



Lincolnshire County Council

Grantham Transport Study

Technical Note 1: Policy Objectives

Revision 1

July 2007

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Jacobs Fairbairn House, Ashton Lane, Sale, Manchester M33 6WP
Tel: 0161 962 1214 Fax: 0161 905 5855



Lincolnshire County Council

Grantham Transport Study

Technical Note 1: Policy Objectives

.....Project Director

.....TSP Project Leader

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Executive Summary

Introduction

The Grantham Transport Study is looking at transport problems in Grantham and how to tackle them. The aims of the Study are:

- To improve the management of traffic into and through Grantham in both the short term (up to 2011) and the long term (beyond 2011);
- To try to tackle the issues associated with congestion in Grantham in the present and the future;
- To look at the environmental impacts of existing and future traffic in Grantham, in particular air quality;
- To support the sustainable economic growth of the town and the surrounding area.

The Study is being run by a team of staff from Lincolnshire County Council and South Kesteven District Council, in partnership with consultants, Jacobs.

The Study is following government guidance (see www.webtag.org.uk) to ensure that the correct method is followed. This guidance recommends that the aims of the Study and the transport problems in the town are looked at before the ways of solving them are thought about.

Policy Objectives

Policy Objectives make sure that when money is spent on improving our towns, it is spent in the right places and in the right way, following the plans set out by government and local authorities such as Lincolnshire County Council and South Kesteven District Council. These authorities write policy reports to show how they would like to see their areas develop.

As part of this Study, the team looked at all the policy reports that had been produced and picked out those policies that would be relevant to this Study. As there were a lot of reports and many of the policies were similar, they were often grouped together. The policy objectives that will guide this Study can be summarised as:

- To encourage people to choose more environmentally friendly alternative methods of travel to the car such as buses, trains, walking and cycling wherever possible.
- To improve roads in the town where possible to reduce delays by making better use of the roads that are there.
- To make it easier for everyone, especially those without a car, to get into and out of Grantham more easily.
- To improve safety and security for all transport users.
- To improve air quality and reduce the noise from traffic.
- To support the development of the town with improvements to transport.
- To encourage people to visit and spend money in the town to make sure it does well in the future.
- To make sure our environment is protected from the effects of traffic.

These policies were agreed by the study team and they will be used to guide the team when looking at how the problems could be solved to make sure they are following the plans laid down by the government and local authorities. The policies were reviewed again, later in the Study, to make sure that they were still relevant following updates to several of the policies.



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1.0 Introduction

- 1.1 A study is being undertaken to identify a Transport Strategy for future implementation in Grantham. The aim of the study is to understand and quantify (as appropriate) transport problems, and then develop a transport strategy, consisting of desirable outcomes and a programme of short and long-term interventions.
- 1.2 The aims of the Transport Strategy are:
- 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 long-term (2011 to 2021)
 - 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
- 1.3 The Grantham Transport Study is overseen by a Joint Officer Group (JOG). The JOG is comprised of officer representatives from Lincolnshire County Council (LCC) and South Kesteven District Council (SKDC). Under the direction of the JOG the detailed technical work associated with the Transport Study is being undertaken by consultants Jacobs.
- 1.4 A 'top down/bottom up' approach has been adopted for the Grantham Transport Study, broadly following the methodology contained in the Department for Transport's current Transport Analysis Guidance (WebTAG). WebTAG provides online detailed guidance on the appraisal of transport projects and wider advice on scoping and carrying out transport studies. The Guidance is required to form a structure for all projects/studies that require government approval, and replaces the Guidance on the Methodology for Multi-Modal Studies (GOMMMS).
- 1.5 The WebTAG methodology is concerned with ensuring that transport options included within wider transport strategies are evidence based rather than being derived as a consequence of political influence or historic need. This is of particular importance for those options which will require Regional and Central Government funding support in order to deliver them.
- 1.6 The guidance recommends that the development of options is based on 'first principles' – the identification of problems and the setting of objectives before subsequently generating options/solutions. The Department for Transport (DfT) does not favourably view options that have been pursued on the basis of a locally established 'need' and which have, effectively, arrived at the solution in reverse.
- 1.7 Figure 1.1 shows diagrammatically the 'top down/bottom up' problem and policy driven approach discussed above and employed as part of the Study.

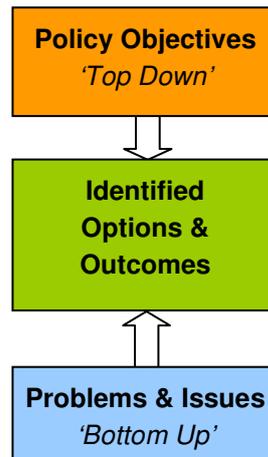


Figure 1.1: The Problem and Policy Driven Approach

- 1.8 The purpose of this Technical Note is to outline the methodology employed for the development of Policy Objectives for the Grantham Transport Study (Section 2) and to report the findings of this part of the process (Section 3). This Technical Note is one of a series of documents that collectively will influence the transport options that will be taken forward for further appraisal as part of the Grantham Transport Study.
- 1.9 The Policy Objectives identified within this document will be taken forward and used within the qualitative appraisal of the options developed through the Study.
- 1.10 A further review of policy was carried out later in the study process to ensure that any pertinent changes to policy, at all levels, were reflected within the Policy Objectives.

