



Appendix A

Structure Plan Policies





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Appendix A - Structure Plan Policies

This appendix sets out the policies relating to transport within the Structure Plan incorporating modifications made following the Examination In Public held in May 1999.

Policy 4 - Accessibility

Provision will be made to increase accessibility to services and facilities in ways which:

- Limit, and where possible reduce, adverse environmental impacts
- Reduce the need to travel within, to and from the defined towns
- Improve public health and safety
- Reduce resource consumption

Policy 36 - The Strategic Road Network

To increase accessibility by road across Lincolnshire, resources for road investment will primarily be concentrated on the Strategic Road Network which will cater for the majority of longer distance road traffic and for the movement of heavy goods vehicles.

The Strategic Road Network comprises:

- All trunk road and other 'A' class roads (except the A1111)
- The following 'B' class roads:
 - B1166 (Market Deeping to Crowland)
 - B1188 (Lincoln to Metherringham)
 - B1189
 - B1192 (Coningsby to Kirton Holme)
 - B1225

Within this network, priority will be given to the following Key Strategic Routes:

- A1 (Stamford-Newark)
- A16/A1073 (Grimsby-Peterborough)
- A17 (Newark-Lincoln-M180)
- A46/A15 (Newark-Lincoln-M180)
- A158 (Lincoln-Skegness)

The County Council will seek to pursue the following schemes on these Key Strategic Routes during the plan period:

Highest Priority:	A46	Lincoln-Newark improvement (DETR National Scheme)
Other schemes: (Alphabetical order)	A16/A52 A158 A1073 A16 A158 A16/A158	Boston southern link Burgh Le Marsh bypass Crowland to Spalding improvement Fotherby bypass (DETR Regional Scheme) Lincoln eastern relief road Partney bypass

For the rest of the Strategic Road Network, priority will be given to (Alphabetical order):

A15/A151	Bourne traffic relief
A1/A52	Grantham east-west traffic relief
A151	Weston bypass

Policy 37 - Roads not on the Strategic Road Network

Roads not on the Strategic Road Network will be considered for upgrading where this would achieve one or more of the following:

- Improve road safety
- Bring significant local environmental or economic benefits
- Assist the operation of public transport
- Improve conditions for cyclists and pedestrians

For roads not on the Strategic Road Network, priority for upgrading will be given to the C541 Gunby to Ingoldmells route improvement.

Policy 38 - Rail

Provision will be made to encourage a greater proportion of passenger journeys to be made by rail through:

- The safeguarding of existing rail infrastructure
- Opening new railway stations where feasible
- Improving facilities at existing railway stations
- The provision of interchange facilities for inter-modal transfer
- Facilitating the improvement of passenger services on existing lines and their restoration where appropriate on freight only, disused or abandoned lines
- Trackbeds of abandoned lines that are still largely intact should be safeguarded from development that would preclude their future use as movement corridors

Policy 39 - Buses

Provision will be made to encourage a greater proportion of journeys to be made by bus through:

- The maintenance and development of a route network serving the defined towns and linking them with each other and with their rural hinterlands
- Facilitating the provision of community transport initiatives
- Improved waiting and passenger information facilities
- The provision of interchange facilities for inter-modal transfer

Policy 40 - Movement In, To and From the defined towns

Provision will be made to encourage the use of a wider choice of transport mode within, to and from the defined towns through an integrated approach that will seek:

- Improved transport infrastructure
- A better balance of long stay/short stay parking provision
- Traffic Management and calming particularly in residential and shopping areas
- Improved conditions for pedestrians and cyclists
- Proposals should be appropriate to the size and function of the respective defined town

Policy 41 - Traffic Management and Calming

Provision will be made to introduce traffic management and calming measures where they would achieve one or more of the following:

- Promote road safety
- Improve the environment
- Improve conditions for pedestrians, cyclists and the operation of public transport
- Be an efficient and environmentally acceptable means of minimising traffic congestion or ameliorate the undesirable effects of traffic

Policy 42 - Parking

Parking provision for new development shall be kept within maximum standards to be agreed by the County and District Councils.

In town centres priority for non-operational parking will be given to ensuring an adequate supply for short stay use.

Commuted sums may be payable in lieu of the provision of parking to fund improvements which widen transport choice.

Policy 43 - Cycling

Provision will be made to encourage a greater proportion of journeys to be made by cycle through:

- Providing cycle facilities in conjunction with appropriate new road schemes, traffic management measures and new development
- Encouraging the provision of convenient and safe facilities for cyclists including secure cycle parking
- Providing a network of cycle routes both on and off the highway, including those for recreational use
- Maintaining existing facilities to a high standard

Policy 44 - Pedestrians

Provision will be made to encourage a greater proportion of journeys to be made on foot through:

- Development of convenient and safe routes for pedestrians
- The reduction of pedestrian and vehicular conflict

- A high standard of provision for pedestrians in new development
- Establishing further pedestrian priority areas

Policy 45 - Freight

Provision will be made to limit the environmental impact of freight movement by:

- Facilitating a shift from road borne freight movement to movement by rail, water, air and pipeline
- Allocating sites, and/or positively considering proposals for freight handling and transfer facilities, particularly those that would make use of movement by rail, air and water
- Using traffic management measures to concentrate HGV traffic on the Strategic Road Network
- Allocating sites, and/or positively considering, proposals for overnight HGV parking

Policy 46 - Airfields

The development of new airfields or the expansion of existing ones will be allowed subject to:

- Environmental impact, in particular from aircraft noise and visual intrusion, being minimised to an acceptable level
- Access and traffic generation being satisfactorily addressed
- Limits on operational hours being imposed if appropriate



Appendix B

District Council Statements



BOSTON BOROUGH COUNCIL

Introduction

The Boston Borough Council is pleased to play a full formative role in the production, implementation and review of the Local Transport Plan for Lincolnshire. A constructive response was given to the consultation documents produced by the Lincolnshire County Council in March 1999. The Council has now also considered the consultation document 'Towards a Full Local Transport Plan', and 'A Bus Strategy'. Comments were submitted, supporting certain aspects of the proposals, and also suggesting how improvements might be made. The Council is particularly supportive of the proposals to improve bus services to and within Boston, and to create local improvements through the Community Travel Zone concept.

Boston Local Plan

The Boston Borough Local Plan was adopted in April 1999. However, the end date of the plan is 2001, and therefore a full review of the plan, concentrating on housing land requirements up to 2013, is underway. A consultation document was published in April 2000 and the consultation period closed on 9 June. A report on the outcome of the consultation and the strategic direction of future local plan policy will be considered by the Council in the Autumn of 2000. There is therefore a most welcome opportunity to co-ordinate the strategy of the full Local Transport Plan, and the criteria on which decisions will be made regarding the distribution of future housing land allocations. Particular notice will also need to be taken of Government advice on housing land allocations in PPG3: Housing.

Land to be allocated for housing will be well related to existing or proposed transport nodes, and to the primary route network and primary public transport network as designated in the Local Transport Plan. Land will also be allocated as close as possible to town and local amenities in order to reduce the need to travel, and so that walking and cycling may be better promoted.

The Adopted Boston Local Plan currently allocates land for development in Boston and the larger villages of Kirton, Swineshead, Old Leake and Butterwick. Following the expected adoption of the County Structure Plan, the proportion of housing development land to be allocated in the town of Boston (as opposed to the rural area) will be significantly increased. The policies of the recently Adopted Boston Borough Local Plan already support the aims of reducing travel needs, and promoting modes of transport other than the car, as follows:

- industrial and commercial development is concentrated in the town and larger villages
- The development of port facilities is encouraged
- Transport depots are to be located close to main roads, and not in residential areas
- A sequential approach is applied to retail development with major retail land allocation and development proposals within the town centre
- A sequential approach is also applied to office, leisure and entertainment uses, concentrating such uses, where possible, in the town centre

- Encouragement of the provision of local shops within villages
- New development must include specific provisions for public transport, cycling, walking and disabled access
- Car parking standards are expressed as a desirable maximum, rather than minimum, although a review of car parking standards is urgently required
- Safeguarding of docks railway route.

The County Council has been requested to assess the transport implications of a number of strategic options for the development of the Borough. The Local Transport Plan includes a proposal for the construction of a 'Boston southern link' road. This is supported by the Borough Council, and the possibility of a developer contribution to the cost of the road will be investigated as part of the local plan process.

Other Measures

- Outside the planning process, the Boston Borough Council is also currently taking the following measures in order to support the provision of a comprehensive and affordable transport system:
- Provision of concessionary fares
- Provision and maintenance of central bus station
- Enhancement of town centre pedestrian facilities
- Town centre management initiatives to promote the vitality and viability of the town centre, and to attract major investments
- Support and encourage provision of cycle routes, and in particular to facilitate the development of the National Cycle Network through the town
- Administration of a Dial-A-Ride community transport scheme, and investigation of potential for further community schemes, such as a minibus brokerage scheme.
- Support for the proposed Rural Transport Partnership
- Control Council owned car parking facilities to ensure that central car parks are made available to short term users, and not to commuters or all-day parkers.

Joint Working

District and County Council officers are working together in order to produce draft new car parking standards for new development which would be compatible with advice set out in PPG 13. It is intended that the draft standards should be adopted by the County and District Councils and applied generally throughout Lincolnshire.

Officers of the County and District Councils, together with officers of other relevant authorities are also working together to produce a rail strategy for Lincolnshire. Again it is intended that all Lincolnshire Councils should adopt the strategy and that rail services should thereby be significantly improved for Lincolnshire people.

EAST LINDSEY DISTRICT COUNCIL

The District Council will work in partnership with the County Council to ensure that the strategic aims and targets set out within the Local Transport Plan are met. It will ensure that objectives and initiatives outlined within the Local Transport Plan will benefit the population of the District through the

strengthening of the local economy, encouraging appropriate transport choice and providing an improvement to the quality of life for the East Lindsey communities. To achieve the District Councils aims, it will take an active role in the following five themes which are outlined within the Local Transport Plan:

SAFETY

The District Council will seek to make journeys safer by all forms of transport through the following measures:

- In its role as a statutory consultee, the District Council will support proposals for waiting restrictions, speed restrictions and traffic calming measures which improve the safety of local communities.
- The council will facilitate new proposals for locally appropriate traffic management, including safer routes to school- by supporting local communities and Parish Councils, for example through its Local Agenda 21 initiative.
- The council will use its role as a development control authority to require that the design and layout of new development pays particular attention to road safety and adequate provision for vulnerable road users such as pedestrians and cyclists.
- Through the Local Plan, the Council will include criteria within its policies which require road safety to be a consideration for all forms of development.
- The District Council will work to improve public safety in its car parks, including, wherever possible, the segregation of vehicular and pedestrian movement

MAINTENANCE

In its role as consultee on the County Council's major maintenance schemes, the District Council will support proposals for maintenance of roads and bridges which allows communities to flourish without increasing traffic to the detriment of the local environment.

TRANSPORT CHOICES

The District Council will support the partnership initiatives that are developing in order to promote transport choice. As a planning authority, and through the Council's Local Agenda 21 strategy, the District Council will promote modal shift from the private car to more sustainable forms of transport wherever appropriate.

The District Council will support, and work in partnership with the County Council in implementing the elements outlined within the Local Transport Plan which promote a wider choice of transport options:

- Through its planning and economic development functions, the District Council will facilitate and continue to contribute to the Lincoln-Skegness InterConnect bus corridor, and will contribute to the development of new corridors such as the proposed Lincoln and Boston route.
- The District Council will continue to provide support for community transport schemes in its involvement with the Rural Transport Partnership, and through financial contributions to dial a ride schemes and towards the Wolds Community Bus.
- The District Council will work in partnership with the County Council, and with the other District Councils within Lincolnshire to adopt a concessionary bus pass scheme for persons of a pensionable age, as required by the 1999 Transport Bill.
- In its role as development control authority, the District Council will negotiate with developers (including, where appropriate, the preparation of legal agreements) to ensure the provision of links to existing public transport facilities within new development. The District Council will also seek schemes which provide adequate facilities and infrastructure for cyclists and pedestrians within appropriate new development.

- The District Council will seek the submission of green transport plans as part of planning applications for larger employment sites or larger retail/shopping development.
- The District Council will support proposals for the development of safe convenient cycle routes and cycle parking facilities within the District.

ECONOMY

- The District Council will allocate land uses strategically to assist the sustainable and efficient use of transport with the aim of providing optimum and long term benefits to the local environment, communities and the economy.
- In pursuing economic development and regeneration initiatives, the District Council will seek to improve local accessibility to employment and community facilities within East Lindsey and seek to provide new employment activities close to its potential workforce. The District Council will also seek to provide new employment and community activities close to existing transport facilities.
- In its tourism strategy, the District Council will promote the improvement of transport links to the holiday coast, which will benefit both the tourism economy, and the environment and amenity of local communities. The District Council will also seek to support sustainable transport options within areas of tourist activity to the benefit of such communities and their environment.
- In its tourism strategy, the District Council will work in partnership with funding agencies to secure enhancement and increased viability of public transport facilities. This already includes the upgrading of Louth bus station (through the Louth Regeneration Partnership), the formation and improvement of bus interchange facilities at Wragby, Horncastle and Spilsby, and the potential development of bus interchange facilities at Conningsby/Tattershall and Woodhall Spa (all through the InterConnect initiative). The District council will also seek to improve bus-rail interchange facilities in Skegness through the redevelopment of the area.

