



15

TRANSPORT AND COMMUNICATION - CONNECTING NORTH LINCOLNSHIRE

Introduction

- 15.1 North Lincolnshire's transport and communications network is crucial to the area's future and its ability to support growth. It will play an important role in transforming North Lincolnshire towards a better future for all. A more efficient and cleaner transport system that improves accessibility and movement will have significant economic, social and environmental sustainability benefits across the area. Delivering sustainable transport and communication improvements relating to different modes and better connections within and beyond the borders of North Lincolnshire.
- 15.2 Living more sustainably is also a factor in helping to reverse a dependency on car usage, which has already led to increased pollution, noise, congestion and to a detrimental affect on climate change. The crucial issue is to deliver other sufficiently attractive options to persuade people to use their cars less often and make more journeys on foot, by cycling or by public transport.
- 15.3 In delivering North Lincolnshire's vision to become the Global Gateway for the north of England there will be a need to maximise opportunities offered by the area's ports, wharves and airports to increase trade and improve transport connections with the world.
- 15.4 New transport and communications infrastructure must not be at the expense of people's living environment and must respect North Lincolnshire's uniqueness by balancing critical sensitive issues of urban, rural, port, airport, major nature conservation designations, high flood risk areas and high quality landscape.

Context

National/Regional

- 15.5 Government policy and the Regional Transport Strategy which is part of the Regional Spatial Strategy (RSS) are underpinned by the same message – the need to support the most sustainable forms of transport, whilst discouraging the most unsustainable. The Regional Transport Strategy sets a number of transport priorities/requirements for North Lincolnshire including:
- Increase rail and road capacity and capability to the South Humber ports;
 - Improving passenger and freight capacity and capability on the Trans-Pennine rail network;
 - Improved connectivity to and between Scunthorpe, Immingham, Grimsby and Cleethorpes, particularly by public transport;

- Strategic public transport improvements to improve links between regional and sub regional cities and towns;
- Improved accessibility to regeneration priority areas, particularly public transport links to ensure sustainable access to employment opportunities;
- Strategic approach to enabling the development of the region's waterways as a sustainable means of distribution.

Local

- 15.6 North Lincolnshire's Local Transport Plan (LTP), prioritises accessibility for all, reduced congestion, reduced air pollution and improved road safety. Integrating the contents of the LTP and aligning these with government national transport objectives is the task of the LDF.

The Strategic Communications Network

- 15.7 North Lincolnshire's strategic transport and communications network links the area to the rest of the Yorkshire and Humber region, the United Kingdom and Europe. It consists of the principal road and rail links together with the area's ports, wharves and airports:

- 15.8 Main road links:

- The M180/M181/A180(T)/A160(T)/A18 corridor, which links the South Humber Ports, Trent Wharves, Scunthorpe and Humberside Airport to the M62 Trans-Pennine route and the A1/M1 north-south routes, via the M18;
- The A15, which links the area with Hull, York, East Yorkshire, the North East of England and Scotland via the Humber Bridge and Lincoln, the East Midlands and the A1(T) north/south route at Newark.

- 15.9 Main rail links for freight and passenger:

- The trans-pennine route (Cleethorpes – Grimsby – Scunthorpe - Doncaster) connecting North Lincolnshire with the East Coast Main Line at Doncaster, where there are frequent north/south and cross country intercity services. This route also provides direct links to Sheffield, Manchester and Manchester Airport;
- The Barnetby – Brigg – Gainsborough – Retford line, which has a very limited passenger service to/from Cleethorpes to Sheffield, but is an important route for freight to access the national network;
- The Barnetby – Lincoln – Newark line, provides passenger services to/from Cleethorpes and Newark via Lincoln. There are links to East Coast Main Line passenger services at Newark;
- The Barton upon Humber to Grimsby/Cleethorpes line, which has a regular passenger service and at its southern end provides the main access for rail freight to/from the South Humber Bank industrial area.

