

The Transport Strategy for Grantham 2007 to 2021 and beyond



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The Transport Strategy for Grantham

Foreword

Grantham is a traditional market town rich in heritage, character and history. It is one of the largest urban areas in Lincolnshire and its economic success is therefore not just important in a local context, but also to the County. It is also unique in its close location to major road and rail links.

In recognition of the importance of the role of transport in supporting the economic growth of Grantham the County Council, supported by South Kesteven District Council, commissioned a Transport Study for Grantham covering all modes of transport.

The key output of the Study has been the development of the Grantham Transport Strategy, which is described in this document. It is proposed that this Strategy will be delivered over a period of time through a variety of initiatives and funding sources.

As the Executive Councillor for Highways responsible for the Grantham area, I fully endorse the recommendations of the Grantham Transport Strategy and look forward to seeing works carried out in Grantham as a result.



Councillor William Webb

Chapter I: Introduction



In 2005, Lincolnshire County Council (LCC) commissioned a transport study for Grantham. The aim of this study was to look at all of the issues that relate to transport in the town and to make recommendations with regard to how money should best be spent to make improvements to Grantham's transport system. The team carrying out the study included representatives from LCC and South Kesteven District Council (SKDC), together with LCC's technical consultants, Jacobs.

The four aims of the study are shown in Table I.1, whilst the plan in Figure I.1 shows the study area. The study has included extensive consultations with both the public and key interest groups; traffic surveys and modelling work; and extensive technical investigations and analysis.

The study's findings and recommendations form the Transport Strategy for Grantham, which is contained within this document. This will form a framework to

guide future transport improvements in Grantham, both in the short-term (up to 2010), i.e. during the period of the second Local Transport Plan (LTP) and in the longer term (2011 to 2021 and beyond), i.e. during future LTP periods.

The Strategy is made up of a range of proposed transport improvements, together with a 'vision' for the town which sets out what the various improvements are intended to achieve.

Study Aims

- To provide a framework for the better management of movements into and through Grantham in both the short term (up to 2010) and in the longer term (2011-2021 and beyond)
- To address the problems associated with existing and future levels of congestion in Grantham
- To address the environmental impacts of existing and future traffic movements in Grantham, in particular with regard to air quality
- To support the sustainable economic growth of the town and its surrounding area

Table I.1: Study Aims

The study has included extensive consultations with both the public and key interest groups; traffic surveys and modelling work.

The Transport Strategy for Grantham

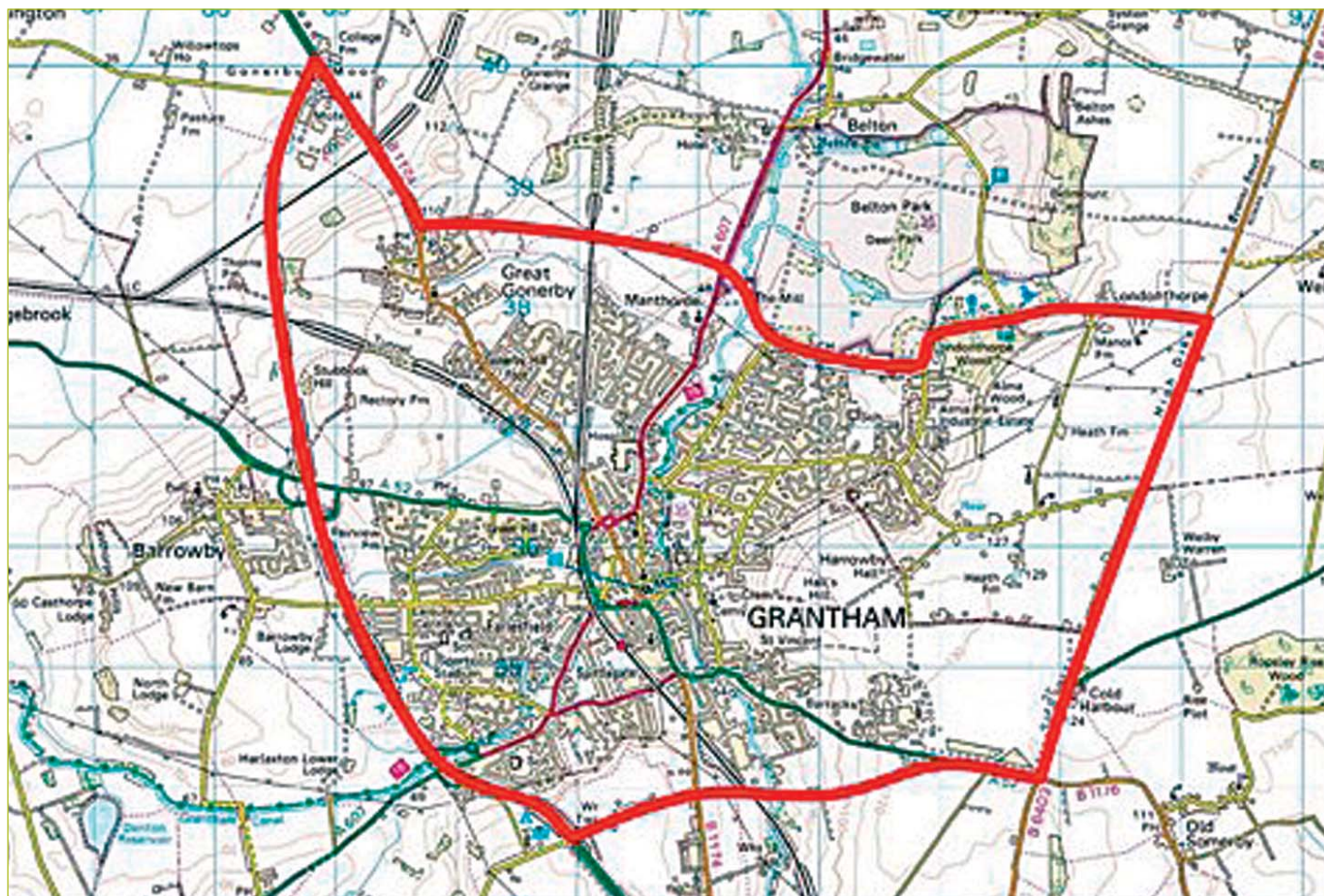


Figure 1.1: Study Area

KEY
Study area

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Chapter 2: The Grantham Transport Study Process

Introduction

The Study was carried out between October 2005 and July 2007 and consisted of a number of different tasks, as shown in Figure 2.1 below. Each stage of the Study is described in more detail within this Chapter.

A total of nine Technical Notes (TNs) were produced throughout the Study, to report the different tasks carried out. The full list of TNs and other documents produced during the Study is shown in Appendix A and all TNs are available for viewing or download from LCC's website (www.lincolnshire.gov.uk/gts).