ENVIRONMENT

- The District Council will pursue initiatives to secure sustainable use of transport modes through its Local Agenda 21 strategy. The Local Agenda 21 strategy looks to increasing road safety, increasing cycling and walking, improving road safety and to aim to reduce the need to travel.
- Through its development control procedure, the District Council will negotiate with developers and will attach conditions to planning permissions to protect the roadside environment and environmental amenities
- In its Local plan, the District Council will include criteria within policies so that proposals for traffic related uses cause least environmental harm.

LINCOLN CITY COUNCIL

Lincoln City Council has developed policies and introduced measures over recent years in pursuit of a sustainable and integrated transport system for the City. These policies have been set in line with the Government's aspirations in seeking to provide environmentally sustainable transport, which is socially inclusive and supports local economies through the development of opportunities to promote a significant change in the balance of travel in favour of public transport, cycling and walking. The City Council, through its Corporate Working Groups seeks to address the following:-

- Regeneration - dealing with "more jobs" and "tackling poverty and social exclusion"
- Safer Communities - dealing with "less crime and fear of crime"
- Leisure
- Housing

- Environment - dealing with “best possible environment” and “less traffic congestion”
- Core Values

The Corporate Working Groups wherever applicable are guided by the various strategies adopted by the City Council and these are primarily the following:-

- The City of Lincoln Local Plan
- The Local Agenda 21 and Sustainability Strategy
- The Balanced Transport Strategy and the Daughter Documents covering Parking Strategy, Cycling Strategy, and the Pedestrian Strategy
- Economic, Regeneration, Tourism and Arts Strategy

Lincoln City Council and the adjoining District Councils with coterminous boundaries, is the largest urban area in the County. The City Council sees that there are real opportunities within the urban area to promote and achieve a significant change in travel patterns and choices for residents, visitors, and employees, not only within the urban area but within the Travel to Work Area. However, the City Council recognises that the rural nature of the County does create travel needs different to those counties where there are more urban populations.

The City Council is of the opinion that to achieve a sustainable and integrated transport system for the City the Eastern Bypass is a very important feature as part of the infrastructure provision. The City Council will support the County Council in taking steps to implement the Eastern Relief Road Phase I as soon as possible. The construction of the road will enable development opportunities to occur and the diversion of HGVs away from the Historic Core and the Retail Sector, and enable other environmental improvements to take place.

The City Council is supportive of the objects of the County Council’s Regeneration Zone for the Central Lincoln Rail Corridor. It has a Vision for City Centre Development and the primary planning objective is to manage and direct investment so as to bring about changes which ensure that the City becomes a more healthy, prosperous and pleasant place. In order to achieve that objective the City Council, the County Council and private investors must ensure developments are properly planned and co-ordinated. The City of Lincoln Local Plan outlines the development strategy for the City and draws attention to the fact that the role of the City Centre is extremely important in order to create and maintain an efficient and sustainable community. The development strategy explains that:-

- The City Centre is the single most accessible part of Lincoln - the part that most people can reach easily (even without a car)
- Development in and around the City Centre offers the greatest scope for improved accessibility and reduce dependence on cars
- Land and buildings in and around the City Centre are therefore extremely valuable urban resources which should not be wasted either by remaining unused or by being used inefficiently
- Lincoln is fortunate in having its railway station within the City Centre and this fact is an important element of the future provision of high quality transport facilities to ensure that Lincoln is a sustainable City. The importance of an integrated transport interchange should not be minimised. Rail users, bus users, as well as persons using the car parking provision and cycling provision all need to be catered for as part of an integrated transport interchange. There is the opportunity in Lincoln for this interchange to be located within the central shopping area and adjacent to under-used land which offers scope for further growth in the City Centre. The City Council, through the Transport Study and the development of proposals flowing from the Study, will seek to work with the County Council in achieving its Vision for City Centre Development and an Integrated Transport Interchange.

As part of the Vision all modes of transport have a role to play. In respect of cars the City Council has restructured the management of its car parks and is seeking to enter into partnerships with the private sector to provide a comprehensive service for both commuters and shoppers/short stay visitors. The

intention is to provide a parking service which meets the aspirations and desires of all its customers in line with the Government's Best Value principles.

The Land Use Planning policies and strategies adopted by the City Council recognises its role as a sub-regional centre. It seeks to maximise choice and to ensure that there is a more convenient transport provision than at the present, and to facilitate social exclusion in the sub-region.

In considering the Interim Regional Transport Strategy for the East Midlands the City Council will seek to take measures in line with Policy IA2 to:- reduce the need to travel by private car and to improve accessibility, health and safety should generally be considered in transport planning in the following order of priority:-

- Providing for the transport needs of disabled people, pedestrians and cyclists
- Providing for collective transport (bus, coach, train, LRT)
- Providing for other road users

In regard to Travel Demand Management the City Council will seek to ensure that net increases in public car parking not associated with the development should not be permitted unless it is demonstrated that:-

- Public transport, cycling or walking provision are unlikely to be adequate
- A shortage of short stay parking is the principle factor detracting from the vitality and viability of an area
- Excessive on-street parking is having an adverse affect on highway safety or visual amenity which cannot be reasonably resolved by other means

There should be a shift in the balance of car parking provision from long stay spaces to high quality short stay provision.

Through the City Council's Parking Strategy it will seek to provide a parking provision which meets the quality standards set down by the AA/ACPO - Award Status Car Parks. This seeks to achieve secure, clean and pleasing environments within car parks. To achieve this the City Council will look to partners within the Private Sector to provide this facility.

The City Council, as part of its parking strategy, will seek to address the issue of on-street parking in regard to the expansion and improvement of the Operation and Management of the Residents' Parking Schemes and also seek to introduce decriminalised parking enforcement within the City. To this end it is essential that the support of the County Council is obtained to ensure that there is effective integration of the management of the City's parking stock, and that it is in line with the land use planning policies and development control policies. The City Council considers that in order to promote sustainable travel patterns in the City and the surrounding areas it sees Park and Ride as an integral part of its Balanced Transport Strategy. Park and Ride, it is felt, will bring important benefits in terms of increased accessibility and enhanced economic vitality and it should be installed in tandem with parking restraint policies and bus priority measures.

Park and Ride is seen as a method of containing congestion in the City. The City Council will work with the County Council in hopefully developing a Park and Ride site in the North East sector of the City, within the Western Gateway, and ultimately on the eastern side of the City linked to the Eastern Bypass.

Through the City Council's Cycling Strategy it will seek to continue to be proactive in the development of the Greenways and Quiet Roads Project in conjunction with the County Council, adjoining District Councils, the Countryside Agency, Sustrans. It will seek to achieve maximum provision for cyclists through the development control policies.

The City Council will, in conjunction with the County Council, seek to promote social inclusion in respect of transport provision. It will seek to achieve a new Shopmobility Scheme for Lincoln and to provide an Uphill/Downhill Link which will seek to provide a transport facility for disabled, elderly, families with young children, in seeking to travel from the Uphill Historic Core to the Downhill Retail Sector. It will

also seek to achieve infrastructure improvements as part of the County Council's Bus Quality Partnership as outlined in the Bus Strategy.

The City Council will work with the County Council in seeking to achieve air quality improvements and noise reduction. An important aspect of this work will involve addressing the issue of through HGV traffic which has an adverse affect on the environment of the City Council's area.

The City Council will build on its work that has been undertaken in schools in respect of Eco-Schools, Travel Awareness in Schools, thus achieving the Core Values objectives of the City Council in respect of better environment, safer environment, and improved air quality.

The City Council sees the introduction of Community Travel Zones as an important element in the County Councils' LTP and that the principles of CTZs is in line with the Strategies adopted by the City Council. The City Council urges the Government to provide sufficient finance for CTZs. In particular the Historic Core Zone, is seen by the City Council as a CTZ in its own right. In line with the DETR guidance and the EHTF Historic Core Zones publication it looks to the County Council to introduce measures to reduce the speed of traffic, improve the environment, improve road safety and to support tourism and leisure facilities in the Cathedral environs.

The City Council, in seeking to provide better facilities for pedestrians, is concerned about the low level of funding and targets set for the maintenance of unclassified footways by the County Council. The City Council will work closely with the objectives of the City Council's Pedestrian Strategy (Policy 5).

NORTH KESTEVEN DISTRICT COUNCIL

1.0 INTRODUCTION

1.1 North Kesteven District Council's stated aim is to work towards ensuring that it is a District of 100 flourishing communities, by working with others and responding to the needs of our residents. The Council sees its way forward through activities which safeguard and enrich the environment and promote the economic and social well-being of the District. In what is a predominantly rural district that suffers from poor transport links and social exclusion as a consequence, North Kesteven District Council is wholly supportive of measures that improve the transport infrastructure for its residents. This statement outlines the Council's current undertakings and potential future plans to support the aims and objectives of the Local Transport Plan.

2.0 INFORMATION

2.1 The main areas the District Council is involved in are: land use planning, economic development, concessionary fares, off street parking, street lighting, and support for Dial-a-Ride.

2.2. LAND USE PLANNING

Central Government Planning Policy Guidance Note 1 - 'General Policy & Principles' (1997) sets out the key objectives for the planning system:

- influence the location of different types of development relative to transport (and vice versa); and
- foster forms of development which encourage walking, cycling and public transport use.

The North Kesteven District Local Plan was adopted in February 1996. The Forward Planning Department is now committed to undertaking a comprehensive review of the plan over the next few years. The review will take on board new government guidance on land use planning and transportation. The following principles will be applied:

- focus the majority of new development in the main towns, and
- encourage the provision of public transport, cycling and pedestrian facilities on major developments.

These aims will be achieved by:

- reviewing the housing and employment policies,
- reviewing the Council's approach to developer contributions,
- continuing to promote alternative means of transport to the car in site development briefs, and
- continuing to encourage developers through the development control process to provide enhancements to cycling, pedestrian and public transport facilities.

A considerable amount of partnership working has taken place on the Community Travel Zone (CTZ) projects for Sleaford and North Hykeham. It is intended to secure private sector contributions to assist in the implications of the CTZ proposals.

2.3 ECONOMIC DEVELOPMENT & REGENERATION

The District Council is supportive of measures that improve transport infrastructure and accessibility and reduces peripherality, essential to the operation of business in a rural district such as North Kesteven. The District Council will continue to seek improvements to both the road network and public transport where it improves transport links for business and residents. The District Council will:

- continue to play a funding and a co-ordinating role through the SRB Sleaford Pride initiative to implement the development of a public transport interchange at Station Road, Sleaford.
- contributions towards road infrastructure to serve new employment sites.
- work with the County Council to investigate sites for a rail freight terminal.
- carry out investigative works to improve the footpath between Cogglesford Mill and Carre Street.
- continue to support and promote the Info-Links offices at North Hykeham, Metheringham and the newly opened local access points at Billingham, Navenby, Waddington and Washingborough, providing civic information and service at the more accessible local level.
- continue to lobby to retain key local services that are accessible to everyone, such as local post offices.

2.4 OFF STREET PARKING

The District Council manages off street car parking in Sleaford and regularly monitors and reviews usage of both on and off street car parking in Sleaford town centre. The District Council will continue to manage off street car parking in Sleaford in ways that aim to improve facilities for visitors, residents, car and non car users. Car parks are going to be subject to Best Value review in 2000/1/ The district, along with all other planning authorities in the County are working on reviewing the car parking standards as will be required by the forthcoming PPG13 and Regional Planning Guidance for the East Midlands.

2.5 CONCESSIONARY FARES

The District Council will continue to operate a concessionary fares scheme for public transport use. Those eligible must be 65 years for men or 60 years or over for women, be blind or with an impaired ability to walk and be of at least 18 years of age. Over 13,000 books of tickets are now issued annually by the District Council. The tickets are accepted by most local bus operators, rail operating companies and some taxi operators.

2.6 FOOTWAY LIGHTING

The District Council maintains about 2300 footway lights on behalf of 55 parishes. It also has an annual capital budget to provide footway lighting. On average about 30 lights per annum are provided as an when requested by the Parish Councils, subject to budgetary constraints.

2.7 BUS SERVICES

The Council will continue to financially support the Lincoln and Kesteven Dial-a-Ride community transport initiatives. The Council is also a funding and development partner in the Rural Transport Partnership, which contributes to local initiatives to improve peoples access to transport in remote rural communities.

2.8 In addition to the areas above, the District Council is committed to providing officer support and time on a range of initiatives that support the provisions of the Local Transport Plan. These are listed below:

- Work to investigate the implications of a Green Commuter Plan for the District Council
- Representation of the Cycling Forum

- Consultation with disabled groups on access issues through the Access Group
- Through the Local Agenda 21 Panel we aim to address transport and accessibility to transport for people in remote areas
- Taxi licensing
- Promotion of recreational cycling and walking in the district
- Air quality monitoring

2.9 The District Council is also supportive of and will work with other agencies wherever possible or appropriate to:

- reduce peripherality of the District, particularly by supporting measures to maintain and improve the A17 and A46, and other principle routes,
- the safer routes to school initiative,
- support rail corridor improvements and the movement of goods by rail freight, and
- opportunities for modal shift especially in Sleaford and North Hykeham through the CTZ initiative and the development control process.

3.0 CONCLUSION

The District Council sees the Local Transport Plan as an important tool in developing an integrated transport system in the district and county. An effective transport system is fundamental if the District Council is to achieve its aim of 100 flourishing communities. The District Council is therefore committed to be involved and work closely with the County Council in the development of the Local Transport Plan and the realisation of the proposals it contains.