South Humber Ports and Trent Wharves

- 15.10 The Humber Ports are the largest in the UK by tonnage of cargo handled, with the South Humber Bank ports of Killingholme, and Immingham handling the bulk of this. They are also important nodes in the North European Trade Axis (NETA). The RSS and the Northern Way Growth Strategy both highlight the major opportunity for these ports and wharves to have significant growth and expansion, particularly by competing with the ports in the south and south east of England for traffic that has a final destination in the north of England and Scotland.
- 15.11 Further growth and expansion will not only help the area's economy and assist in bridging the north-south output gap, it will offer wider sustainability and environmental benefits by having a major positive impact on road congestion and reducing CO2 emissions.
- 15.12 The Northern Way Growth Strategy also recognises that the South Humber ports and the undeveloped South Humber Bank strategic employment sites are served by motorways with surplus capacity. In ensuring the future development of the ports, access by rail and road via the A160 will need to be improved to accommodate additional growth.
- 15.13 A number of wharf complexes can be found along the River Humber (New Holland and Barrow Haven) and River Trent (Burton upon Stather, Flixborough, Neap House, Grove, Keadby and Gunness). Despite varying sizes they are an important part of the local economy and allow for the import and export of various cargos including steel, timber and dry bulk. They also provide opportunities for short sea shipping to ports around the North Sea and importing tran-shipped cargo from larger ports.

Airports

- 15.14 The Humberside and Doncaster Robin Hood Airport Masterplans indicate significant growth in the near future and improvement of road and rail surface access will be key to their expansion and future function. Humberside Airport currently boasts some 500,000 passengers per year with a current terminal capacity of some 750,000 passengers, in achieving this additional infrastructure work will be needed.

Bus Services

- 15.15 North Lincolnshire's two main bus operators provide a good level of public transport throughout much of the main urban areas. There is limited bus service coverage throughout the rural area where there is more reliance on the use of cars. It is recognised that making improvements to the quality, frequency and reliability of public transport has the potential to substantially reduce congestion and reliance on the car. These improvements are being addressed through the Council's Local Transport Plan's Bus Strategy and the Quality Bus Partnership. In rural areas community transport provides a vital service where residents have transport difficulties.

Rail Passenger Services

- 15.16 Rail does not form a significant element of local commuter travel in North Lincolnshire primarily because the services are not frequent enough to offer sufficient choice. However, it is considered important to support rail as a regional objective as a means of reducing congestion and reliance on the car, particularly as the area is likely to become a more commuter based area due to lower house prices, increased housing provision in Scunthorpe and the development of employment areas on the South Humber Bank and the two airports. Improvement to rail passenger services will be addressed by the following measures:

- Improve the integration between rail and other travel modes;

- Improve signage to, from and at railway stations;
- Link timing of bus services to train departure and arrival times;
- Provide improvements to station security;
- Continue to work in partnership with the relevant rail organisations and operators;
- Continue to support the Barton to Cleethorpes Community Line Rail Partnership (commuter rail link) through the Council's membership by improving publicity and raising passenger numbers.

