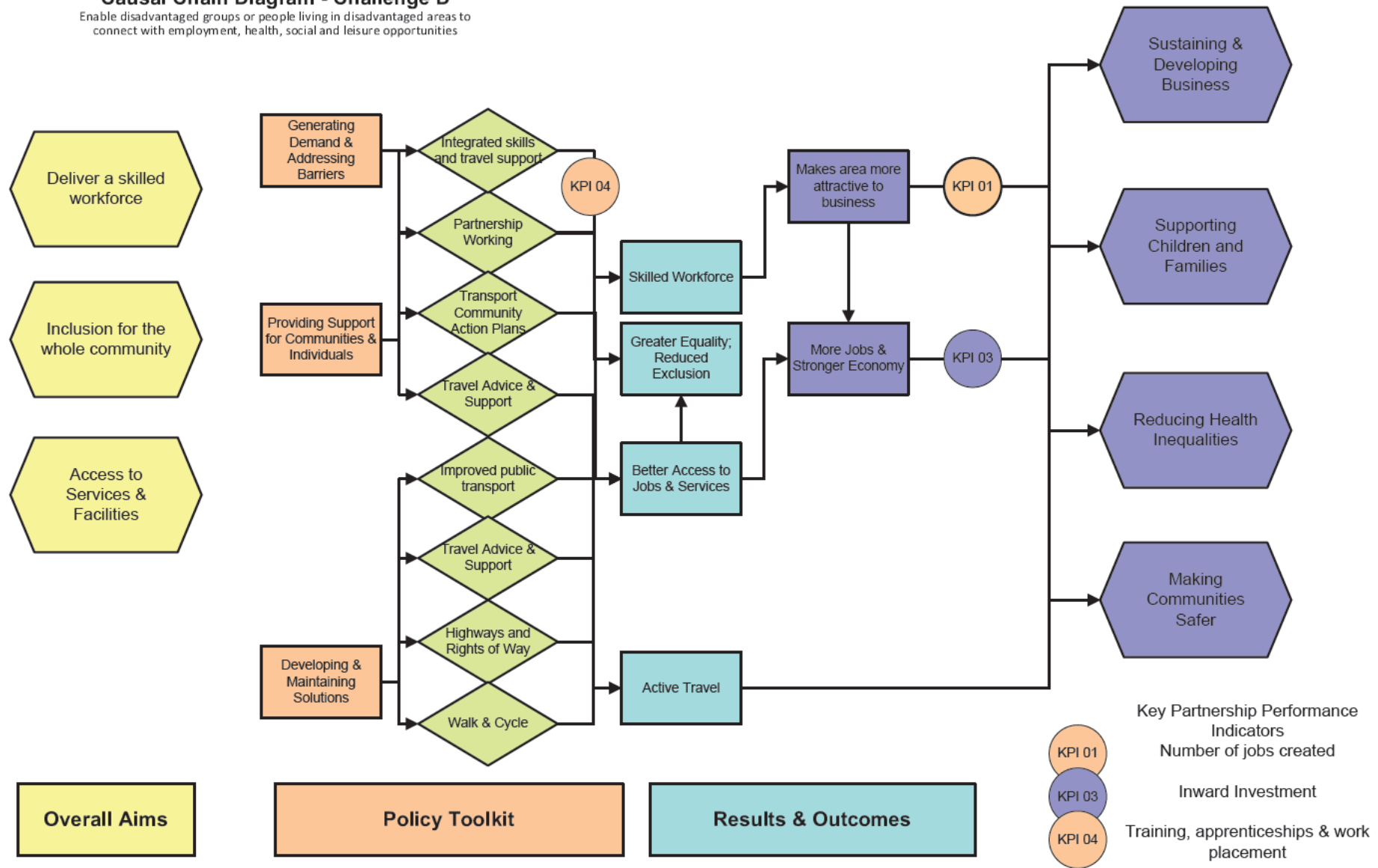


Figure 26 - Challenge D Policy Framework

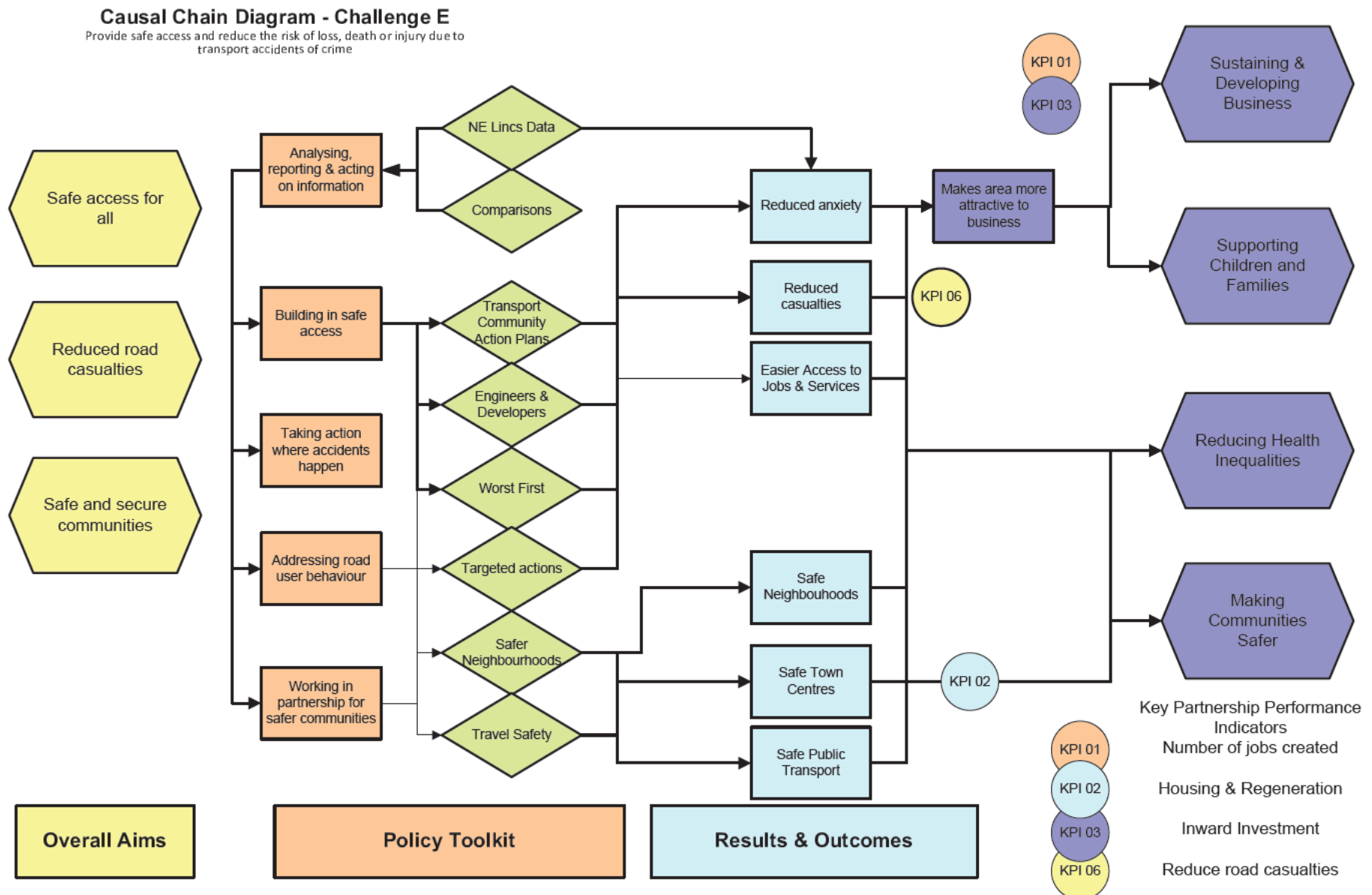


Figure 27 - Challenge E Policy Framework

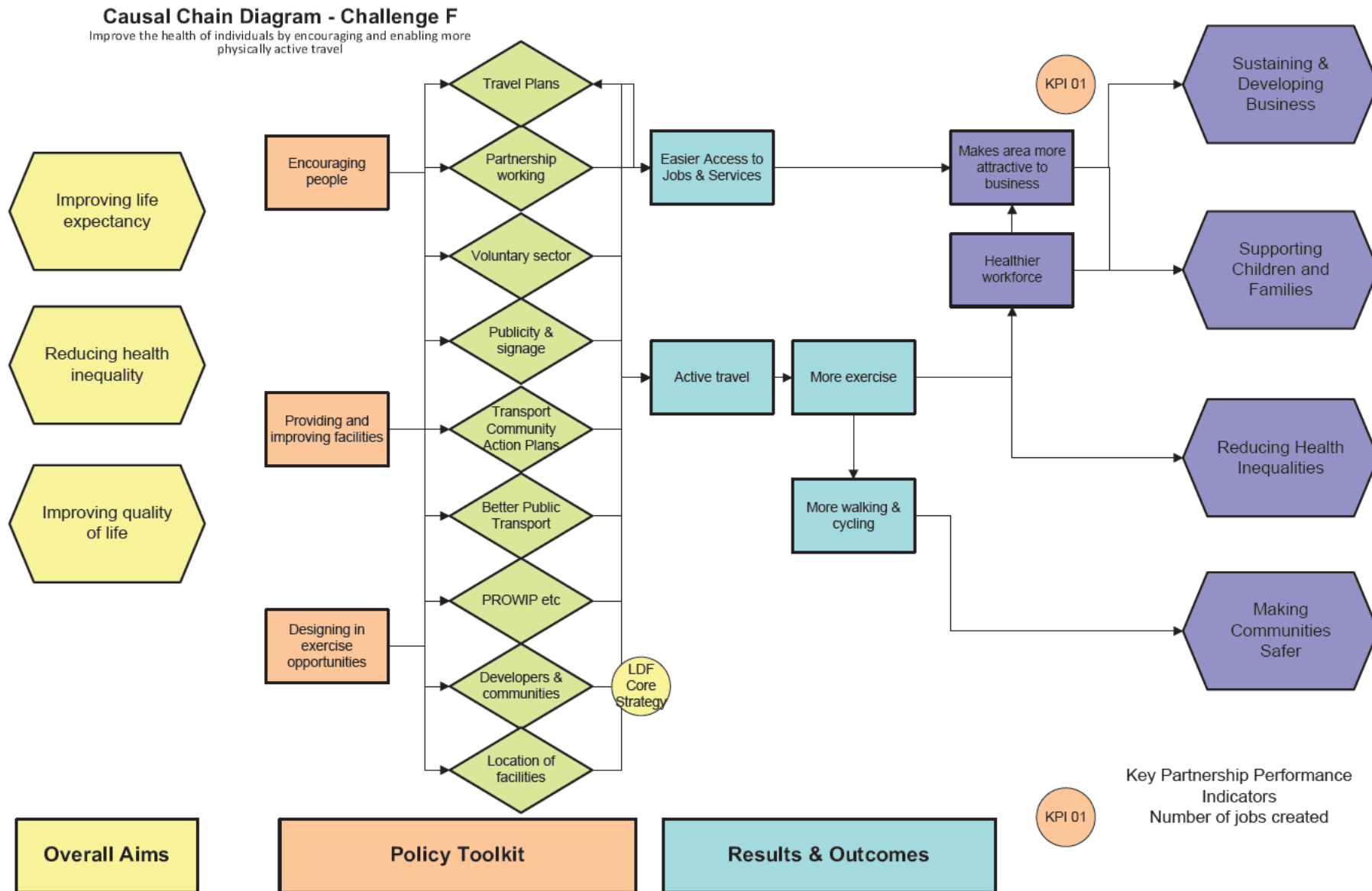


Figure 28 - Challenge F Policy Framework

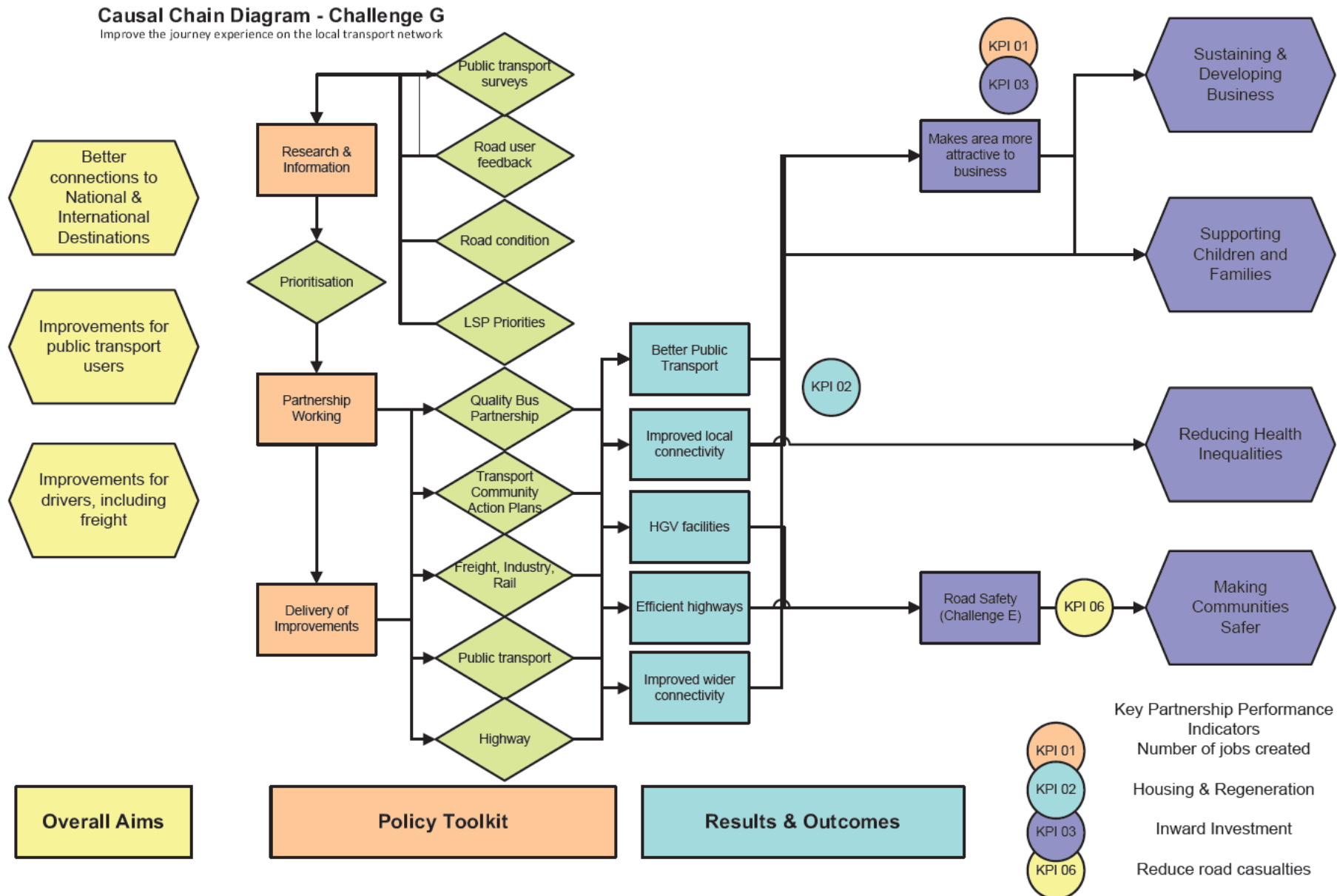


Figure 29 - Challenge G Policy Framework

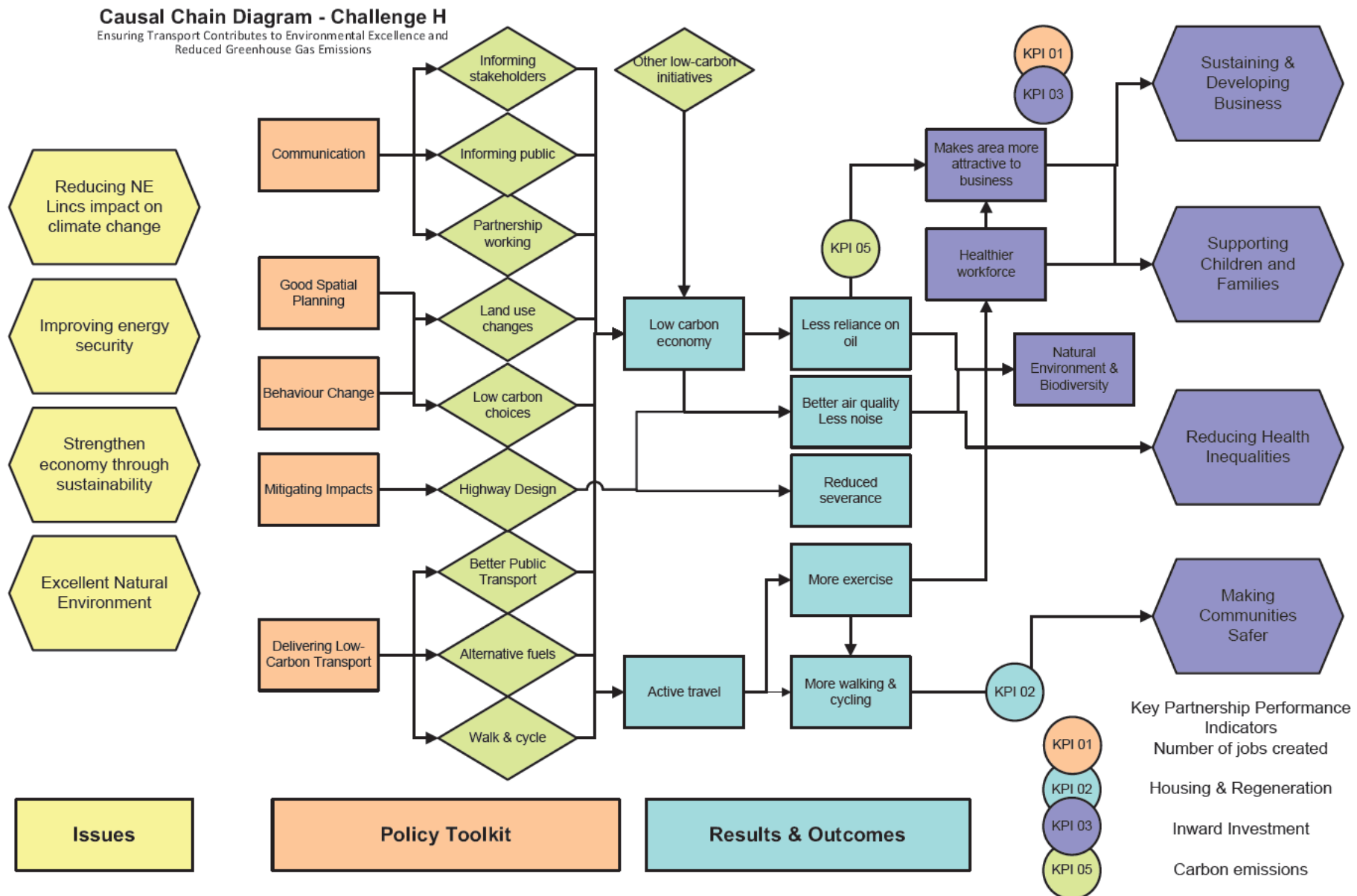
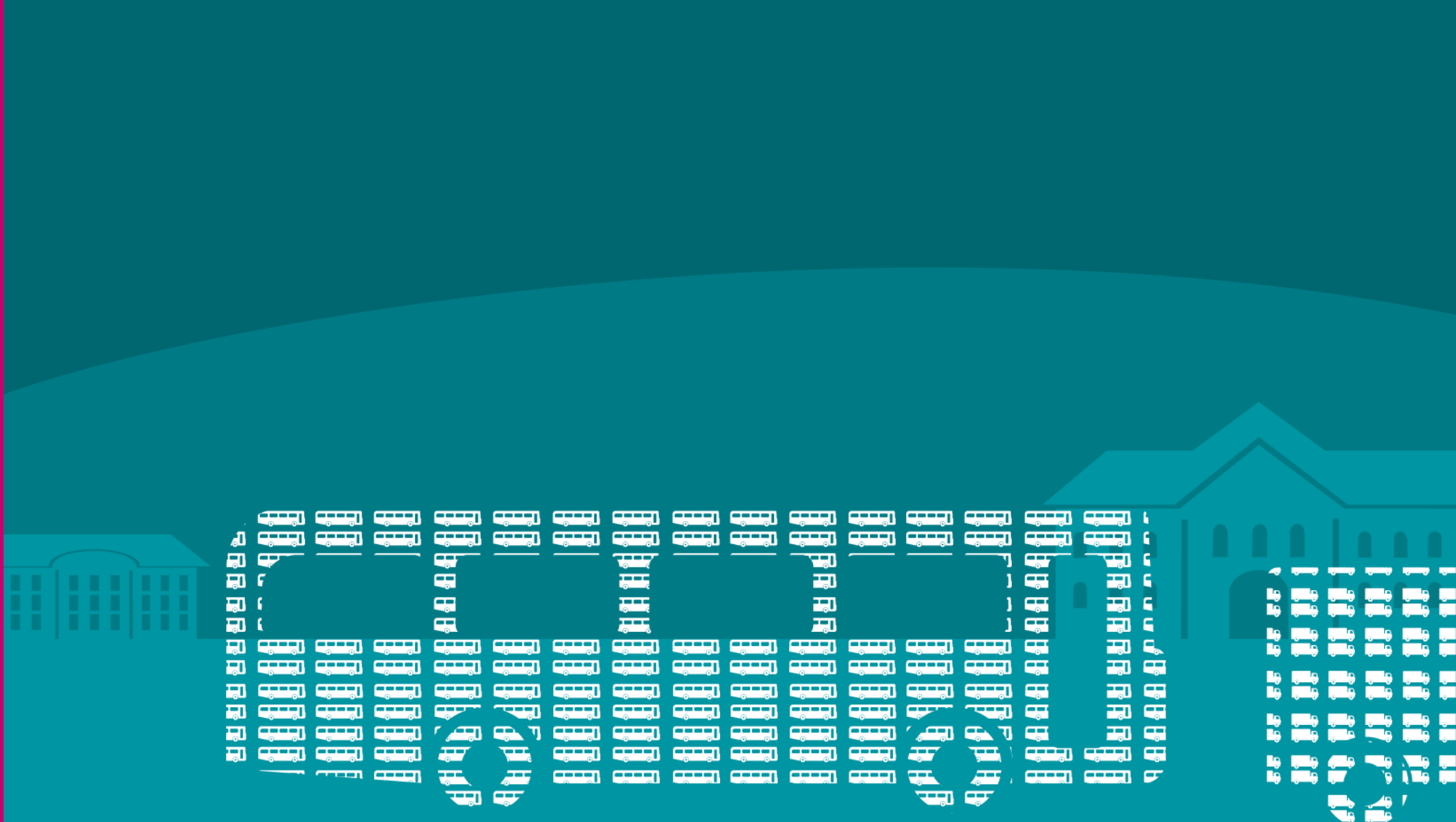


Figure 30 - Challenge H Policy Framework



Delivery Plan

April 2011 – March 2014

Local Transport Plan

3



Foreword – a leading strategy for a new era

Responsive to business and community

“This Transport Strategy marks a new era for local transport planning in North East Lincolnshire. It provides for the first time real flexibility to set out a new integrated transport approach that responds to business and community needs. Through our innovative Transport Community Actions Plans, and through a collaborative approach to transport delivery, it responds to the spirit of localism, engaging with our local communities and businesses to identify and prioritise the improvements that matter.