SOUTH HOLLAND DISTRICT COUNCIL

1.0 Local Plan

1.1 The South Holland District was adopted in October 1998. It covers the period 1995 to 2001. The District Council are to prepare a new local plan to cover the period 2001 to 2011 to coincide with the new Lincolnshire Structure Plan which is currently nearing completion.

1.2 The spatial strategy of the Local Plan is based on the principles of sustainable development.

4.20 The towns (of Crowland, Holbeach, Long Sutton, Spalding and Sutton Bridge) provide the focus for employment, commerce, retailing, recreation and culture. They are also sources of existing major investment in infrastructure provision and buildings. Concentrating new housing development in the towns encourages energy efficient land use patterns providing the potential to reduce journeys to work. It also sustains and strengthens the service and shopping functions of the town centres, helps to achieve urban investment and renewal and provides for transport choice by enhancing opportunities for the use of public transport, cycling and walking. The consumption of 'greenfield' sites for development is lessened helping to protect the character of the countryside, minimising the loss of agricultural land and reducing the costs of infrastructure provision.

4.23 The intention is that the main or larger villages (Cowbit, Deeping St Nicholas, Donington, Gosberton, Weston and Whaplode) should continue to act minor service centres for the surrounding areas. Despite increases in car ownership and other changes, for example, in retailing patterns, there are many households without access to a private car or access to public transport and the provision of a basic level of services and facilities is considered vitally important for the social and economic well-being of the local communities. The retention of services and facilities also has the potential to reduce the number and length of motorised trips for basic necessities.

- 67% of all new dwellings are allocated to the towns (43% to Spalding)
- 18% of all new dwellings are allocated to the main or 'key' villages
- 15% of all new dwellings are allocated to the other settlements

- 1.3 Relevant to 'movement' the local plan contains the following higher level objectives:-
- (11) To facilitate the use of public transport, cycling and walking as a mode of transport
 - (12) To promote and support road schemes which enhance economic development, safety and local amenity and which minimise any adverse environmental impacts.
- 1.4 Specifically, the local plan contains the following policies:-
- **Policy E1** makes a general requirement that all developments take into account safety, access for motor vehicles, the need of cyclists, pedestrians, the less able bodied and people with disabilities and that all developments are acceptable in terms of parking and traffic generation.
 - **Policy T1** safeguards country road schemes and developer led highway proposals.
 - **Policy T2** gives a commitment to apply the County Council's parking requirements in a flexible manner reflecting the proposed use, the locality and the availability or potential for access by transport other than the private car.
 - **Policy T3** requires the provision of adequate new and improved roads, cycleways and footpaths to serve the development proposed and any future development.
 - **Policy T5** protects existing and projected cycleways from development proposals to make provision for cycle links to the existing or proposed cycle network.
 - **Policy LT4** commits the District Council to, in co-operation with others, protect and enhance public rights of way and to take other opportunities to provide a network of recreational routes, paying particular attention to improving access from the built up areas into the countryside.
- 1.5 Consistent with the principles of sustainable development and integrated transport the District Council promoted a 100,000 sq ft shopping scheme within the defined main shopping area of the town centre of Spalding (opened December 1995) immediately adjoining both the bus station and the railway station. The scheme included the realignment of a county strategic road for highway and environmental reasons and included the provision of a cycleway.
- 1.6 The local plan provides for the extension of this scheme to accommodate retail warehousing developments should the need arise. The plan makes no provision for 'out-of-town' retail developments.
- 1.7 The local plan allocates major employment areas in or close to the towns.

2.0 Implementation and Monitoring

- 2.1 The District Council implements its policies:-
- Through its formal development control procedures in association with the highway authority
 - Through its own spending plans
 - By co-ordinating with the proposals of other agencies including Lincolnshire County Council, local cycling groups, local amenity societies and other bodies as appropriate
- 2.2 The District Council monitors performance in meeting its policy objectives. For example, from 1995 to 1999:-
- 2240 metres of cycleways combined with footpaths have been provided through development led proposals, mainly in Spalding
 - 3040 metres of recreational routes have been provided through the District Council's own spending plans and by co-ordinating with the activities of others, including Lincolnshire County Council, again mainly in Spalding
- 2.3 In addition the Lincolnshire County Council have promoted, with the support of the District Council, four radial cycle routes into Spalding town centre.

- 2.4 The Council is an active supporter and is financially contributing to the Rural Transport Partnership to help co-ordinate community transport provision to meet local needs. The District Council is working closely with the County Council to develop an effective public transport system in South Holland.

3.0 Parking Stock Management

- 3.1 The Council operates four short stay car parks in Spalding providing 211 spaces and seven long stay car parks with 665 spaces. All except two of the long stay car parks are 'pay and display'. In addition there are two free car parks at Holbeach and Long Sutton and one at Sutton Bridge.

- 3.2 The Council's statement of aims in providing car parks was agreed by the Environment & Leisure Services Committee 5 November 1997 as follows:

"South Holland District Council aims to provide suitable and sufficient car parks to (a) support the needs of businesses in town centres for shoppers and workers and (b) support the needs of Council owned facilities and other significant community assets.

The Council will also have due regard for how its car park provision impacts on Traffic Management generally and will seek to work with others in partnership for improved traffic management.

The Council will seek to provide car parks at a suitable standard of hardstanding, drainage, marking out, and cleanliness. Where possible the Council will look for opportunities to improve on this standard with planting, cycle tracks, security lighting and CCTV surveillance.

The Council will set car parking charges with aim of recovery of the costs of car park provision subject to costs not exceeding reasonable market levels. Car parks unable to recover their own costs will not be charged to other car parks".

4.0 Conclusion

- 4.1 South Holland District Council has played an active role in the Local Transport Plan process working in partnership with Lincolnshire County Council and other agencies. The District Council will help implement the Plan's proposals and strategies to meet the overall aims of the Plan.

SOUTH KESTEVEN DISTRICT COUNCIL

1. The District Council is committed to working closely with Lincolnshire County Council in furtherance of a sustainable transport policy for the County. The authority's Local Agenda 21 Strategy (January 2000) includes amongst its main aims "to increase the use of public transport, cycling and walking to reduce the adverse impact of motor vehicles".
2. The District Council acts in conjunction with the County Council, developers and other agencies to address and encourage more sustainable transport.
3. This authority has taken a lead as a responsible employer by ensuring that all vehicles used for council business are fuel efficient and, wherever practicable, encourages Council staff to use public transport, share vehicles, cycle or walk on business related journeys.
4. The District Council, through its planning and development control decisions seeks from the developers of major traffic generating developments, where appropriate, the provision and improvement of community transport facilities including bus services, cycling and pedestrian facilities in order to minimise dependence upon the motor car.
5. At Market Deeping, the District Council, in partnership with a new major supermarket operator, the County Council, local businesses and the resident community, has secured a package of measures including traffic calming, public transport enhancement, upgrading of footpaths, provision of cycleways, and other initiatives to improve the environment for pedestrians and shoppers in the area surrounding the store and in the town centre.

6. At Bourne, the grant of planning permission for an edge-of-town-centre foodstore was subject to the operator funding the upgrading of an existing town bus service to improve accessibility to the store by non-car borne means. The developer is also funding environmental improvements in the vicinity of the store to improve pedestrian links with the town centre.
7. Also at Bourne, the District Council acting in partnership with the County Council and the developer of a large new housing neighbourhood is promoting a relief road to the town, and the provision of enhanced public transport, both to the town centre and to the nearby City of Peterborough.
8. In accordance with the principles of sustainable development, the District Council aims to promote, through Local Plan policies and the exercise of development control powers, closer integration of transport and land use, in order to minimise the need to travel, especially by car.
9. Three quarters of all housing land, and four fifths of all employment land with planning permission and/or allocated for development in the existing adopted South Kesteven Local Plan are located in the district's four urban areas of Grantham, Stamford, Bourne and the Deepings. This is a higher ratio than that proposed in the County Council's Structure Plan.
10. It is the intention of the District Council to monitor, review and progress the South Kesteven Local Plan to meet environmental concerns and move towards a more sustainable pattern of development and to introduce internal checklists to ensure that environmental considerations are fully taken into account when considering all planning applications for new development.
11. The District Council supports the County Council's proposals to give high priority to traffic relief schemes at Grantham, Bourne and Stamford aimed at removing non-essential through traffic from their centres in order to help create a safe, clean and high quality environment that is attractive to both users and investors.
12. The District Council monitors private and public car parking facilities in each of the District's four towns, and is committed to a regular review of its parking policy, aimed at promoting secure, short-term provision as a way of encouraging long-stay users to consider other means of travel to town centres. The Council does not foresee any overall need to increase the current amount of public car parking.
13. The District Council and its partners are also committed to investigating measures aimed at de-criminalising car parking within town centres. It is also investigating the introduction of on-street pay-parking and residents' parking.
14. During the pre-Christmas period 1998 the District Council worked with a transport partner on the provision of an experimental park-and-ride scheme at Grantham. Whilst levels of demand were on this occasion relatively low, the Council will keep under review the potential of such schemes within its urban areas, as a means of reducing car-borne journeys into town centres during periods of high parking demand.
15. The District Council has adopted a Cycling Strategy which sets out a broad range of aims and measures to raise the profile of cycling within the district, and to promote the bicycle as a realistic alternative to the car for many local journeys. The Council has been instrumental in the creation of the Riverside cycleway through the centre of Grantham and the provision of secure cycle storage and cyclist changing facilities within the town centre and cycle facilities along the Grantham Canal. Further cycleway enhancements are proposed.
16. The District Council has embarked upon a programme of works, in partnership with Lincolnshire County Council and Sustrans to provide dedicated cycleways, parking and changing facilities, and is committed to the Safe Routes to School initiative as a means of promoting cycle use.

WEST LINDSEY DISTRICT COUNCIL

West Lindsey District Council intends playing an active role in the Local Transport Plan process working in partnership with Lincolnshire County Council and other relevant agencies. This role includes

involvement in the formulation and implementation of the Plan, utilising our functions not only as Local Planning Authority but other functions and responsibilities. The Council's statement is split into three broad sections.

Local Planning Authority

The District Council in its role as Local Planning Authority will through its decisions and actions have a significant impact upon transportation in the area. Planning policies and strategies are developed through the production of the West Lindsey Local Plan and associated policy documents. The policies and proposals in the Local Plan can and will influence demand for travel by the way in which land is allocated for development and the overall spatial strategy that is developed. The Local Plan strategy is a crucial element in promoting transport choice.

The other main element by which the Council's planning powers influence transportation measures is through its day to day development control function. The regulation of land use change together with the production of the Local Plan and the Authority's ability to influence other bodies strategies and plans, places the Council at the heart of those required to implement the measures in the Local Transport Plan.

The Local Transport Plan has been developed along six broad themes: Community Travel Zones; InterConnect; Rural Priorities Initiative; Staying Alive; Asset Protect and Regeneration Zones. The Council's planning responsibilities can impinge upon most of these themes.

Staying Alive – The Council will ensure through its land use decisions that road safety is not compromised and will, where opportunities exist, seek improvements in road safety in connection with development proposals. Such improvements could include traffic calming measures, measures to protect pedestrians or cyclists, or provision of off-street parking to remove hazardous parking. The West Lindsey Local Plan contains appropriate policies to achieve such measures and does where appropriate set out specific measures associated with sites allocated for future development. The Authority will also where necessary use its community safety responsibilities to draw attention to road safety issues.

Asset Protect – The Authority can in its decision making role help to ensure that the transportation infrastructure in the area is not placed under a significant maintenance burden.

Community Travel Zones and Rural Priorities Initiative – The West Lindsey Local Plan contains a number of policies and aims that attempt to promote transport choice. Proposals for new public transport infrastructure, which create new routes for pedestrians and cyclists, will be supported. The Council will where appropriate and properly related to development, seek the provision of new footpath and cycleway links as part of development proposals. The provision of such links can assist many measures in the Local Transport Plan including the safer routes to school initiative.

Where very large development is proposed opportunities may exist for developer contributions towards public transport infrastructure or public transport provision. The Council will actively consider such issues when making appropriate decisions. The Council will also consider other proposals such as park and ride provision as part of development proposals where these help encourage modal shift.

The main method by which the Authority can help to facilitate transport choice and to help encourage modal shift in transportation is through its overall land use strategy. The West Lindsey Local Plan seeks to focus most forms of development in the towns and larger settlements of West Lindsey. In doing so the Authority is trying to locate new housing close to employment opportunities, other services and facilities and public transport. This land use strategy plays an important part in allowing the opportunity to reduce people's need to travel and allows them to consider transport choice.

Regeneration Zones – The Council are committed to supporting and developing the economy of the district and as part of this commitment will do all it can to help bring about improvements to transport infrastructure where this will aid economic regeneration. This commitment will include the protection of routes for economically necessary road proposals.

InterConnect – This is a specific project that the District Council supports in principle.

Control of Off-Street and other Parking

The Council controls off-street parking provision in the three towns of Gainsborough, Market Rasen and Caistor. The Council controls, or has joint control of all the Public Car Parks in these towns. The Council is therefore in a strong position to control the availability and the pricing structure of public car parking in the main settlements of the District. The Co-op control a private car park for their store in Market Rasen Town Centre and Tesco and Lidl control car parks for their supermarkets in Gainsborough Town Centre.