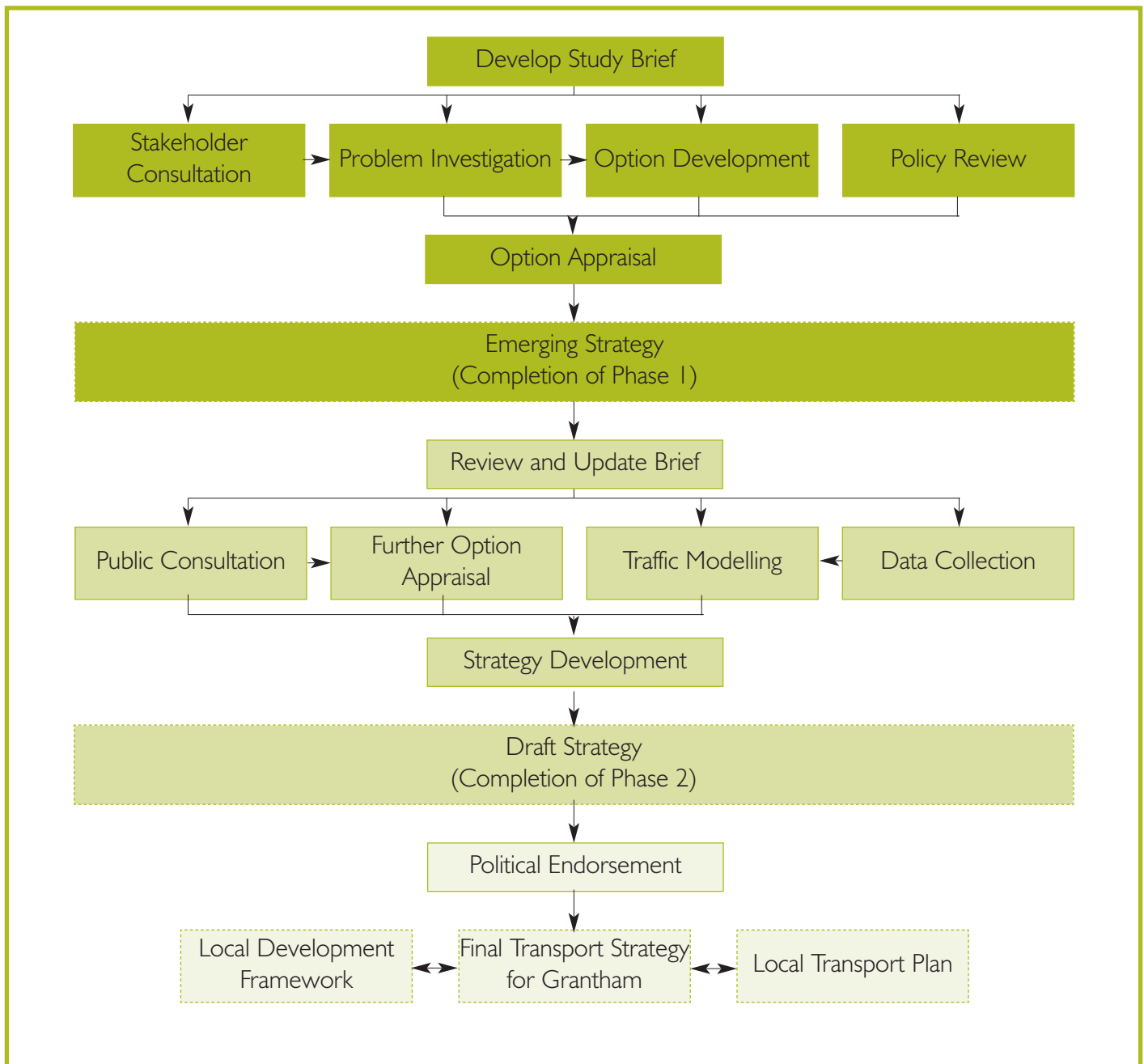


Figure 2.1: Study Process

The Transport Strategy for Grantham

Policy Review

To begin with, the study team reviewed all local, regional and national policy documents that influence transport in Grantham. All of the relevant policies were used to produce a set of eight Policy Objectives, as shown in Table 2.1. These represented all levels of transport policy throughout the study process. This is fully reported in TN1.

Policy Objectives
<ul style="list-style-type: none">• To improve sustainable transport in order to reduce dependence on the private car• To improve traffic management and reduce congestion in Grantham• To improve accessibility for all• To improve safety and security for all transport users• To improve air quality and reduce noise impact• To encourage sustainable inward investment in Grantham• To support the regeneration of Grantham as a Sub-Regional Centre• To protect and enhance the built and natural environment

Table 2.1: Policy Objectives

Problems & Issues

The study team investigated all of the transport problems and issues in the town, including traffic congestion, the safety of pedestrians, the quality of bus services, access to the rail station, parking problems and the low bridges. Seven key areas were identified, which were known as Problem Themes and are shown in Table 2.2, but many other issues were also highlighted.

Problem Themes
<ul style="list-style-type: none">• Safety Issues• Parking• Public Transport Services• Public Transport Interchange• Low bridges• Connectivity within Grantham• Demand for movement

Table 2.2: Problem Themes

The problems and issues investigation process included a Stakeholder Reference Group consultation event in December 2005, which is reported in TN2. This provided the opportunity to discuss transport issues in the town with a wide range of stakeholders, including bus operators, the emergency services, business groups and retailers, transport users and other organisations involved with or responsible for transport in Grantham. A full list of stakeholders invited to this event is included in Appendix B.

Extensive information was gathered, allowing the study team to further understand the various issues that affect all the different journeys people make within Grantham and to see what improvements would be possible. The problems and issues process and findings are fully reported in TN3.

Option Generation & Appraisal

From all of the research that the team carried out to understand the town's transport issues, they were able to develop a 'wish list' of potential opportunities to improve all modes of transport, known as 'options'. Many of these options were things that have been considered before, whilst others were new ideas.

All of these options were then considered in turn to see whether or not they would be technically feasible, and to see whether they would bring sufficient benefits to Grantham to be considered worthwhile. This process is known as option sieving.

As a result of this process, some options were removed from the list, however many of them were taken forward to be considered further and in more detail. This process is fully reported in TN4.

The remaining options became known as the Emerging Strategy, which was finalised in July 2006 and is fully reported in TN5. This formed the end of Phase I of the study process.



Figure 2.2: Visual Representation of Westgate using VISSIM Software

Data Collection and Traffic Modelling

Traffic issues form a large part of the transport problems in Grantham. To ensure that the study team fully understood and appreciated Grantham's traffic situation, an extensive programme of traffic surveys was carried out in the town during September 2006. This included observation counts, automatic counts and journey time surveys. The locations of some of the survey points are shown in Figure 2.4, on the next page.