Approach

- 15.17 A positive approach will be adopted to the future provision and delivery of a sustainable, high quality transport and communications network in North Lincolnshire. This is based on the priorities set out in the Regional Transport Strategy and the Local Transport Plan (LTP) as well as the spatial vision and objectives of this Plan. The LTP expires in March 2011 and Local Transport Plan 3 (LTP3) will cover the period after this. Local authorities are expected to build their LTP3 on a framework informed by the five national transport goals (supporting economic growth, tackling climate change, promoting equality of opportunity, contributing to better safety, security and health and improving quality of life), the relevant regional objectives and local goals. It is anticipated that LTP3s should reflect and support LDFs, and be a key consideration in the planning process. This means supporting increased accessibility, promoting safer roads, tackling congestion as well as promoting walking and cycling.
- 15.18 Part of the answer to these issues lies in reducing the distance travelled in North Lincolnshire by focussing development in urban areas and in line with the preferred settlement hierarchy as set out in the Spatial Strategy. Additionally, the council need to develop an integrated transport network that improves accessibility, is sensitive to the different aspects of urban and rural life of the area, will allow easy and efficient movement in and between the areas' settlements, and creates a clear hierarchy of road user modes, based on the most sustainable options. The Road User Hierarchy – as outlined in the LTP - will relate to all transport and land use planning matters in the following priority order:
- Pedestrians, including those with restricted mobility
 - Cyclists and motorcyclists
 - Public transport and taxis
 - Commercial/business users
 - Car and coach borne shoppers and visitors
 - Car borne commuters
- 15.19 In taking a positive approach, a policy framework will be provided to deliver a number of strategic transport schemes that are essential to the provision and enhancement of access to and from key economic development opportunities as well as to support renaissance programmes. Their development is also vital to improving the area's connections to the outside world, in particular via the ports and airports and ensuring that the area's aspiration to establishing the north of England's Global Gateway can be realised.
- 15.20 The South Humber Bank area for port related activities covers an area of some 800 hectares around Immingham Dock and the Humber Sea Terminal. Its development is reliant on upgrading key transport arteries - the A160, the A15 and the Doncaster/Immingham railway line.

- 15.21 The upgrading and dualling of the A160 and its junctions is an important regional and national priority and as such is included as a priority scheme within the Regional Transport Strategy and has funding committed through the Regional Funding Allocations with an allocation of £95m. Such is its importance as an economic driver for the region the previous Government took the unusual step of allocating an extra strategic fund of £30m to enhance the scheme. The current estimate for the scheme is approximately £114m. The Highways Agency has carried out a consultation on options and preferred options between 2008 and 2010 which resulted in a preferred route announcement by the Secretary of State in March 2010. Stakeholder agreement plus a strategy for community and consultation will be added to the overall programme. It is anticipated that the scheme will start construction around 2015. Pell Frischmann has published a study, funded by Yorkshire Forward and the Local Authority, on the required improvements to the highway network within the South Humber Bank employment site, which highlights the need for improvements to the A160 and the internal site highway network linking areas of the South Humber Bank employment site. The chosen preferred option for the A160 will improve access from the A180/A160 into the employment site and the proposed new and improved internal road scheme for the employment site will need to link into the A160 improvement scheme.
- 15.22 The A15 (from Junction 4 on the M180 at Scunthorpe) to the council's boundary with Lincolnshire is a single carriageway road. Lincolnshire County Council has recently carried out a route assessment to evaluate the potential for the dualling of part or all of the route from the M180 to the junction with the A46, at Lincoln. North Lincolnshire Council will continue liaison with Lincolnshire County Council with the aim of achieving this improvement.
- 15.23 Rail is becoming increasingly important in the movement of freight due to the need to use more sustainable modes for freight transport. This is particularly important for the South Humber Bank Ports and has been recognised in Network Rail's Freight Utilisation Strategy (2007 – 2014) which includes a programme of substantial rail improvements between Immingham and Doncaster. Line speed and junction improvements have already been completed in the area, including on the Brigg - Gainsborough line and at Wrawby Junction. Network Rail has also proposed to develop the Killingholme Loop close to Immingham Dock and the Humber Sea Terminal. This will create a one-way rail loop in place of the existing cul-de-sac and will free up the line to be able to at least introduce 16 new rail paths per day. The latest estimated costs of the scheme have increased from £20 million to £40 million and it is likely that the Killingholme Loop will now be transferred into Network Rail's programme for post 2015. Negotiations with Network Rail and the South Humber Bank Delivery Group are continuing.
- 15.24 The Surface Access Priorities required for Humberside Airport are covered in the Humberside Airport Masterplan 2007. It is recognised that because the airport is situated outside the main urban area and some distance from the main public transport routes, it will be essential to establish regular and consistent services to and from the airport, including travel initiatives. It is however, highlighted, that because of the passenger numbers involved, it is not feasible to provide substantial public transport initiatives. Nevertheless the Masterplan identifies the main surface access priority themes to be rail links, coach and bus services, taxis, road links, green commuter plan and information and promotion. The intention will be to programme surface access improvements within the 25 year masterplan. The Council has commissioned a transport study regarding surface access to the airport.