The Council does not control any on-street parking in the District, but works in close collaboration with Lincolnshire County Council to balance the levels of on-street and off-street parking provision.

Parking is not a significant issue within West Lindsey. Gainsborough presently has an excess of supply over the demand for public off-street car parking, which has been exacerbated by the recent Tesco development. The Council will carefully monitor the provision of on and off-street parking and its pricing structure to ensure that car parking is an integral part of any overall integrated transport strategy to encourage travel by other modes. This aspect needs to be balanced against economic regeneration priorities particularly in relation to trying to support Gainsborough's role as an important service centre for the north west of Lincolnshire. To help this role, shopper parking is favoured and all day commuters' parking is discouraged through locational and pricing policies.

The Council has undertaken a study of public and private car parking in the District. This is seen as an important underlying requirement to the review of the West Lindsey Local Plan and a review of the Car Parking Standards within that Plan. The Council intends to work proactively with the County Council to develop new Car Parking Standards across the County.

Other Functions and Responsibilities

Community Transport – The Council is an active supporter and is financially contributing to the new Rural Transport Partnership with the Countryside Agency, the County Council and others. The Council supports on a financial and other support basis the Lincoln Dial-a-Ride Scheme, four Social Car Schemes and the Wolds Community Minibus. The Council has also actively promoted the development of the Postbus network in the rural eastern Wolds area of the District. The Council has no immediate plans to fund further community transport schemes at this stage. However a primary purpose in funding the new Rural Transport Partnership is to help co-ordinate community transport provision to ensure that it effectively meets the overall objective of providing community transport to meet local needs.

Public Transport – The Council works with all those involved in the provision and control of public transport to help develop an effective public transport system in West Lindsey. The Council has refurbished Gainsborough Bus Station to encourage bus usage and is working with others to promote Gainsborough, Saxilby and Market Rasen Rail Stations, including the provision of cycle lockers and car parking to promote rail usage. Travel Information points have also been provided in Market Rasen Market Square, and rail and bus times have been co-ordinated in the town to promote greater usage. The Council sees Taxis and Private Hire Vehicles as an integral mode of public transport provision. The Council does not limit numbers of such vehicles and is looking to improve facilities for these vehicles particularly in Gainsborough. The Council has financially contributed to the Newark to Lincoln Rail Line Electrification Study and work in various forums to develop a more effective public transport system and infrastructure. The Council is lobbying the Shadow Strategic Rail Authority and the Train Operating Companies involved in the re-franchising process to ensure that the rail needs of the local community is being met. The Council also funds a comprehensive system of travel tokens for the elderly and other priority groups in the District.

Other Transport Measures – The Council actively supports the development of cycle routes in the District and the development of other pedestrian priority networks. Connected with the regeneration strategy for Gainsborough the Council is undertaking a study to help improve transport links in the town, including the development of new pedestrian links between the town centre and the residential areas of the town. The Tesco proposal has allowed us to secure developer contributions to help improve pedestrian links in the town centre. SRB Challenge Funding and Environment Agency Funding secured through the Council's Regeneration Project for the Gainsborough Riverside has allowed a new vehicular free transport link between the Riverside and the town centre to be created.

The Council also sees the need for integrating its support for transportation with other measures including its Air Quality Management Plan and particularly with its priorities for Social Inclusion. In the case of the latter the Council is actively supporting the Market Rasen Access Group, and improvements for the Disabled in Gainsborough as part of overall regeneration activities. The reduction in crime and the perception of crime is seen as a key element in promoting greater pedestrian and cycle use. The use of CCTV cameras and improvements to Parish and Footway Lighting are examples of positive steps which the Council have and are undertaking to help meet the overall aims of the Local Transport for Lincolnshire.

Conclusion

West Lindsey District Council through its Planning Services Committee and officer and member input into the forums required to help implement the Plan's proposals and strategies, will ensure that its whole range of functions and responsibilities help meet the overall aims of the plan and the transportation needs of residents in the County.



Appendix C

Simplified Appraisal Summary Tables

LINCOLNSHIRE COUNTY COUNCIL		AST2 - PREFERRED STRATEGY INCLUDING MAJOR SCHEMES	
CRITERIA		MAJOR IMPACTS OF LOCAL TRANSPORT PLAN	ASSESSMENT
ENVIRONMENT	Noise	Targets to constrain congestion and traffic growth in larger urban areas, along with proposals within the RPI to reroute HGVs within the rural areas, will help decrease noise levels in sensitive locations. Increasing use of new high performance surface treatments for maintenance schemes will also be beneficial. Major schemes will bring benefits to bypassed communities.	✓✓
	Local Air Quality	By encouraging the use of more environmentally friendly forms of transport, projected levels of PM10s and NO ₂ emissions are expected to decrease. Action Plans will be developed for those areas which fail to meet the National Air Quality Objectives following assessment. Major schemes will bring improved local air quality within the communities bypassed.	✓✓
	Greenhouse Gases	As with Local Air Quality above, the forecast levels of CO ₂ emissions will be reduced by encouraging a move away from car travel to other more environmentally friendly forms of transport.	✓
	Landscape	Some benefit through the continued development of the Roadside Environment Scheme. Some adverse impact associated with major schemes, which will be minimised with appropriate landscaping schemes.	X
	Townscape	The removal of through HGVs from unsuitable routes in towns and villages as part of the RPI will reduce damage to the built environment.	✓
	Heritage of Historic Resources	Some benefits to Conservation Areas across the county due to reduction in projected traffic growth and removal of through HGVs.	✓
	Biodiversity	Careful planning and design will ensure that the proposals contained within the Local Transport Plan will have no adverse impact on biodiversity interests.	0
	Water Environment	The Local Transport Plan will have little or no impact on the water environment	0
	Physical Fitness	Encouraging people to walk and cycle more, particularly for shorter trips, through Community Travel Zones will contribute towards a more healthy lifestyle.	✓✓
Journey Ambience	The Local Transport Plan will improve journey quality by enhancing facilities at public transport interchanges through the InterConnect bus and rail projects.	✓✓	
SAFETY	Accidents	The LTP aims to reduce the number of people killed or seriously injured on Lincolnshire's roads by 20% and to reduce the number of child casualties by 25% over the plan period in support of the Government's new national targets. Other vulnerable road users will also be targeted.	✓✓✓
	Security	Some elements of the Local Transport Plan, in particular the provision of street lighting and enhancements at public transport interchanges, are directly aimed at improving personal security.	✓✓
ECONOMY	Transport Economic Efficiency	The 5 year LTP bid to Government is for £76.975m (including major schemes). Additional funding in support of the strategy will be forthcoming from other partners such as bus and rail operators, District Councils and developers. The major schemes will result in reduce operating costs for the haulage industry.	✓✓✓
	Reliability	Again, the relief of congestion at key locations on the network will improve journey time reliability for all road users, whilst bus priority measures to be introduced as part of Bus Quality Partnerships will improve reliability for public transport. The major schemes will improve journey time reliability for the haulage industry in the south of the county and for the tourism industry on the coast.	✓✓✓
	Wider Economic Impact	A key objective of the LTP is to support the local economy, particularly the tourism industry on the coast and the agriculture and food processing industry in the south for which the major schemes will provide major benefits. The LTP includes proposals to achieve this and also to support the viability of the market towns across the county. A further theme within the LTP is the economic regeneration of brownfield sites, particularly in respect of proposals for Lincoln Rail Corridor and Gainsborough Waterfront.	✓✓✓
ACCESSIBILITY	Option Values	A key target in the Local Transport Plan is to reduce the proportion of unmet travel needs in the rural areas of the county from 18% to 12% by developing the InterConnect Bus project. Similarly, in the Major Urban Areas and Large Market Towns, town bus services will be extended or developed. Both these strategies will increase transport options to significant numbers of the local populations.	✓✓
	Severance	The Rural Priorities Initiative is aimed directly at reducing the negative impacts of traffic (noise, severance, visual intrusion, safety issues) on rural communities. The major schemes will also reduce severance in the communities bypassed.	✓✓✓
	Access to the Transport System	Many elements of the Local Transport Plan are aimed at enhancing social inclusion. Improvements at public transport interchanges will reduce the perceived dangers for woman travelling alone, accessible buses introduced as part of Quality Bus Partnerships will enable the Disabled to travel more easily, and the new and improved rural buses services introduced through InterConnect will improve travel for those without access to a car, such as the elderly or those on low incomes,	✓✓✓
INTEGRATION	Transport Interchange	The Lincoln Corridor Rail Study will examine the options for redeveloping the existing bus station in Lincoln as a high quality bus/rail interchange adjacent to Lincoln Central Station. Elsewhere in the county, secure cycle lockers will be provided at rail stations and at bus interchanges on the InterConnect corridors to encourage travel by bike and public transport. Suitable sites for a road/rail freight interchange are being investigated	✓✓
	Land-Use Policy	The Local Transport Plan is in general compliance with PPG guidance, most notably PPG13, and integration with the Development Plan system at regional, structure and local plan level. A partnership approach is being developed with the District Councils regarding Local Transport Plan implementation and its relationship with the Local Plan review process.	✓✓
	Other Government Policies	Proposals within the Local Transport Plan will support strategies and policies being pursued by other organisations e.g. to reduce social exclusion, to ensure that the transport provisions of the Disability Discrimination Act are implemented and to improve the health of the population in line with the Health Improvement Plan.	✓✓✓

Key to assessment of impact: ✓✓✓ = very beneficial ✓✓ = moderately beneficial ✓ = some beneficial 0 = no impact X = some adverse XX = moderately adverse XXX = very adverse

LINCOLNSHIRE COUNTY COUNCIL		AST2 - PREFERRED STRATEGY INCLUDING MAJOR SCHEMES	
CRITERIA		MAJOR IMPACTS OF LOCAL TRANSPORT PLAN	ASSESSMENT
ENVIRONMENT	Noise	Targets to constrain congestion and traffic growth in larger urban areas, along with proposals within the RPI to reroute HGVs within the rural areas, will help decrease noise levels in sensitive locations. Increasing use of new high performance surface treatments for maintenance schemes will also be beneficial. Major schemes will bring benefits to bypassed communities.	✓✓
	Local Air Quality	By encouraging the use of more environmentally friendly forms of transport, projected levels of PM10s and NO ₂ emissions are expected to decrease. Action Plans will be developed for those areas which fail to meet the National Air Quality Objectives following assessment. Major schemes will bring improved local air quality within the communities bypassed.	✓✓
	Greenhouse Gases	As with Local Air Quality above, the forecast levels of CO ₂ emissions will be reduced by encouraging a move away from car travel to other more environmentally friendly forms of transport.	✓
	Landscape	Some benefit through the continued development of the Roadside Environment Scheme. Some adverse impact associated with major schemes, which will be minimised with appropriate landscaping schemes.	X
	Townscape	The removal of through HGVs from unsuitable routes in towns and villages as part of the RPI will reduce damage to the built environment.	✓
	Heritage of Historic Resources	Some benefits to Conservation Areas across the county due to reduction in projected traffic growth and removal of through HGVs.	✓
	Biodiversity	Careful planning and design will ensure that the proposals contained within the Local Transport Plan will have no adverse impact on biodiversity interests.	0
	Water Environment	The Local Transport Plan will have little or no impact on the water environment	0
	Physical Fitness	Encouraging people to walk and cycle more, particularly for shorter trips, through Community Travel Zones will contribute towards a more healthy lifestyle.	✓✓
Journey Ambience	The Local Transport Plan will improve journey quality by enhancing facilities at public transport interchanges through the InterConnect bus and rail projects.	✓✓	
SAFETY	Accidents	The LTP aims to reduce the number of people killed or seriously injured on Lincolnshire's roads by 20% and to reduce the number of child casualties by 25% over the plan period in support of the Government's new national targets. Other vulnerable road users will also be targeted.	✓✓✓
	Security	Some elements of the Local Transport Plan, in particular the provision of street lighting and enhancements at public transport interchanges, are directly aimed at improving personal security.	✓✓
ECONOMY	Transport Economic Efficiency	The 5 year LTP bid to Government is for £76.975m (including major schemes). Additional funding in support of the strategy will be forthcoming from other partners such as bus and rail operators, District Councils and developers. The major schemes will result in reduced operating costs for the haulage industry.	✓✓✓
	Reliability	Again, the relief of congestion at key locations on the network will improve journey time reliability for all road users, whilst bus priority measures to be introduced as part of Bus Quality Partnerships will improve reliability for public transport. The major schemes will improve journey time reliability for the haulage industry in the south of the county and for the tourism industry on the coast.	✓✓✓
	Wider Economic Impact	A key objective of the LTP is to support the local economy, particularly the tourism industry on the coast and the agriculture and food processing industry in the south for which the major schemes will provide major benefits. The LTP includes proposals to achieve this and also to support the viability of the market towns across the county. A further theme within the LTP is the economic regeneration of brownfield sites, particularly in respect of proposals for Lincoln Rail Corridor and Gainsborough Waterfront.	✓✓✓
ACCESSIBILITY	Option Values	A key target in the Local Transport Plan is to reduce the proportion of unmet travel needs in the rural areas of the county from 18% to 12% by developing the InterConnect Bus project. Similarly, in the Major Urban Areas and Large Market Towns, town bus services will be extended or developed. Both these strategies will increase transport options to significant numbers of the local populations.	✓✓
	Severance	The Rural Priorities Initiative is aimed directly at reducing the negative impacts of traffic (noise, severance, visual intrusion, safety issues) on rural communities. The major schemes will also reduce severance in the communities bypassed.	✓✓✓
	Access to the Transport System	Many elements of the Local Transport Plan are aimed at enhancing social inclusion. Improvements at public transport interchanges will reduce the perceived dangers for women travelling alone, accessible buses introduced as part of Quality Bus Partnerships will enable the Disabled to travel more easily, and the new and improved rural bus services introduced through InterConnect will improve travel for those without access to a car, such as the elderly or those on low incomes.	✓✓✓
INTEGRATION	Transport Interchange	The Lincoln Corridor Rail Study will examine the options for redeveloping the existing bus station in Lincoln as a high quality bus/rail interchange adjacent to Lincoln Central Station. Elsewhere in the county, secure cycle lockers will be provided at rail stations and at bus interchanges on the InterConnect corridors to encourage travel by bike and public transport. Suitable sites for a road/rail freight interchange are being investigated	✓✓
	Land-Use Policy	The Local Transport Plan is in general compliance with PPG guidance, most notably PPG13, and integration with the Development Plan system at regional, structure and local plan level. A partnership approach is being developed with the District Councils regarding Local Transport Plan implementation and its relationship with the Local Plan review process.	✓✓
	Other Government Policies	Proposals within the Local Transport Plan will support strategies and policies being pursued by other organisations e.g. to reduce social exclusion, to ensure that the transport provisions of the Disability Discrimination Act are implemented and to improve the health of the population in line with the Health Improvement Plan.	✓✓✓