Figure 2.3: Visual Representation of London Road using VISSIM Software

The collected traffic data was used to update the town's SATURN Model. This is a computer model of the town's roads and traffic which has been developed using specialist computer software. This can accurately represent existing traffic flows within the study area and predict how things will change in the future. A further traffic model of the town centre area was developed using a more detailed modelling package called VISSIM. This provides a visual representation of traffic within the town centre, as shown in Figures 2.2 and 2.3.

The traffic models were used to provide a full picture of how the predicted growth of the town will affect traffic flows. The possible options which have a direct impact on traffic flows were also tested to determine their effect and whether they would produce sufficient benefits to the town to justify the cost of implementing them. This process is fully reported within TN7.

The Transport Strategy for Grantham

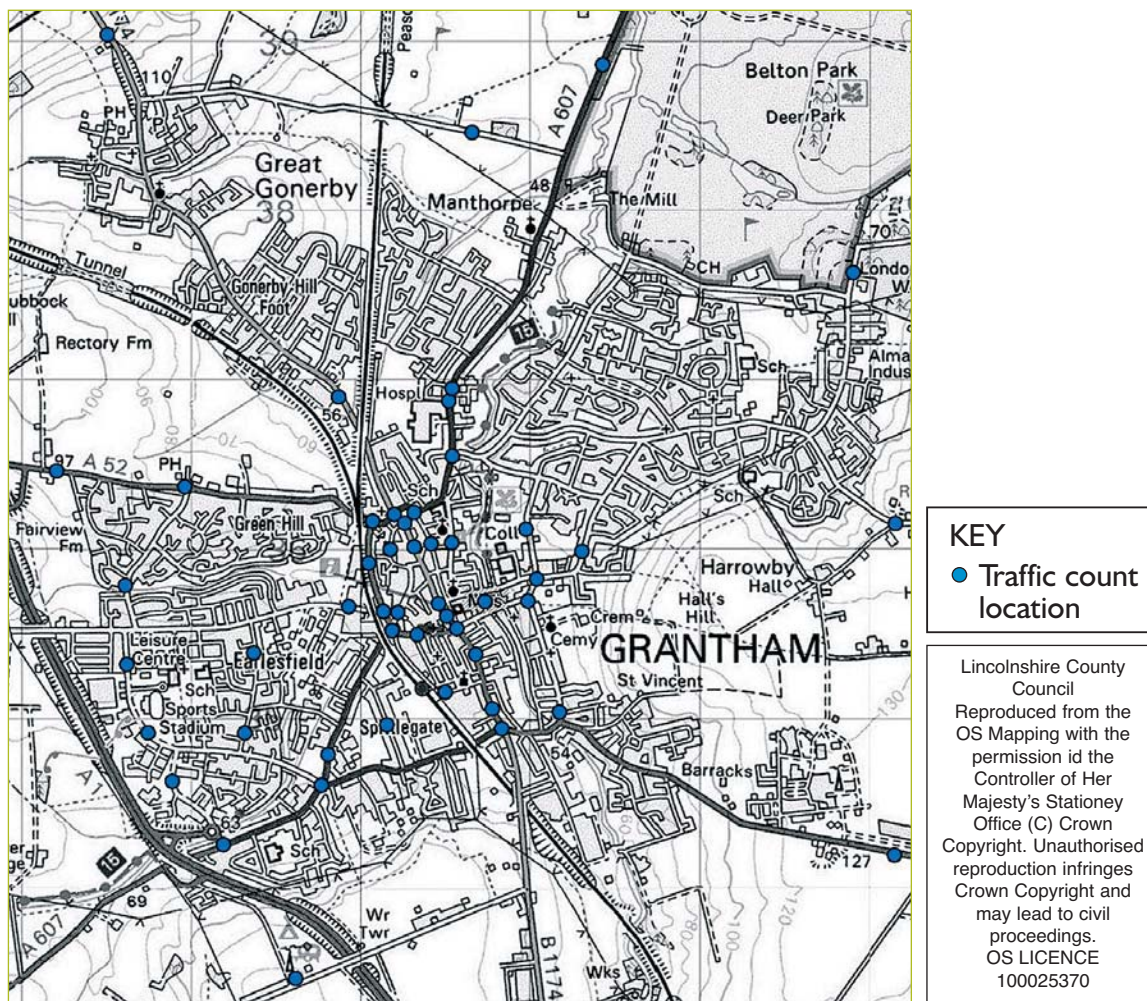


Figure 2.4: Traffic Survey Locations

Public Consultation

In February and March 2007, the public were consulted on the possible options for change being considered and were asked which options they thought would be of the most benefit to Grantham.

Leaflets and questionnaires were distributed to around 5,000 randomly selected addresses in the Grantham area. The leaflet provided information on the study process and the various options for change being considered. Other stakeholders were also sent a leaflet and questionnaire.

Staffed public exhibitions were also held in the Isaac Newton Centre on 2nd and 3rd March 2007. This supplemented the leaflet and questionnaire by providing additional information and detail on a series of eight display boards, together with a visual simulation of possible town centre improvements.

This was supported by an article in County News, locally displayed posters and an LCC press release. In total, it is estimated that around 1,400 members of the public viewed the exhibition during the two days. After this, the unstaffed exhibition was transferred to the SKDC Customer Service Centre for a further two weeks.



Figure 2.5: Public Exhibition

The study's website also carried a full set of the consultation material, including a webform allowing people to fill in the questionnaire on-line and gain more detailed information about the study.

The public exhibition was very well attended and many people took time to read more about the study, watch the visual simulation and ask questions.

In total around 1,800 people made their views known during the consultation period by returning a completed questionnaire, which made it one of the most successful consultation exercises ever carried out in Grantham. The views of the public were analysed in detail and proved to be very useful in helping the study team to understand the public's priorities and receive further input from stakeholders. The public consultation is fully reported within TN9.



Further Option Appraisal

Following the Phase 1 option sieving process, all of the remaining potential options for improving transport in Grantham were considered in more detail from a technical point of view. This included looking at where funding would come from to pay for them, how effective the options would be and when it might be possible to carry them out.

At the end of this process, a decision was made by the study team regarding which of the options should be prioritised for implementation. This included a consideration of the public's views alongside the technical issues. This process is fully reported in TN8.

Strategy Development

As a result of all of the work carried out during the study, the study team was able to recommend a comprehensive range of transport improvements, which is called the Transport Strategy for Grantham. This Strategy presents a consistent approach to tackling the town's transport problems and is in line with the Government's integrated transport policies for the UK.



The views of the public were analysed in detail and proved to be very useful in helping the study team to understand the public's priorities and receive further input from stakeholders.