Leading in the public and private sectors

It also marks a time of strategic change. The ground breaking partnership with Balfour Beatty Workplace sets out North East Lincolnshire as a leading authority for working with the private sector to deliver a sustainable transport plan that is tangible and responsive to the changing business environment we face today.

Strategies for growth

Along with a new Core Strategy, and new Local Investment Plan, this Transport Strategy is underpinned by an enviro-economic approach, and a unique location that creates our current potential and future sustainable growth. Our joined-up strategies focus investment on infrastructure that supports regeneration through business and housing. This is matched by a new proactive approach to planning and development.

Sustainable transport infrastructure

Finally, the plan reflects our ambition as a leading area attracting investment in the renewables sector, capitalising on the opportunity to service offshore wind developments from the South Humber Bank. Investment in local transport infrastructure will support developments in alternative energies, and create sustainability for the private vehicle by encouraging diverse fuels. This will ensure continued access to employment, tourism and local centres of commerce.

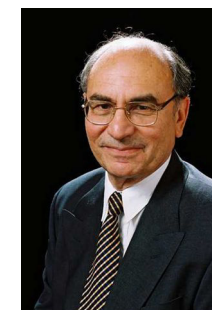
Delivery begins now

Our first three-year delivery plan starts on 1 April 2011, and is the first step towards delivering our ambitious and innovative strategy. It is the baseline from which we will be measured as local transport moves us from challenging economic times towards a better future for the community of North East Lincolnshire.

Finally I'd like to thank everyone who has contributed to the development and production of this Local Transport Plan especially those people and organisations who were involved in our stakeholder consultations.”

Councillor Andrew DeFreitas

Leader of North East Lincolnshire Council





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Local Transport Plan



2. Executive Summary (including 3 year summary programme)

Introduction

The Local Transport Delivery Plan forms a key element of the three phases of our Local Transport Plan:

- The Local Transport Strategy; set out in a separate document details the long term vision and how we will achieve it.
- This Delivery Plan, sets out how we will build on the achievements of LTP2 and start to deliver the new strategy over the next three years.
- An annual programme, consisting of the schemes and their funding over a single year.

This Delivery Plan, together with the Transport Strategy and the annual programme for 2011-12, has been drawn up during a time of considerable uncertainty in terms of funding and governance. We have responded to this through a flexible approach to take account of changes in legislation and funding arrangements whilst remaining focused on our regeneration, inclusion and environmental goals.

A Transport Strategy for Regeneration

The foundation of the North East Lincolnshire Local Transport Plan is its new 15-year Transport Strategy developed under the innovative North East Lincolnshire/Balfour Beatty Partnership. This Strategy is based on eight Transport Challenges which are designed to support the overall regeneration programme. These Challenges are to:

- Enable sustainable growth through effective transport provision.
- Improve journey times and reliability by reducing congestion.
- Support regeneration and employment by connecting people to education, training and jobs.
- Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, healthcare, social and leisure opportunities.

- Improve the health of individuals by encouraging and enabling more physically active travel.
- Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.
- Improve the journey experience on the local transport network.
- Ensuring that transport contributes to environmental excellence, including managing air quality and reducing transport-related greenhouse gas emissions.

The LTP3 is firmly rooted in the Sustainable Community Strategy (SCS) and supports our ambition to:

- Create the conditions to sustain more and better jobs in the area and enable local people to access these by addressing barriers to participation and raising skill levels.
- Raise the aspirations of our family units and promote the opportunities that will be made, encouraging people to make positive life choices.

Delivery Plan - Programming for Value

The focus for the first three years remains on the economic growth, inclusion and community safety imperatives of the Sustainable Community Strategy. However funding for Local Transport Plan schemes to support these goals will be reduced during the next three years.

LTP funds for maintenance for the four years to 2015 are likely to average around 16% less than previous years and funds for Integrated Transport around 46% less. Clearly this requires us to focus on those schemes which are either unavoidable or are very high priorities in terms of our overall goals. We also plan to add value to schemes, such as essential maintenance projects, by linking in other interventions and funding streams. This will enable us to deliver safety, access and environmental improvements alongside the maintenance programme.

Although the Coalition Government continues to focus on economic growth and carbon reduction, there will be very significant changes in the way in which local transport authorities will be expected to address these. A number of significant factors will affect the way we will work with our partners and communities include:

- The reduction of the public accounts deficit over the life of the current Parliament.
- The replacement of the Regional Development Agencies with locally-focused economic development bodies, including the new business-led Local Enterprise Partnerships.
- The transfer to communities of the control of many aspects of governance through the Localism policies. This will affect the manner in which spatial planning, development control and developer funding is managed. Clearly this will in turn affect the manner in which local transport schemes are designed and delivered, with local communities having a bigger role in issues such as local parking policies and highway maintenance priorities.
- The transfer to local authorities of responsibility for public health. This is important in the context of the role of active travel in promoting health and wellbeing.
- The introduction of new funding arrangements such as Regional Growth Fund and Local Sustainable Transport Fund.
- The opportunity to access loan funds, repaid through economic growth, through Tax Incremental Funding (TIF) or the European Investment Bank (EIB).
- Changes to the manner in which major schemes are funded, especially in their early stages, with more emphasis on local contribution and involvement of the private sector.

To address these issues, whilst remaining focused on our economic, social and environmental goals, this Delivery Plan sets out how we will:

- Maintain the assets and services which are important in terms of strengthening our economy, connecting people to jobs and services and enabling active, low carbon travel.
- Ensure better value for money by integrating schemes such as road safety and accessibility improvements within maintenance schemes.
- Involve our communities in decision-making and setting priorities through a

programme of Transport Community Action Plans. These will be based on the existing 15:5:1 model of neighbourhood working

- Seek additional funding through the Local Sustainable Transport Fund and Regional Growth Fund as well as existing funding streams such as ERDF.
- Consider the potential for providing infrastructure funding, including transport infrastructure, through Tax Incremental Funding or the European Investment Bank.

Focusing, Reviewing and Refining our Programme

Although some schemes must be considered unavoidable in terms of maintaining key assets, we will use our appraisal framework, based on contribution to the eight Local Transport Challenges, to evaluate the impact of the scheme on our overall goals. This will be especially important in terms of adding value by incorporating additional elements to increase impact and value.

This appraisal framework will be increasingly used to prioritise and target new and elective scheme proposals against our goals. Through the use of partnership working we will develop packages of schemes which deliver significant benefits in terms of economic potential and performance, connecting people to opportunities and enhancing our environment. Some of these may be sufficiently valuable, in terms of creating jobs and reducing carbon emissions, to enable them to be considered for funding through TIF or EIB.

Equally important will be the work within our communities through the Transport Community Action Plan process, which will identify and help deliver schemes to connect people to jobs, improve local access, encourage active travel and address the environmental and safety aspects of transport and travel.

Our Highway Asset Management Plan (HAMP) and Transport Asset Management Plan (TAMP) will add further to our ability to build additional value into our maintenance programmes, with forward maintenance being published to partner organisations and communities, enabling them to define priorities, and align other resources.

Over all this lies our broad regeneration programme and the development of large-scale schemes for Grimsby Town Centre, the South Humber Bank and Cleethorpes. Transport infrastructure will be planned, programmed and delivered to support this programme and to address the eight Local Transport Challenges.

A comprehensive performance and project management framework is being introduced. This builds on our experience under LTP2, using the additional strength of the clear targets and accountability set out in the North East Lincolnshire/Balfour Beatty Partnership.

This performance management framework will enable us to refine and refresh the Delivery Plan in 2012 to take account of our delivery against the Transport Strategy in the context of the funding and governance arrangements currently being developed by Government. This may involve a review of the Transport Strategy itself, with more comprehensive review being undertaken in 2013 at the latest.

As well as ensuring that our programme and schemes stay on track, the performance management and reporting arrangements are designed to provide communication and accountability to local communities and partner organisations. The Local Strategic Partnership is central to this, with the Regeneration Partnership taking the lead role, recognising the critical role of transport in enabling regeneration.

Please note that the programme shown opposite is only indicative and is a snap shot of the expected programme as of February 2011. Values shown are the best available estimate at this time and are subject to variation as schemes are further developed and tenders let.

It is likely that certain elements of the programme will be revised during the early months of LTP3 to take into account changing priorities or the availability of funding. Changes to this indicative programme will be presented to the Portfolio holder for agreement prior to commencement of works.

Indicative LTP3 programme (2011/12 - 2013/14)			
Programme Area	2011/12	2012/13	2013/14
Essential highway & footway maintenance	£1,320k	£1,085k	£1,175k
Bridge & Structure maintenance	£140k	£450k	£480k
Road Safety Schemes	£235k	£235k	£235k
Access improvements	£170k	£95k	£60k
Traffic signal modernisation	£335k	£360k	£440k
Replace defective lighting columns	£215k	£195k	£220k
Road sign improvements	£5k	£30k	£50k
Junction & route improvements	£150k	£450k	£135k
Lighting improvements in high crime areas	£105k	£100k	£100k
Public transport works	£70k	£275k	£255k
Cycle route maintenance and enhancements	£110k	£115k	£150k
PRoW maintenance and enhancement	£50k	£40k	£30k
Works to support TCAPs	£10k	£15k	£20k
Capital projects to support car sharing	£5k	-	-
Totals	£2,920k	£3,445k	£3,350k

3. Introduction

This Local Transport Delivery Plan is an important part of the economic and social regeneration programme of North East Lincolnshire.

A 15-year Transport Strategy accompanies this document. Whilst some of the key elements of the strategy are summarised in this Delivery Plan, the function of this document is to set out clear processes and plans through which North East Lincolnshire Council and its partners will set about delivering the Transport Strategy over the first three years to March 2014.

Consequently, the broader contextual information about North East Lincolnshire and its plans are to be found in the Transport Strategy. Similarly, detailed evidence relating to transport can be found in a separate Evidence Base document.

The production of this plan has taken place within a climate of political change and financial uncertainty. However, whilst this may affect the timing of our delivery and how funding may be applied, the fundamental foundations of what we seek to achieve remain unchanged.

The impacts of the Comprehensive Spending Review (October 2010) are now clear and have been built into the Delivery Plan. However, critical elements of Coalition Government policy are still being developed.

These uncertainties include the process through which regional economic funds will be made available through the Regional Growth Fund and how the new Local Sustainable Transport Fund will operate. Our Transport Strategy and this Delivery Plan are focused largely on building a sustainable economy and helping and encouraging people to benefit from this. Consequently, these funding streams will be crucial to our plans, making the precise timing of our schemes and programmes uncertain.

Notwithstanding this, North East Lincolnshire Council has pledged to deliver its commitments, despite reduced and uncertain funding. By adding value to schemes which must be delivered, such as highway maintenance, the Council and its Delivery Partner Balfour Beatty, will deliver enhancements at minimal marginal cost, making the best use of existing assets. This approach will be the key tenet of this Delivery Plan.

3.1. What this Delivery Plan Takes into Account

The development and future delivery of the LTP3 implementation plan has taken into account the following:

- Guidance on the development of Local Transport Plans¹ from DfT, alongside developing Coalition Government policies
- The North East Lincolnshire Transport Strategy as identified in Part One of the Local Transport Plan.
- The strategic plans of the Council and its partners, including the Sustainable Community Strategy, Local Area Agreement and Local Development Framework Core Strategy
- The requirements to align and assess the Local Transport Plan with key environmental, health and inclusion policies, including the preparation of a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Equalities Impact Assessment (EIA), all of which have been produced in parallel to the development of the Local Transport Plan.
- Operational duties, service standards, management and relevant action plans, including the Network Management Duty and Plan and the Transport Asset Management Plan, Rights of Way Improvement Plan and the Children and Young People's Plan.

We have also taken into account key elements of the Joint Strategic Needs Assessment² and will, as the Plan is implemented, take account of the new Public Health duties of the Council³.

¹ Department for Transport, July 2009

² Health and Well-Being in North East Lincolnshire; Joint Strategic Needs Assessment; North East Lincolnshire Council and NEL Primary Care Trust, 2008

³ Healthy Lives, Healthy People, Department of Health, November 2010

- Strategic partnership engagement and delivery through partnership, with specific reference to the North Lincolnshire Local Strategic Partnership. This will also encompass the Local Enterprise Partnership (LEP)
- Management of cross-boundary issues, including policy alignment, delivery of strategic infrastructure and appropriate operational alignment.
- Indicators, targets & risk management to monitor the effectiveness of our implementation plan in delivering the long term strategy.

3.2. Balfour Beatty – North East Lincolnshire Council Partnership

A ground breaking 10-year relationship between Balfour Beatty and North East Lincolnshire Council commenced on July 1st 2010. This delivery partnership involves Balfour Beatty working alongside the council in the planning and delivery of physical regeneration, property and technical services in North East Lincolnshire. This includes the development and delivery of transportation, highways and connectivity, including the development and delivery of the Local Transport Plan for the duration of the contract.

The aim of the Partnership is to speed up progress on regeneration of the borough whilst getting value for money for residents. This includes improving the physical appearance of the area and the quality of life of residents, ensuring that North East Lincolnshire is seen as a great place to work, invest, visit and live. This LTP3 Transport Strategy and associated Delivery Plan are key parts of the contract.

The key goals of the Partnership include:

- Secure investment and jobs in North East Lincolnshire
- Reduce road accidents
- Maintain the Highway network
- Increase the number of people travelling by bus
- Manage the road effectively

Progress across the broad scope of the partnership will be tracked through performance indicators and associated targets. This will avoid actions which will deliver against one element at the expense of others.

For example, bus passengers will be increased in conjunction with the increases in jobs and housing. This will involve delivering public transport improvements linked to new and existing developments, alongside travel plans, travel advice and complementary skills development programmes aimed at improving employability.

The appraisal of programmes and schemes, along with the presentation of results, will use a balanced scorecard approach geared towards addressing the main concerns of the people of North East Lincolnshire.

The Balfour Beatty / North East Lincolnshire partnership is at the cutting edge of transport delivery and as a result, this Local Transport Plan has been written to provide a responsive and flexible approach to the key regeneration outcomes of North East Lincolnshire. Inevitably the Local Transport Plan, its management and performance reporting will evolve as the partnership progresses

4. Development of the Local Transport Delivery Plan

Key imperatives in the development and implementation of this Local Transport Delivery Plan are:

- It is a three year rolling plan which will be updated annually to take account of delivery and performance, available funding and changing demands and circumstances.
- Development of delivery of schemes will be through cross-cutting projects designed to deliver added value to 'mainstream' activities such as highway maintenance.
- Schemes within the plan will have a high level of political commitment, clearly defined senior level sponsorship within both Balfour Beatty and North East Lincolnshire Council and a designated Project Manager who will coordinate the development of the whole project on behalf of all its stakeholders. Proposals without these elements will not be progressed beyond the inception phase.
- Projects will be designed to deliver accessibility, connectivity and environmental improvements important to the local neighbourhood, as well as meeting the statutory and operational duties of the Council and its partners.
- Partner organisations will be invited to participate in the delivery of LTP3 projects, contributing additional opportunities or requirements and complementary funding to ensure that transport schemes meet the broader needs of each local area. This process will use and strengthen existing partnership working arrangements.

These themes will be developed throughout the Local Transport Delivery Plan. The following introductory sections provide information on the critical aspects of UK Government policy which set the context for this Delivery Plan and how it will be managed and implemented.

4.1. Council Plan

The Council Plan (2011-2014) focuses on four priorities, all of which have been a key part of the development of this Delivery Plan:

- Increase jobs and strengthen the local economy.
- Children, young people and adults learn and are ready for work.
- Improve the health and wellbeing of all, especially vulnerable people.
- Be an effective and efficient council.

4.2. Environmental Excellence

Transport and travel can have significant negative impacts on the environment. Whilst this Local Transport Plan seeks to mitigate these as far as possible, it is far more important that we grasp opportunities to enhance the environment through integrated land use and transport planning, the design of our transport schemes and the delivery of the overall programme.

The adoption of the eight challenges, including Strategic Challenge H (Environmental Excellence and Reduced Greenhouse Gas Emissions), enables us to evaluate our proposals and actions against the full range of economic, social and environmental imperatives. This will ensure that contributing to Environmental Excellence becomes a part of all that we do.

Although Strategic Challenge H is designed to help deliver environmental enhancement and mitigate the negative effects of transport and travel, there are important national and local perspectives which have been used to develop the Local Transport Strategy and this Delivery Plan.

Strategic Environmental Assessment (SEA)

A Strategic Environmental Assessment of the Local Transport Strategy was undertaken, identifying the impacts of the policy tools and possible interventions associated with each of the eight Strategic Challenges. This over arching SEA forms a separate live document to the LTP3. This SEA reviewed the impact of the Strategy against the following themes:

- Air quality
- Noise
- Severance
- Biodiversity
- Access to green infrastructure

Whilst this provides a baseline, it is important that we use the rigours of the SEA process against the actions which we propose and ultimately the schemes we deliver. One aspect of this is incorporated in the Scheme Appraisal Process, driven primarily through the use of Challenge H as one of the appraisal dimensions. The SEA will set out the principles that will be used to ensure that all environmental aspects are assessed as the programme is developed and delivered.

Climate Change and Greenhouse Gas Reduction

UK Government policy is strongly aligned to the reduction of greenhouse gas emissions through a range of legislation, regulations and guidance.

This includes the Climate Change Act (2008) which commits the UK to ensuring that the net carbon account for all six Kyoto greenhouse gases for the year 2050 is at least 80% lower than the 1990 baseline. The Act aims to enable the United Kingdom to become a low-carbon economy and gives ministers powers to introduce the measures necessary to achieve a range of greenhouse gas reduction targets.

Transport is a major contributor to greenhouse gas emissions, primarily through its dependence on the use of fossil fuels. The guidance issued to local transport authorities on the development of LTP3 includes an emphasis on reducing the dependence on carbon in transport. The North East Lincolnshire Local Transport Plan has been developed to reflect this, with the reduction of transport-related greenhouse gas emissions within the Borough being contained within Challenge H.

This Local Transport Delivery Plan sets out how action will be taken locally to address this challenge and how greenhouse gas emissions will be used as part of the appraisal framework for all schemes.

Alongside this, the North East Lincolnshire economic strategy includes a focus on the development and deployment of renewable energy technologies. The Local Transport Plan will support this through the provision of transport links to enable the developments to take place.

Air Quality Management Plans

Local Authorities are required to review and assess air quality in their areas and to report, against objectives for seven pollutants⁴, to The Department for Environment, Food and Rural Affairs (DEFRA) under Part IV Environment Act 1995 Air Quality Standards (England) Regulation's 2007 Clean Air for Europe (CAFE) programme.

European and national air quality legislation is designed to reduce risks to human health and the environment. DEFRA state: "Working towards compliance with EU air quality limits for particulate matter (PM10) and nitrogen dioxide (NO2) in our urban areas is the most urgent priority for the UK and other EU member states. In the short term, the most pressing compliance challenge relates to NO2 levels in large urban areas including in London."⁵

As part of this process North East Lincolnshire Council declared two Air Quality Management Areas (AQMAs)

- Immingham, Kings Road, declared in October 2006 for the reason of fine particles (PM10) which arise from HGV traffic and from coal handling operations at the nearby docks. An Air Quality Action Plan was published in March 2010⁶
- Grimsby, Cleethorpes Road (Riby Square), declared in September 2010 for reason of nitrogen oxides (NOx) from general traffic, HGVs and waiting buses. An Air Quality Action Plan will be prepared and published under LTP-3 in August 2011.
- Fryston Corner (near Grimsby Institute) is close to becoming an AQMA on the grounds of NOx and our delivery plans will be geared to ensuring that air quality in this area is at least maintained and not worsened by any actions being taken in the area.

As far as possible, measures will be put in place to improve air quality as part of our aspiration for environmental excellence.

⁴ Environment Act 1995

⁵ DEFRA An invitation to shape the Nature of England July 2010 page 1

⁶ Put in reference to document

Air Quality Action Plans (AQAP)

The following section outlines the key points within the Immingham Air Quality Action Plan. An AQAP is currently being developed for the Grimsby (Riby Square) AQMA by a multidisciplinary group including North East Lincolnshire Council, the Highways Agency, Environment Agency, NHS and representatives from the local community.

Immingham Action Plan

This Air Quality Action Plan is the culmination of the second round of local air quality review and assessment for North East Lincolnshire Council, in response to the declaration of an Air Quality Management Area (AQMA) at Kings Road / Pelham Road junction in Immingham, following monitored exceedances of the PM10 daily mean Air Quality Strategy objective.

The aim of this Action Plan is to identify how North East Lincolnshire Council will use its existing powers and work together with other organisations in pursuit of the daily mean Air Quality Strategy objective for PM10. Measures are proposed to improve air quality both within the AQMA and throughout the district as a whole.