- 15.25 As Scunthorpe is a growing urban area and is the prime focus for development in North Lincolnshire, there is a need to ensure that its transport network to and from the town is suitable to accommodate this, particularly given the major transformational changes being actively promoted through the Scunthorpe Urban Renaissance programme. The renaissance projects proposed will make the town more attractive to the local people, investors and potential visitors to the area. To support this aspiration and Scunthorpe's role as a thriving sub-regional town significant investment in its transport network, including better connections to the motorway network, improved gateways to the town, and an enhanced road, footpath and cycleway network are being promoted. This will be of major importance to enable sustainable access to the Lincolnshire Lakes and other urban renaissance project areas. The Council is currently working with the Highways Agency and others to develop suitable road access to the Lincolnshire Lakes project area. This will be developed further during the Action Area Plan process.
- 15.26 Sandtoft Airfield is proposed as a logistics park adjacent to the M180 and close to junction 2. Its main access is through the village of Belton by way of Westgate Road, a long linear narrow residential road. This access is recognised as inadequate for the future growth proposed at the Airfield and would unacceptably reduce the amenity of residents along Westgate Road. The Highways Agency have approved an approach to investigate a possible access route along the existing road system at the western end of the Airfield, linking with the A18 and eventually junction 2 of the M180. An evidence base study considering the economic and transport case for a logistics park of around 59 hectares showed that the development of this location would be feasible economically and that a suitable access arrangement could be provided. The study examined four potential access routes with associated costs. The preferred option is to access the site from M180 via the A161, A18 and High Levels Bank. This would remove industrial traffic from Westgate Road and Belton Road. Sustainable transport access for employees will need to be addressed given the location of Sandtoft Airfield, and a robust travel plan will be required. It is likely that any access improvements would need to be funded by the private sector as part of any development on the site.
- 15.27 The Environment Agency's Humber Flood Risk Management Strategy, under flood area 18 (Winteringham Ings) and 19 (South Ferriby) states that because of undercutting of the flood bank adjacent to the A1077 continual repairs have been applied to the flood bank in the last ten years. The Strategy also highlights there is a serious threat to the flood defences and the A1077 being washed away adjacent to Reeds Island, South Ferriby. The A1077, which links Barton upon Humber and the Humber Bridge with Scunthorpe, together with the flood defences, will require a forced major improvement near Reeds Island within the next ten years. The proposed managed approach by the Environment Agency is to continue to maintain and improve the estuary defences protecting this area and one solution may be to move the flood defences back from the shore. This could involve a realignment of the A1077 at this point. The funding is not secure for the works at the moment and no specific timescales have been given. However, the council will include the option generation and feasibility study with the EA in the first 3 year implementation plan for Local Transport Plan 3 (LTP3) for the period 2011-2014. Following this implementation plan the council expect works to be carried out (subject to funding) in the life of LTP3. The council has not explored funding potentials at this stage. It is understood that the EA is likely to request financial contributions from benefactors if an event happens that washes away the flood defences and the A1077 at this point and will be looking to meet with the council soon.

Telecommunications and Information Technology

- 15.28 The continuing advancement in telecommunications and information technology will enable North Lincolnshire to be better connected within its area and to the world beyond. It will be important to support the development of infrastructure for telecommunications and information technology in the context of a co-ordinated approach and accounting for the impact on the environment and public health.