The Transport Strategy for Grantham

Chapter 3: Introducing the Strategy

During the process of carrying out the study, the study team identified five main areas where action needs to be taken to improve transport in the town. These areas, or 'headlines' as they became known, have been helpful in summarising what the Strategy is all about. They are:

- **Making Grantham a better place in which to live, work and shop** – this is about ensuring that Grantham itself is an attractive urban area with good jobs and an inviting town centre that people are happy to travel to and spend time in.



- **Making alternative ways of travelling more attractive** – this means encouraging people not to automatically use their car for every journey within Grantham, but to consider using other means of travel which are provided and promoted as attractive alternatives.

- **Making the most of the railway station** – this recognises that the railway is a key asset to Grantham and provides it with excellent north-south connections, but that the railway station can feel hidden away outside the town centre and be difficult to get to.



- **Helping people get around town more easily** – this is all about looking at the effects of the various barriers to movement through the town, such as the railway line with low bridges, the river, narrow streets and few alternative routes for most journeys. These affect everyone making a journey in the town, not just vehicles.

- **Catering for new developments** – this recognises that Grantham is a growing town that is predicted to continue growing. It is therefore important to ensure that a transport system is provided which can accommodate that growth.



Although these headlines summarise what the overall Strategy will try to do, the Strategy itself contains much more detail and is divided into two parts:

- **What** it will achieve
- **How** it will achieve it

Contents of the Strategy

The first part describes what the Strategy will try to achieve, which is done through 15 statements known as 'outcomes'. The Strategy proposes that everything which is done in Grantham in the future should be in line with these outcomes. The Strategy's outcomes are listed in Chapter 4.



The second part of the Strategy is much more detailed and describes how the Strategy will try to achieve the outcomes through implementing the various options which are proposed. Some of these can be done in the short term (up to 2011), others will only be possible in the longer term (after 2011), but it is important that preparation for all of them begins now. Chapters 5 to 9 of this document contain all of these options in five different groupings, as shown in Table 3.1.

Option Groupings within the Strategy

- **Introducing specific short-term improvements** (Chapter 5) – these are various different things which we can begin getting on with now and which will allow other things to be more effective in the future
- **Pursuing funding for new roads** (Chapter 6) – building new roads is not the solution to all transport problems, but it does have a part to play, so long as funding for such expensive projects can be found
- **Making the most of re-development opportunities** (Chapter 7) – there are plans to redevelop certain sites within the town centre, which will provide a chance to improve transport
- **Influencing public transport operations** (Chapter 8) – the private companies that run many of the bus and rail services in and to Grantham have a large part to play in improving the town's transport
- **Managing transport and planning processes** (Chapter 9) – existing activities to manage things like parking and the effect of new developments should continue and be improved where possible

Table 3.1: Option Groupings

The Transport Strategy for Grantham

Chapter 4: A Vision to Work Towards

Any Strategy needs to contain a clear description of what it is trying to achieve, as well as proposing how it will be achieved. The Transport Strategy for Grantham contains a 'vision' of how Grantham will look in the future if the Strategy is successful. This vision is intended to guide all investment within the town through the years ahead.



This vision that the Strategy will achieve is described in 15 different statements, which were developed and refined by the study team during the study process. These have been known throughout the study as outcomes, since they are statements which set out the desired results or outcomes of the Strategy if it is fully implemented.

Shared Priorities for Transport

- Tackling Congestion
- Delivering Accessibility
- Safer Roads
- Better Air Quality

Table 4.1: Shared Priorities for Transport

'Shared priorities' are a series of initiatives introduced through agreement between Central Government and the Local Government Association. They balance Central Government's

interest in seeking improvements in key public services at a national level, such as transport, with the importance of local needs and priorities.

The Strategy Outcomes are fully aligned with the government's four shared priorities for transport, which are listed in Table 4.1. The Outcomes are shown in Table 4.2.

The Strategy Outcomes

- Reduced private vehicle levels on streets in the town centre area
- Safer environment with increased pedestrian space and facilities
- Improved management of on and off-street parking
- Sufficient parking provided to aid the economic success of the town centre
- Improved reliability of bus services
- Improved levels of bus services accessible to all users
- Improved connectivity between bus and rail
- Improved waiting environment for public transport users at key locations
- Clear and attractive links between public transport services and the town centre
- Reduced number & severity of bridge hits
- Maximised efficiency of key junctions
- Increased level of walking & cycling trips throughout the town
- Reduced proportion of car trips to all new developments
- Economic growth achieved alongside an increase in sustainable travel
- Improved air quality within the Air Quality Management Area

Table 4.2: Strategy Outcomes

Chapter 5: Introducing Specific Short-Term Improvements

Introduction

During the study process, it became clear that certain things could be done in the short term which would be important for the future of the town in various ways. It is proposed that all of these schemes are carried out by 2011 and that they are funded from money received by LCC through the LTP process. They consist of five key measures, as outlined below.

Improvements to Town Bus Services

This could be achieved by working with local bus operators to provide frequent and reliable services to key points around the town using low floor buses that are accessible to all. Raised kerbs, bus stop flags and timetable boards will complement the routes.



Review and improve all signing

A full review is necessary in order to identify the specific areas in which improvements are required to signing, particularly to car parks and for visitors coming to or through the town. This will ensure that the signing is still appropriate and that all drivers have confidence in the route they are taking and the signs they are following.



Review and improve walking & cycling routes

It is vital to provide people with high quality routes to walk or cycle along if they are to be encouraged to lead healthy active lifestyles and to use their cars less. The areas identified for improvement by the review should be addressed as a priority.

Implement town centre traffic management schemes

This could involve a large number of potential schemes, such as the proposals to remove traffic from Market Place or to introduce delivery restrictions. However, specific schemes are yet to be confirmed and depend on local agreement and approval.

It is vital to provide people with high quality routes to walk or cycle along.

The Transport Strategy for Grantham

Review bridge protection systems

Tall vehicles hitting the low bridges in Grantham causes problems through delays to traffic, delays to rail passengers and potentially expensive repairs to the bridge. Whilst a relief road, if constructed, would create an alternative route around the town for HGVs on certain routes (see Chapter 6), this will not remove all large vehicles from Grantham.



Network Rail have carried out feasibility work on reactive signing for two of the four low bridges, Barrowby Road Rail Bridge and Springfield Road Rail Bridge. Reactive signs give early warning to overheight vehicles that they need to seek an alternative route. If these reactive signing schemes were to be implemented the number of 'bridge hits' at these sites may be reduced and they could be extended to the other two low bridges if successful. If these reactive signing schemes are not installed then a more effective permanent solution could be implemented at Barrowby Road Rail Bridge, by lowering the road so that all vehicles can pass under it safely.