The direct measures proposed for the AQMA are to:

- Increase awareness of transport and air quality issues at the Port
- Implement car-sharing schemes for major employers within the Port
- Implement road signage in Immingham to improve traffic redirection to the dock gates
- Implement street cleaning within immediate vicinity of the Port
- Investigate the potential for improving site practices at the Port and set down an Environmental Management Plan
- Investigate the applicability of a Freight Quality Partnership
- Investigate potentials to optimise vehicle speed to minimise emission rates
- Undertake an Accessibility Strategy for the Port to determine links with existing public transport provision and identify areas of improvement in the provision of bus services
- Investigate the applicability of workplace travel planning for major employers within the Port area
- Review parking strategies within the Port to determine application of differential parking rates for alternative fuelled or low emission vehicles

Moreover, the proposed A18-A180 Link near Immingham is expected to significantly reduce traffic currently passing through residential areas in Immingham via Pelham Road, which will contribute to the improvement of air quality in Immingham.

4.3. Equality Impact Assessments

Equality and diversity are important foundations for North East Lincolnshire. Since the Local Transport Plan directly affects the whole population of the area, it is important that we develop and deliver the plan to help promote equality and diversity and that we assess the impacts of the plan on all parts of the community.

The Local Transport Strategy sets out the eight Local Strategic Transport Challenges and how these will address the needs of the area and its people.

Whilst Challenge D directly addresses the needs of disadvantaged communities, groups and individuals, it is important to note that all eight challenges will be tackled in such a way as to promote equality and diversity.

Specifically, we will consider the needs of people with physical or other disabilities in all our actions. For example, we will ensure that schemes are designed with the needs of disabled people in mind and we will consult with people affected to ensure that this takes place.

However, most of the actions taken to address the needs of disabled people and to promote equality and diversity more broadly, will take place through the delivery of schemes, projects and ongoing services.

Consequently, whilst we have undertaken an Equality Impact Assessment (EIA) on both the Local Transport Strategy and the Local Transport Delivery Plan, the most important commitment at this stage is to embed processes to promote equality and diversity into all of our design, consultation, delivery and monitoring processes.

An important part of this process will be embedded in the Transport Community Action Plan programme detailed in Section 15.4. This will ensure that we identify and build into every scheme the needs of local communities and all their members.

In addition, each project will be EIA screened at appropriate stages during consultation, design, implementation and monitoring.

The initial Equalities Impact Assessment, the Local Transport Plan itself and our commitments on design, delivery and monitoring have been the subject of full consultation

A separate LTP3 Equality Impact Assessment has been produced alongside the LTP3 Transport Strategy and Delivery Plan.

4.5. Localism – Delivery in Our Communities

North East Lincolnshire Council and its partners see as crucial the full engagement of communities and the delivery of services to suit the needs and circumstances of each.

We already have in place a neighbourhood management framework based on a '15-5-1' model. This reflects the fifteen electoral wards, grouped into five large 'neighbourhood areas', all within the one Borough of North East Lincolnshire.

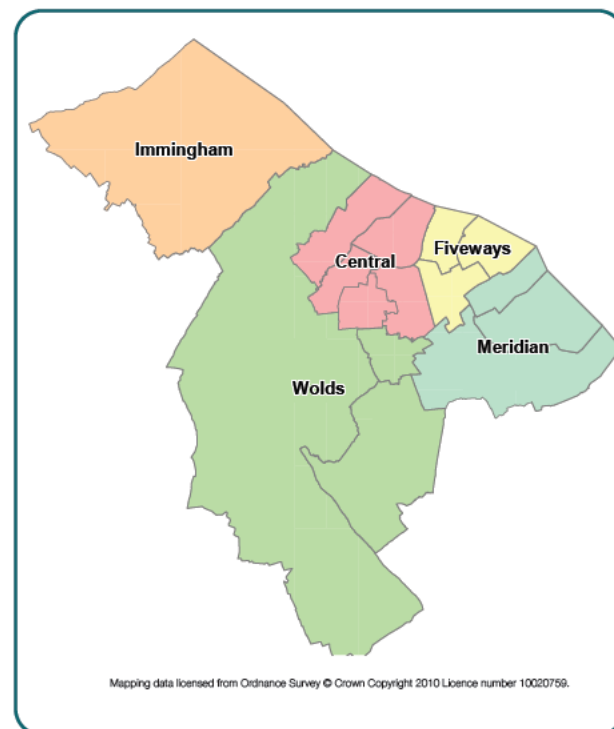


Figure 1 Neighbourhood Management Areas

Delivery of accessibility, connectivity and transport improvements will be undertaken according to the needs of these areas. All aspects of community requirements will be considered when framing projects. This will be done alongside broader partnership engagement through the Local Strategic Partnership and Accessibility Partnership, which will introduce overarching issues, such as those connected with Public Health, into the process.

Area Co-ordinators have been appointed to help to deliver Neighbourhood working and they will be central to the development and delivery of neighbourhood transport improvements.

As described in the Local Transport Strategy, a programme of Transport Community Action Plans will be used to define and deliver these local improvements. This will be done in a manner which builds on committed programmes such as highway maintenance, regeneration schemes and other developments.

Funds and other resources will be levered in from a range of sources to fund the delivery of these Action Plans, including mainstream funding from partner organisations, voluntary and community groups and any available grant funding sources.

These Transport Community Action Plans will be undertaken in precisely defined areas agreed with the Area Co-ordinators, local Elected Members and community representatives.

Further details of our approach to Localism, including the Transport Community Action Plan programme, can be found in 15.4

4.5. Transport Management and Delivery

Network Management

The Traffic Management Act 2004 (TMA) places a network management duty on all Local Traffic Authorities (LTAs). Section 16(1) of the Act states:

“It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable, having regard to their obligations, policies and objectives, the following objectives:

- Securing the expeditious movement of traffic on the authority's road network; and
- Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”

As prescribed in the Act, North East Lincolnshire Council appointed a Traffic

Manager in January 2005. It is the responsibility of the LTA and the Traffic Manager that the Council delivers a coordinated, planned and effective response to the network management duty across the whole organisation, and to ensure that agreed actions are implemented. This will continue through the Third Local Transport Plan.

One of the Strategic Challenges of LTP3 is to manage congestion. The Network Management Plan (NMP) is a key element in delivering this objective. In order to facilitate the proper performance of the duty, a NMP⁷ has been produced and forms a key component of the Delivery Plan. This plan includes information on Traffic Sensitive Streets, Network Management Hierarchy and Pairing of Roads. These are essential elements of the plan to assist in the management of congestion and coordination of road works.

Transport Asset Management Programme (TAMP)

The Transport Asset Management Plan (TAMP) published in 2005 is currently being reviewed and refreshed. The new TAMP will form an integral part of the Local Transport Plan and will be used to direct and target the maintenance programme, which in turn will be used to develop added-value projects as detailed.

Rights of Way Improvement Plan (ROWIP)

A Rights of Way Improvement Plan was published in June 2008⁸ and sets out a comprehensive ten year plan and a Statement of Action for the development and improvement of the public rights of way network.

The ROWIP addresses the issues affecting the network in a more comprehensive and detailed manner than would be possible or appropriate within the Local Transport Plan.

Given the recency of publication of the ROWIP and its synergy with the LTP3 objectives, the ROWIP will be retained and monitored during the first Delivery Plan period (2011-2014) of the LTP. During this period it is anticipated that the ROWIP will be subject to comprehensive review and consideration will be given to whether it should be fully incorporated into future Delivery Plans.

Bus and Information Strategy

The Council, under the Transport Act 2000 has a duty to work with bus operators to provide public transport information. As part of the development of this LTP a full review and refresh out of the Bus and Information Strategy has been carried out.

The Vision for North East Lincolnshire's Public Transport Network:

"A comprehensive, high-quality, integrated public transport system that meets the needs of all current & potential users and is accessible, integrated, affordable, comfortable, inclusive, punctual, reliable, and safe and contributes towards the aims and objectives of Local Transport Plan 3."⁹

Through LTP3 and this strategy we will look to improve the integration of bus services, building up to a 'door to door' network with a long-term goal of achieving a seamless network with high-capacity quality routes and interchange, ticketing, information and stop facilities to match.

Part of this commitment will be to continue to provide support to the Traveline service and work in partnership with bus and rail operators to ensure value for money.

Cross boundary

North East Lincolnshire shares administrative boundaries with North Lincolnshire to the north and west and the Lincolnshire County Council districts of East Lindsey and West Lindsey to the west and south.

Cross boundary issues between North East Lincolnshire & Lincolnshire County.

- Real Time Information on the InterConnect Bus services than run across the boundary between Lincoln & Grimsby and Grimsby & Louth
- Pupils attending GIFHE & Franklin Colleges and Tollbar BEC.
- Direct rail link to London via Lincoln
- A18-A180 link which primarily would service HGV traffic heading up and down from rural Lincolnshire
- Villages near the borders that look towards Grimsby for services rather than into Lincolnshire.
- Development of a LEP

⁷ North East Lincolnshire Network Management Plan

⁸ Rights of Way Improvement Plan, North East Lincolnshire Council, 2008

⁹ North East Lincolnshire Bus & Information Strategy 2011 - 2014

Cross boundary issues between North East Lincolnshire & North Lincolnshire.

- Development of the South Humber Gateway, the importance of the Port of Immingham to the development and the potential economic benefits to North East Lincolnshire as a result of the project.
- Freight issues, including considering the development of a Joint Freight Quality Partnership (FQP) and improvements to access the Port of Immingham.
- Joint initiatives including TravelLincs car share website and the Safer Roads Humber partnership.
- Access to key facilities and services delivered in North East Lincolnshire for North Lincolnshire residents living the rural Eastern Parishes.
- Development of a LEP.

4.6. Economic Development and Support

The Coalition Government has put in place new management and funding arrangements for local economic development. This replaces the Regional Development Agencies and was still being implemented at the time of development of the Local Transport Plan.

Local Enterprise Partnerships

A key element of the new Government policy is the establishment of Local Enterprise Partnerships (LEPs) to help deliver economic growth at a local level. These bodies are business-led, with involvement from the public sector in their development and operation. The first LEPs were initiated late in 2010.

As well as providing a key vehicle for bidding for and distributing the new Regional Growth Fund, LEPs are intended to drive the local economic strategy and guide strategic investment. The provision of infrastructure to support economic growth, including transport infrastructure, is intended to be within the remit of LEPs. North East Lincolnshire is currently not involved in an active Local Enterprise Partnership (LEP) but is currently in dialogue with partner organisations regarding the formation of a Local Enterprise Partnership. An LEP is likely to be crucial in providing support for bids against a range of funding streams.

5. Transport Strategy (Summary)

The overriding focus of the Local Transport Strategy is on the regeneration of North East Lincolnshire and its economy.

In meeting these regeneration aspirations, we have devised eight Local Transport Challenges. These challenges have been developed in consultation with our stakeholders and have been informed by key local strategies and local evidence sources.

Our local challenges have their foundations in national policy and are presented below in terms of:

- Why the challenge is important in supporting North-East Lincolnshire's overall goals
- The Policy Toolkit we will employ to address the challenge
- Possible interventions and schemes which we will apply through the Policy Toolkit

Supporting evidence for the LTP3 Local Challenges can be found in a separate LTP3 Evidence Base document. Presented below is a brief explanation of why we feel that each challenge is important to North East Lincolnshire residents.

Challenge A: Enable sustainable growth through effective transport provision.

For the long term health of the local economy growth has to be sustainable. Regeneration aspirations will rely on effective transport links to enable employees and visitors to access new homes and workplaces. Development near the Port of Immingham Docks and the South Humber Bank will need appropriate road and rail links enabling the transportation of cargo.

Challenge B: Improve journey times and reliability by reducing congestion.

Tackling congestion has been raised by both the public and business as an issue in North East Lincolnshire. The problem of congestion in North East Lincolnshire tends to be localised and associated with peak travel times. Through analysis of data collected by satellite navigation systems several hotspots have been identified including Tollbar Roundabout (A16), Westgate Roundabout (A180) and Cambridge St / Little Coates Rd junction.

In addition congestion along the A160 is expected to increase as the Port of Immingham expands. Traffic delays are also regularly occur along the A180

entering the resort of Cleethorpes during the summer and weekends.

Challenge C: Support regeneration and employment by connecting people to education, training and jobs.

As well as providing links to workplaces there is a need to transport people to training and education sites where they can learn and up skill to meet the needs of new emerging local industries.

Challenge D: Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.

Social exclusion is a significant issue, particularly among the elderly. Providing access for all at an affordable rate to education, healthcare, employment, leisure and social opportunities enables people to make the most of life.

Challenge E: Improve the health of individuals by encouraging and enabling more physically active travel.

Overall the health of local residents in North East Lincolnshire is improving but life expectancy is lower and early deaths from preventable causes are higher than national averages. Less than 1 in 5 people are getting enough exercise each week and more than 25% of people are classed as obese. The challenge for transport is to help improve the situation and increase the physical and mental health of local people.

Challenge F: Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.

The number of traffic accidents on local roads has declined significantly in recent years but is still higher than similar places elsewhere in the country. This challenge seeks to build on the progress already made and to continue to improve safety and security in the area.

Challenge G: Improve the "journey experience" on the local transport network.

This challenge supports the idea that transport is not just about getting from A to B but about the quality of the journey. Comfort, reliability, punctuality and aesthetics were raised strongly at Stakeholder workshops in relation to many different forms of transport and this acknowledges that improving journey experience is a key tool in encouraging people to use more sustainable modes of travel.

Challenge H: Ensuring that transport contributes to environmental excellence, including managing air quality and reducing transport related greenhouse gas emissions

Delivering economic growth in parallel with guarding and enhancing the environment is an important part of building a sustainable economy. North East Lincolnshire must enhance its natural assets, guard against environmental degradation and reduce its dependence upon fossil fuels in order to make it an attractive place to invest, work, live and visit.

Since emissions from transport are a significant contributor to greenhouse gas emissions, it is important that we delivery ways to reduce fossil fuel dependence. This is especially important alongside establishing North East Lincolnshire as a centre for renewable technologies. We therefore aim to be an exemplar in our effective use of sustainable energy and our active management of the environment.

Whilst overall North East Lincolnshire has good air quality, it is clear from our measurements that there are a few key locations which exceed European guidelines and have been declared Air Quality Management Areas (AQMAs). It is important that we continue to manage and monitor air quality at these and other sites.

Interventions and Schemes

The table on the following pages summarises some of the interventions and schemes that could be employed to meet these challenges. It is worth noting that many interventions are listed under more than one challenge showing the strong relationships between the challenges. For example modal shift from cars to cycling will have health benefits for those who switch but will also have an impact on congestion and emissions for the wider community.

6. Policy Toolkit

The following table summarises the Policy Toolkit appropriate for each challenge, along with potential interventions to deliver these policies.

Challenge		Policy Toolkit	Possible Interventions and Schemes	
A	Enable sustainable growth through effective transport provision.	- Integrated land use and transport planning. - Local master planning - Strategic transport provision.	We will use a clearly defined planning and interventions frame work in the following order: Demand Reduction - spatial planning, fiscal interventions, behavioural change and technological measures (e.g. enabling and encouraging teleconferencing / ICT, working from home, home shopping, travel planning). Modal Shift - to more sustainable and space efficient modes - shifting from motorised modes to walking/cycling where possible, and shifting from private to public transport. Also shifting freight from road/air to rail where possible.	
			Efficiency improvements - including vehicle efficiency improvements; encouraging higher occupancy rates; promotion of car clubs; eco-driving; measures to spread demand peaks on public transport; and measures to improve the efficiency of transport networks. Capacity increases for motorised transport. This should only be considered once the full potential impacts of 1-3 have been appraised, an explicit delivery programme determined, and the full effects of that programme included in assessing the residual role for 4. Any capacity increases that are required should be prioritised to the most efficient and sustainable modes. A18-A180 Link Road	
B	Improve journey times and reliability by reducing congestion.	- Managing demand. - Increasing capacity and managing traffic. - Improving and promoting alternatives to the car.	Managing Demand - Effective land use planning - Car parking policy - School and workplace access and travel plans, including infrastructure improvements and traffic management - Freight distribution Increasing Capacity and Managing Traffic - Grimsby Area Intelligent Transport System (GAITS) and variable messaging systems - Maintenance of the local highway network to ensure its efficient operation - Great Coates Interchange - South Humber Bank Link Road - Junction upgrades - A18-A180 Link Road	
			- Road sign improvements - Improvements to traffic signal junctions - Appropriate provision for motorcycle and cycle parking - Car park management Improving and Promoting Alternatives to the Car - Provision of higher quality and more frequent public transport services - Park & Ride for both Grimsby town centre and Cleethorpes - Rail Park and Ride - New and improved cycling infrastructure Smarter Choices initiatives, including car sharing, the promotion of “cycling and walking” and encouraging public transport usage.	

	Challenge	Policy Toolkit	Possible Interventions and Schemes	
C	Support regeneration and employment by connecting people to education, training and jobs.	- Supporting regeneration. - Accessibility planning. - Network and service improvements. - Providing access to jobs & training. - Improving access to education.	North East Lincolnshire will connect people to jobs and services through: Supporting regeneration - Engage in the delivery of transport improvements in Grimsby town centre, Freeman Street, Grimsby Docks and Cleethorpes sea front to support the renaissance programmes. - Build connectivity and good access into the programme to develop the Humber Bank including the A18-A180 Link Road - Provide transport advice and assistance in the planning of new housing developments identified in the North East Lincolnshire SHLAA to reduce the reliance on the private car and encourage more sustainable travel Accessibility Planning - Engage communities and transport delivery agencies in identifying and resolving transport barriers - Working with employers to make public transport access easier Network and service improvements - New and improved infrastructure to facilitate development of the South Humber Bank. - Improving networks through key routes, interchange, ticketing and information (including real time information) - Public transport network and infrastructure improvements	- Highway schemes such as Great Coates Interchange and South Humber Bank Link Road - Infrastructure to support cycling and walking Providing access to jobs and training - Facilitate and support travel plans for new developments - Joint working with skills development agencies, employers and economic regeneration partners to provide transport infrastructure and services, travel advice and support, alongside skills and training Access to education - Active support for existing school travel plans, including agreeing new initiatives and targets - Provide assistance for the review of School Travel Plans and support initiatives to reduce car usage on the school run. - Working with schools, the Local Education Authority and academy sponsors to integrate safe, independent access into the replacement for Building Schools for the Future.
D	Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.	- Generating demand and addressing barriers. - Providing support for communities and individuals. - Developing and delivering solutions.	Generating Demand and Addressing Barriers - Combined Access to Opportunities programmes in deprived communities to improve job prospects, employability and access - Appointment systems linked to public transport times, information and ticketing Providing Support for Communities and Individuals - Transport Community Action Plan process to be inclusive and engage those most affected by barriers - Development of skills and travel support & advice packages and funding of their deployment through structure funds or similar - Working with schools and other agencies to provide travel training and advice, especially for people with learning or physical disabilities	Developing and Delivering Solutions - Make more use of demand responsive services (e.g. Phone 'n' Ride) by linking to social services, health and education transport. Use transport brokerage approach. - Improving public transport networks and infrastructure: - Improving access to, on and across highways, rights of way and public space: - Provide travel advice and support - Provide assistance for the review of School Travel Plans and support initiatives to reduce car usage on the school run.

Challenge		Policy Toolkit	Possible Interventions and Schemes	
E	Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.	- Analysing, reporting and acting on information. - Building safe access, safety and security in communities, schemes & facilities. - Taking action where accidents are shown to happen. - Addressing road user behaviour. - Promote and enhance community safety.	Analysing, reporting and acting on information - Continuous appraisal and improvement of our use of information - Undertaking regional, National and International comparisons in terms of comparative statistics and best practice Building safe access, safety and security into all communities, schemes & facilities - Ensuring short, attractive, direct and safe routes to public transport - Traffic calming and speed management schemes - Building safe, easy access into development sites, including access to neighbouring facilities Taking action where accidents are shown to happen - Building safety improvements into maintenance schemes - Specific safety schemes where appropriate	
			Addressing road user behaviour - Speed management, including cameras - Education and support for older drivers - Initiatives for young drivers - Motorcyclists - Schoolchildren Working with partners to promote and enhance community safety - Joint working with Safer Neighbourhood Teams and operators to address public transport safety issues - Initiatives to improve general safety and security in communities and town centres	
F	Improve the health of individuals by encouraging and enabling more physically active travel.	- Encouraging people. - Providing and improving facilities. - Designing in exercise opportunities.	Encouraging People - Working with the NHS to develop individual travel and exercise plans - Continued provision and improvement of walk and cycle guides and signage Providing and improving facilities - Evaluation of current local transport initiatives and definition and delivery of future needs consistent with the LDF Core Strategy - Transport Community Action Plans to include walk, cycle and public transport, including access to green space and leisure facilities	
			- Infrastructure to support wheelchair / pram & buggy users. - Improved secure cycle storage, including rail stations or bus-based park and ride - Integration of the Public Rights of Way Improvement Plan into the LTP3 - Short, attractive, direct and safe routes to public transport Designing in exercise opportunities - Design guides for developers	

Challenge		Policy Toolkit	Possible Interventions and Schemes	
G	Improve the journey experience on the local transport network.	- Research and information. - Partnership working. - Delivery of improvements.	Research and Information - Public transport user surveys - Highway condition and journey time surveys - Modelling of impacts of developments using micro-simulation and accessibility models Partnership Working - Prioritisation through Local Strategic Partnership - North-East Lincolnshire Bus Quality Partnership - Consult and work with freight operators, port operators and employers - Working with Network Rail and train operating companies	Delivery of Improvements - Improved public transport services, infrastructure and inter change - Public transport ticketing and information improvements, including 'smartcard' ticketing and real-time information. - Park & Ride provision where appropriate - Provision of HGV routes and parking provision to promote commerce and reduce impacts on residents and other road users - Maintenance of the local highway network to ensure its efficient operation, including footways, bridges and structures - Technology to make better use of existing highways (e.g. GAITS) - New and improved cycling infrastructure - Drainage maintenance - Improved signage, including variable messaging signs where appropriate
	Ensuring transport contributes to environmental excellence, including improved air quality and reduced greenhouse gas emissions	- Communication. - Behaviour change. - Delivering low-carbon transport.	Communication - Leaflets, newspaper articles and other information - Guidance and support - Freight operators and other commercial partners Behaviour Change - Benchmarking with other UK and European areas to encourage best practice - Travel plans	Delivering low-carbon transport - Reduced emission commercial vehicles - Alternative fuel vehicles, electric vehicles and charging points - Cycle promotions and hire initiatives - Walkable, cycle-friendly neighbourhoods - Improved highway management - Improved signage for HGV traffic

7. Developing the Programme

The Local Transport Strategy sets out the challenges through which the delivery plan will be designed and implemented

7.1. Priorities

The focus of the Local Transport Strategy is on regeneration, the creation of jobs, economic and social inclusion, developing a low-carbon economy and environmental excellence.