CS25: PROMOTING SUSTAINABLE TRANSPORT

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

Transport Demand Management

- Reduce the need to travel and improve accessibility for all as part of all future spatial design within North Lincolnshire
- Introduce appropriate demand management measures, to reduce car based travel by ensuring highway safety, improving and encouraging walking and cycling and integrate such measures with a high quality public transport network
- Require that transport provision is integrated into the design of all development from the start of any development project
- Apply maximum car parking standards and a car parking charging regime within the context of urban and rural renaissance
- Support the progressive improvements of a high quality public transport network by working in partnership with public transport operators and community transport providers to ensure a cohesive, flexible approach to improve the public transport network in North Lincolnshire and public transport connections beyond its boundaries.

Transport Network Management

- Support and encourage a Rural Transport Strategy for the rural parts of North Lincolnshire
- Support the improvement and enhancement (significant upgrades) of transport inter-changes (relating to high quality facilities) in North Lincolnshire, principally at Scunthorpe, Barton upon Humber, Brigg and Humberside Airport
- Integrate and enhance the whole spectrum of local transport services to feed into, and be complementary with, a high quality public transport network
- Support the development of a freight strategy to include lorry parking sites, HGV route management and provision of facilities for (and promote the benefits of) transferring freight delivery from road to rail and/or water transport, wherever practical, particularly in relation to the movement of freight to and from the South Humber Ports and Trent Wharves
- Support the progressive introduction of network management technology to maximise existing and future capacity and investment across all transport modes, and to reduce congestion and delay for the benefit of both business and domestic travellers in North Lincolnshire
- Establish local, regional and national priorities for transport infrastructure investment
- Promote the continuation and improvement of North Lincolnshire's network of safe walking and cycling routes, including the Viking Way, the Public Rights of Way network and the National Cycle Route, as well as the local footway and cycleway network and linking them to key locations in the urban and rural areas of North Lincolnshire (communities, recreational and tourist areas).

15.29 This policy seeks to ensure that future Local Development Documents and development control decisions take into account the need to deliver the objectives for sustainable and high quality transport set out in this strategy. It is also consistent with the aims and objectives of the North Lincolnshire Local Transport Plan 2006 to 2011.

- 15.30 In terms of delivering the policy, this will be related to how the council uses its planning powers to ensure that new development meet the objective of promoting sustainable transport. Funding from a range of sources will be required to deliver these proposals.

CS26: STRATEGIC TRANSPORT INFRASTRUCTURE PROPOSALS

The Council will support strategic infrastructure proposals to enhance North Lincolnshire's internal and external transport connections and provide access to the area's key strategic economic development locations by road, rail, air, water and information technology. In particular, the following key pieces of transport infrastructure and improvements to the area's communications technology will be supported:

1. Strategic Road Schemes

- The dualling of the A160 South Humber Bank access road between the A180(T) and South Killingholme including associated improvements to junctions along the route and at the port entrance.
- The longer term dualling or upgrading of the A15 between the M180 junction 4 and the A46(T) Lincoln bypass to enable a more efficient movement of freight between the South Humber Ports and the A1(T) at Newark.
- Access improvements to Scunthorpe from the west to relieve existing congestion, via improvements to the Berkeley Circle and to provide access to the Lincolnshire Lakes area.
- Improvements to the A18 and local roads to provide access to proposed logistics park at Sandtoft Airfield.
- In the longer term, the potential realignment of the A1077 west of South Ferriby, should the Environment Agency no longer continue to maintain all flood defences along the Humber Estuary.

2. Rail Schemes

- Upgrades to the South Humber Main Line between Doncaster and Immingham and improvements to the Brigg line and in the Wrawby junction area to support access to the South Humber Bank ports.
- Restoration of the rail access to the northern section of the South Humber Bank Industrial Area to create the Killingholme Loop, through the use of the former rail alignment between Goxhill and the South Humber Bank area.

3. Airport Surface Access

- Supporting improved international connections at Humberside Airport by ensuring road and rail surface access improvements (from the M180 and the Barnetby to Cleethorpes railway line) are delivered commensurate with the expected growth of the airport.