Chapter 6: Pursuing Funding for New Roads

Introduction

A new road, particularly a relief road, can result in greatly reduced traffic congestion in the places it bypasses. However, it can also result in many more journeys being made by car, which can lead to the traffic congestion slowly increasing back to the level it was before the relief road was built. Any new road is also a very complex and expensive project, which means that the whole process of agreeing where it should go, assessing its impact, gaining planning permission, finding sufficient funding, buying necessary land, designing and finally building it can take many years.

Despite all of this, it is considered that a town such as Grantham would benefit from certain new roads. All of these roads are likely to take some time to be built and it is proposed that they would be funded using money obtained from private developers as part of the planning conditions for large new developments around the town. This is necessary due to limited County Council funds and Central Government funding.

East-West Relief Road

In Grantham, the number of large lorries unavoidably passing through the town makes a relief road on the A52 very desirable. The Strategy proposes that an East-West relief road is implemented as soon as possible in order to tackle this problem. This may take a number of years, but the process towards securing a relief road has already begun, with detailed discussions currently underway with developers regarding potential funding. This process should continue forwards.

However, although Grantham will benefit from a relief road, it is clear that the relief road alone will not solve the town's traffic problems. All of the other improvements which the Strategy proposes will need to be carried out if the traffic situation as a whole is to be improved.

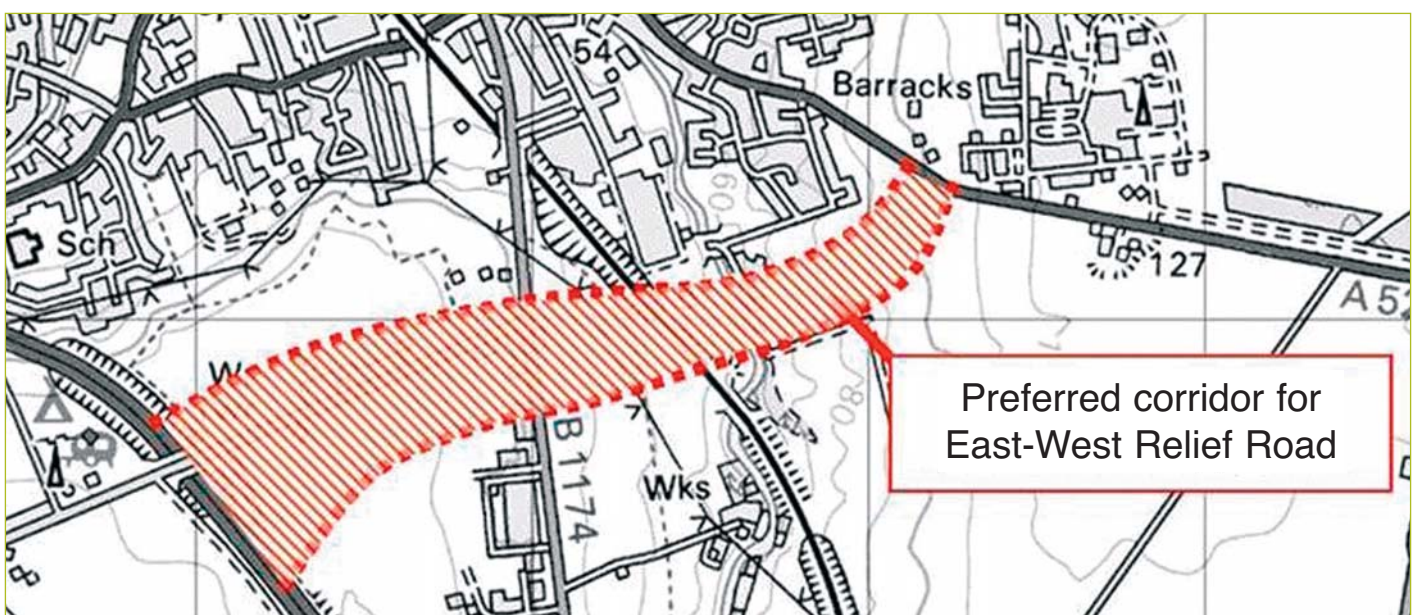


Figure 6.1: Possible route of East-West Relief Road

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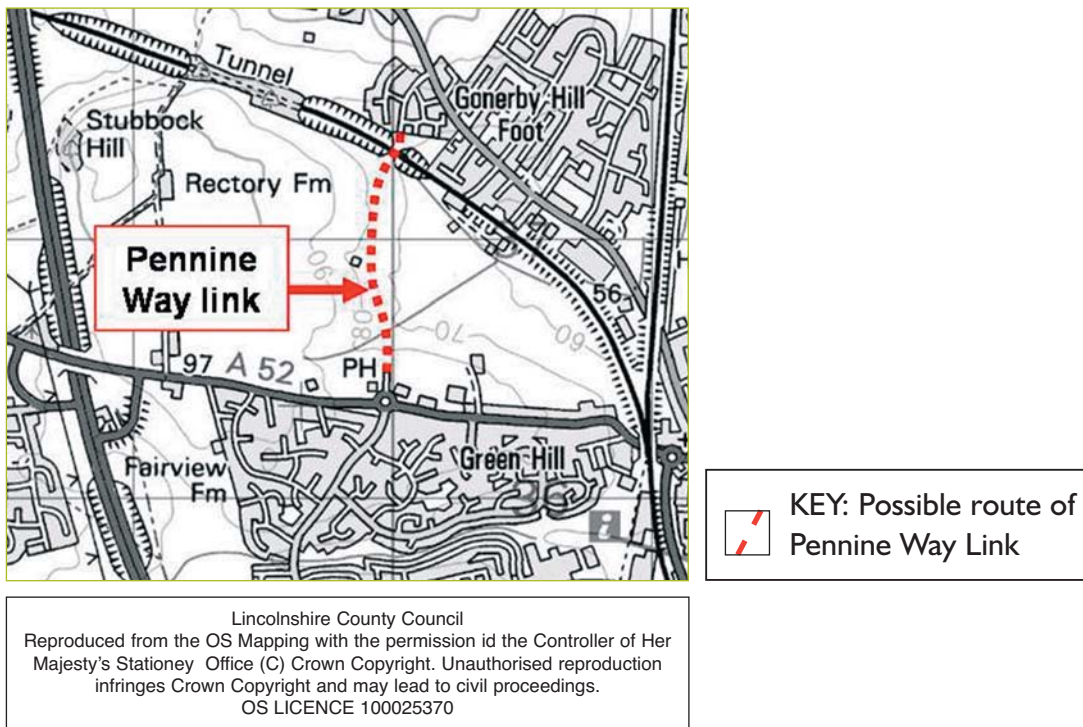


Figure 6.2: Possible route of Pennine Way link

Pennine Way link

This link would connect Barrowby Road with Gonerby Road. It is proposed that it would be built as part of the planned Poplar Farm development. It would mainly act as an access road for the new houses, but would also help to reduce congestion in the town, particularly at the busy Premier Court gyratory.