Maintaining current assets to a high standard is essential and underpins all our transport and lighting improvements. In setting priorities we must ensure that we get the most out of these assets and that we lever in additional funds to add value to schemes in terms of delivery against the key economic, social and environmental imperatives.

7.2. Prioritisation Process

Everything which we do will therefore be judged against the 'big picture'. The prioritisation process which is summarised here is linked to the formal scheme appraisal process detailed in Section 8.

Since there are many competing demands on available funding, careful appraisal of projects will take place. This will be geared towards prioritising activities involving statutory duties and high priority actions such as essential maintenance of the highways asset, balancing this with the other themes which contribute significantly to the economic and social regeneration of the area.

Committed projects remaining from LTP2 will also be prioritised, though where possible they will be reappraised to demonstrate delivery against the eight LTP3 Strategic Challenges. Partner organisations will also be invited to collaborate, as set out in Section 7.4.

We will seek to lever additional benefit from the design of schemes. In effect, all that we do will be designed to deliver maximum value across all eight Strategic Challenges. By demonstrating this alignment, projects will be able to present significantly higher benefit profiles.

Inevitably a key factor in the prioritisation of schemes will be the deliverability, especially in terms of the availability of funding and the absence of major barriers such as interdependent development projects. In terms of raising the 'deliverability' elements of a scheme, potential external funding will be bid for and could include the following:

- Major Scheme Funding
- Section 106 Funding from developers
- Partnership match funding
- Local Sustainable Transport Fund

7.3. Publicity and consultation

In order to ensure that partner organisations, other Council departments and communities can contribute to the design and delivery of holistic schemes, the following approach will be undertaken to ensure all potential contributors are informed:

- The forward programme of works, including the maintenance programme, will be published in advance
- Adequate notice will be provided to the communities of any future works in their area
- Consultation will be undertaken on satisfaction, priorities and suggestions before works are undertaken
- Branding of works which have been subject to partnership/community working - "Another quality partnership product"
- Notification of the community of progress and any delays or complications
- Public consultation on satisfaction after any works are completed
- Press releases which will underline the achievements and the role of partners and the community

7.4. Designing and Delivering Comprehensive Schemes

Much of the programme, especially in a time of financial restraint, is linked to maintenance of the highway and other assets. Other elements will be development related, either through the regeneration programme or from privately funded developments. Specific grant-funded schemes, for example through the Local Sustainable Transport Fund, may enable us to resource other projects.

In all cases we will ensure that maximum value is gained from these core schemes. This will be done by ensuring that partner organisations, local communities and other key bodies are consulted in advance and invited to express their requirements and align additional resources to the project.

The following process will be used to ensure we achieve value for money and joined up working:

- The draft programme for a given year will be published and made available to all partner organisations. This will enable them to consider how the schemes may complement their own programmes, what additional value could be introduced and what additional funding streams could be aligned.
- The Accessibility Partnership will be used as the focus for this activity, through an annual workshop towards the end of each calendar year, as the programme is being developed for the following financial year.
- Communities or areas affected by larger proposed schemes may be invited, through the normal area working processes, to work with us to develop a comprehensive Transport Community Action Plan (see Section 15.4 for details). If the size of a scheme does not justify this, the Area Co-ordinator will ensure that any requirements are defined and communicated.
- Each project which is accepted onto the approved programme will be assigned a Project Manager who will be responsible for bringing together a Project Steering Group containing key personnel from within the Council, from Balfour Beatty Workplace and from partner organisations contributing to the scheme. For larger projects this may include the Area Co-ordinator.
- The initial Project Inception Document will be agreed by the Project Steering Group. This will set out all agreed project requirements, delivery responsibilities, project timescales and the funding and other resource contributions from all organisations involved.
- The Project Manager will be responsible for the delivery of all elements of the project, including those agreed elements requested or funded by partner organisations or other Council departments. These bodies will make funds

available before the project starts and transfer responsibility for spending to the Project Manager.

- The Project Manager will also ensure that the publicity and consultation, as defined in Section 7.3, is delivered.
- Progress of each project will be reported to the Project Steering Group, with reports at intervals agreed in the Project Inception Document.
- Overall programme progress will be reported to the Accessibility Partnership, along with the more comprehensive performance monitoring processes.
- On completion of the project, a review process will be completed by the Steering Group and a brief report prepared, setting out the results of the project and what was learned from the process. This will be reported to the Accessibility Partnership and will be used to help improve future projects.

This process will be developed and enhanced to take account of experience as the Local Transport Delivery Plan is implemented.

8. Appraisal Framework

8.1. Scheme Characteristics and Imperatives

The Local Transport Strategy sets out the eight Strategic Challenges (Policy Fit) which will form the basis of the appraisal framework. In addition, there are a number of factors which determine which schemes must be taken forward into the programme. These include the following:

- **Committed Schemes**

Schemes which are already committed will generally go ahead unless some significant issue threatens their worth or effectiveness. LTP2 schemes will be reviewed in the light of the eight strategic challenges to determine whether they can be revised to better meet the objectives of LTP3.

- **Essential Works**

Some schemes, including high-priority maintenance projects, may need to go ahead on the basis that they are unavoidable. This may occur through emergencies, making comprehensive appraisal difficult. Where possible, all such schemes will be appraised against the eight Strategic Challenges, judging for example what the negative impacts of not going ahead with the scheme would bring about. This will establish to some extent the value of the assets involved. In addition, where feasible, schemes will be designed where possible to deliver added value against stated community priorities in terms of accessibility or safety improvements.

- **Statutory Duty**

Where a statutory duty exists to deliver a scheme (including requirements for monitoring, measurement and analysis), there will be a presumption that the scheme should go ahead. As detailed above, every attempt will be made to add value.

- **Enabling**

Major schemes and some longer-term projects require significant preparation well in advance of their becoming deliverable schemes. Care will be taken to appraise the likely long-term benefits of delivering the scheme against the eight Strategic Challenges before resources are committed to undertake such preparation work. However, it is likely that in many cases there will be a requirement to progress such projects to at least an initial feasibility stage, including modelling work.

- **Deliverability**

Schemes for which there is no realistic chance of funding or those likely to meet significant opposition will be identified quickly and eliminated from the programme.

8.2. Using Appraisal to Develop the Programme

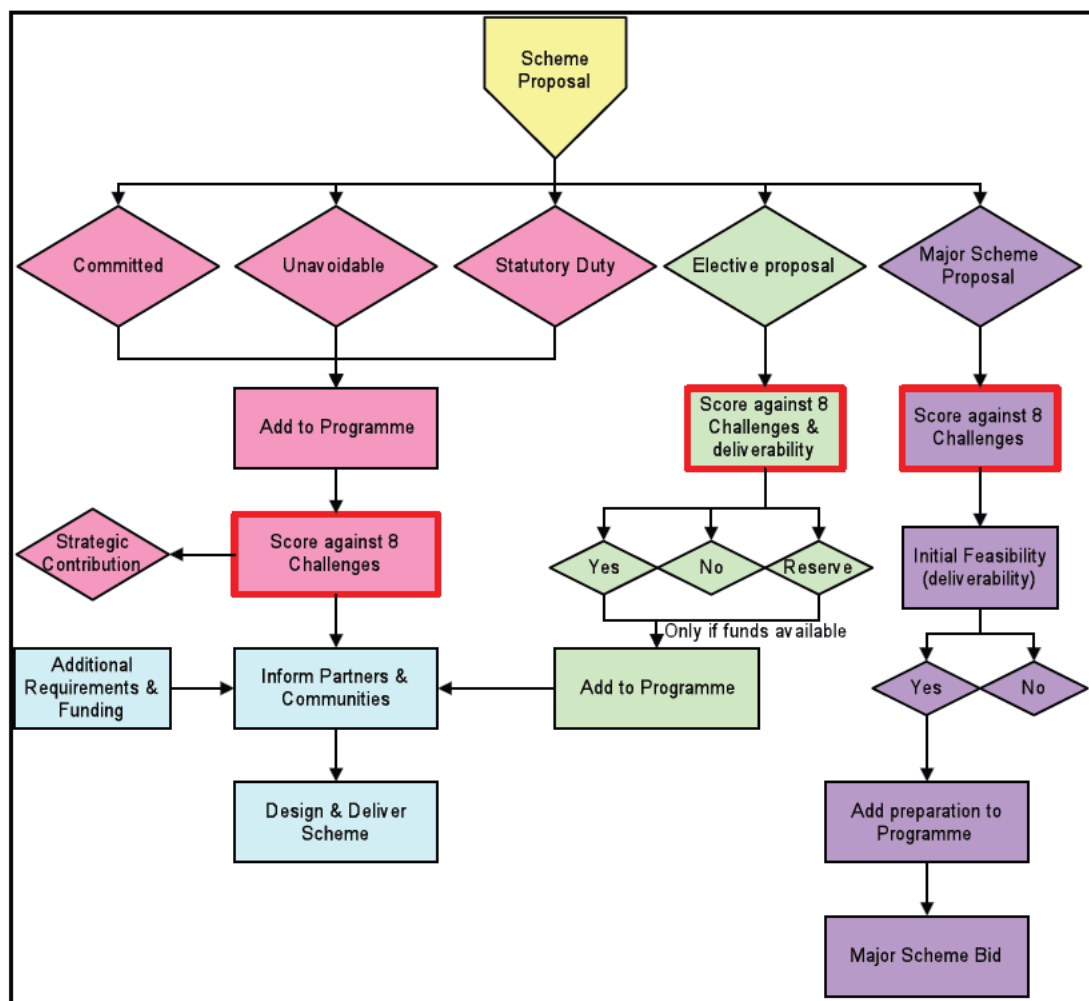


Figure 2 Scheme Appraisal Framework

In order to take account of the above factors in the context of the eight Strategic Challenges, each proposed scheme will be reviewed and appraised as set out in Figure 2 Scheme Appraisal Framework. This demonstrates how the delivery programme will be built up to reflect the long and short term requirements and available funds, along with the management of major scheme proposals. The scoring system used to assess the contribution against the eight Strategic Challenges (highlighted in red), using an example based on provision of park and ride coupled with bus priority measures is shown in Figure 3 - Appraisal against the Strategic Challenges.

8.3. Using the Eight Strategic Challenges

The Policy Toolkit and associated interventions detailed in the Local Transport Strategy provide the means to address several objectives through a single project, package or programme. This is reflected in the Appraisal Framework which will be used to determine the schemes to go ahead, the manner in which they will be delivered and the way they are packaged to deliver added value and synergies.

Figure 3 - Appraisal against the Strategic Challenges sets out diagrammatically how each proposal will be judged in parallel against all the eight Strategic Challenges, using an example based on the provision of park and ride facilities coupled with bus priority measures.

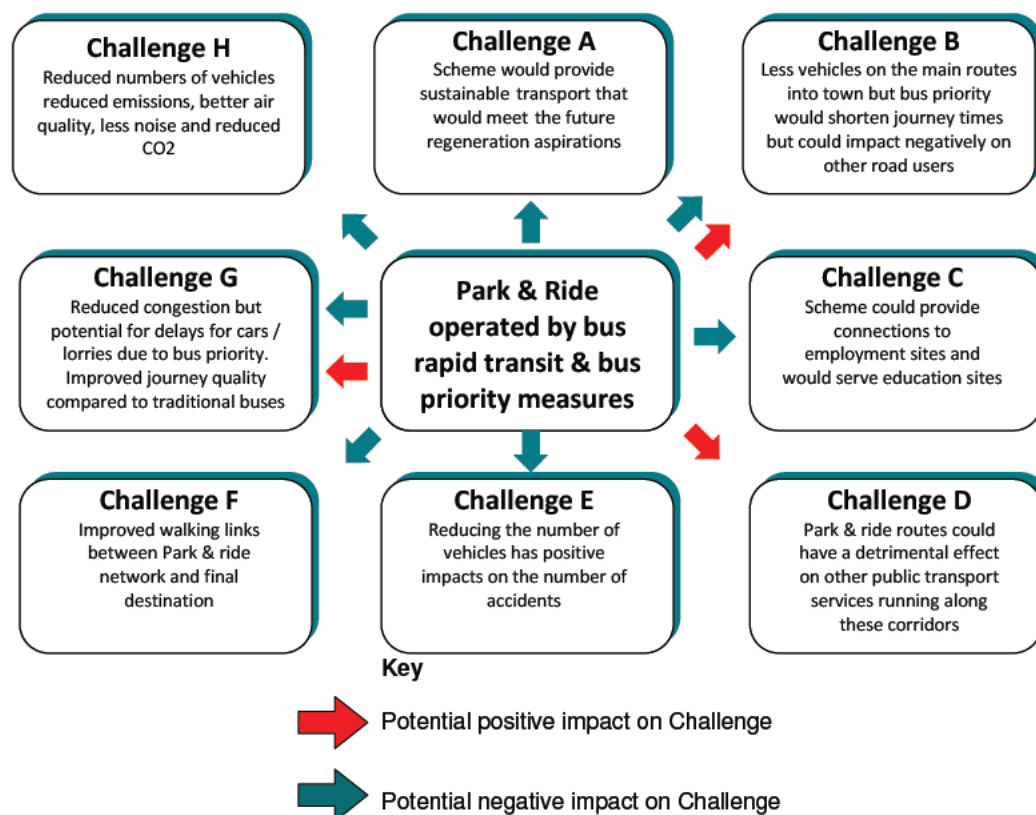


Figure 3 - Appraisal against the Strategic Challenges

During the initial stages of LTP3 we will develop appraisal forms which will be used to appraise interventions in terms of their delivery against the eight Strategic Challenges. This process uses the Policy Toolkits associated with each Strategic Challenge to ensure adequate rigour in the appraisal process. This is designed to avoid assertions that an intervention will impact on one or more of the Strategic Challenges without evidence of the effectiveness through known policy tools.

Where appropriate, all the appraisal mechanisms will utilise recognised standards such as WebTAG. Benchmarking with other organisations will also assist in determining the likely effectiveness of proposals and how they may be best delivered. As LTP3 develops we will look to review and refine this process through developing our Performance Management Frameworks.

9. Proposed Major Schemes

The regeneration programmes on which this Transport Strategy is focused will require additional capacity to improve highway capacity and access and ensure that congestion does not impact adversely on our plans. Design and delivery of improvements will be done in partnership with the Highways Agency.

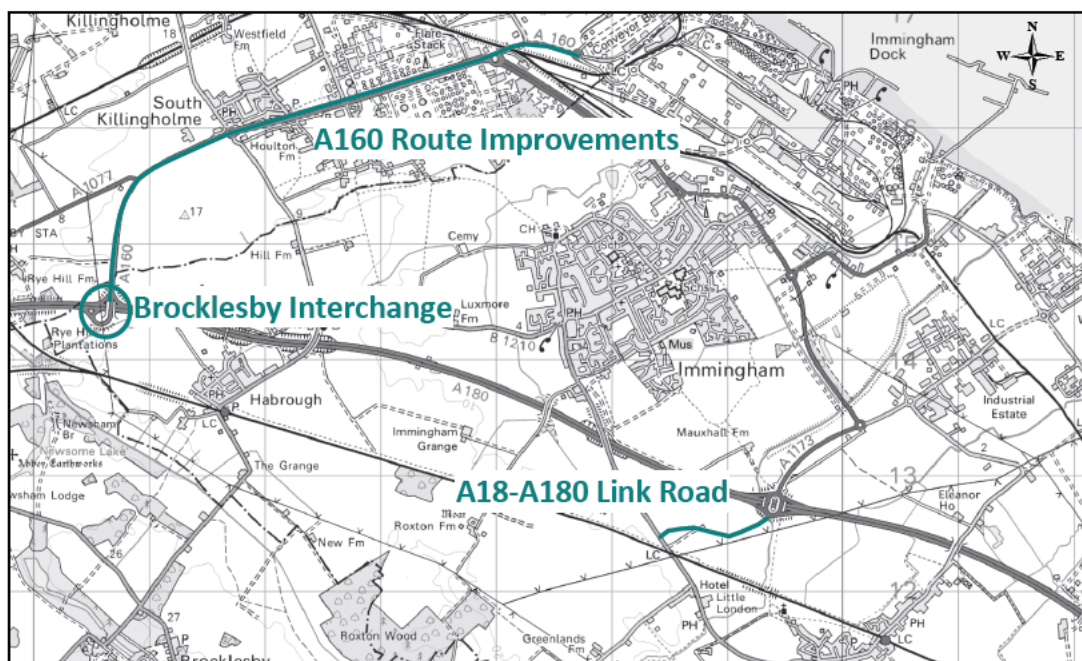


Figure 4 Proposed Major Scheme Locations

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9.1. A18-A180 Link

The Port of Immingham is the largest port operation in the UK and is one of Britain's fastest growing ports. Access to the port from the A18 to the south is poor with no direct link between the A18 and A180. This results in dock bound traffic from the south using Pelham Road, which passes through the town centre and residential areas of Immingham, causing safety and environmental nuisance to the local residents. This dock traffic is largely due to agricultural produce such as grain being transported to the port and fuel oil going to the rural areas.

The key transport objective for the scheme is the provision of good access from rural Lincolnshire to the docks and other industrial areas in Immingham and vice versa including improved journey times for commercial traffic. The key environmental objective is the removal of heavy goods vehicles from Pelham Road in Immingham resulting in significant environmental benefits and a reduction in severance. Objectives also include the removal of through traffic (cars and light goods vehicles) from the village of Stallingborough resulting in significant environmental benefits and a reduction in severance.

The route between the A18 and the docks is severed by a gap in the A1173, which ends at the B1210 and continues to the north of the A180, giving access to the industrial area to the east of Immingham and, through it, to the eastern entrance to the port of Immingham. This relatively simple scheme provides a connection between the B1210 just to the north of the Sheffield to Grimsby railway line and the A180 Stallingborough Interchange. The A18-A180 Link Road offers a connection that avoids the archaeological heritage site, minimises the impact on Stallingborough village and overall has a low visual impact on the relatively flat landscape.

The A18-A180 Link gained entry into the Government's funding programme in 2010. The Coalition Government is now reviewing all the major transport schemes in its programme and has indicated that the A18-A180 Link Road is one of the schemes in the "Development Pool". Subject to further analysis, consultation and revised funding offers from Local Authorities a decision is expected by the end of 2011 on whether this scheme will receive funding.

¹⁰ Investment in Local Major Transport Schemes, DfT (Oct 2010)

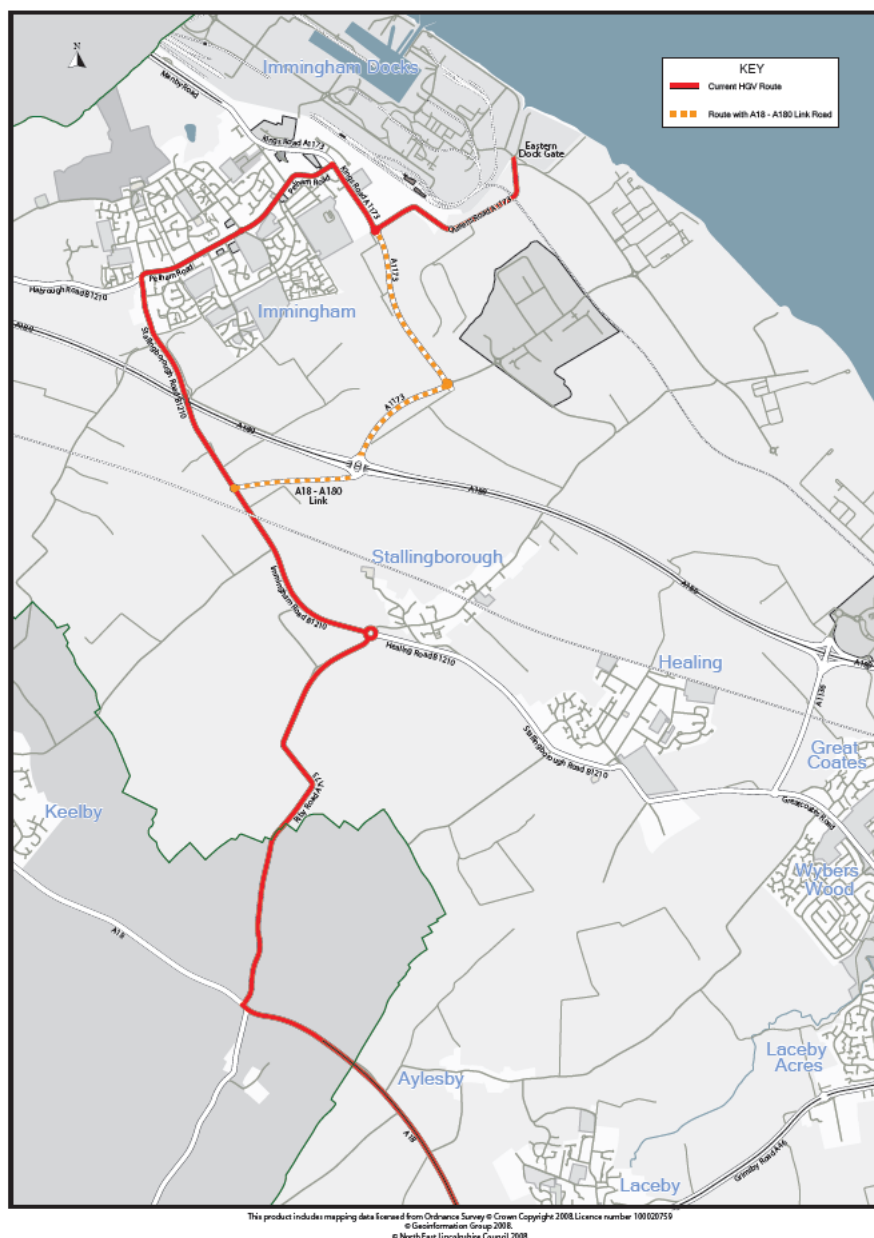


Figure 5 - A18-A180 link route

Contribution to the eight Strategic Challenges

Transport Challenge	Contribution or Detriment	Complementary Measures, Mitigation or Evaluation
Challenge A	Improves access to the Port of Immingham, enabling growth	Routes & signage, including VMS where appropriate
Challenge B	Reduces journey times for freight traffic and removes freight from local roads	Opportunity to reconfigure local roads to enhance access
Challenge C	Improves access between Grimsby & Immingham	
Challenge D	Reduces severance in Immingham	
Challenge E	Reduces HGV traffic in Immingham	Local safety improvements
Challenge F	Reduction in HGV traffic will make active travel more attractive	Improve local routes
Challenge G	Transfer of HGV traffic to the new road will improve journey experience for freight and local traffic	Opportunity to reconfigure local roads to enhance access
Challenge H	Improved air quality in Immingham	Route selection. Environmental enhancements

9.2. A160 (including Brocklesby Interchange)

This is a Highways Agency scheme which as part of the DfT's review of major schemes in 2010 was classified as a "Future schemes / Review schemes" indicating that work will not start until after 2015. Although the scheme is located across the border in North Lincolnshire there are likely to be significant benefits for the port of Immingham and surrounding area. Costs are estimated at around £110m. The scheme is designed to improve access to Immingham docks, primarily to cater for growing freight traffic. Currently, freight accounts for 44% of the vehicles. The scheme is predicated on the increased traffic flows predicted to reach 22,000 vehicles per day (up from 13,000 in 2010). Key preparatory elements may be included in the Delivery Plan but this will be a long-term project. The engagement of the Local Enterprise Partnership, Associated British Ports and North Lincolnshire Council will be essential to help progress this scheme.