4. Water Transport Schemes

- Encouraging increased barge/boat movements inland from the South Humber Bank ports to transfer goods.

5. Scunthorpe Urban Renaissance

- Supporting transport improvements that will assist in the delivery of the key transformation projects proposed as part of the Scunthorpe Urban Renaissance Programme. This will involve road and potentially rail access improvements to provide better quality access to Scunthorpe and developments such as the Lincolnshire Lakes.

6. Electronic and Telecommunications Technology

- Supporting the introduction of the latest electronic and telecommunications technology subject to consideration of any impact on the environment and public health.

In delivering the key strategic infrastructure schemes and programmes it is vital to ensure that necessary nature conservation, landscape and flood risk issues are addressed and mitigated against, particularly at the South Humber Bank area and potentially at Sandtoft Airfield. It will also be necessary, where relevant and appropriate, for this policy to apply the promotion of sustainable transport measures set out in Policy CS25.

15.31 These strategic transport infrastructure schemes are principal ways by which North Lincolnshire is linked to the rest of world and to support major economic development to take place to help maintain a thriving economy. They also are vital in supporting the wider regeneration of the area particularly in respect of the Scunthorpe urban area. Delivery of the strategic infrastructure will be by means of public and private funding. Developer contributions, demand management revenue as well as regional and national support will be required to create a source of finance for the enhancement of the strategic links.

15.32 In terms of delivering several of these schemes a number of studies have been undertaken and strategies, programmes and masterplans formulated. Major contributors to the delivery of all these transport schemes will be the Regional Transport Board, Highways Agency, Network Rail, the North Lincolnshire Local Transport Plan, Yorkshire Forward and public/private delivery groups such as the South Humber Bank Delivery Group (overseen by the new South Humber Gateway Board). Electronic and telecommunications technology will be delivered as necessary by working closely with industry and public health bodies.

Monitoring

15.33 The following indicators and targets will be used to monitoring the implementation and effectiveness of the policies contained in this chapter:

Indicator	Target
Percentage of dwellings completed (in schemes of 10 dwellings or more) which conform with the North Lincolnshire Accessibility Criteria	100%
Percentage of new employment related uses (B1, B2, B8) over 1000m ² and retail uses over 2500m ² which conform with the North Lincolnshire Accessibility Criteria	100%
Percentage of completed non-residential development which complies with the car parking standards set out in the Regional Transport Strategy	80%
Progress in the delivery of strategic transport priorities and projects	All Strategic Transport Infrastructure Proposal to be delivered by 2026.

Key Documents

- Planning Policy Guidance (PPG)13: Transport (DETR, 2001)
- Planning Policy Guidance (PPG) 8 : Telecommunications (DETR, 2001)
- The Yorkshire and Humber Plan - Regional Spatial Strategy to 2026 (GOYH 2008)
- North Lincolnshire Local Transport Plan 2006 to 2011 - (NLC, 2006)
- Humberside Airport Masterplan (Humberside Airport, 2007)
- Scunthorpe Transportation Study (Pell Frischman, 2004)
- Scunthorpe Strategic Development Framework (Gillespies/Yorkshire Forward, 2005)
- Network Rail Freight Route Utilisation Strategy (Network Rail, 2007)
- South Humber Bank A160/A180 Transport Study (Carlbro, 2006)
- South Humber Bank A160/A180 Proposed Highway Improvement Options Consultation - June 2009 (Highways Agency, 2009)
- South Humber Bank Employment Site Highway Improvement Scheme Study November 2008 (Pell Frischmann, 2008)
- Sandtoft Airfield Transport Study July 2009 (Pell Frischmann, 2009)
- Humber Flood Risk Management Strategy (Environment Agency, 2008)

Link to Key Objectives

Spatial Objectives:

1, 2, 4, 6, 7, 9, 10

SA Objectives:

SA1; SA5, SA8, SA9, SA10; SA11; SA12; SA13; SA14; SA15, SA16; SA17; SA24