Key to assessment of impact: ✓✓✓ = very beneficial ✓✓ = moderately beneficial ✓ = some beneficial 0 = no impact X = some adverse XX = moderately adverse XXX = very adverse



Appendix D



Finance Forms

LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2000-01 TO 2005-06**LTP-F1: Summary of actual, estimated outturn and projected local transport capital expenditure**

Authority : LINCOLNSHIRE COUNTY COUNCIL

Authority No. 94

Contact Name : Ian Kitchen

Telephone Number (with extension) : 01522 823454

All figures in £000

	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06
Maintenance of principal highways	898	1693	2353	1950	3895	3815	3855	3805	3880
Maintenance, assessment and strengthening of bridges	1182	1286	1268	1248	1250	1306	1340	1200	1265
Individual schemes costing more than £5 million	4070	1410	332	109	8	2085	7850	12000	6230
Individual schemes costing less than £5 million or groups of related schemes	1581	1939	2566	9454	6703	5533	5358	5753	4973
Total	7731	6328	6519	12761	11856	12739	18403	22758	16348

Notes:

LTP-F1, 2 and 3

1. Where available, audited information should be used.
2. For years before the current financial year, actual or estimated outturn expenditure should be given.
3. Give estimated outturn expenditure for the current financial year.
4. Give projected expenditure for years after the current financial year. You should not make any adjustments for this to reflect resources held from previous years or resources which are sought for expenditure which will occur, or have occurred, in other financial years.
5. Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places.
6. Expenditure on major maintenance schemes (over £5 million) should be included in the major schemes row of this table and not in rows 1 and 2.

For LTP-F2 and LTP-F3

7. Use LTP-F2 for existing and new major schemes with gross costs of more than £5 million. This includes new road schemes, public transport schemes and major highway maintenance schemes.
8. Use LTP-F3 for all schemes not included in LTP-F2, other than capital maintenance expenditure.
2. For existing schemes, give DETR reference.
3. For new schemes, give local authority priority (1,2, 3 ... etc) . Equal rankings may not be used.

For LTP-F4

Refer to the LTP Technical Guidance, para xx

LOCAL TRANSPORT PLAN - CAPITAL EXPENDITURE 2000-01 TO 2005-06

LTP-F4: Estimated benefits of successful Local Transport Plan bids

Authority **LINCOLNSHIRE COUNTY COUNCIL**

Authority No. **94**

use whole numbers only

Code Description	Typ	Unit of data	2000-0	2001-0	2002-0	2003-0	2004-0	2005-06
New or improved access road to housing	AH	km	-	-	-	-	-	-
New or improved access road to industry	AI	km	-	-	-	-	-	-
Bus Infrastructure Scheme (InterConnect Hubs)	BI	unit	2	4	2	1	1	1
Busways, Quality Bus Corridors, Bus lanes, bus priority	BL	km	200	180	20	40	80	20
Bypass in rural area	BP	km	1	2	0	0	4	28
Bus shelters	BS	number	20	20	20	20	20	20
Bus vehicles	BV	number	-	-	-	-	-	-
Measures to reduce congestion (incl. Traffic calming)	CG	number	25	25	25	25	25	25
Cycleways and cycle lanes	CY	km	10	10	10	10	10	10
Dualling	DU	km	0	0	0	0	0	0
Safety Fencing	FE	metres	0	0	0	0	0	0
New or improved footways	FW	metres	8100	5000	5000	5000	5000	5000
Gap Closure	GC	number	0	0	0	0	0	0
Heavy rail new scheme	HN	km	0	0	0	0	0	0
Heavy rail refurbishment, renewal (inc stations)	HR	km	0	25	25	25	0	0
Home zones (see CTZ)	HZ	number	0	0	0	0	0	0
Major structural carriageway improvement	IC	km	0	0	0	0	0	19.5
Junction improvement	JI	number	7	4	4	4	4	4
New lay-by or bus lay-by	LB	number	0	0	0	0	0	0
Light rail new scheme	LN	km	0	0	0	0	0	0
Lorry restrictions	LO	number	8	8	10	12	12	12
Light rail refurbishment, renewal (inc stations)	LR	km	0	0	0	0	0	0
Local safety schemes	LS	number	35	35	35	35	35	35
Major bridge maintenance	MB	number	2	5	4	5	4	5
Major carriageway maintenance scheme	MC	km	8	16	16	16	10	17
Major maintenance scheme	MM	km	0	0	0	0	0	0
Multi-modal public transport scheme	MP	number	1	2	2	2	2	2
Noise insulation	NI	metres	-	-	-	-	-	-
New junction	NJ	number	0	0	0	0	0	0
Park and Ride (Bus/Road related)	PB	number	0	0	0	0	0	0
Pedestrianisation	PE	metres	0	0	0	0	0	0

LOCAL TRANSPORT PLAN - CAPITAL EXPENDITURE 2000-01 TO 2005-06

LTP-F4: Estimated benefits of successful Local Transport Plan bids

Authority **LINCOLNSHIRE COUNTY COUNCIL**

Authority No. **94**

use whole numbers only

Code Description	Typ	Unit of data	2000-0	2001-0	2002-0	2003-0	2004-0	2005-06
Public transport passenger information	PI	number	55000	75000	50000	25000	25000	25000
Park and ride (rail-related)	PR	number	0	0	0	0	0	0
Pedestrian crossings	PX	number	11	11	11	11	11	11
Realignment	RE	metres	0	0	0	0	0	0
Relief road or urban ring road	RR	km	0	1	0	0	0	0
Studies	SD	number	5	5	5	5	5	5
Street Furniture	SF	number	-	-	-	-	-	-
Signalling/signal upgrading	SG	number	8	8	8	8	8	8
Signing/resigning	SI	number	16	16	16	16	16	16
New or improved street lighting	SL	number	1850	2050	2050	2050	2050	2190
Safe routes to school	SR	number	7	8	10	12	14	16
Trolleybus scheme	TB	number	0	0	0	0	0	0
Traffic Management	TM	number	-	-	-	-	-	-
Tunnel work	TU	metres	0	0	0	0	0	0
Urban traffic control	UT	number	0	0	0	0	0	0
Road Widening	WD	km	0	0	0	0	0	0
Community Travel Zones		number	6	4	4	4	4	0
Bridge strengthening scheme		number	23	3	9	6	5	22

LTP Programme for 2001/2005 – highway structures

BRIDGES LONGER THAN 1.5 METRES SPAN

	Highways Authority	Railtrack	Rail Property Board	British Waterways Board	Other
Total number	1425	41	29	3	134
Number still to be assessed for "40 Tonne" capacity*	158	19	0	0	14
Number already assessed and found not capable of "40 Tonne" capacity	67	5	3	1	7
Number considered to need strengthening	60	5	3	0	2
Number considered to need major strengthening maintenance	79	N/A	N/A	N/A	N/A

RETAINING WALLS (length to be quoted in metres)

	Highway Authority	Other
Total Length	47,006	695
Length still to be assessed for "40 Tonne" capacity	47,006	695
Length already assessed and found not capable of "40 Tonne" capacity	0	0
Length considered to need strengthening		
Length considered to need major structural maintenance		

* This refers to the carrying capacity of 40 Tonnes or 11.5 Tonnes per axle.

Authorities should provide individual details of all schemes on Primary Route Network and any other schemes over £1m.

	Proposed action#	Proposed start/finish dates	Estimated costs	Owner of structure	On PRN? Yes/No
Bridges			See Table 10.7		
Retaining Walls			Still to be assessed		

Proposed action e.g. strengthening, structural maintenance

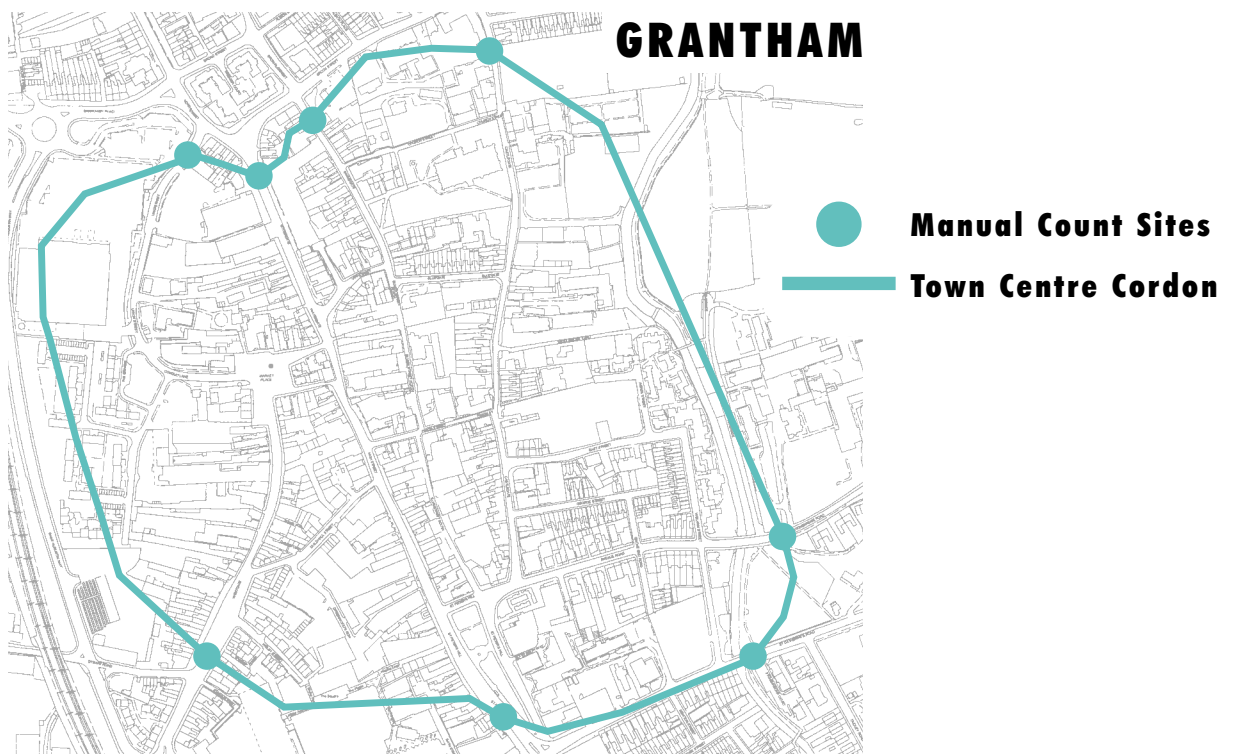
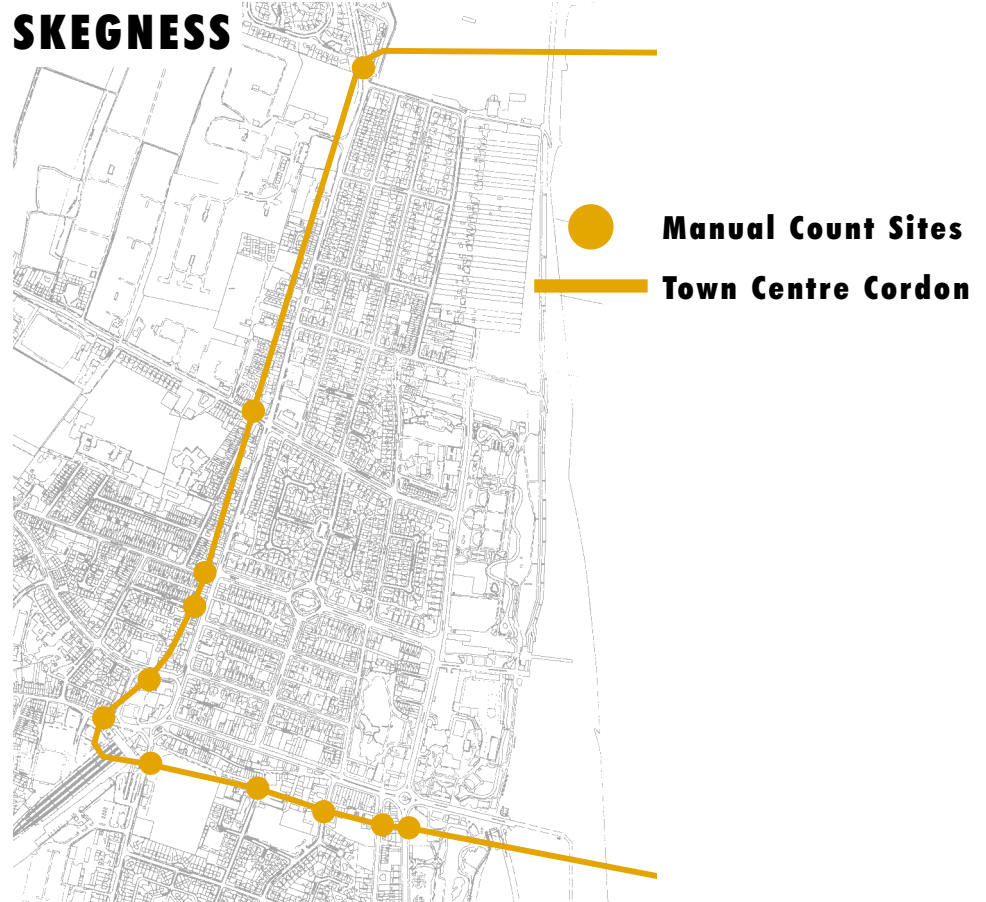