Contribution to the eight Strategic Challenges

The contribution, mitigation and further measures are similar to those of the A18/A180 scheme above, though quantitative cost-benefit analysis will be fundamentally different.

9.3. Europarc Phase 4 Highway Infrastructure

The development of Europarc 4 as a key employment area will be dependent upon good connectivity and highway links. The highway impact of the current Europarc development has been less than predicted when the development was first mooted in 2001. The intention is therefore to defer major upgrade works to the A180(T) Great Coates Interchange (GCI) and adopt a planned phased approach for the provision of highway infrastructure for Europarc Phase 4.

A phased approach will help minimise infrastructure costs and help the deliverability of the site securing more jobs and investment for the area therefore having a positive impact on the social and economic future of the area.

This approach allows cost effective solutions during the early phases of the development of Europarc 4 and ensures that any long term works provide value for money at the point of investment.

The South Humber Bank Link Road (SHBLR) will be the main spinal access road for the Europarc 4 site and as part of this approach the requirements for this road will be reviewed allowing other possible solutions to be considered.

Contribution to the eight Strategic Challenges

Transport Challenge	Contribution or Detriment	Complementary Measures, Mitigation or Evaluation
Challenge A	Releases new commercial development land	Investigate short-term, low cost solutions
Challenge B	New development may place more traffic on A180	Effective freight and passenger route and travel plans
Challenge C	Improved access to jobs by car, though traffic generation will be likely	Bus links through Pyewipe and Europarc. Effective travel planning linked to development
Challenge D	None	Improve bus, walk & cycle links
Challenge E	May be detrimental due to increased traffic	Safety improvements on local roads, including for pedestrians & cyclists
Challenge F	May be detrimental as car travel made easier	Promotion of active travel through travel plans
Challenge G	Easier access to employment sites	Improving bus, walk and cycle links
Challenge H	Dependent on scheme design and traffic generation	Environmentally enhancing scheme design. Promote active travel & public transport

9.4. Grimsby Area Integrated Transport Scheme (GAITS)

The Renaissance vision for Grimsby town centre requires a high quality transport scheme that is bold and contributes to the delivery of a step change in the local transport system, to match the transformation taking place in the urban realm.

The Grimsby Area Integrated Transport Scheme (GAITS) has three major elements:

- **A modern, attractive and well serviced bus station in Grimsby town centre**

A new central bus station for Grimsby will provide opportunity for improved links with Grimsby Railway Station and will help to tackle congestion by encouraging a modal shift to public transport. The new facility will provide a single, high quality, weather-proof waiting area for bus passengers, with electronic information about departures. The construction of the bus station will support the regeneration aspirations in the town centre probably as part of a wider retail development, providing opportunity for further urban realm improvements.

- **Park and ride along the three main principle routes into the area (A180, A46 and A16)**

As part of the approach to deliver a step change in public transport provision, access to the Town Centre will be improved through the development of a park and ride service. Intended to relieve Grimsby town centre and its approaches from congestion, and provide a more sustainable means of travel, the service will be complemented by appropriate bus priority and demand management measures.

Park and ride services may be extended to serve the neighbouring resort of Cleethorpes during the summer season and at weekends / bank holidays. This would bring significant benefits in terms of reducing congestion and parking problems associated with the resort.

- **Bus rapid transit (BRT), using high quality vehicles with limited stop services operating between the park and ride sites and the town centre.**

The vision includes a rapid transit system for the area. Historically, this has been provided in some cities by introducing tram systems. Recent innovations in bus technology have introduced the concept of “Bus Rapid Transit”, which can provide a similar level of quality transport system which is more cost effective, making it a financially viable alternative for towns the size of Grimsby.

A new BRT service will provide a rapid connection between each park and ride site and the new bus station. It will be an express service, stopping only at

selected locations, or Station-Stops, each with high quality information, waiting facilities, and secure cycle parking.

Each rapid transit route will be complemented by appropriate bus priority measures and ticketing systems ensuring competitive travel times.

Together the three elements help introduce an innovative, high-tech transport infrastructure providing high quality sustainable travel for North East Lincolnshire.

Contribution to the eight Strategic Challenges

Transport Challenge	Contribution or Detriment	Complementary Measures, Mitigation or Evaluation
Challenge A	Encourages modal shift by making bus travel more attractive Capacity improvements to enable sustainable growth	Bus link to Europarc by return journey
Challenge B	May be detrimental to vehicle if bus priority measures are introduced	
Challenge C	Park & ride services would pass by GIFHE	
Challenge D	Improved access to town centre with the employment opportunities on offer.	
Challenge E	Reduced levels of traffic on key corridors into the town centre	Safety improvements along the corridors, including for pedestrians & cyclists
Challenge F	Walk and cycle facilities at Station Stops and Interchange to promote active travel.	Develop and publicise linked walking and cycling routes to network
Challenge G	Significant improvements in journey quality for users	Work with public transport operators to improve services on key corridors
Challenge H	Reduced vehicle movements and associated emissions	Environmental works at Park & Ride sites

10. Other Scheme and Service Options

10.1. Critical Schemes and Services

Maintenance of the Highways and other Transport Assets

Maintenance of the highway and other transport assets is both a National priority (as recognised in the Transport Settlement in 2010) and a local priority, as reflected in the allocation of funds by the Council.

In line with both local and national priorities, maintenance is one over arching priority. However, in developing our programme, we have incorporated other elements such as improving accessibility, road safety or public transport alongside the maintenance scheme. Other examples in the programme include:

- Boulevard Avenue Subway. Parapet replacement linked to the delivery of a new off-road cycle path.
- Ladysmith Road maintenance works linked to the delivery of an off-road cycle path.
- A1243 Bargate (Dudley Street- Welholme Road). Maintenance scheme linked to delivery of an advanced stop line and a pedestrian crossing.
- A180 maintenance schemes linked to Gilbey Road flyover fence replacement and an off-road cycle lane. Similar integration across all the key transport asset programmes, including street lighting and traffic signals, will be incorporated as the LTP3 programme is developed. This integration provides significant benefits across the Strategic Challenges as set out in the table on the next page:

Transport Challenge	Contribution or Detriment	Complementary Measures, Mitigation or Evaluation
Challenge A	Effective maintenance for the existing infrastructure required to encourage development	Small-scale capacity improvements to enable growth
Challenge B		Small capacity improvements help manage congestion
Challenge C	Public transport, walk and cycle improvements help access to work and services	Work with public transport operators to improve services on key corridors
Challenge D	Walk and cycle improvements benefit the community and provide improvements for the mobility impaired	Link with Transport Community Action Plans (Localism) to address issues of real concern to each community
Challenge E	Safety improvements and linked lighting improvements	
Challenge F	Walk and cycle improvements promote active travel	Develop and publicise linked routes to key facilities
Challenge G	Significant improvements in journey quality for all	Work with public transport operators to improve services on key corridors
Challenge H	Well designed Improvements will enhance the environment	Adopt Manual for Streets to improve design and delivery

Other critical schemes, already assessed as extremely important in terms of meeting the eight Strategic Challenges include:

- Public transport provision and associated complementary transport, especially the Phone-n-Ride service. Replacement of vehicles is programmed for 2013/14.
- Delivery of the key transport and connectivity support for the regeneration programme as set out in the Local Transport Strategy. This will involve modelling and investment in analysis tools such as GIS as the programme develops, as well as the delivery of capacity and connectivity improvements as required.

Other critical and high-priority schemes will be identified through the appraisal process detailed in Section 8.

Exploratory and monitoring schemes

Whilst delivery of schemes on the ground will be the primary focus for the Local Transport Plan, there are a number of activities required to explore requirements, monitor the effectiveness of our activities and investigate the impacts of transport and travel on the environment. These will involve some investment and will be incorporated into the programme and includes:

- Air quality and noise monitoring, especially in terms of meeting our commitments and aspirations under Challenge H.
- Measurement of customer satisfaction as detailed in the Performance Management Framework in Section 13. This will be a key tool in assessing the impact of our activities across all eight Strategic Challenges
- Investment in tools to measure the impacts of our actions and present the policy options which are available to us. This includes the installation and maintenance of automatic traffic count equipment, the maintenance of modelling capacity and the development and operation of GIS tools to help understand the impacts of spatial development proposals.

Transport Community Action Plan Programme

As part of the ongoing commitment to involving the local community in the planning and delivery of local transport we will rollout a programme of Transport Community Action Plans in the first year of LTP3. The location of these plans will be based on political guidance, linkage with the regeneration programme, linkage with the highway maintenance programme and any other considerations. Further information regarding TCAPs can be found in section 15.4

Integrated Land Use and Transport Planning

The Localism legislation will involve significant changes to the way in which spatial policy is developed and implemented at a local level. It will almost certainly involve changes in the way transport and connectivity is planned and managed within our communities.

One of our key policies is the use of Transport Community Action Plans, as described previously.

However, we plan to integrate far more elements of our spatial and transportation planning during this Local Transport Implementation Plan period. This will be developed to meet the requirements stemming from the Localism policies of the Government

10.2. Optional Schemes and Services

As described in Section 8, we will use our eight Strategic Challenges to determine the schemes most able to deliver and support the strategic objectives of the Council, its strategic partners and the communities of North East Lincolnshire.

Candidate schemes can be found in Sections 12 and 16, with Section 13 describing how we will use our Performance Management Framework to manage and adapt delivery to meet changing demands.

Although there will be an emphasis on actual delivery on the ground, we will also ensure that the critical enablers for longer-term schemes (including major schemes) are included in the programme as appropriate. This will be done through our approach to integrated land use and transportation planning, the linkage to the regeneration programme and our well-established partnership working. The categories of scheme involved will vary but will include:

- Improving accessibility, including schemes stemming from the Transport Community Action Plan processes
- Public transport enhancements, in partnership with the transport operators and including significant improvements to traveller information such as real-time systems
- Capacity improvements, including traffic signal enhancements
- Walk and cycle enhancements, including schemes to link communities with key facilities and identified through the Transport Community Action Plan process,
- Parking and park-and-ride initiatives to meet the strategic goals of the Council and its partners

- Lighting improvements linked to community safety schemes and energy-saving initiatives.
- Local safety schemes, often linked to other initiatives such as maintenance and small schemes linked to new developments
- Enabling work for major schemes such as the South Humber Bank Link Road.

10.3. Local Sustainable Transport Fund Bid

Now that the guidance for the Local Sustainable Transport Fund has been published by the Department for Transport we will seek to put forward a well argued and well evidenced bid for funding based on the national priorities of supporting the economy and reducing carbon in addition to addressing our own local priorities and challenges. Section 15.4 outlines a summary of the guidance and further information on the Local Sustainable Transport Fund.

11. Resources and Opportunities

11.1. Baseline Assumptions

In the initial development of our Local Transport Plan, we planned our maintenance and Integrated Transport projections on the assumptions provided by the previous Government, covering the period of the Delivery Plan (2011/12 to 2013/14) and beyond up to 2018/19. This approach enabled us to develop a forward programme which integrates asset management and maintenance with the connectivity improvements required to meet our eight Strategic Challenges.

11.2. Coalition Government and Comprehensive Spending Review Impacts

A number of significant financial and policy shifts have been signalled by the new Coalition Government. Whilst there is still a clear focus on generating employment, reducing carbon emissions and providing access to jobs, education and training, there are a number of issues which affect the timing and delivery of our plans:

- The reduction in the public sector deficit over the life of this Parliament, leading to significant reductions in public expenditure over the period of this Delivery Plan
- A simplification of local transport funding, reducing 26 separate funds down to four, including highway maintenance, integrated transport, major schemes and the Local Sustainable Transport Fund (see below)
- An overall reduction of over 16% in funds available to North East Lincolnshire for maintenance over a period of four years to 2015. A reduction of 11% against the previous indicative figures is made in 2010/11. Although this reflects a prioritisation of maintenance in comparison with other aspects of public funding, it still amounts to a significant reduction.
- Loss of the Road Safety Grant, along with other funding streams such as 'KickStart'.
- An overall first year reduction of 46% in block funding for small transport improvements (Integrated Transport Block) and road safety.
- Delivery of Maintenance and Integrated Transport blocks through grants rather than borrowing approvals. Neither of these funds are ring-fenced.
- Establishment of a Local Sustainable Transport Fund for which bids will be invited during 2011. This is focused on supporting economic growth and reducing carbon emissions, along with environmental improvements, road safety and

reducing congestion. Over 60% of the total £560m 4-year fund is revenue, providing significantly greater flexibility in designing sustainable transport projects.

- Reductions in major scheme funding, though given the quantum nature of schemes, it is not clear what the impacts of this will be in North East Lincolnshire.
- Development of a 'localism' approach to many aspects of the planning and delivery of services. This aims to give local communities much more say in how they develop and how they are run on a day-to-day basis. This approach is very much in accord with our Local Transport Plan and details of how we intend to involve local communities can be found in Section 15. This includes our programme of Transport Community Action Plans linked to 'mainstream' programmes such as highway maintenance and regeneration.
- Other policy changes are likely to affect the detailed delivery and management of the Local Transport Plan.

The tables below details the capital block funding allocations for North East Lincolnshire and shows how this varies from the amounts signalled by the previous Government at the start of the development of this Local Transport Plan. Note that these figures do not take account of any additional funds which may be available through other sources, including the Local Sustainable Transport Fund.

Year	11/12	12/13	13/14	14/15
Maintenance Actual	1.698	1.646	1.634	1.598
IT Actual	1.126	1.201	1.201	1.688

Final settlement 2010/11 and 12/13 and Indicative allocations 2013/14 and 14/15

Year	11/12	12/13	13/14	14/15
Annual Maintenance Cut %	11.0	15.4	17.6	21.0
Cumulative Maintenance Cut %	11.0	13.2	14.7	16.3
Annual IT/Road Safety Cut %	46.0	43.5	44.6	23.5
Cumulative IT/Road Safety Cut %	46.0	44.7	44.7	39.2

Percent Reduction in Block Funding

These reductions in funding are significant and will inevitably have an impact on our programme. However, we are determined to deliver the commitments made to deliver physical regeneration, new jobs and housing. Transport and connectivity improvements are an important part of meeting these commitments and we will work with our partners and Government to ensure that the block funding reductions do not stifle our ambitious plans.

As detailed elsewhere in this Delivery Plan we will do this by:

- Aligning small-scale improvements to the larger maintenance and regeneration programmes, ensuring that we gain best value
- Ensuring best practice in the design and delivery of schemes, utilising the expertise and procurement disciplines of Balfour Beatty where appropriate.
- Engaging communities and partner organisations with our plans through the existing 15-5-1 neighbourhood working arrangements and the Transport Community Action Plans.
- Drawing in partner and other local authority funding, especially where transport interventions deliver against other important outcomes such as health, skills and employment.
- Making a bid for substantial funding through the Local Sustainable Transport Fund, linked to our plans for the local economy, carbon reduction, environmental and road safety measures.
- Explore the use of developer funding (possibly through a Community Infrastructure Levy) and other potential sources such as European Investment Bank or Tax Incremental Funding as detailed in Section 11.3.

11.3. Summary of funding sources and their importance

Previous Local Transport Plans have focused on the allocation of maintenance and integrated transport funds to a transport programme. Our LTP3 is much more comprehensive, detailing how funding from a wide range of sources can be applied to deliver transport projects as part of the wider regeneration programme.

Existing block allocations

The Coalition Government has announced that, in line with its localism agenda, it intends to pool the centrally funded local transport grants to create fewer but larger funding streams which are largely formula based.

As detailed above, the existing maintenance and integrated transport blocks have been maintained in the Comprehensive Spending Review, albeit at lower levels.

However, these funding streams are no longer 'ring fenced' and it is crucial that our plans are presented in terms of their contribution to wider economic, social and environmental objectives.

Local Sustainable Transport Fund

This funding stream is to be introduced during 2011. It is designed to enable local transport authorities outside London to develop packages of measures which support economic growth and reduce carbon in their communities, as well as delivering cleaner environments, improved safety and increased levels of physical activity.

The details of the fund were released in January 2011 and are linked to the 'Localism' agenda being pursued by the Coalition Government.

Eligible schemes can include those designed to encourage walking and cycling, initiatives to improve integration between travel modes and end-to-end journey experiences, better public transport and improved traffic management schemes.

This links well to our 'value added' approach to linking improvements on a local level to wider regeneration and maintenance schemes. As part of the Local Transport Delivery Plan process we will be working with our partners to develop bid applications based on the schemes set out in this Implementation Plan.

Regional Growth Fund (RGF)

The Regional Growth Fund is a discretionary £1.4bn Fund that will operate for 3 years between 2011 and 2014 to stimulate enterprise by providing support for projects and programmes with significant potential for creating long term private sector led economic growth and employment. In particular it will help those areas and communities that are currently dependent on the public sector make the transition to sustainable private sector-led growth and prosperity.

Bids for funding are expected to come from private bodies and public private partnerships, with the recently established Local Enterprise Partnerships (LEP) expected to take a lead role. Since no LEP encompassing North East Lincolnshire has yet been established, this should be addressed as a matter of urgency in order to bid for funds through the Regional Growth Fund. This would be linked to our regeneration programme and will utilise our existing partnerships to involve local SMEs, social enterprises and community groups.

The Regional Growth Fund will provide a mixture of direct support for private sector investments and support for basic infrastructure that removes the barriers to private sector led economic growth as part of a wider investment. Bids must be able to demonstrate that the Fund will create long term growth by leveraging private sector investment and jobs.

This approach is ideally suited to delivering transport infrastructure which is essential to North East Lincolnshire's economic growth strategy. In framing bids we will use our well established policy frameworks and the associated outcomes and appraisal frameworks to help provide the evidence to support our bids.

Tax Incremental Funding (UK-TIF)

Another key strand of the Coalition Government's regional growth policies is the introduction of Tax Incremental Funding. This is a mechanism which has been used in other countries (notably in the USA) to allow local government bodies to borrow money for infrastructure on the basis that the resultant economic growth will enable taxes to be levied to repay the loans.

TIF could be considered as part of a funding package to help deliver North East Lincolnshire's regeneration programme, especially in the light of the loss of a number of other major funding schemes. Since transport and connectivity will be a part of this, as described in this Transport Implementation Plan, TIF will be considered as a potential source of funding.

European Regional Development Funding (ERDF)

European Regional Development Fund (ERDF) is one of two main Structural Funds (along with the Cohesion Fund) which aim to reduce regional disparities in terms of income, wealth and opportunities across Europe. Europe's poorer regions receive most of the support, but all European regions are eligible for funding under the policy's various funds and programmes.

The ERDF supports programmes addressing regional development, economic change, enhanced competitiveness and territorial co-operation throughout the EU. Funding priorities include modernising economic structures, creating sustainable jobs and economic growth, research and innovation, environmental protection and risk prevention. Investment in infrastructure also retains an important role, especially in the least-developed regions.

ERDF has been used widely to fund transport infrastructure and services. It provides opportunities in the short term to assist with the delivery of sustainable transport schemes aimed at helping people access and obtain employment. Since 2007, ERDF has been managed by the Regional Development Agencies

(including Yorkshire Forward). The RDAs are being abolished by Government, though it is not yet clear what the new arrangements will be and how this will involve the new Local Enterprise Partnerships.

European Social Fund (ESF)

The European Social Fund (ESF) is another structural fund which was created in the founding Treaty of Rome in 1957. ESF has always taken higher employment as its over arching objective,

The ESF focuses on four key areas: increasing the adaptability of workers and enterprises; enhancing access to employment and participation in the labour market; reinforcing social inclusion by combating discrimination and facilitating access to the labour market for disadvantaged people; and promoting partnership for reform in the fields of employment and inclusion.

In the current funding period, 2007-2013, as well as targeting support at those with particular difficulties in finding work, such as women, young people, older workers, migrants and people with disabilities, ESF funding is also helping businesses and workers adapt to change. It does this by supporting innovation in the workplace, lifelong learning and the mobility of workers.