Other junction improvements

There are certain changes that can be made to junctions to try and reduce the queues at busy times. However, the Strategy recognises that there is a limit to how much work can be done to junctions in the town to improve the flow of traffic. It is still important to make improvements to junctions when the opportunity arises and where it can be shown to be the best use of money in the long term.

It is still important to make improvements to junctions when the opportunity arises.

Chapter 7: Making the Most of Redevelopment Opportunities

Introduction

The Grantham Town Centre Masterplan, which is being developed by SKDC, proposes certain specific areas for redevelopment within or close to the town centre. These are unlikely to be primarily transport schemes, but will still have a potentially large impact on transport in the town. It is anticipated that these schemes will be paid for by the developers who propose them, together with other funding as required, but it is likely to be after 2011 when they are built.

The proposed areas for redevelopment include:

- Castlegate
- Greyfriars
- Greenwoods Row
- Wharf Place
- Station Point
- Market Place
- Westgate
- High Street

The Study was carried out prior to Grantham obtaining “Growth Point” status. This will, subject to funding, enable the town to grow quicker than envisaged, with over 3,000 homes being built by 2016 and the population rising to 48,000. It is believed that this increase does not significantly effect the recommendations contained in the Strategy, but it is likely to offer funding opportunities through developer contributions.

Bus Station

As part of SKDC’s Town Centre Masterplan, the area known as Wharf Place, which includes the present bus station and the post office is being considered for a major new retail development. This Strategy proposes that any new development

in this area should include plans for a new bus interchange facilities within the central area of the town.

Details about what kind of facility this should be, and how big, will be discussed and confirmed as the planning progresses.



Improved rail station access

The area around the rail station and up to Wharf Road does not provide an attractive ‘gateway’ feel to the town for people arriving by train. A new development known as Station Point is proposed in this area as part of the Masterplan which could create a far more welcoming environment. This Strategy proposes that any new development in this area should include consideration of access to the rail station for all modes of transport, the creation of good pedestrian links between the rail station and the town centre, and other measures to counteract the isolation of the rail station from the rest of the town.



The Transport Strategy for Grantham

Chapter 8: Influencing Public Transport Operations

Introduction

Most of the bus and rail services serving Grantham are commercial services which are run by private companies such as CentreBus and Central Trains. LCC has some influence over how those services are run, but as these are commercial operations there is a limit to this influence and to how much funding is available to run additional services that may be required. The Strategy proposes that the public transport companies operating in the town are engaged by LCC and SKDC wherever possible to improve services that the transport companies provide. They should also be encouraged to work with the local authorities to create a more integrated transport network.

These proposals have no specific timescale but they will continue to be pursued so that all opportunities to improve transport through partnership working between the public and private sector can be taken. The following are particular areas where it is considered that this should occur.



Encourage bus operators to serve the rail station

It will not be possible for all bus services in Grantham to serve the rail station, but certain bus routes could be extended so that they stop at the rail station as well as the bus station. This would require some changes to the road layout in front of the rail station and would have to be shown to be commercially viable, but would encourage more people to use public transport for their entire journey.



Support improvements to the Poacher Line Community Rail Partnership

The Nottingham-Grantham-Skegness line, known as the Poacher Line, is in need of investment in order to maintain and improve the services along it. LCC is fully supportive of this line, and the Strategy proposes that this investment is pursued wherever possible.

Chapter 9: Managing Transport and Planning Processes

There are many ongoing activities which relate to the day to day running of transport in Grantham. The Strategy recognises the importance of each of these things and proposes the following:

Introduction of residents' parking schemes

It would be possible to introduce effective schemes if Decriminalised Parking Enforcement (DPE) was introduced in Lincolnshire. This would transfer enforcement powers for on-street parking from the police to local authorities, which would normally be carried out by the parking attendant who currently controls off-street parking. The County Council are working with all seven District Councils to consider the feasibility of introducing DPE. If the authorities in Lincolnshire decide to introduce DPE it would not be in place until at least 2009.



Improvements to town centre parking

The new car park at Welham Street, which opened in August 2007 will provide around 300 spaces for people using the town centre, but the ongoing management of parking with specific improvements as necessary is vital to make Grantham a vibrant and attractive place to visit.



Management of planning process

Any developments which are proposed in Grantham will increase the pressure on the transport network within the town, but the planning process ensures that developers make an appropriate contribution to the improvement of that network. This process needs to be managed effectively so that the improvement which results from new development is the best possible for the long-term future of the town.

Third party contributions may be sought from all development sites to assist in the delivery of the whole programme.

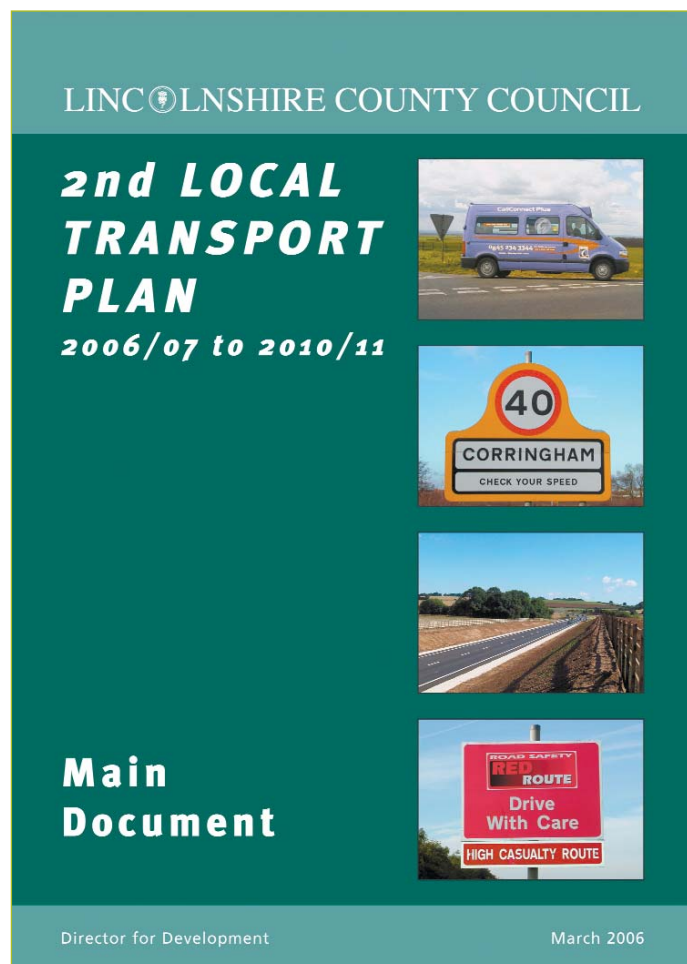


The Transport Strategy for Grantham

Chapter 10: Delivery and The Way Forward

Alignment with Other Processes

The importance of integrating the Strategy with LCC's 2nd LTP and the SKDC Town Centre Masterplan and emerging Local Development Framework, which details the planning and land-use policies and aspirations, has been of paramount importance throughout the process to ensure integration and partnership working between the two Councils.