Appendix E

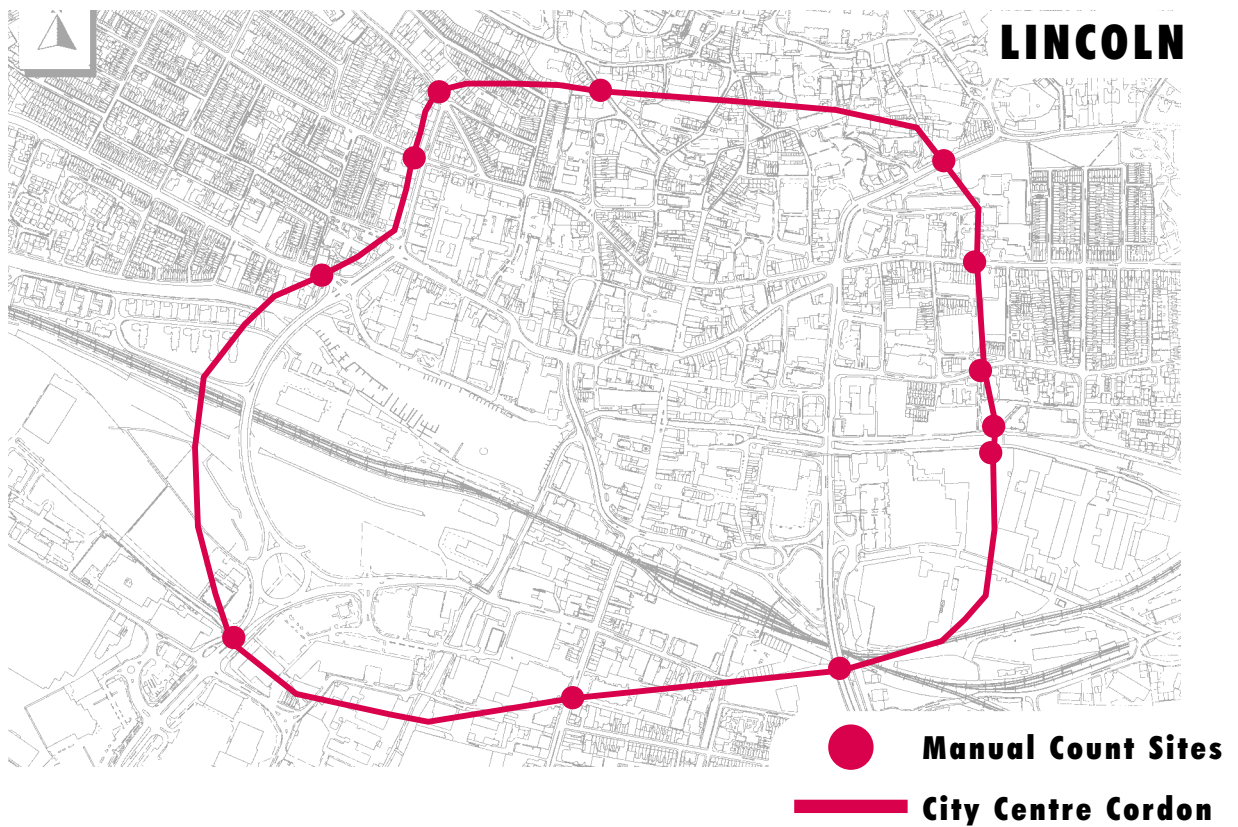
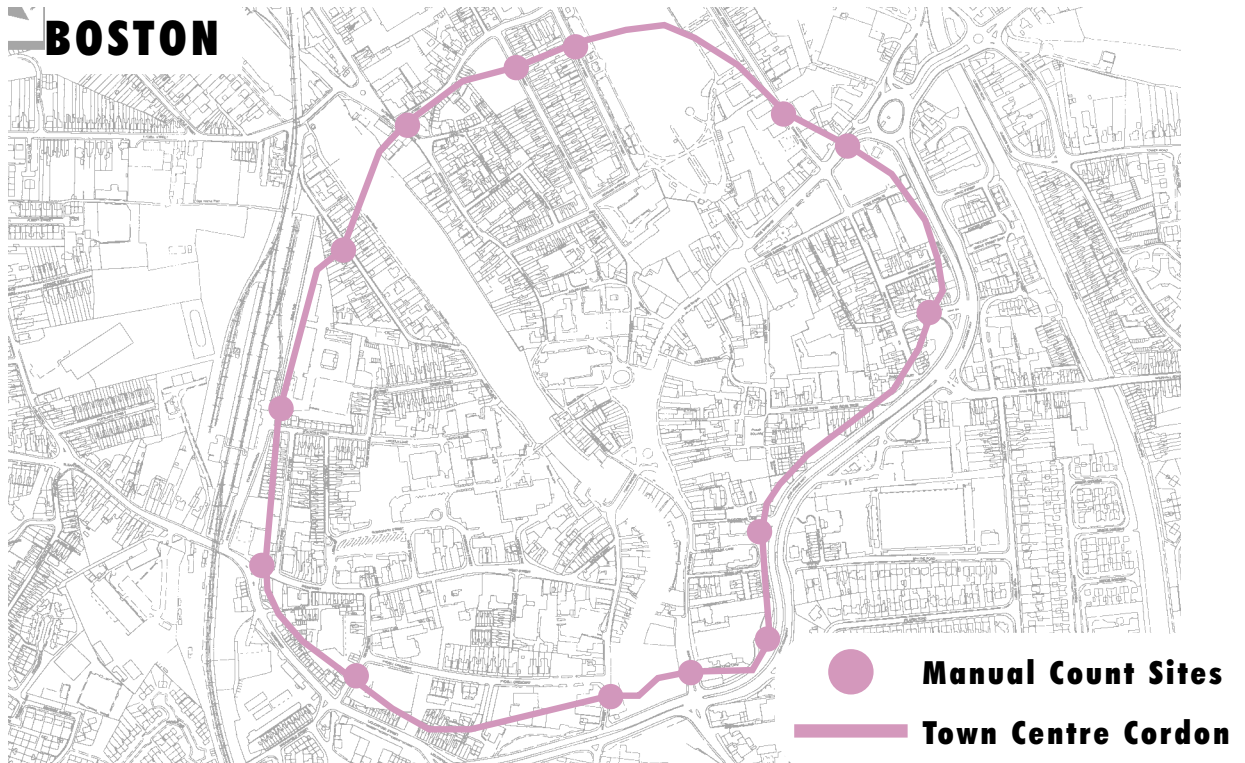
**Road Traffic Reduction Report
Supplementary Data**



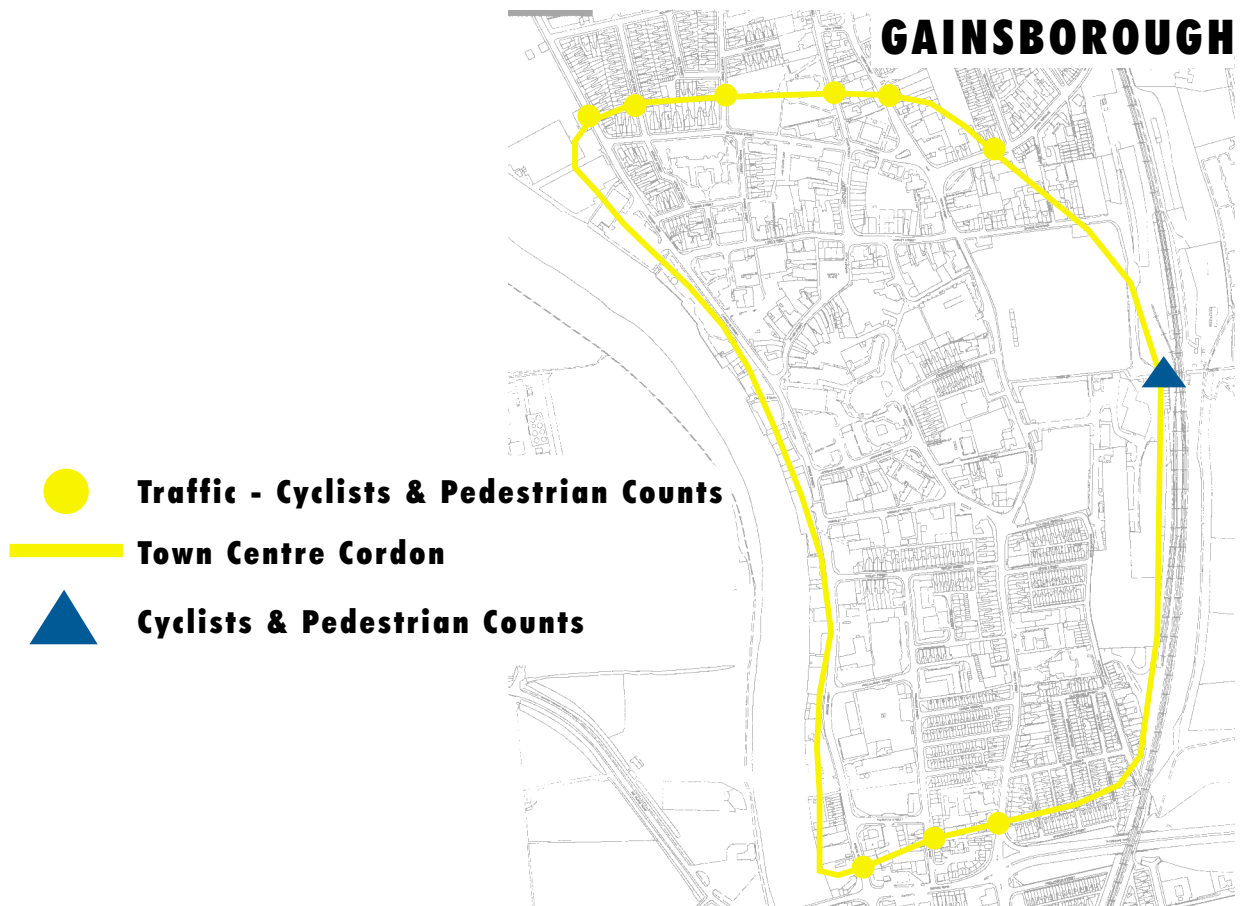
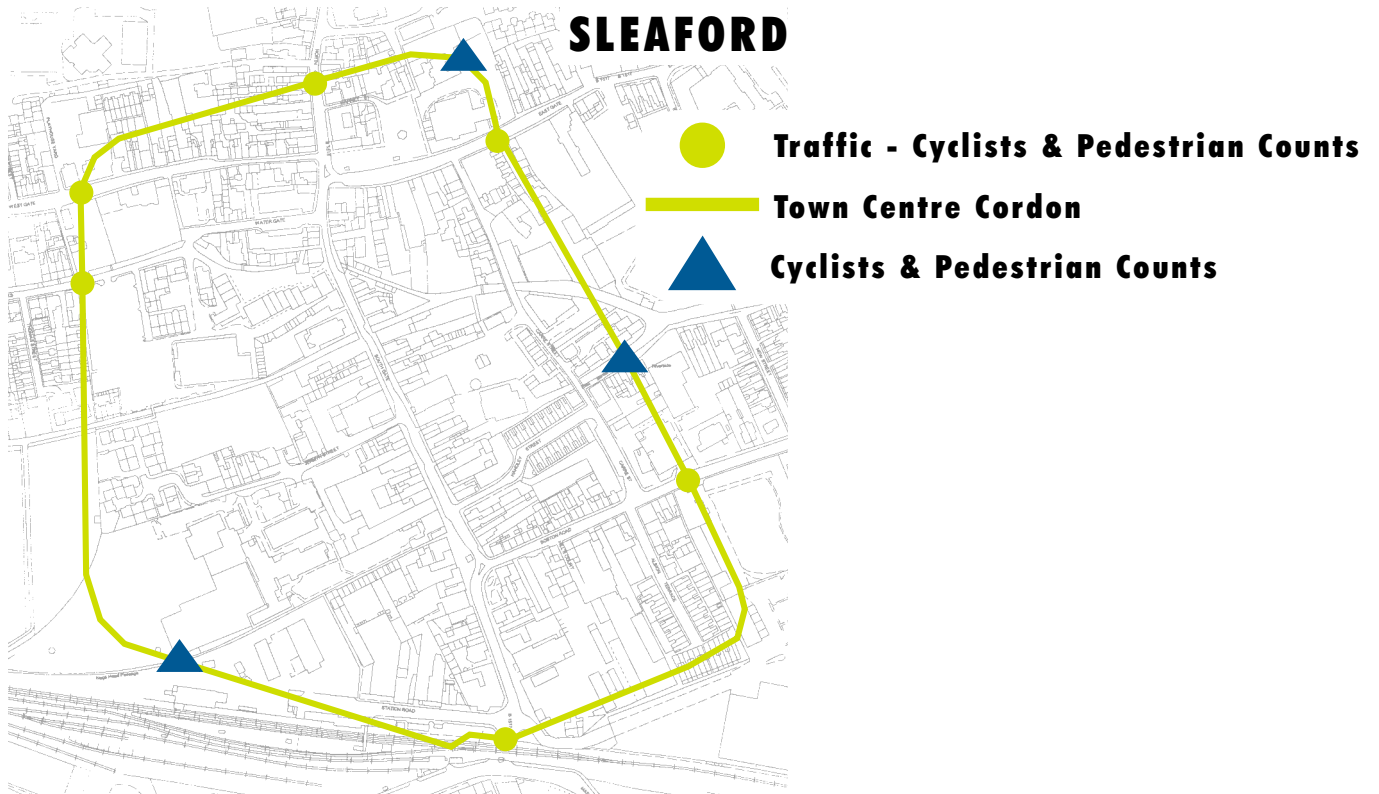
TRAFFIC COUNTING