ESF funds for 2007-13 are €75 billion, accounting for almost 10% of the EU budget. Some UK areas have successfully obtained ESF funds to provide transport support for people accessing work.

Although ESF cannot be used to fund transport infrastructure, the provision of public transport information, supported ticketing, service enhancement and Wheels to Work services may be put forward for funding as part of broader ESF-funded schemes aimed at skills development and employment support.

The partnership relationships required to deliver this will not be straightforward, especially since ESF funds in the UK are administered by Department for Work and Pensions through various contracts with delivery agencies.

European Investment Bank (EIB)

As with TIF (above), this is a mechanism which allows a body such as a local authority to borrow money for development or regeneration, paying the local back from the long-term benefits. An example may be the delivery of a road or public transport scheme which enables an area to be developed, with the loan paid back through developer contributions as the sites are occupied over time. Loans for transport infrastructure could also be repaid through congestion charging or workplace parking charges.

Whilst 'grace periods' can be negotiated, the loans must be paid back as agreed. Clearly there are significant risks to a local authority which funds regeneration programmes through the EIB.

Developer Funding

Funding of transport infrastructure and services has been a significant source of support. This can include a number of elements:

- Funding of highway works to improve access to a site or mitigate the immediate impacts. This is under Section 278 of the Highways Act (2000).
- Funding of facilities in the area, including transport infrastructure and services, under Section 106 of the Town and Country Planning Act (1990). This can include making a contribution to wider connectivity improvements (e.g. a motorway junction or park and ride) which is delivered some time later. The concept is broadly based on 'planning gain' whereby the local authority, by granting planning permission for a development, causes a significant uplift in the value of the land. Section 106 allows some of this additional value to be used to fund facilities. Under the UK Government's 'Localism' proposals, a significant proportion of Section 106 funds will be put at the disposal of the local community. The mechanisms of this process are not yet clear.
- Contribution to the broad provision of services (including transport infrastructure) in an area as detailed in an Infrastructure List drawn up by the local authority and funded through a Community Infrastructure Levy. This is an optional and relatively new approach developed under legislation. If a local authority chooses to adopt this approach, the use of Section 106 funds outside of the immediate area of the development will be limited. As with Section 106 funds, this process will change under the Localism Bill.
- Direct funding transport services, for example through the funding of a bus service to an employment site or education facility.
- Smarter Choices initiatives, including travel plans and their associated actions, delivered either voluntarily or as a planning condition.

Developer funding is an important means of funding transport infrastructure and services and will form a key element of our regeneration programme.

The impact of the Localism Bill and the options open under the Community Infrastructure Levy arrangements will be reviewed and built into the approach taken towards development, regeneration and the associated transport provision. This will ensure that developments are viable and North East Lincolnshire remains an excellent place to invest in.

Partner Funding

With the transfer of responsibility for public health being transferred to local authorities, there are opportunities to develop and fund schemes which directly address the health-related aspects of transport and travel. These may include active travel and smarter choices initiatives, especially under Challenge F. Specific initiatives may include community walk and cycle facilities and safe routes to school within a Transport Community Action Plan.

By developing 'packages' of schemes at a local level, it may be possible to draw in other partner funds, for example from the education sector to fund services to improve transport to schools, colleges and training locations. The loss of the Education Maintenance Allowance may increase pressure to do this, especially if promised new 'targeted' funds are made available.

Employment and transition funds (eg through Jobcentre Plus) may be available and it is likely that such initiatives will be linked to European programmes such as ERDF and ESF (above).

Revenue Funding

The NELC/BBW Partnership involves two elements of revenue funding which are quite distinct in the way they are managed:

- The 'Managed Budget' which is retained by North East Lincolnshire Council and includes revenue support for socially necessary services, operation of Phone-n-Ride, bus subsidies and concessionary fares payments
- The Balfour Beatty revenue budget which is managed through the partnership contract. This includes the funding of staff and other resources required to plan, manage and deliver the Local Transport Plan, as well as administering the services covered by the above managed budget. This includes formulae such as an automatic increase in shelter maintenance funds as the number of installed shelters is increased.

In managing the delivery of the Local Transport Plan, we will take into account the revenue impacts of any scheme as part of the 'deliverability' formula in its appraisal. This is especially the case in bidding for Local Sustainable Transport Funds where such revenue costs can be built into the scheme bid.

Managing Resources

The North East Lincolnshire Council/Balfour Beatty Workplace Partnership enables us to bring in specialist resources to assist in the development and delivery of schemes and programmes. This is akin to the pooling and sharing of resources currently being undertaken by many local transport authorities. It will reduce costs and enable barriers to scheme delivery to be overcome through the timely availability of additional skilled resources.

As detailed elsewhere, resources will be constrained during the initial 10 year period of this Local Transport Delivery Plan. However, it is essential that we deliver the transport infrastructure and services required to underpin our economic regeneration programmes. To enable this we will:

- Plan and deliver schemes (e.g. maintenance) in such a way as to provide additional value such as road safety and accessibility improvements. The mechanisms for this are detailed elsewhere.
- Ensure that development takes place in inherently accessible places, making the best use of existing capacity and reducing the need to improve infrastructure to mitigate congestion.
- Work with developers to time the development of sites in order to enable operators to provide good commercial bus services
- Undertake small capacity improvements (for both highways and public transport) required to enable development to take place, funding this as far as possible through developer contributions.
- Only consider major new capacity investment if none of the above mechanisms is able to deliver the economic regeneration we require.

12. Programme Options and Development

The delivery of LTP3 will be driven by the eight Strategic Challenges. There are a number of factors which will affect the transition from LTP2 into LTP3. These include:

- Committed schemes from the LTP2 programme which will continue into 2011 and beyond.
- The reduction in Integrated Transport Block funding, which will have an impact on our ability to fund many of the schemes which we would expect to deliver the Local Transport Strategy.
- Replacement of many specific grants (e.g. for rural bus services) with single block grants and the loss of ring-fencing of these.
- New funding streams (Local Sustainable Transport Fund and Regional Growth Fund) to support economic growth and carbon reduction.

12.1. Indicative Programme and Change Management

The factors above lead to uncertainty in terms of the detailed programme, especially for the early part of the Delivery Plan period. Mechanisms are in place to ensure the programme is flexible and responsive.

The table below sets out the indicative LTP3 programme and the indicative funding allocations from DfT.

	2011/12	2012/13	2013/14
Indicative LTP3 Programme	£2,950,650	£3,441,025	£3,342,000
DfT Settlement	£2,824,000	£2,847,000	£2,835,000
“Over-programming”	£126,650	£594,025	£507,000
Over-programming %	4%	17%	15%

Over-programming is an important tool for managing the delivery of a large programme of schemes. The technique ensures that the overall programme is robust to any schemes which encounter problems with deliverability, or to those schemes which are delivered within the estimated budget.

During the first year, the programme is well developed and 4% over-programming has been applied. Over the course of this Delivery Plan we have over-programmed by around 15%. Schemes that cannot be delivered each year will be considered for future programmes and may be delivered in subsequent years of this LTP.

12.2. Summary Programme 2011-12

As LTP3 has been developed, the options for inclusion in the programme have been appraised by individual programme managers. As LTP3 matures we will look to develop a rigorous appraisal framework that allows schemes to be compared and a programme of works developed that best addresses the eight LTP3 strategic challenges. The programme to be delivered in the first year of LTP3 (2011-12) includes elements from LTP2 that have been committed or further developed. The 2011-12 programme contains at its core the following items:

	£s	%
Essential highway and footway maintenance	£1,320,000	45.2%
Essential bridges and structures maintenance	£140,000	4.8%
Road safety (local safety schemes, education & publicity)	£235,000	8.0%
Access improvements (road crossings)	£170,000	5.8%
Traffic signal modernisation and modification	£335,000	11.3%
Essential replacement of defective lighting columns	£215,000	7.3%
Road sign improvements	£5,000	0.1%
Junction and route improvements	£150,000	6.1%
Improved lighting in high crime areas	£105,000	3.5%
Public transport; bus shelters, access improvements & information	£70,000	2.4%
Cycle route maintenance and enhancements	£110,000	3.8%
Public rights of way maintenance and enhancement	£50,000	1.7%
Transport Community Action Plan delivery	£10,000	0.3%
Car sharing	£5,000	0.1%
Total	£2,920,000	100%

This programme involves a small level of over-programming to take account of any schemes which are delayed; the intention would be to bring forward schemes from subsequent years to supplement the first years programme in the event of schemes being unfeasible or delayed.

Changes to the programme will be made in consultation with the Portfolio Holder and the North East Lincolnshire Council Regeneration Directorate.

A clear risk to the programme stems from the unprecedented bad weather experienced at the end of 2010. This has led to a significant level of remedial and maintenance work resulting from damage to highways and footways. We are hopeful that Government will provide additional funds to address this issue. If this is not provided, we will need to reallocate funds to this work, with a consequent need to reduce the programme detailed above. If this is required, the appraisal process will be used to determine which schemes should go ahead in terms of their delivery against the eight Strategic Challenges and are low risk in terms of deliverability.

During the first quarter of 2011-12, new schemes will be developed using the Policy Toolkit in the Local Transport Strategy. If slippage in the programme allows, additional schemes will be brought forward on the strength of their contribution to the eight Strategic Challenges. Remaining funds from LTP2, if not required for committed schemes or emergency maintenance, will be used similarly.

Bids for Regional Growth Fund and Local Sustainable Transport Fund will be prepared during 2011-2012 but are not expected to appear in the programme until 2012-2013 or later.

Some 'packaging' of schemes will be undertaken, especially in terms of linking road safety improvements to maintenance schemes.

Urgent sites identified for additional £250,000 Winter Damage Funding

In addition to the indicative DfT settlement of £2.824 million an additional £250,000 of funding was made available to cover costs associated with damage to the highway during the winter of 2010/11. The detailed programme of works to be undertaken through this additional funding is detailed in the Detailed 2011-12 Indicative Programme and is summarised below.

	£s	%
Ladysmith Road (Enterprise Way – Clee Youth Centre)	£60,000	24%
A1136 Deansgate / Bargate / Dudley St Junction	£35,000	14%
Brereton Ave (Hart St – Lestrangle St)	£35,000	14%
Chelmsford Ave (Cross Coates Rd – Cambridge Rd)	£75,000	30%
Cromwell Rd, Grimsby (Clark Ave – Finchley Ct)	£45,000	18%
Total	£250,000	100%

Programme of urgent surfacing work (2011/12) Re-profiled capital funding

Due to time lost to bad weather in late 2010 a number of maintenance schemes have been rolled forward to be delivered during the first year of LTP3. They are funded separately from LTP3 funds and as such have not been included with the 2011/12 Capital Programme.

	£s	%
Market Street (Cross St – Osbourne St)	£45,000	15%
Windermere Ave, Scartho (Hurford – Mordaunt)	£130,000	42%
Hereford Ave (Westward Ho – St James Tennis Club)	£135,000	43%
Total	£310,000	100%

A18-A180 Link indicative programme (2011/12) Re-profiled capital funding

The A18-A180 Link is a major transport scheme which will be re-submitted to Government following the national review of transport priorities. An allocation of £275,000 reflects the profiled expenditure that is expected during 2010/11 following notification of Government funding by December 2011.

	£s	%
A18-A180 Link indicative allocation	£275,000	100%

Profiled allocations for major scheme expenditure in future years will be reviewed throughout the submission process and upon notification of funding.

12.3. Summary Programme 2012-13

The programme for 2012-13 is generally well defined but less certain than for the first year. The development of our detailed appraisal process, will involve some re-prioritisation of the schemes and revision of the programme to deliver better value against the eight Strategic Challenges.

In addition, further funds may be available through a successful Local Sustainable Transport Bid or other funds such as Regional Growth Fund, ERDF, ESF and developer contributions. It is unlikely that funding through Tax Incremental Funding or European Investment Bank will be obtained in time for the 2012-13 programme.

Packages of schemes, with maintenance linked to safety, cycling, public transport and accessibility improvements, will become an increasing feature of schemes. It is also anticipated that Transport Community Action Plans will start to have more impact on the design and delivery of schemes, though this will depend on the way in which Government enacts its Localism legislation and associated regulations and guidance.

As currently defined, the programme for 2012-13 is as follows:

	£s	%
Essential highway and footway maintenance Continuation of B1203 East Ravendale A1243 Bargate (Dudley St – Welholme) A46 Weelsby Road (Love Lane Corner – Ladysmith) A46 Laceby Road (Barry Ave – Bradley Xrds) B1203 Ashby (main road - A18 Xrds) Surface Dressing (B&C rds) Surface Dressing (UNC rds) Class 1 & 2 footways	£1,085,000	31.5%
Essential bridges and structures maintenance Cleethorpe Rd overbridge	£450,000	13.1%
Road safety (local safety schemes, education & publicity) Local safety schemes @ cluster sites Village safety improvements Road safety education & training Ward wide 20mph zones	£235,000	6.8%
Access improvements (road crossings) Facilities for disabled people at pedestrian crossings Dropped kerb access programme Pedestrian crossing facility @ Dudley St x Bargate	£95,000	2.8%
Traffic signal modernisation and modification	£360,000	10.4%
Essential replacement of defective lighting columns	£195,000	5.7%
Road Sign Improvements Grimsby & Cleethorpes sign clutter	£30,000	0.9%

	£s	%
Junction and route improvements A180 route improvements A46 route improvements A16 route improvements B1210 route improvements A1136 route improvements Junction improvements (Wingate x Crosland, Wingate x Cromwell)	£450,000	13.1%
Improved lighting in high crime areas	£100,000	3.0%
Public transport; bus shelters, access improvements & information Bus stop access improvements Bus shelters Real-time information	£275,000	7.8%
Cycle route maintenance and enhancements Pedalway route improvements Cycle parking enhancements	£115,000	3.3%
Public rights of way maintenance and enhancement PRoW bridges Prow surface improvements Waltham footpath No72	£40,000	1.2%
Transport Community Action Plan delivery	£15,000	0.4%
Total	£3,445,000	100%

The initial programme for 2012/13 contains around £600,000 of over programmed works, the intention will be to revise this list during the first year of this Delivery Plan to take into account schemes that have been brought forward into year one to replace delayed or unachievable schemes from 2011/12, schemes that no longer can be achieved and changes in cost estimates.

12.4. Summary Programme 2013-14

As the approach to packaging maintenance and other works together is rolled out, the programme will increasingly become geographic rather than thematic. It will also be linked more closely to regeneration and community development. As this Local Transport Delivery Plan is reviewed and revised on its annual cycle, the programme for 2013-14 year is likely to be presented in a different way.

However, to be as consistent as possible with the previous years, the programme for 2013-14 is as follows:

	£s	%
Essential highway and footway maintenance	£1,175,000	35.1%
Essential bridges and structures maintenance	£480,000	14.3%
Road safety (local safety schemes, education & publicity)	£235,000	7.0%
Access improvements (road crossings)	£60,000	1.8%
Traffic signal modernisation and modification	£440,000	13.1%
Essential replacement of defective lighting columns	£235,000	7.0%
Road sign improvements	£50,000	1.8%
Junction and route improvements	£135,000	4.0%
Improved lighting in high crime areas	£100,000	3.0%
Public transport; bus shelters, access improvements & information	£255,000	7.6%
Cycle route maintenance and enhancements	£150,000	4.5%
Public rights of way maintenance and enhancement	£30,000	0.9%
Transport Community Action Plan delivery	£20,000	0.6%
Total	£3,350,000	100%

Again, this indicative programme for 2013/14 shows £500,000 of over-programming which like the previous years will be refined and further developed as we move towards the third year of this LTP Delivery Plan.

12.5. Summary Programme 2014+

Although some elements, relating to traffic signal modernisation and road safety have been defined, this part of the programme (which extends beyond the scope of this Local Transport Delivery Plan) is not yet defined. It will be developed, using the Strategic Challenges, Policy Toolkit and Appraisal Framework during 2011-2012 and will be published in the Local Transport Delivery Plan (2012-2015).

13. Programme, Performance and Risk Management

This section details how we will keep our Local Transport Delivery Plan on track. This includes the project and programme management processes we will use, how we will set targets, performance indicators and milestones, how we will report these elements and how we will manage risk.

13.1. Monitoring - Targets and Indicators

Since the election of the Coalition Government, there have been significant changes to the manner in which targets and indicators are seen and in how they are selected by local authorities and inspected.

The National Indicators, several of which were transport related, have been discontinued, however local authorities are free to continue with them as they see them as important measures of performance within their own communities.

Although the Local Area Agreements have also been discontinued, the Sustainable Community Strategies on which they are based will continue, at least for the present.

The Comprehensive Area Assessment process has also been discontinued, with more emphasis being placed on local accountability through elections, referenda and Neighbourhood Planning. These were set out in the Localism Bill published in December 2010.

To manage the delivery of LTP3 a number of indicators will be monitored and where appropriate targets will be set. Performance monitoring will continue to be an integral part of the LTP3 programme management.

DfT guidance published in July 2009 states “Authorities should consider as they develop their Plan what performance indicators are most appropriate for monitoring it”

Although the future of Local Strategic Partnerships is uncertain and the National Indicator Set are being disbanded, the new Government has emphasised the importance of ‘localism’, tailoring delivery and associated performance management to meet local needs. Under the Local Area Agreement process, North East Lincolnshire selected a range of performance indicators and targets which were seen as especially important to help drive forward our economic, social and environmental development.

Consequently, although the performance indicators we use may be reviewed and modified over time, North East Lincolnshire is likely to retain many of the elements already decided through its strong local partnership working

Previous LTP2 indicators provide good baseline and trend data and this will be used where relevant to LTP3. However, it is clear that the previous National Indicators are not always appropriate at a local level. It is also important to consider the resource implications of area wide data capture and analysis.

As our Local Transport Delivery Plan develops, we will tailor our performance indicators to measure local improvements stemming from schemes implemented at this level, complementing this with a smaller set of area-wide performance indicators linked to important economic, social and environmental imperatives such as the delivery of new jobs and the development of low carbon technologies. Since some of these are already included in the performance management framework of the North East Lincolnshire Council/Balfour Beatty Partnership (see page 54), this provides good guidance for us in developing this more sophisticated framework.

Performance So Far during LTP2

Performance through LTP2 (note 2010/11 figure is a projection at Jan 2011)

Indicator Reference	Indicator Performance ● On Track ● Off Track ● No data / target not set					Change during LTP2
	2006/07	2007/08	2008/09	2009/10	2010/11 (projected)	
M1 – Principal road condition	●	●	●	●	●	↑
M2 – Non principal road condition	●	●	●	●	●	↑
M3 – Unclassified road condition	●	●	●	●	●	↑
M4 – Total killed or seriously injured	●	●	●	●	●	↑
M5 – Child killed or seriously injured	●	●	●	●	●	↑
M6 – Total slight injuries	●	●	●	●	●	↓
M7 – Local bus patronage	●	●	●	●	●	↑
M8 – Satisfaction with local bus services	●	●	●	●	●	-
M9 – Footway condition	●	●	●	●	●	↑
M10 – Accessibility	●	●	●	●	●	↑
M11 – Change in area traffic mileage	●	●	●	●	●	↑
M12 – Cycling trips	●	●	●	●	●	↓
M13 – Mode share, journey to school	●	●	●	●	●	↑
M14 – Bus punctuality	●	●	●	●	●	↑
M15 – Change in peak traffic flow	●	●	●	●	●	↑
M16 – Congestion	●	●	●	●	●	-
M17 – Air quality	●	●	●	●	●	↑
L2 – Efficient use of road space	●	●	●	●	●	↓
L3 – Walking trips	●	●	●	●	●	↑
L4 – Availability of footpaths	●	●	●	●	●	↑
L5 – Footfall in town centre	●	●	●	●	●	↑
L7 – Emergency repairs	●	●	●	●	●	↑
L8 – Customer satisfaction	●	●	●	●	●	↑

Achievements monitored so far include;

- Improvement in the overall condition of the highway network.
- Reduction in the number of Killed or Seriously Injured casualties as a result of road accidents.
- More people choosing to make short journeys by foot and increased footfall along the newly pedestrianised areas in Grimsby town centre.
- Top 10 ranking nationally for Mode Share to school by Cycling, Walking and Car Usage.
- Over 99% of dangerous and damaged roads and footways repaired or made safe within 24 hours.
- 82.9% public satisfaction with the initiatives being undertaken as part of LTP2

We have also experienced the following decreased performance;

- Increase in the number of sight casualties as a result of road accidents despite a fall in the actual number of slight collisions. Possible reasons include:
 - Retraining of Humberside Police to count more slight injuries in their STATS19 recording.
 - A rise in the “no win no fee” claim culture resulting in more claims for injury.
 - Increase in the “Crash for cash” fraudulent claims.
 - Reduction in the severity of accidents, a reduction in KSIs and CKSIs naturally leads to an increase in “slights”.
- Decrease in the number of recorded cycling trips which overall have fallen during the LTP2 period although mode share results show that for 2008/09 - 2010/11 the rate of decline has been in line with the reduction in overall traffic entering Grimsby town centre.

Overall it is expected that over 80% of LTP2 Performance Indicators will have met or exceeded their targets by the end of 2010/11. Only three of the 25 indicators used to monitor LTP2 will have seen small declines in performance during the lifetime of the plan.