Funding

There are various forms of funding which are required for different types of transport schemes, but they can be grouped into three areas: capital funding, revenue funding and other funding, as described in Table 10.1.

Funding Sources for Transport Schemes	
	<ul style="list-style-type: none">• Capital funding – this is used mainly for new transport infrastructure or major improvements. It comes primarily from Central Government via the LTP process, which includes bids for sums over £5 million, but also from the County Council's own capital resources• Revenue funding – this is used for ongoing spending on transport, such as routine maintenance or support for bus services. The majority of this funding comes from Government grants, council tax and business rates• Other funding – this can be used for many different schemes, subject to various conditions. It includes funding obtained from private sector developer contributions secured through the planning process, SKDC funding, European and Regional funding and specific Government grants

Table 10.1: Funding Sources

As part of the LTP process, LCC bids for funding from Central Government for transport improvements across the whole of Lincolnshire. As a consequence, the allocated funding is not just focussed on the Grantham area. The allocated LTP funds are not sufficient to deliver all of the improvements proposed by the Strategy, and so a key issue for the delivery of the proposed improvements is to identify other potential sources of funding and the extent of their availability.

A previous bid for Central Government funding for the East-West Relief Road was unsuccessful due to its relatively low value for money when compared with other projects around the country. As a result, it is proposed that all of the large scale infrastructure proposals within the Strategy will be funded through developer contributions from the private sector.

Delivery

The range of transport improvements proposed within the Transport Strategy for Grantham are shown in Table 10.2. The table shows possible funding sources and an estimated timescale for delivery, whether in the short term (up to 2010), the longer term (2011 to 2021 and beyond) or in an ongoing manner. This provides an effective means of implementing the transport infrastructure required to deliver the Strategy Outcomes identified in Section 4. In addition, it clarifies the investment priorities required to support the regional and local growth aspirations for Grantham.

Scheme or Measure	Proposed Timescale	Proposed Funding Source
Improve local public transport services	Short-term	LTP/Developer
Signing review and improvements	Short-term	LTP
Walking & cycling review and improvements	Short-term	LTP
Town centre traffic management	Short-term	LTP
Streetscene improvements	Short-term	LTP/SKDC
Bridge protection systems	Short-term	LTP
East-West Relief Road	Long-term	Developer
Pennine Way link	Long-term	Developer
Other junction improvements	Long-term	Developer
Bus Interchange Facilities	Long-term	Developer/SKDC
Improved rail station access	Long-term	Developer/SKDC
Bus operators encouraged to serve the rail station	Ongoing	Various
Improvements to the Poacher Line	Ongoing	Various
Consideration of introduction of residents' parking	Ongoing	Various
Improvements to town centre parking	Ongoing	SKDC
Management of planning process	Ongoing	LCC/SKDC

Table 10.2: Summary of Options

The Transport Strategy for Grantham

The Strategy needs to be financially flexible and able to react to a constantly changing political climate in terms of available Government funds for transport and also the level of uncertainty regarding the extent of available developer contributions.

Priorities within the Strategy for the short term (up to 2010) have been identified through consideration of pertinent policy documents, technical analysis and consultation with the general public and other interested parties. Those elements of the Strategy identified as longer term priorities remain fundamental to achieving the Strategy Outcomes to help reduce congestion, encourage public transport and to improve accessibility, the environment, safety, the economy and quality of life within Grantham by 2021 and beyond.

Delivering the proposed improvements and desired outcomes of the Strategy within the identified timeframes will be challenging and some elements will be subject to funding issues outside the direct control of LCC and SKDC. However, both authorities are committed to achieving the outcomes identified within this Strategy document.

Monitoring and Review

The Strategy will be monitored as part of the LTP process. A review will be undertaken every five years, or whenever any major changes occur at a local, regional or national level. These reviews will include monitoring and evaluating the success of the Strategy in tandem with the LTP itself and will identify any need for a change in the Strategy.

Glossary

Abbreviations

DPE	Decriminalised Parking Enforcement
LCC	Lincolnshire County Council
LTP	Local Transport Plan, which sets out the transport strategy and programme for the period 2006/07 to 2010/2011
SATURN	Specialist traffic modelling assignment software
SKDC	South Kesteven District Council
TN	Technical Note
VISSIM	Specialist traffic modelling microsimulation software

Other Terms

Developer	A private sector organisation looking to build any new development, including houses, offices, shops or warehousing. As part of the planning process for any development, LCC can negotiate for the developer to contribute funding towards the provision and maintenance of the surrounding infrastructure, which can be used to pay for transport schemes
Option	A scheme or measure considered as part of the study process
Outcome	A desirable situation which the Strategy is intended to achieve
Stakeholders	Specific people or organisations who have a particular interest in or are responsible for some form of transport in Grantham

The Transport Strategy for Grantham

Appendix A: Documents Produced During Study Process

The following documents were produced during the Grantham Transport Study and support this document, which forms the final report to the study. All of these documents can be either viewed or downloaded from the study's section of the LCC website (www.lincolnshire.gov.uk/gts).

- Consultant's Brief (October 2005)
- TN1: Policy Review (January 2006, revised July 2007)
- TN2: Stakeholder Reference Group Event Summary (January 2006)
- TN3: Problems & Issues (January 2006)
- TN4: Option Appraisal (July 2006)
- TN5: Emerging Strategy (July 2006)
- TN6: Phase 2 Consultant's Brief (July 2006)
- TN7: Traffic Modelling (July 2007)
- TN8: Further Option Appraisal (August 2007)
- TN9: Public Consultation (July 2007)

Appendix B: Stakeholders Consulted During Study Process

Key Stakeholders

Abacus Coaches
Access Ability Grantham
Barrowby Parish Council
Belton and Manthorpe Parish Council
British Waterways
Central Trains
CentreBus Ltd
Confederation of Passenger Transport
Lincolnshire RoadCar (Stagecoach)
Cycle Lincs
DEFRA
Dept. of Transport (Rail)
Earlesfield Community Forum
East Midlands Development Agency
East Midlands Regional Assembly
English Heritage
English Nature
Environment Agency
Federation of Small Businesses
Freight Transport Association
GNER
Government Office for the East Midlands
Grantham and District Road Users Association
Grantham Business Club
Grantham Civic Society
Grantham College of Further Education
Grantham Residents Action for a Bypass (GRAB)
Grantham Town Centre Management Partnership
Grantham Town Centre Residents Group
Grantham Town Centre Residents Group
Grantham Town Neighbourhood COMPACT
Grantham West & Earlesfield Compact
Great Gonerby Parish Council
Harlaxton Parish Council
Hull Trains

