

Transport

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

North Lincolnshire has

340 miles

of public rights of way

The local picture and how we compare

- Although North Lincolnshire is a predominantly rural area, its transport network has routes of both international and national importance that also provide links for local people to a number of regional centres outside North Lincolnshire and key local hubs within.
- In North Lincolnshire the number of cars or vans has increased from 73,272 in 2001 to 89,842 in 2011, a rise of 22.6%. However there are 20.7% of households in North Lincolnshire with no car or van compared to 27.6% in Yorkshire and the Humber.
- In North Lincolnshire 44.9% of journeys to work were by driving a car or van. This compares to the average of 38.4% for Yorkshire and the Humber (source 2011 census on the North Lincolnshire Data Observatory). It is therefore clear that one of the key challenges for North Lincolnshire is to reduce single occupancy private vehicle usage and increase the proportion of journeys undertaken by public transport.
- Highways England and North Lincolnshire Council currently manage the existing road network in North Lincolnshire. Highways England is responsible for all motorways and trunk roads in the area, whereas North Lincolnshire Council is responsible for maintaining all other roads, which equates to around 890 miles in total. In terms of Asset valuation, the Gross Replacement cost for all North Lincolnshire Council's highway related assets is £1,516,292,000 (as at Nov 2015).

Key points

- **Transformation of Public Transport**
‘Connecting rural communities’ and improving accessibility for residents in our rural areas is a priority. The council won grant funding from the Department for Transport to pilot a demand responsive transport model in North Lincolnshire. We are basing this on a ‘Call Connect’ model to allow for increased access to public transport six days each week. The pilots will commence in February 2016. A review of our subsidised bus network will take place afterwards. We will also review the public transport network in Scunthorpe and the Lincolnshire Lakes development to ensure it meets passenger needs and encourages new passenger journeys.
- **Improving and maintaining our highway assets**
Well maintained transport assets, such as roads, footpaths, cycleways, drainage systems, bridges and street lighting are essential to the efficient operation and management of the highway network. A Transport Asset Management Plan has been produced to provide a strategic approach to identify the best allocation of resources.
- **Facilitate economic growth**
Support to help deliver economic growth through targeted transport improvements, across all modes of transport. There are some very important international gateways in the area and the rail network from the South Humber Ports carries approximately 25% of the UK's rail freight capacity.
- **Protect the natural and built environment**
We support the need to reduce transport carbon dioxide emissions as part of the climate change agenda. Emissions from road transport have decreased by 9% between 2005 and 2011 there is still further improvements to be made. We will also encourage people to use public and other sustainable means of transport to reduce the number of car journeys.
- **Improve transport safety and security**
The rural nature of the area means there tends to be a greater number of high speed collisions compared to urban areas. Road casualties have been on a downward trend for the last decade, however they are still a significant cause of death and injury in North Lincolnshire. Road Safety measures are delivered through a sub-regional partnership.



The local picture and how we compare continued...

- North Lincolnshire is also relatively well served by rail, with the Transpennine line providing direct links to the East Coast Main Line at Doncaster. However, despite this, rail is not viewed as a primary means of travel by local residents, particularly for commuting purposes.
- The rail network from the South Humber Ports carries approximately 25% of the UK's rail freight capacity.
- Current road safety priorities are young drivers and their passengers; motorcyclists and driving for work.
- There are about 340 miles of public rights of way in North Lincolnshire. Cyclists can use all public rights of way save footpaths, amounting to about 70 miles. Plus there is, for example, the recently opened Ridgeway - Bagmoor to Burringham Road, Scunthorpe - cycle path, a further five miles. There is also a prospective additional 15 miles in the form of the planned South Ferriby to Cadney cycle path along the east bank of the River Ancholme.
- • It is difficult to provide a percentage of those of the above that are accessible to the disabled, not least because the term "disabled" is so broad. However, the Rights of Way Improvement Plan -adopted in 2008, which runs in tandem with the third Local Transport Plan- incorporates the assessment "provide recreational routes for persons with poor sight and impaired mobility" and the allied recommended action to "identify, create, name and publicise easy-going trails of suitable length and situation" (subject, of course, to available funding)
- North Lincolnshire has fairly low levels of congestion compared to other local authority areas – with the exception of some localised hotspots..