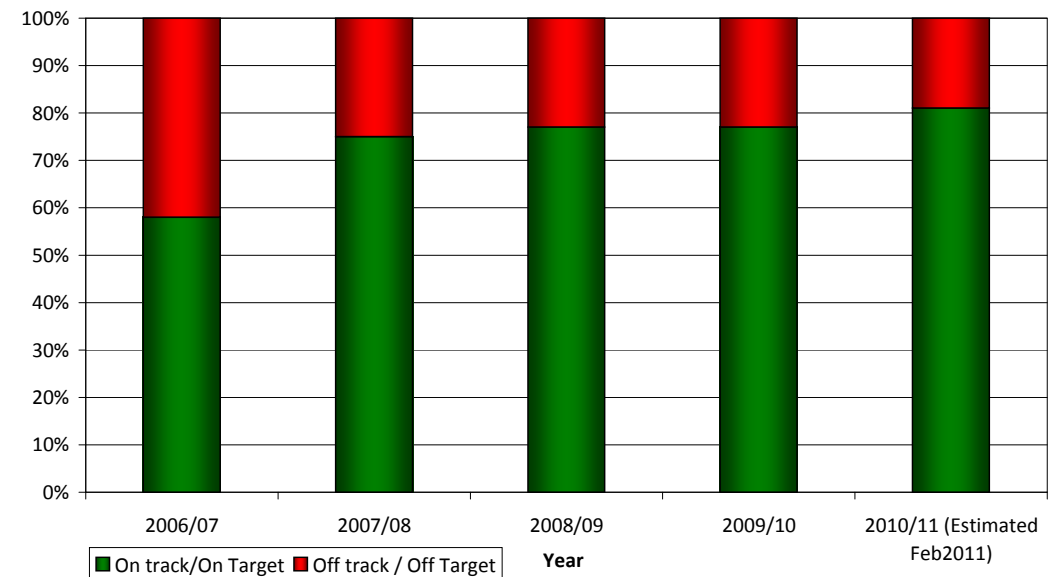


Figure 6 Performance Indicator Summary LTP2 2006-2011

As part of the development of this delivery plan a review of LTP2 performance indicators has taken place with a view to informing the development of indicators for LTP3. Where appropriate we will be using data collected during the period of LTP1 and LTP2 to set baselines and targets for performance during LTP3.

Performance Management of LTP-3

Delivery of the North East Lincolnshire LTP will be managed through a performance management framework built on the well established arrangements used for LTP-2. Figure 7 below provides an overview of the operation of the framework at the different levels.

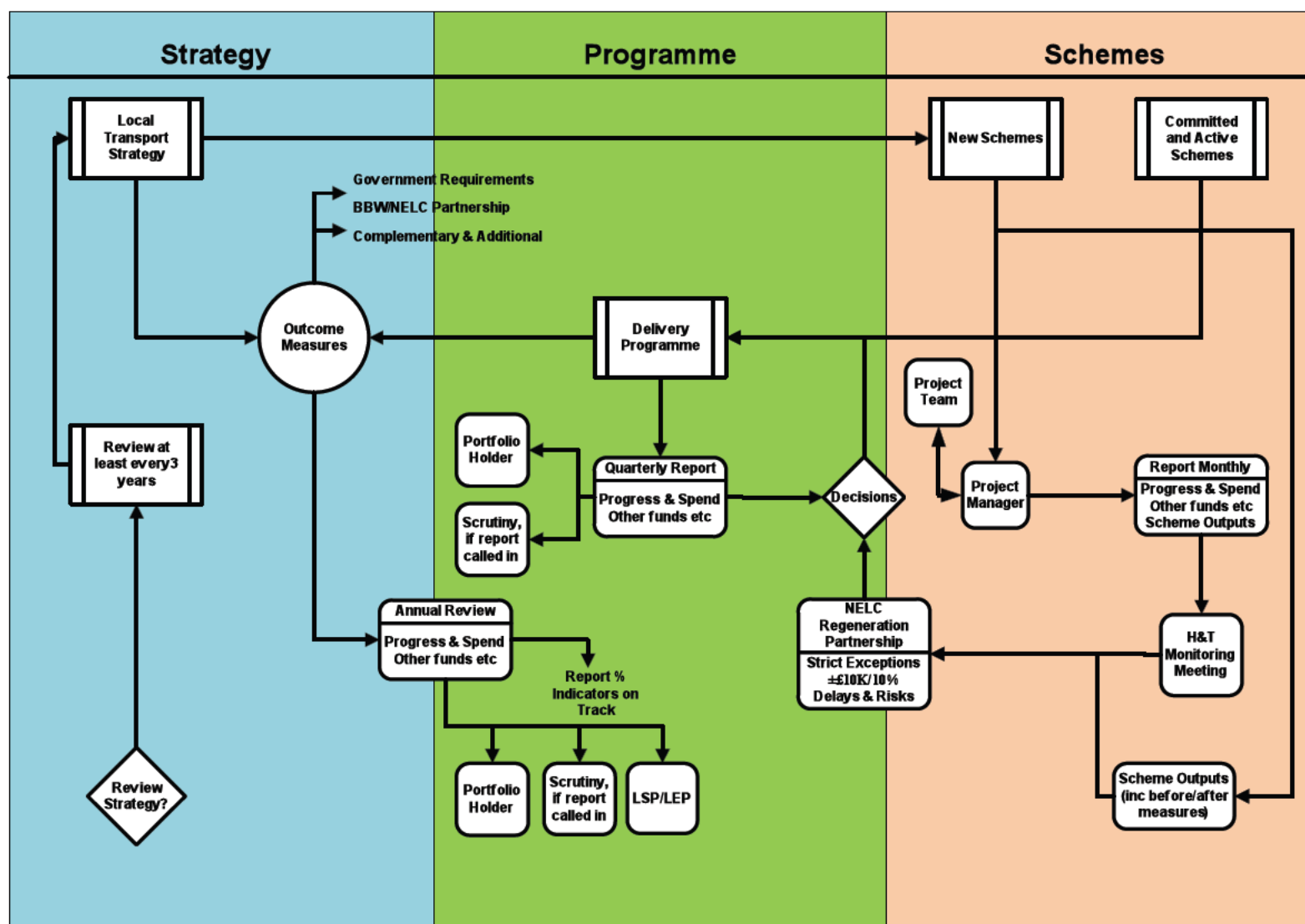


Figure 7 - Performance Management Framework

Management of Schemes and their Outcomes

As schemes are initiated and progressed, a project manager will be assigned to manage all aspects of delivery, including the requirements and financial contribution of partner organisations. Where appropriate, a project team representing key stakeholder and contributor interests will be assigned, under the overall responsibility of the project manager.

Monthly reports will be provided and submitted to a Highways and Transportation Monitoring Meeting. Although this will routinely focus on delivery, including financial aspects, there will also be key milestone points within the project at which outputs and scheme outcomes will be measured.

At a time of financial austerity it is especially important to be able to demonstrate that money is being spent wisely and through the use of this kind of 'before and after' counting it is possible to demonstrate the effects of individual schemes. It is important that this is done at scheme level as it is otherwise difficult to demonstrate the impact of individual schemes if measurement is undertaken globally.

For example, monitoring mode share to school provides useful information about travel patterns on the "school run" but it is often difficult to attribute an improvement in performance to any one scheme or initiative, especially as there are factors outside of the control of LTP that influence this indicator. By monitoring at a smaller level, in this case individual schools we are able to demonstrate that where initiatives are taking place they are having a positive effect on performance.

Monitoring the outputs of the individual projects will show important direction of travel towards the Challenges and show the reasons for the success or otherwise of that particular strategy. They must also monitor what has been delivered and the cost; this will allow accountability and indicate value for money.

Monitoring will be introduced in the concept stage of project initiation and continue following completion. Most projects will be able to show success or otherwise by localised before and after monitoring.

Customer satisfaction surveys are an important measure which will be used alongside performance indicators such as patronage and quality of service.

The monitoring of schemes or packages involving external funding (e.g. through partner organisations or funding streams such as the Local Sustainable Transport Fund) will bring their own requirements for monitoring and reporting. These will be the responsibility of the project manager.

The outcomes of schemes, along with significant delays, new or modified risks and financial variations (greater than £10K or 10% of the project cost) will be reported, by exception to the North East Lincolnshire Council Regeneration Directorate. Decisions made will modify both individual schemes and the overall Delivery Programme. For example, a significant under spend which cannot be corrected within the scheme itself may lead to additional schemes within the same programme area being initiated and brought forward for delivery.

Programme Management

The annual programme will be approved annually in February by Portfolio Holder on the basis of the progress and the available resources.

The overall Delivery Programme will be reviewed on a quarterly basis and reported to the Portfolio Holder. This may again involve key decisions being made in relation to specific schemes and the programme as a whole.

On an annual basis, a Delivery Report will be prepared which identifies progress on all schemes in the programme, including their spending profile against plan. In addition, indicators which are on track or otherwise will be reported through a red/amber/green (RAG) system.

This annual report will be delivered to the Portfolio Holder as well as the Local Strategic Partnership.

Management of the Strategy

One of the key issues for the annual review process detailed above will be a decision, made by the Portfolio Holder as to whether the Transport Strategy should be reviewed in the following year. This decision would be made on the basis of the review of progress in the delivery programme or in the light of significant changes to the over arching economic, social and environmental context or changes to Government guidance or regulations.

Whatever the outcome of the annual review process, the Transport Strategy will be reviewed every three years. The first review must therefore be completed by March 2014. However, the significant pace of change in Government policy makes it more likely that a strategy review should take place during 2012.

The most critical element of the strategic monitoring will be the impact of our actions on the outcome measures detailed below.

Reporting Performance

Monitoring progress on Key Performance Indicators (KPIs) will be reported to Balfour Beatty Workplace (BBW) Management on a monthly basis. LTP3 and KPI indicators will also be reported monthly at the monthly project meeting, this will shape any forthcoming projects.

A public document reporting progress will be produced annually via an LTP3 Annual Programme Report. This will be completed approximately six months after the end of each NELC financial year, informing the annual refresh of the LTP3 Delivery Plan.

Locally monitored project data e.g. before and after monitoring will be fed into the relevant Challenge monitoring target set to show direction towards improving that targets performance.

As detailed above, quarterly and annual reports will be used to ensure that the programme remains on track, that progress is monitored by the Portfolio Holder and as appropriate by the LSP Board and that decisions are made and reported in a timely manner.

Risk Management

Risk management will be conducted at a scheme level and project managers will be expected to maintain a risk register which will be incorporated into an overall risk register which will also incorporate risks identified at a programme or scheme level.

Relevant risks, mitigation measures and impacts will be reported alongside other progress issues to policy, management and stakeholder groups as identified in this section.

Measuring External Indicators

Most LTP3 performance indicators will be collected, collated and reported by the Highways and Transportation Team. Other indicators are monitored externally.

There are a number of other performance indicators which relate to transport and connectivity outcomes, especially where we are working in partnership towards broader economic, social and environmental goals. These will be collected by the relevant responsible bodies and include:

- Measures of economic activity such as GDP, employment rates, business start-up rates and VAT registrations. These may be referred to in progress reports as appropriate

- Health outcomes, especially those relating to public health, may also be incorporated in our performance framework. Examples may include obesity levels and rates of respiratory disease.
- Wider environmental measures, especially those relating to greenhouse gas emissions, will also be reported
- Measures of crime and safety may use local data collected at a community level and may use the British Crime Survey to assess global issues (including perceptions) and set the context for local measures.
- Accessibility.

North East Lincolnshire Council / Balfour Beatty Partnership Monitoring

The Partnership between Balfour Beatty and North East Lincolnshire Council required the setting of targets and monitoring of a range of performance indicators covering all aspects of the ten year partnership.

Opposite is a list of the performance indicators that are impacted upon by actions and initiatives contained within the Local Transport Plan. Where appropriate selected measures will be used as indicators of performance throughout LTP3.

Other indicators are not directly transport related but initiatives and projects undertaken as part of LTP3 will indirectly contribute to achieving success. For example securing investment in regeneration projects will only occur if the local transport links to the regeneration sites are appropriate.

Ref	BBW/NELC Partnership PIs
KPI1	Cumulative public and private investment secured in wider regeneration projects
KPI2	Other investment secured into North East Lincolnshire
KPI3	Cumulative net number of jobs created
KPI4	Cumulative number of jobs created through the occupation of the "Learning Hub"
KPI12	Cumulative number of training sessions, apprenticeships or work placements for young people provided
KPI13	Cumulative number of training sessions or work placements for school children provided
KPI14	Cumulative sqm of non-residential floor space created in North East Lincolnshire.
KPI16	Percentage of repairs to unsafe highway made within 24hrs of notification
KPI17	Average number of days taken to repair street lights
KPI22	Percentage reduction in people killed or seriously injured in RTAs from average of 2004/05 to 2008/09
KPI23	Percentage reduction in children killed or seriously injured in RTAs from average of 2004/05 to 2008/09
KPI24	Percentage of principal roads where maintenance should be considered
KPI25	Percentage of non-principal roads where maintenance should be considered
KPI26	Percentage of unclassified roads where maintenance should be considered
KPI27	Percentage of class 1, 1a & 2 footways where maintenance should be considered
KPI29	Total number of bus passenger trips taken in North East Lincolnshire
KPI30	Reduce the number of days of temporary traffic closures or road closures on traffic sensitive roads
KPI39	% reduction in the carbon footprint of local authority activities.

LTP3 Indicators

As mentioned above, many of the measures of success in delivering LTP3 have already been set locally through the key goals of the North East Lincolnshire Council / Balfour Beatty partnership and as such we have used these performance indicators in this Delivery Plan. We have added an additional four indicators around car occupancy, cycling, and walking and customer satisfaction to supplement the partnership targets. These are summarised in the table below.

The removal of many National Indicators and the growing importance of localism offer the opportunity to review and amend targets and indicators as appropriate. In this way we have the ability to introduce new PIs should local priorities change in the future.

LTP3 Performance Indicators (2011/12 - 2013/14)

Reference	Indicator	Target		
		2011/12	2012/13	2013/14
LTP1	Percentage (%) of principal (A) roads where maintenance be should considered	4.20%	5.01%	5.83%
LTP2	Percentage (%) of non-principal (B&C) roads where maintenance should be considered.	9.20%	10.46%	11.73%
LTP3	Percentage (%) of unclassified roads where maintenance should be considered.	10.00%	11.65%	13.30%
LTP4	Percentage (%) of the class 1,1a and 2 footway network where maintenance should be considered	34.50%	35.50%	36.20%
LTP5	Percentage (%) of repairs to unsafe highway made within 24 hours of notification	99.00%	99.00%	99.00%
LTP6	Car parks (owned / managed by North East Lincolnshire) that meet "Parkmark" standards.	TBA	TBA	TBA
LTP7	Percentage (%) of the Public Rights of Way (PRoW) network that is classified as "easy to use"	94.00%	95.00%	95.00%
LTP8	Percentage (%) of road crossings with facilities for the disabled.	65.00%	67.00%	69.00%
LTP9	Percentage (%) reduction in the number of people (all ages) killed or seriously injured are a result of road traffic accidents (from a baseline average 2004/05-2008/09)	-4%	-5%	-7%
LTP10	Percentage (%) reduction in the number of children (aged <18)) killed or seriously injured are a result of road traffic accidents (from a baseline average 2004/05-2008/09)	-4%	-8%	-8%
LTP11	Percentage (%) reduction in slight injuries (all ages) as a result of road traffic accidents (from a baseline average 2004/05-2008/09)	768	760	751
LTP12	Total number of "School Safety Zones" in operation within North East Lincolnshire.	Baseline +20	Baseline +35	Baseline +35
LTP13	Local bus passengers originating within the North East Lincolnshire boundary.	6.95m	7.00m	7.01m
LTP14a	Percentage (%) of non-frequent bus services monitored as "on time"	91.3%	91.6%	91.9%
LTP14b	Percentage (%) of frequent bus services monitored as "on time"	1.25	1.25	1.25
LTP15	Percentage (%) of respondents who were "fairly or very satisfied" with local bus services	90.00%	90.00%	90.50%
LTP16	Growth in area wide traffic mileage	13217	13244	13270
LTP17	Percentage (%) of school pupils (aged 5-16) travelling to school by car	19.30%	19.10%	19.00%
LTP18	Percentage (%) of street lights owned and maintained by North East Lincolnshire Council that are "in light" (working)	98.85%	98.85%	99.00%
LTP19	Average number of occupants per private car/van	1.49	1.51	1.53
LTP20	Total number of monitored cycling trips	5979	6039	6099
LTP21	Total number of monitored walking trips	33199	33531	33866
LTP22	Public satisfaction with the delivery of LTP3 projects and initiatives	75.00%	75.00%	75.00%

LTP3 Local Transport Challenges and their links to the Sustainable Community Strategy and BBW/NELC partnership targets

Local Transport Challenge	Sustainable Community Strategy		BBW / NELC Partnership Performance Indicator(s)	LTP3 Performance Indicator(s)
	Primary Outcome	Secondary Outcome		
A: Enable sustainable growth through effective transport provision.	Developing Business	Supporting families	KPI1, KPI2,KPI3, KPI14, KPI24, KPI25, KPI26, KPI29	LTP1, LTP2, LTP3, LTP13, LTP14a&b, LTP16
B: Improve journey times and reliability by reducing congestion.	Sustaining business	Access and health	KPI1, KPI2,KPI3, KPI14, KPI24, KPI25, KPI26, KPI29	LTP16, LTP19, LTP20, LTP21, LTP22
C: Support regeneration and employment by connecting people to education, training and jobs.	Sustaining business	Supporting families	KPI1,KPI2,KPI3,KPI4, KPI12, KPI13, KPI23, KPI24, KPI25, KPI26, KPI27	LTP13, LTP20, LTP21, LTP22
D: Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.	Supporting Families	Sustaining business	KPI1,KPI2,KPI3,KPI4, KPI12, KPI13, KPI23, KPI24, KPI25, KPI26, KPI27	LTP8, LTP13, LTP20, LTP21, LTP22
E: Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.	Safer Communities	Health	KPI16, KPI17, KPI22, KPI23	LTP5, LTP6, LTP9, LTP10, LTP11, LTP12, LTP18, LTP22
F: Improve the health of individuals by encouraging and enabling more physically active travel.	Supporting families	Health	KPI22, KPI23, KPI27	LTP1, LTP2, LTP3, LTP4, LTP7, LTP8, LTP12, LTP17, LTP20, LTP21, LTP22
G: Improve the journey experience on the local transport network.	Safer communities	Sustaining business	KPI16, KPI17, KPI22, KPI23, KPI24, KPI25, KPI26, KPI27, KPI29, KPI30	LTP1, LTP2, LTP3, LTP4, LTP6, LTP7, LTP8, LTP14a&b, LTP15, LTP18, LTP22
H: Ensuring transport contributes to environmental excellence, including improved air quality and reduced greenhouse gas emissions	Health	Supporting families	KPI39	LTP16, LTP19, LTP20, LTP21, LTP22

Specific Project Monitoring

In addition to the “global” monitoring of indicators across North East Lincolnshire as a whole, monitoring the outputs of the individual projects will show important direction of travel towards the Challenges and show the reasons for the success or otherwise of that particular strategy. They must also monitor what has been delivered and the cost; this will allow accountability and indicate value for money.

Monitoring will be introduced in the concept stage of project initiation and continue following completion. Most projects will be able to show success or otherwise by localised before and after monitoring even when their contribution to a larger global indicator may not be easily demonstrated.

It is likely that external funding sources will bring with them their own monitoring requirements and where it is appropriate we may choose to include the outcome of this monitoring in future LTP3 monitoring regimes.

Finally, it is important that we address the public perceptions of improvement. At the end of the day, the way in which initiatives are judged by the public is as important as the actual outcomes of the project. We will look to use customer satisfaction surveys of both individual projects and the LTP3 as a whole in order to ensure that we are communicating the benefits and outcomes of projects to the public effectively.

Benchmarking

Use of national data sets and neighbouring authority groups will allow benchmarking. This information will be used to help us monitor local performance with national trends and obtain information on best practice.

14. Partnership Working

Successful delivery of a programme of LTP3 projects and initiatives will involve working closely with a range of partners across the private, public and voluntary sectors. In addition any bid to the Local Sustainable Transport Fund will have to have the support of our local partners. These are a selection of the local partnerships that the LTP3 is involved with:

14.1. Transport Accessibility Planning Partnership



The Transport Accessibility Planning Partnership has representatives from:

- North East Lincolnshire Council
- North East Lincolnshire Care Trust Plus
- Northern Lincolnshire & Goole NHS
- Grimsby Institute
- Franklin College
- Job Centre Plus.

The group is concerned with delivering a strategic approach to improving access to key services with the greatest impact on life opportunities for residents in North East Lincolnshire and aims to improve accessibility through:

- Local Transport Plan policies and programmes,
- Spatial Planning Policy,
- Influencing other policy areas,
- Influencing the location of new facilities and retention of existing ones,
- Influencing external partners on location and delivery of services,
- Influencing Travel Plans.

We will seek to integrate the principals behind the Transport Accessibility Planning Partnership into wider policies and procedures during the lifetime of LTP3.

This will be achieved through ongoing internal & external partnership working

and community engagement through Transport Community Action Plans to demonstrate the cross cutting benefits of taking a transport accessibility planning

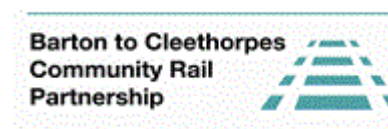
approach. In addition we will involve our partners in the development of annual delivery plans to determine “value added” components of the programme where specific projects or initiatives can be delivered in a joined up way achieving improved value for money and reduced disruption.

14.2. Partnerships with other Local Authorities



Inevitably solutions to some transport issues will require a cross boundary approach working with neighbouring Local Authority areas. Delivery of projects through LTP so far has involved working closely with both North Lincolnshire and Lincolnshire County. For example the TravelLincs Car share scheme and website is a joint service offered by ourselves and North Lincolnshire Council. We have worked closely with Lincolnshire Council in delivering improvements to the Interconnect Bus routes between Grimsby and Louth and Lincoln. It is expected that these relationships will be maintained and developed during LTP3 and beyond.

14.3. Community Rail Partnership



The purpose of the Barton to Cleethorpes Community Rail Partnership (BCCRP) is to:

- Increase passenger numbers, freight use and net revenue.
- Identify ways of reducing costs and increasing value for money.
- Promote greater involvement of the local community.
- Reduced government subsidy per passenger journey.

The Barton Cleethorpes Community Rail Partnership (BCCRP) aims to do this by enlisting the efforts of the rail industry including Network Rail & Northern Rail, local authorities, parish councils, voluntary groups and volunteers. Through the LTP3 we will continue to work with the partnership, Northern Rail & Network Rail to develop schemes that will enable increased passenger numbers, improve engagement with the local community along the line and seek to reduce subsidy per passenger

14.4. Safer Roads Humber



Safer Roads Humber is made up of East Riding of Yorkshire Council, Her Majesty's Court Service, Highways Agency, Hull City Council, Humberside Fire and Rescue Service, Humberside Police, North East Lincolnshire Council and North Lincolnshire Council. The partnership also works closely with the Yorkshire Ambulance Service and the Defence School of Transport, Leconfield.