TRAFFIC COUNTING

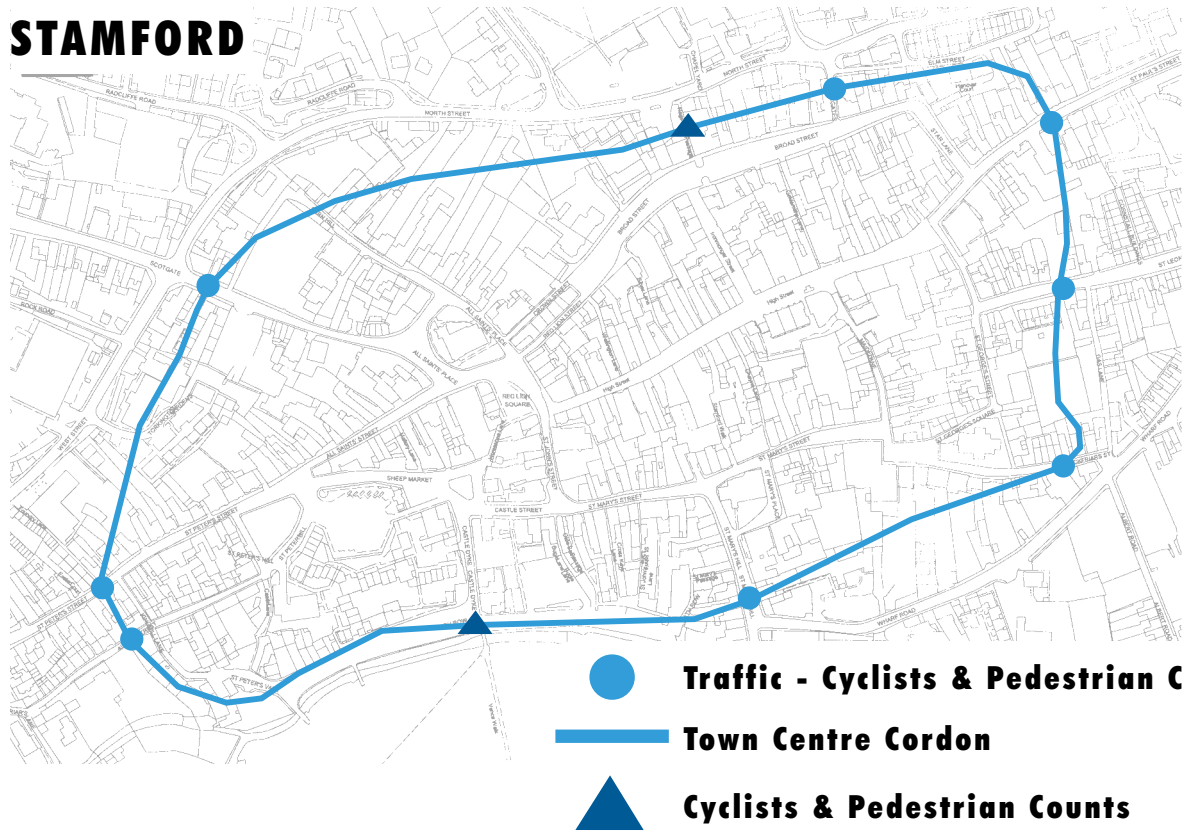


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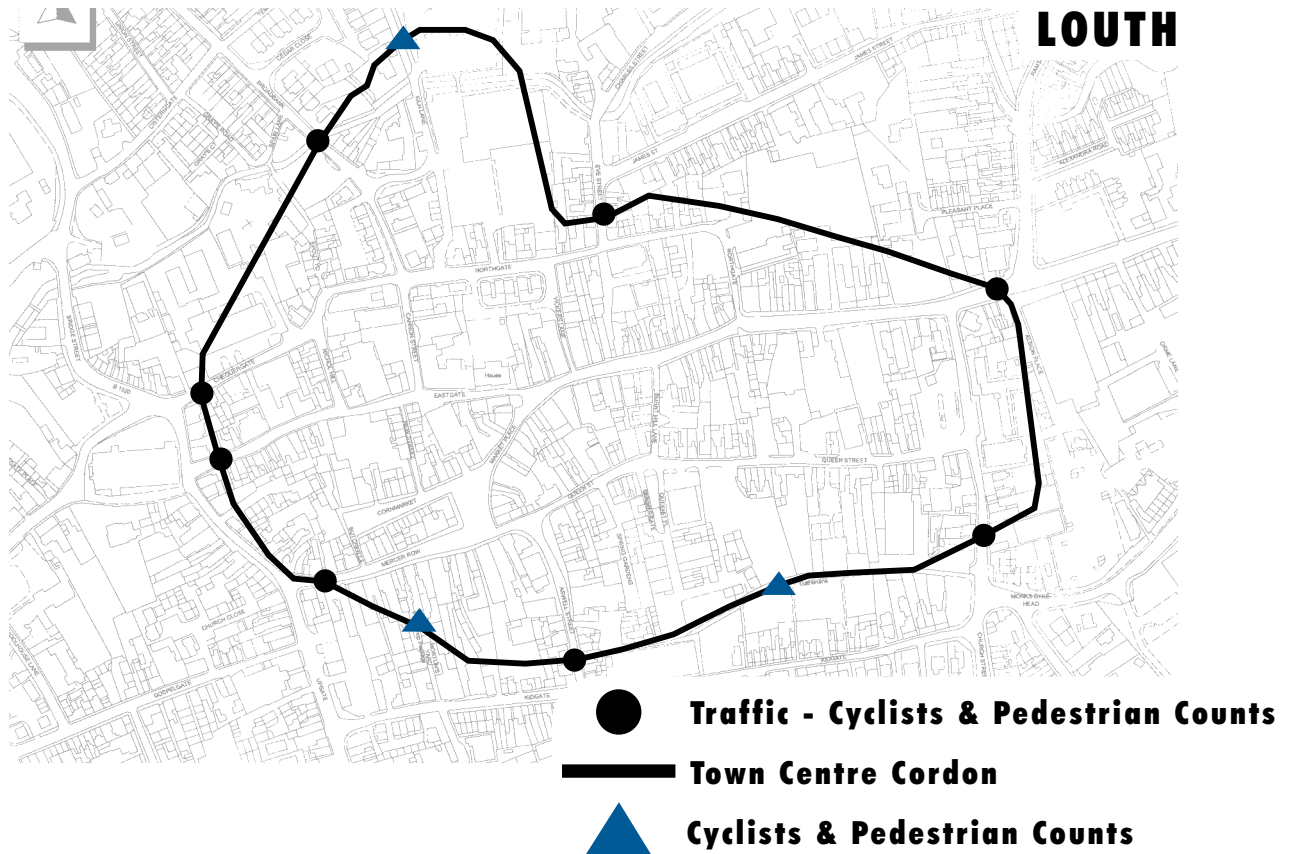


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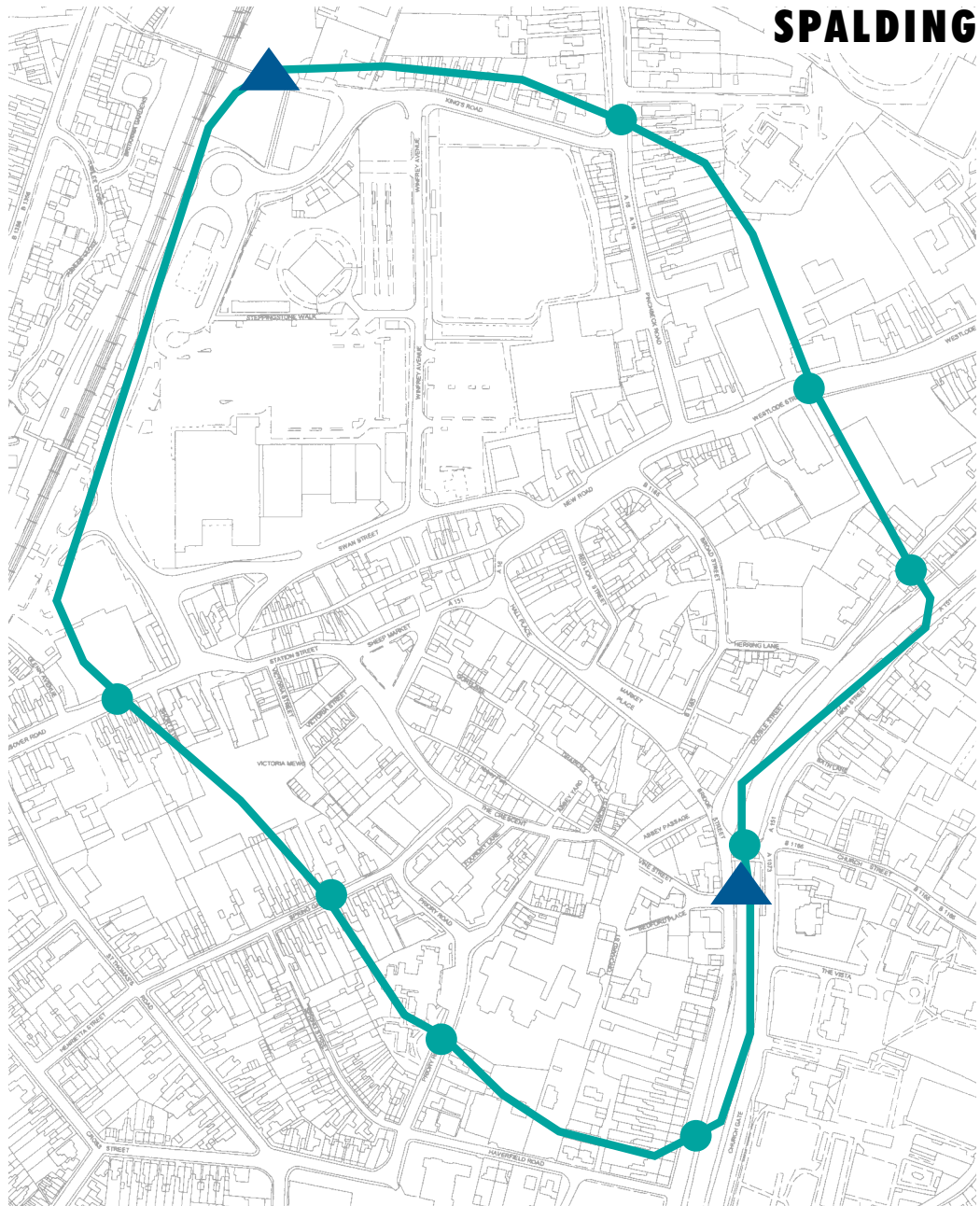
STAMFORD



LOUTH



TRAFFIC COUNTING



-  **Traffic - Cyclists & Pedestrian Counts**
-  **Town Centre Cordon**
-  **Cyclists & Pedestrian Counts**

Stamford Traffic Flows (All vehicles including P/C and M/C)

Site Ref	Description	Day/Date	Direction	AM Peak (8-9)	PM Peak (5-6)
2	Newgates	Tuesday	Northbound	45	120
		23/05/00			
3	St Pauls Street	Tuesday	Eastbound	181	176
		23/05/00	Westbound	188	180
			2 Way	369	356
4	St Leonards Street	Tuesday	Eastbound	78	103
		23/05/00	Westbound	16	28
			2 Way	94	131
5	Blackfriars Street	Tuesday	Eastbound	75	69
		23/05/00	Westbound	107	136
			2 Way	182	205
6	St Mary's Hill	Thursday	Northbound	210	376
		25/05/00	Southbound	388	316
			2 Way	598	692
8	Austin Street	Thursday	Eastbound	7	6
		25/05/00	Westbound	3	4
			2 Way	10	10
9	St Peters Street	Thursday	Eastbound	412	225
		25/05/00	Westbound	143	364
			2 Way	555	589
10	Scotgate	Thursday	Eastbound	440	252
		25/05/00	Westbound	195	451
			2 Way	635	703