Kymes Coaches
Lincolnshire Ambulance Service
Lincolnshire Chamber of Commerce and Industry
Lincolnshire Constabulary
Economic Regeneration (Lincolnshire
County Council)
Lincolnshire Enterprise
Lincolnshire Fire and Rescue
Little Ponton and Stroxtan Parish Council
Londonthorpe and Harrowby Without
Parish Council
Marshalls
National Farmers Union
Network Rail
Old Somerby Parish Council
Paul James Coaches
Pulfrey Coaches
Road Haulage Association
Sleafordian Coaches
Sustrans
Translinc
Travel Wright
University Square Residents Association
Welby Parish Council
A C Williams
West End Travel
Springfield Park Properties
Freight Transport Association
Prince William of Gloucestershire Barracks
Wm Morrisons
Asda
Sainsburys
G W Padleys Ltd
Wordsworth Holdings plc
Vacu-Lug Traction Tyres Ltd
Recipe Dish Co. Fenland Foods
Downtown Oldrids
Grantham Investments
Buckminster Trust Ltd
Autumn Park Properties

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Community Rail Partnership

Team Leader Community Rail Development

National Trust

Schools

Ambergate

Belmont Primary School

Belton Lane Primary School

Central Technology School

Cliffedale Primary School

Dudley House School

Earl of Dysart Primary School

Gonerby Hill Foot Primary School

Grantham and Kesteven Girls School

Grantham Church High School

Grantham College

Grantham Preparatory School

Grantham Spitalgate Church of England Primary School

Harrowby Infants School

Huntingtower Primary School

Little Gonerby Infants School

The Phoenix School

Sandon School

St Hugh's

St Mary's Catholic School

St Sebastian Primary School

The Kings School

Walton Girls School

Churches

Baptist Church Grantham

Central Methodist Church

Church of Epiphany

Church of the Ascension

Grantham Buddhist Group

Grantham Christian Fellowship

Harrowy Lane Methodist Church

Salvation Army

Seventh Day Adventist

St John the Baptist, Londonthorpe

St John the Evangelist, Manthorpe

St John the Evangelist, Spitalgate

St Mary's Roman Catholic Church

St Wulframs Church

United Reformed Church

Elected Representatives

Quentin Davies MP

Mr D Clark MEP

Mr C Heaton-Harris MEP

Mr R Kilroy-Silk MEP

Mr R Helmer MEP

Mrs Glenis Willmott MEP

Mr W Newton Dunn MEP

Councillor L Steptoe

Councillor Mrs E R Chapman

Councillor E Chapman

Councillor A Davidson

Councillor C Farrar

Councillor M Hill

Councillor J Hurst

Councillor William Webb

Councillor Wheat

Councillor M G Williams

Councillor Pam Bosworth

Councillor Paul Carpenter

Councillor George Chivers

Councillor Nick Craft

Councillor Dorrien Dexter

Councillor Yvonne Gibbins

Councillor Stephen Hewerdine

Councillor John Hurst

Councillor Fereshteh Hurst

Councillor Mrs Rosemary Kaberry-Brown

Councillor Albert Kerr

Councillor Mano Nadarajah

Councillor Alan Parkin

Councillor Norman Radley
Councillor Robert Shorrock
Councillor Ian Stokes
Councillor Michael Taylor
Councillor Jeffrey Thompson
Councillor Frank Turner
Councillor Graham Wheat
Councillor Mrs Mary Wheat
Councillor Mike Williams
Councillor Avril Williams
Councillor Paul Woods

Taxi Firms

A I Taxi Enterprise
Amber Cabs (Grantham)
Mr Arnold Noel (Taxi Company)
Can Cabs
Clapham Contract Hire
Colin's Cab (Grantham)
Dave's Taxis (Grantham)
Discount Cabs (Grantham)
Mr S Dodwell (Taxi Company)
Foston Cabs
G B Taxis
M G Gilbert (Taxi Company)
Glenside Taxis
Grab-a Cab
Grantham Taxi Co Ltd.
Mr Gwyther (Taxi Company)
J L F Ltd
Mr C Lawrence (Taxi Company)
Lincs Private Hire
Links Taxi (Grantham)
Lloyd's Taxi
P & C Taxis
Mr A Pettit (Taxi Company)
Mr D Phillips (Taxi Company)
QASC (QA) Taxis
Mr M F Rolfe (Taxi Company)

R'S Car
S Taxis
Mrs B P Smart (Taxi Company)
Target Taxis
Telstar Taxis

Other Organisations

Grantham Journal
Advance Housing and Support Ltd
Bickford Ltd
Grantham Mind
Grantham Learning Disability
Lincolnshire Partnership NHS Trust
Muir Group
Nacro Community Enterprises Ltd
Nottingham Community Housing Association
Raglan Housing Association
AccessAbility Grantham
Church Trees Club for the Younger Disabled
Community Care for the Elderly
Earlsfield Youth Centre
Family Centre
Forget-me-not Day Centre
Friendship Club
Grantham Connexions Branch
Grantham Youth Centre
Home Start Grantham
Age Concern
Civil Service Retirement Fellowship
Ladies Probus Club of Grantham
Grantham Mothers Group
Diabetes UK Grantham Branch
Grantham and District Mencap
Grantham and District PHAB Club
Grantham Deaf Club
Grantham Lynx Handicapped
Grantham Mind
Grantham Self Help Blind Group

The Transport Strategy for Grantham

Grantham Social Club for the Blind

Grantham Stroke Club

Kesteven Blind Society

Scope around Grantham

Stroke Association (Dysphasia Support)

ADHD Support Group

Alzheimer's Society Grantham and Rural Areas

Association for Spina Bifida and Hydrocephalus

For further information please contact Lincolnshire County Council's Technical Services Partnership on 01522 782070 or at technicalservices@lincolnshire.gov.uk

Lincolnshire County Council 01522 782070

This information can be provided in another language or format.
For all enquiries please contact the above number.

Ky informacion mund të sigurohet në një gjuhë apo format tjetër.
Për çfarëdo pyetje, ju lutem kontaktoni numrin e mësipërm.

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Tyto informace jsou k dispozici i v jiném jazyce nebo formátu.
Se všemi dotazy se prosím obraťte na výše uvedené číslo.

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