By joining up with other local authorities and agencies the level and types of intervention can be co-ordinated across authority boundaries to ensure maximum utilisation of resources and through this efficiency savings are possible. These savings in turn allow further interventions to happen thus improving road safety across North East Lincolnshire and the surrounding areas.

14.5. Cross Boundary Road Safety Partnerships

Representatives from BBW/NELC are regular attendees at both North Lincolnshire and Lincolnshire County Council Road Safety Partnerships. This acknowledges that road safety issues often have to be dealt with across geographical boundaries and combining efforts with neighbouring authorities enables a joined up approach to tackle problem routes.

14.6. North East Lincolnshire Casualty Reduction Forum

A partnership of BBW/NELC, North East Lincolnshire Care Trust Plus, Humberside Police, Humberside Fire and Rescue and Neighbourhood Area Coordinators to address local road safety issues.

The involvement of the Neighbourhood Area coordinators enables greater community involvement in road safety matters and provides a forum in which information can be discussed and fed back to local community groups.

It is through this group that forthcoming coming LTP projects will be discussed and where appropriate the group will "add value" to schemes with suggestions for road safety works and complementary initiatives.

14.7. Bus Quality Partnership

A voluntary Bus Quality Partnership exists between North East Lincolnshire Council and the major bus operator Stagecoach. By working in partnership we have been successful in attracting Kick-start funding to introduce new vehicles and improve the frequency of the 13/14 service in Grimsby & Cleethorpes. We will look to further develop the BQP during LTP3 to help meet our aspirations for a modern, effective and integrated public transport network.

14.8. Freight Quality Partnership

The movement of freight into and out of the areas major ports is a key cross boundary issue and we will seek to establish a Freight Quality Partnership involving organisations and business from across North and North East Lincolnshire with the aims of improving access to local ports and industry, creating reliable journey times for hauliers and reducing the impact of HGV traffic on our local communities.

15. Local Involvement and Control

15.1. Localism

The publication of the Localism Bill in December provided clarity on Government's intentions to transfer some elements of decision-making down to local authorities. However, the principal elements of the Bill transfer decision-making much further, to a community or 'neighbourhood' level.

Much of the detail of the Bill will require secondary legislation, regulations and guidance before it can be put into operation. Consequently, we cannot yet be certain of the detailed workings of the policies.

However, the essence of the Localism process is clear and we can see how it can be used to help further our own plans to involve communities in the planning and delivery of transport, connectivity and accessibility in their area.

15.2. Communication Plan

As this Delivery Plan is published, we will put in place a Communication Plan which will:

- Provide information to the public on the eight Strategic Transport Challenges and how these will be addressed through the Policy Toolkit and its associated interventions
- Identify the overall Delivery Programme across North East Lincolnshire for 2011 to 2014 and how this is aligned to the wider regeneration programme
- Notify local communities of the forward programme of schemes which will affect their communities. This will use the 15:5:1 Neighbourhood Management model (see below)
- Provide local communities (through the 15:5:1 model) with progress reports on the schemes in their area
- Provide overall information on overall performance, especially in the context of support for the wider regeneration programme.

15.3. Local engagement and consultation

In developing future Delivery Plans we will work closely with local planners to ensure that transport elements are incorporated into Neighbourhood Plans and plans for new developments to ensure that access and connectivity issues are addressed.

Scheme and programme level

We will continue our existing programme of undertaking consultation as appropriate on a scheme by scheme basis. Clearly the level and extent of consultation will vary tremendously depending on the type of scheme and the likely impact on residents and businesses.

When schemes are in progress we will continue to keep local residents and businesses informed and deal with any queries in a timely and efficient manner.

15.4. Transport Community Action Plans

Introduction

Transport Community Action Plans (TCAPs) are a means of identifying and addressing transport, access and connectivity issues which are important to a community or area. They involve the community itself and its representatives in identifying the issues, prioritising them and working with professionals to develop and deliver solutions. All communities can have a TCAP but they are most effective when used with communities undergoing transition such as a regeneration programme.

They should be used alongside other management regimes, such as existing community councils, parish councils etc.

How TCAPs are developed

TCAPs use facilitated workshops to identify transport barriers, opportunities (such as a new school or employment site) and problems such as unreliability or safety concerns. The exact constitution of the workshop depends on the community – for example it may use an existing regeneration group or a parish council, expanded to bring in others.

Small groups are supported by professionals to identify issues and document them, including drawing on maps. It is important that a wide range of people are invited – for example children and older people, cyclists and people with mobility impairment.

A wide range of professional support (including transport operators) is also important. In larger neighbourhoods, splitting into separate groups to consider topics such as employment access, health and amenities etc. can help.

It is crucial that priority is established and that this is explicit, this avoids 'wish lists'. In the case of a large scheme (e.g. a housing renewal programme) the results may need to be tested using qualitative and quantitative research. In other cases, publishing in a parish newsletter and inviting comment may suffice.

Once priorities are determined, the Action Plan itself is developed by the professionals, checking back with the controlling group.

Selecting Areas

Neighbourhoods with common factors (e.g. a regeneration scheme, a single village or a well-defined community) work best.

The 5 areas in North East Lincolnshire can be used to help define the communities but in all cases the exercises themselves will take place at a smaller scale. Reporting back on progress could be through the management groups for each area.

In all cases, the Neighbourhood Co-ordinator would have a key role in defining the areas, setting up the workshops and tracking progress.

Delivering Solutions

The prioritised TCAP provides a framework for funding bids, including through developer contributions, Government funding streams or regeneration programmes.

Although in some cases the aim is to incorporate the actions into mainstream programmes (e.g. footway or crossing improvements as part of highway maintenance) there will often be community-led initiatives such as community cars or local travel plans. These can be given some support but will be the responsibility of the community itself.

It is important that expectations are not unreasonably raised – only when an action is in an agreed programme and has resource allocated should it be considered ‘committed’. Where appropriate, schemes can be consolidated either into a wider local programme (e.g. alongside housing renewal) or into broader area-wide programmes (e.g. improvements to bus service quality).

Some issues, such as unreliability on a specific bus service or a blocked footpath, should be resolved quickly and feedback to the community. Community feedback is a key element of the action plans, providing transparency and a consistent approach across the area,

15.5. Devolution of budget elements to local level

The introduction of Localism may offer the opportunity for decisions on the allocation of funding to be taken at a community level. Careful considerations will be given to the implications of this as part of developing future Delivery Plans.

16. Detailed 2011-12 Indicative Programme

Please note that the programme shown below is only indicative and is a snapshot of the expected programme as of February 2011. Values shown are the best available estimate at this time and are subject to variation as schemes are further developed and tenders let.

It is likely that certain elements of the programme will be revised during the early months of LTP3 to take into account changing priorities or the availability of funding. Changes to this indicative programme will be presented to the Portfolio Holder for agreement prior to commencement of works.

16.1. 2011/2012 Summary

	Indicative estimate (£s)	%
Essential highway and footway maintenance	£1,320k	45.2%
Essential bridges and structures maintenance	£140k	4.8%
Road safety (local safety schemes, education & publicity)	£235k	8.0%
Access improvements (road crossings)	£170k	5.8%
Traffic signal modernisation and modification	£335k	11.5%
Essential replacement of defective lighting columns	£215k	7.4%
Road sign improvements	£5k	0.2%
Junction and route improvements	£150k	5.1%
Improved lighting in high crime areas	£105k	3.6%
Public transport; bus shelters, access improvements & information	£70k	2.4%
Cycle route maintenance and enhancements	£110k	3.8%
Public rights of way maintenance and enhancement	£50k	1.7%
Transport Community Action Plan delivery	£10k	0.3%
Car sharing	£5k	0.1%
Total	£2,920k	100%

16.2. Essential highway and footway maintenance to be funded through LTP3

B1274 HIGHGATE (ST PETERS – THRUNSCOE)	£45k
Resurface & strengthen 125m of non-principal road. Addressing identified asset management issues and the condition of the non- principal road network.	
B1203 EAST RAVENDALE	£240k
Resurface & strengthen this non-principal road. Addressing identified asset management issues and the condition of the non- principal road network.	
A1098 QUEENS PARADE	£145k
Resurface & strengthen 480m principal road. Addressing identified asset management issues and the condition of the principal road network.	
SURFACE DRESSING PROGRAMME (B&C ROADS)	£55k
Surface Dress 1.5km B & C class road + pre-patching for 2012 programme. Improved Condition of Non-Principal Classified Road network	
SURFACE DRESSING PROGRAMME (UNCLASSIFIED ROADS)	£395k
Unclassified Roads primarily in Cleethorpes, also Scartho, Waltham, Immingham. Surface Dress 12.7 km unclassified road & pre-patching for 2012 programme. Barcroft Street, Bennett Road, Bursar Street, Cambridge Street, Combe Street, Daubney Street,	

Dolphin Street,
Fairview Ave,
Frederick Street,
Freeston Street,
Garnett Street,
Giles Street,
Harrington Street,
Knoll Street,
Manchester Street,
May Street,
Mill Road,
Montgomery Road,
Normandy Road,
Osborne Street,
Pelham Road,
Poplar Road,
Princes Road,
Queen Mary Ave,
Robson Road,
Rowston Street,
Sidney Street,
St. Heliers Road,
St. Hughs Ave,
Sussex Street,
Tennyson Road,
Thrunscoe Road,
Tiverton Street,
Wardall Street,
Westfield Grove,
Yarra Road,
Margaret Street,
Grantham Ave,
St Giles Ave,
Cambridge Road,
Cheapside

A1173 RIBY ROAD	£280k
Left Hand bend to county boundary	
Resurface & strengthen 950m of principal road. Addressing identified asset management issues and the condition of the principal road network.	

HIGH STREET, CLEETHORPES	£65k
St Peters Avenue – Alexandra Road	
Resurface & strengthen 210m of principal road. Addressing identified asset management issues and the condition of the principal road network.	

CLASS 1&2 FOOTWAYS	£95k
Improved Condition of Class 1 & 2 Footway network. Addressing identified asset management issues and the condition of the Class 1 and 2 footway network.	
Osbourne Street (Cleethorpes)	
Louth Road	
Garden Street (part)	

16.3. Maintenance resulting from Winter Damage Payment 2010-2011

Note, this is additional funding separate from LTP3 funds and as such has not been included in the LTP3 total.

LADYSMITH ROAD (ENTERPRISE WAY – CLEE YOUTH CENTRE)	£60k
Urgent site in need of repair as a result of winter damage (2010/11)	

A1136 DEANGATE / BARGATE/ DUDLEY ST JUNCTION	£35k
Urgent site in need of repair as a result of winter damage (2010/11)	

BRERETON AVE (HART ST – LESTRANGE ST)	£35k
Urgent site in need of repair as a result of winter damage (2010/11)	

CHELMSFORD AVE (CROSS COATES – CAMBRIDGE RD)	£75k
Urgent site in need of repair as a result of winter damage (2010/11)	

CROMWELL RD, GRIMSBY (CLARKE AVE – FINCHLEY CT)	£45k
Urgent site in need of repair as a result of winter damage (2010/11)	

Total	£1,320k	45.2%	Total	£250k
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16.4. Maintenance resulting from roll forward of LTP2 Funding

Note, this is additional funding that has been rolled on from 2010/11 as a result of time lost to weather in the delivery of the final years LTP2 Capital Programme and is separate from LTP3 funds and as such has not been included in the LTP3 totals.

MARKET STREET (CROSS ST – OSBOURNE ST)	£45k
Repair of the unclassified road network	
WINDEMER AVE, SCARTHO (HURFORD – MOURDANT)	£130k
Repair of the unclassified road network	
HEREFORD AVE (WESTWARD HO – ST JAMES TENNIS CLUB)	£135k
Repair of the unclassified road network	
Total	£310k

16.5. Essential bridges and structures maintenance

BOULEVARD AVENUE PARAPET FENCE RENEW	£80k
Renewal of the parapet safety fencing bordering the Boulevard Avenue Subway.	
MARKET HALL RAMP RE-WATERPROOFING	£60k
Replacement of surfacing and waterproofing system to the market hall car park access ramp. Failure of the deck waterproofing is leading to water leaking into the market hall during periods of rainfall.	
Total	£140k 4.8%

16.6. Road safety (local safety schemes, education & publicity)

LOCAL SAFETY SCHEMES @ CLUSTER SITES	£150k
Safety schemes at sites where accidents are shown to have occurred. Where possible these will be combined with larger maintenance schemes. To be selected from	
High Street jw Osborne Street, Cleethorpes	
Scartho Road jw Baths: New exit to car park	
Grimsby Road jw Tiverton Street	
Frederick Ward Way jw Bus Station	
Freeman Street	
Rutland Street	
Trinity Road jw Mill Road	
Convamore Road jw Granville Street	
Westgate Roundabout	
A46 / A18 Laceby Top Roundabout	
Sutcliffe Avenue jw Shelley Avenue	
VILLAGE SAFETY IMPROVEMENTS	£40k
Laceby	
Alterations to Laceby Square to provide safer bus waiting facilities. Improvements to pedestrian facilities.	
Aylesby	
Village speed limit reduction. Speed limit gateways. Mini roundabout at Butt Lane. Improved pedestrian facilities.	

WARD WIDE 20MPH ZONES**£40k**

East Marsh

All residential roads reduced to 20mph with small scale traffic calming. Major through routes remain 30mph.

ROAD SAFETY EDUCATION, TRAINING AND PUBLICITY**£5k**

Small scale support for ongoing programme of road safety, education and publicity.

Total **£235k** **8.0%**

16.7. Access improvements**FACILITIES FOR DISABLED PEOPLE AT PEDESTRIAN CROSSINGS****£65k**

Works to enable disabled people to use pedestrian crossings safely at the following locations:

Clee Rd x Brereton Ave, Cleethorpes

Grimsby Rd near Blundell Ave

Grimsby town centre

Cleethorpe Rd x Victor St x Humber St, Grimsby

Ladysmith Rd x Durban Rd x Ropery St, Grimsby

Freeman St x Hainton Ave x Ellis Way, Grimsby

Freeman St x Wellington St, Grimsby

Scartho Rd near Limetree Ave, Grimsby

Victoria St x Freeport Wharf x Market St, Grimsby

Weelsby Rd x Farebrother St, Grimsby

Weelsby Rd x Peaks Parkway, Grimsby

Lacey Rd x Winchester Ave x Worcester Ave Grimsby

Great Coates Rd near Mayfair Drive West, Grimsby

Clee Rd outside MHS site, Cleethorpes

DROPPED ACCESS CROSSING PROGRAMME**£25k**

Programme of dropped crossings at road junctions as a result of requests from the public.

Addressing identified asset management and pedestrian safety issues - reducing risk to path users, encouraging activities supporting healthy lifestyle

SCARTHOTOP - FERRIBY LANE FOOTPATH**£80k**

Improving access onto Scartho Road for the residents of Scartho Top through the creation of an off road segregated cycle/footway.

Total **£170k** **5.1%**

16.8. Traffic signal modernisation and modification**TRAFFIC SIGNAL MODERNISATION & MODIFICATION****£335k**

Clee Rd near Clee Crescent, Cleethorpes

Dudley St x Cromwell Rd x Littlefield Lane, Grimsby

Freeman St near Garibaldi St, Grimsby

Ladysmith Rd near Columbia Rd, Grimsby

Ladysmith Rd x Weelsby Rd, Grimsby

Total **£335k** **11.5%**

16.9. Essential replacement of defective lighting columns

REPLACE DEFECTIVE LIGHTING COLUMNS	£215k
Programme of replacing defective lighting columns. Structural Testing Failures (one off projects identified as a result of testing) Chestnut Road, Waltham Chestnut Close, Waltham Sterling Crescent, Waltham Westfield Road, Waltham Station Avenue, New Waltham Parker Street, Cleethorpes Whites Road, Cleethorpes St Helens Crescent, Brigsley Crescent Street, Grimsby Veal Street, Grimsby Dover Street, Grimsby Rosemary Avenue, Grimsby Compton Drive, Grimsby Bishop Walk, Grimsby Lovett Street, Cleethorpes	

16.11. Junction and route improvements

A180 ROUTE IMPROVEMENTS	£150k
Pyewipe Rbt to Lockhill Rbt (links): Reduce speed to 50mph Average speed cameras Westgate Rbt and Lockhill Rbt (nodes): Increase roundabout size with markings Spiral lane markings Clear zone at exit area for Pyewipe Rd Lockhill Rbt to Riby Sq (link): Increase speed limit to 40mph Remove sign clutter Queue warning signs Riby Sq signals (node): Improve road markings at junction Assessment of traffic signal operation Riby Sq to Park St (link): No stopping restrictions at cash machines Alteration to pedestrian refuges to remove guard rail Park St signals (node): Improve road markings at junction	

Total	£215k	7.4%
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Total	£150k	5.1%
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16.10. Road sign improvements

ROAD SIGN IMPROVEMENTS	£5k
At the junction to Healing Village	

Total	£5k	0.2%
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16.12. Improved lighting in high crime areas

IMPROVE LIGHTING IN HIGH CRIME AREAS		£105k
Programme of improving the lighting in identified as high crime areas. Proactive problem solving (one off projects identified as a result of consultation and data) Park Drive, Grimsby Convamore Road, Grimsby Sherburn Road, Grimsby Welland Avenue, Grimsby Watford Avenue, Grimsby		
Total	£105k	3.6%

16.13. Public transport; bus shelters, access improvements & information

BUS SHELTERS		£15k
Programme of new and replacement bus shelter infrastructure identified as a result of condition surveys and public requests Addressing shortages in the provision of bus shelters across the area, encouraging bus usage.		
BUS STOP ACCESS IMPROVEMENTS		£30k
Programme of new and replacement bus stop infrastructure including poles, information & raised kerbs. Works to be identified as part of larger highway maintenance schemes. Addressing access issues for pushchair and wheelchair users when boarding public transport encouraging bus usage.		
PUBLIC TRANSPORT INFORMATION		£30k
Programme of Public Transport information in support of capital works to upgrade bus infrastructure to include: • Contribution to Traveline • Printed and electronic information. Encouraging bus usage.		
Total	£75k	2.4%

16.14. Cycle route maintenance and enhancements

LITTLEFIELD LANE OFF ROAD CYCLE PATH	£30k
Replacement of surfacing along the off road cycle path between Westward Ho and Littlefield Lane (alongside allotments).	
Addressing identified asset management and cyclist safety issues - reducing risk to path users, encouraging activities supporting healthy lifestyle.	
NEW WALTHAM DISUSED RAILWAY LINE OFF ROAD CYCLE PATH	£15k
Replacement of surfacing along part of the off road cycle path between Station Road and Peaks Parkway	
Addressing identified asset management and cyclist safety issues - reducing risk to path users, encouraging activities supporting healthy lifestyle.	
PEAKS LANE / PEAKS PARKWAY OFF ROAD CYCLE PATH	£30k
New metalled off road cycle path between Peaks Parkway off road cycle path and Peaks Lane (alongside YMCA)	
Addressing gap in the off road cycle route provision between New Waltham and the town centre and cyclist safety issues - reducing risk to path users, encouraging activities supporting healthy lifestyle.	
PEDALWAY SIGNAGE	£15k
Programme of replacement of cycle signage across the "Pedalways" cycle network. Intention is to review and sign Humberston, Immingham and Cleethorpes Maritime routes in 2011/12.	
Addressing gaps, inconsistencies and incorrect cycle signs across the cycling network, encouraging activities supporting healthy lifestyle.	

CYCLE PARKING	£20k
Programme of new cycle storage facilities including the upgrading of existing on street cycle parking locations, new on & off street parking sites and 50/50 funding of cycle storage facilities with local schools and businesses.	
Addressing gaps or shortages of provision of cycle parking across the area, encouraging cycling to support a healthy lifestyle.	

Total	£110k	3.8%
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16.15. Rights of way maintenance and enhancement

PROW SAFER ROAD CROSSINGS	£20k
Feasibility Study FP21 Stallingborough - Improvement to Road Crossing at A180 / A1173 junction.	
Addressing identified pedestrian safety issues - reducing risk to path users, encouraging activities supporting healthy lifestyle.	
PROW BRIDGES	£20k
Programme for replacement of minor bridges and surface treatment of bridge decks to prevent slipping.	
Addressing identified asset management and pedestrian safety issues - reducing risk to path users, encouraging activities supporting healthy lifestyle.	
PROW PATH SURFACE IMPROVEMENTS	£10k
Programme for path surface improvements to unmetalled and metalled paths.	
Addressing identified asset management and pedestrian safety issues - reducing risk to path users, encouraging activities supporting healthy lifestyle.	

Total	£50k	1.7%
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16.16. Transport Community Action Plan delivery

During the first year of this delivery plan we will rollout our Transport Community Action Plans, based on political guidance, linkages with the wider regeneration programme, linkages with the highway maintenance programme and any other considerations.

Where appropriate a small pot of funding will be made available to undertake small scale works in support of the TCAPs, this acknowledges that whilst many of the outcomes of the action plans will require significant levels of work and extensive consultation across several "communities" there will be a number of smaller quick wins that can be achieved in relatively short periods of time.

CAPITAL WORKS TO SUPPORT TRANSPORT COMMUNITY ACTION PLANS	£10k
Small scale capital projects to be identified as part of the development of TCAPs. Could include works such as bus stop improvements, signage, information to support larger capital works etc...	

Total	£10k	0.3%
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16.17. Car sharing

CAPITAL WORKS TO SUPPORT CAR SHARING	£5k
Small scales schemes in support of the Travellincs website and other Car Share initiatives.	

Total	£5k	0.1%
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16.18. Customer satisfaction

Satisfaction will be monitored on a scheme by scheme basis where appropriate to the outcomes of the project.

There will also be an annual survey of local residents to assess overall satisfaction with the actions and schemes being undertaken as part of LTP3. Feedback from this survey will help bring forward schemes for subsequent years or support projects already in the programme.



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