Spalding Traffic Flows (All vehicles including P/C and M/C)

Site Ref	Description	Day/Date	Direction	AM Peak (8-9)	PM Peak (5-6)
1	Pinchbeck Road	Monday	Northbound	379	735
		12/06/00	Southbound	586	512
			2 Way	965	1247
2	Westlode Street	Monday	Eastbound	302	430
		12/06/00	Westbound	399	447
			2 Way	701	877
3	Double Street	Wednesday	Northbound	361	366
		14/06/00	One Way		
4	High Bridge	Monday	Eastbound	192	224
		12/06/00	Westbound	593	464
			2 Way	785	688
6	London Road	Monday	Northbound	407	389
		12/06/00	Southbound	104	51
			2 Way	511	440
7	Priory Road	Wednesday	Northbound	202	51
		14/06/00	Southbound	170	258
			2 Way	372	309
8	Spring Gardens	Wednesday	Eastbound	110	49
		14/06/00	Westbound	41	89
			2 Way	151	138
9	Winsover Road	Monday	Eastbound	639	402
		12/06/00	Westbound	368	868
			2 Way	1007	1270

Spalding Pedestrian/Cycle Flows on Pavement

Site Ref	Description	Day/Date	Side of Road	Peaks	Peds 2 Way	Cycles 2 Way
1	Pinchbeck Road	Wednesday 14/06/00	East	AM (8-9)	28	4
				PM (5-6)	25	4
			West	AM (8-9)	34	1
				PM (5-6)	20	4
2	Westlode Street	Wednesday 14/06/00	North	AM (8-9)	18	0
				PM (5-6)	39	3
			South	AM (8-9)	24	5
				PM (5-6)	40	5
3	Double Street	Wednesday 14/06/00	North	AM (8-9)	57	7
				PM (5-6)	49	4
			South	AM (8-9)	14	6
				PM (5-6)	22	5
			Cycleway	AM (8-9)	7	17
				PM (5-6)	15	13
4	High Bridge	Wednesday 14/06/00	North	AM (8-9)	94	16
				PM (5-6)	65	6
			South	AM (8-9)	2	0
				PM (5-6)	6	0
5	High Bridge Foot Bridge	Wednesday 14/06/00	Footbridge	AM (8-9)	86	9
				PM (5-6)	88	7
6	London Road	Wednesday 14/06/00	East	AM (8-9)	2	1
				PM (5-6)	3	0
			West	AM (8-9)	33	3
				PM (5-6)	26	1
7	Priory Street	Wednesday 14/06/00	East	AM (8-9)	90	0
				PM (5-6)	20	0
			West	AM (8-9)	14	0
				PM (5-6)	11	0
8	Spring Gardens	Wednesday 14/06/00	North	AM (8-9)	25	0
				PM (5-6)	20	1
			South	AM (8-9)	20	2
				PM (5-6)	7	0
9	Winsover Road	Wednesday 14/06/00	North	AM (8-9)	64	5
				PM (5-6)	55	9
			South	AM (8-9)	59	5
				PM (5-6)	85	8
10	Stepping Stone Bridge	Wednesday 14/06/00	Footbridge	AM (8-9)	48	8
				PM (5-6)	29	3

Lincoln Traffic Flows (All vehicles including P/C and M/C)

Site Ref	Description	Day/Date	Direction	AM Peak (8-9)	PM Peak (5-6)
1	Spring Hill	Tuesday 16/05/00	Northbound	94	223
			Southbound	308	164
			2 Way	402	387
2	Lindum Road	Tuesday 16/05/00	Northbound	1369	1360
			Southbound	941	860
			2 Way	2310	2220
3	Monks Road	Tuesday 16/05/00	Eastbound	486	485
			Westbound	447	531
			2 Way	933	1016
4	Croft Street	Thursday 18/05/00	Eastbound	136	186
			Westbound	201	266
			2 Way	337	452
5	Waterside North	Thursday 18/05/00	Eastbound	25	20
			Westbound	119	135
			2 Way	144	155
6	Waterside South	Thursday 18/05/00	Eastbound	69	28
			Westbound	40	103
			2 Way	109	131
7	Pelham Bridge	Tuesday 09/05/00	Northbound	1840	1468
			Southbound	1271	2009
			2 Way	3111	3477
8	High Street	Thursday 18/05/00	Northbound	885	658
			Southbound	448	854
			2 Way	1333	1512
9	Tritton Road	Tuesday 09/05/00	Northbound	1107	807
			Southbound	663	1120
			2 Way	1770	1927
10	Carholme Road	Thursday 11/05/00	Eastbound	1037	544
			Westbound	387	873
			2 Way	1424	1417
11	West Parade	Thursday 11/05/00	Eastbound	199	124
			Westbound	89	172
			2 Way	288	296
12	Yarborough Road	Thursday 11/05/00	Northbound	447	935
			Southbound	1038	595
			2 Way	1485	1530

Lincoln Pedestrian/Cycle Flows on Pavement

Site Ref	Description	Day/Date	Side of Road	Peaks	Peds 2 Way	Cycles 2 Way
1	Spring Hill	Tuesday 16/05/00	East	AM (8-9)	19	15
				PM (5-6)	20	5
			West	AM (8-9)	74	0
				PM (5-6)	58	6
2	Lindum Road	Tuesday 16/05/00	North	AM (8-9)	47	7
				PM (5-6)	35	4
			South	AM (8-9)	27	6
				PM (5-6)	20	5
3	Monks Road	Tuesday 16/05/00	North	AM (8-9)	90	1
				PM (5-6)	112	9
			South	AM (8-9)	81	0
				PM (5-6)	95	0
4	Croft Street	Thursday 18/05/00	North	AM (8-9)	26	1
				PM (5-6)	39	0
			South	AM (8-9)	97	2
				PM (5-6)	93	2
5	Waterside North	Thursday 18/05/00	North	AM (8-9)	40	0
				PM (5-6)	40	0
6	Waterside South	Thursday 18/05/00	South	AM (8-9)	75	0
				PM (5-6)	75	0
7	Pelham Bridge	Tuesday 09/05/00	East	AM (8-9)	35	0
				PM (5-6)	28	0
			West	AM (8-9)	60	3
				PM (5-6)	53	5
8	High Street	Thursday 18/05/00	East	AM (8-9)	109	3
				PM (5-6)	182	2
			West	AM (8-9)	219	3
				PM (5-6)	254	9
9	Tritton Road	Tuesday 09/05/00	East	AM (8-9)	46	29
				PM (5-6)	101	45
			West	AM (8-9)	34	64
				PM (5-6)	59	77
10	Carholme Road	Thursday 11/05/00	North	AM (8-9)	69	3
				PM (5-6)	86	2
			South	AM (8-9)	73	4
				PM (5-6)	76	5
11	West Parade	Thursday 11/05/00	North	AM (8-9)	75	0
				PM (5-6)	59	3
			South	AM (8-9)	57	2
				PM (5-6)	45	0
12	Yarborough Road	Thursday 11/05/00	North	AM (8-9)	44	4
				PM (5-6)	37	5
			South	AM (8-9)	12	0
				PM (5-6)	15	1

Boston Traffic Flows (All vehicles including P/C and M/C)

Site Ref	Description	Day/Date	Direction	AM Peak (8-9)	PM Peak (5-6)
1	Thorold Street	Thursday 01/06/00	Southbound	49	45
2	Tawney Street	Thursday 01/06/00	Northbound	320	598
			Southbound	268	357
			2 Way	588	955
3	Wide Bargate	Thursday 01/06/00	Eastbound	226	538
			Westbound	353	360
			2 Way	579	898
4	Botolph Street	Thursday 01/06/00	Eastbound	117	282
			Westbound	342	375
			2 Way	459	657
5	Shodfriars Lane	Tuesday 06/06/00	Northbound	28	34
6	Quaker Lane	Tuesday 06/06/00	Northbound	85	9
7	South Square	Tuesday 06/06/00	Southbound	475	855
8	High Street	Tuesday 06/06/00	Northbound	341	210
9	George Street	Tuesday 06/06/00	Northbound	320	179
10	West Street	Thursday 08/06/00	Eastbound	359	186
			Westbound	139	357
			2 Way	498	543
11	Station Street	Thursday 08/06/00	Eastbound	45	40
			Westbound	25	38
			2 Way	70	78
12	Irby Street	Thursday 08/06/00	Northbound	27	59
			Southbound	69	39
			2 Way	96	98
13	Witham Place	Thursday 08/06/00	Eastbound	109	66
			Westbound	35	80
			2 Way	144	146
14	Tunnard Street	Thursday 08/06/00	Northbound	59	144
			Southbound	262	137
			2 Way	321	281

Boston Pedestrian/Cycle Flows on Pavement

Site Ref	Description	Day/Date	Side of Road	Peaks	Peds 2 Way	Cycles 2 Way
1	Thorold Street	Thursday 01/06/00	East	AM (8-9)	5	0
				PM (5-6)	5	0
			West	AM (8-9)	4	0
				PM (5-6)	12	0
2	Tawney Street	Thursday 01/06/00	East	AM (8-9)	9	0
				PM (5-6)	22	3
			West	AM (8-9)	24	1
				PM (5-6)	35	1
3	Wide Bargate	Thursday 01/06/00	North	AM (8-9)	151	12
				PM (5-6)	218	11
			South	AM (8-9)	1	0
				PM (5-6)	3	0
4	Botolph Street	Thursday 01/06/00	East	AM (8-9)	7	0
				PM (5-6)	3	4
			West	AM (8-9)	5	0
				PM (5-6)	12	0
5	Shodfriars Lane	Tuesday 06/06/00	North	AM (8-9)	2	0
				PM (5-6)	5	1
			South	AM (8-9)	102	12
				PM (5-6)	64	6
6	Quaker Lane	Tuesday 06/06/00	North	AM (8-9)	1	0
				PM (5-6)	0	0
			South	AM (8-9)	0	0
				PM (5-6)	0	0
7	South Square	Tuesday 06/06/00	East	AM (8-9)	132	14
				PM (5-6)	57	7
			West	AM (8-9)	12	3
				PM (5-6)	16	2
8	High Street	Tuesday 06/06/00	East	AM (8-9)	28	6
				PM (5-6)	10	3
			West	AM (8-9)	98	6
				PM (5-6)	93	13
9	George Street	Tuesday 06/06/00	North	AM (8-9)	84	8
				PM (5-6)	45	14
			South	AM (8-9)	18	3
				PM (5-6)	17	2
10	West Street	Tuesday 06/06/00	North	AM (8-9)	78	4
				PM (5-6)	72	9
			South	AM (8-9)	6	0
				PM (5-6)	11	0
11	Station Street	Thursday 08/06/00	North	AM (8-9)	16	1
				PM (5-6)	15	1
			South	AM (8-9)	45	3
				PM (5-6)	6	0
12	Irby Street	Thursday 08/06/00	East	AM (8-9)	3	0
				PM (5-6)	3	0
			West	AM (8-9)	7	3
				PM (5-6)	9	1
13	Witham Place	Thursday 08/06/00	North	AM (8-9)	14	1
				PM (5-6)	20	0
			South	AM (8-9)	28	3
				PM (5-6)	37	0
14	Tunnard Street	Thursday 08/06/00	North	AM (8-9)	19	2
				PM (5-6)	25	2
			South	AM (8-9)	14	0
				PM (5-6)	14	2

Stamford Pedestrian/Cycle Flows on Pavement

Site Ref	Description	Day/Date	Side of Road	Peaks	Peds 2 Way	Cycles 2 Way
1	Nags Head Passage	Tuesday	Passage	AM (8-9)	203	6
		23/05/00	Way	PM (5-6)	202	6
2	Newgates	Tuesday	Narrow	AM (8-9)	96	6
		23/05/00	Road	PM (5-6)	87	6
3	St Pauls Street	Tuesday	North	AM (8-9)	76	0
		23/05/00		PM (5-6)	83	0
			South	AM (8-9)	76	0
				PM (5-6)	41	0
4	St Leonard Street	Tuesday	North	AM (8-9)	45	1
		23/05/00		PM (5-6)	32	4
			South	AM (8-9)	25	0
				PM (5-6)	28	1
5	Blackfriars Street	Tuesday	North	AM (8-9)	56	0
		23/05/00		PM (5-6)	48	0
			South	AM (8-9)	61	0
				PM (5-6)	92	0
6	St Mary's Street	Thursday	East	AM (8-9)	73	1
		25/05/00		PM (5-6)	57	6
			West	AM (8-9)	71	6
				PM (5-6)	110	1
7	Lammas Bridge/ Vence Walk	Thursday	Footbridge	AM (8-9)	159	7
		25/05/00		PM (5-6)	183	14
8	Austin Street	Thursday	North	AM (8-9)	4	0
		25/05/00		PM (5-6)	17	0
			South	AM (8-9)	7	0
				PM (5-6)	4	1
9	St Peters Street	Thursday	North	AM (8-9)	60	0
		25/05/00		PM (5-6)	37	1
			South	AM (8-9)	9	0
				PM (5-6)	15	0
10	Scotgate	Thursday	North	AM (8-9)	78	0
		25/05/00		PM (5-6)	58	2
			South	AM (8-9)	96	0
				PM (5-6)	112	1