2.0 Methodology and Development

Methodology

- 2.1 This section explains the methodology utilised to develop the Policy Objectives for the Grantham Transport Study. The 4 stages to this process are summarised in the flow chart shown in Figure 2.1 below.

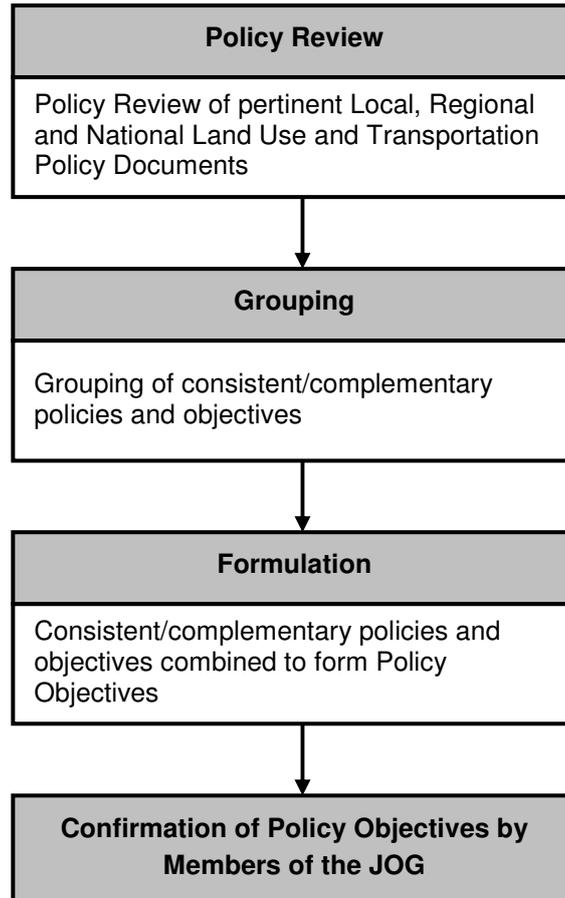


Figure 2.1: Methodology Process

- 2.2 A review of pertinent local, strategic, regional and national transport and land use policy documents relevant to the Grantham Study area was carried out. The policies and objectives contained within these documents provide a legislative framework within which the development of local transport improvement schemes can occur.
- 2.3 An initial policy review was carried out in November 2005, during Phase 1 of the Study. The Policy Objectives were compiled from this review. In March 2007, during Phase 2 of the Study, a further review of all documents issued, adopted or revised since the initial review was undertaken.
- 2.4 The full list of all key policy documents reviewed, correct as of March 2007, is as follows:

Local Documents

- South Kesteven District Council Air Quality Action Plan, November 2003
- South Kesteven Community Plan 2006-2009, February 2006
- South Kesteven Sustainable Communities Strategy 2006-2011 (part of Community Plan)
- South Kesteven District Council Economic and Community Development Strategy, July 2005-July 2008
- South Kesteven District Council Employment Land Review, October 2005
- Grantham Town Centre Masterplan, March 2002
- Issues and Options Paper for the future development in South Kesteven, September 2005
- South Kesteven Core Strategy Preferred Options, Consultation, June 2006
- Lincolnshire County Council 2nd Local Transport Plan, March 2006
- Lincolnshire County Council Structure Plan, September 2006
- South Kesteven Local Plan (adopted), April 1995
- Town Centre Action Plan (consultation draft), July 2005 (includes a study for Grantham)
- South Kesteven District Council, Urban Capacity Study, Final Version December 2005
- South Kesteven Preferred Options Consultation, June 2006

Regional Documents

- Regional Spatial Strategy for the East Midlands (RSS8), March 2005
- Regional Economic Strategy (RES) for the East Midlands 'Destination 2010', March 2003
- Regional Transport Strategy (RTS) for the East Midlands (within RSS8), March 2005
- Regional Environment Strategy Part One: Objectives and Policies for the East Midlands Environment, August 2002
- The East Midlands Tourism Strategy 2003–2010 'Destination East Midlands', October 2003
- England's East Midlands - Integrated Regional Strategy: Our Sustainable Development Framework, January 2005
- Draft East Midlands Regional Spatial Strategy (RSS8), Consultation draft September 2006
- Draft Regional Transport Strategy, Consultation Draft September 2006

National Documents

- Office of the Deputy Prime Minister (ODPM) Planning Policy Statement 1 – Delivering Sustainable Development, February 2005
- ODPM Planning Policy Statement: Planning and Climate Change; Supplement to PPS1, Consultation draft, December 2006
- ODPM Planning Policy Statement 3 (PPS3) – Housing, November 2006
- ODPM Planning Policy Statement 7 (PPS7) – Sustainable Development in Rural Areas, August 2004
- ODPM Planning Policy Statement 9 (PPS9) – Biodiversity and Geological Conservation, August 2005
- ODPM Planning Policy Guidance Note 13 (PPG13) – Transport, March 2001

- ODPM Planning Policy Guidance Note 24 (PPG24) – Planning and Noise, September 1994
- ODPM Planning Policy Statement 23 – Planning and Pollution Control, November 2004
- ODPM Planning Policy Statement 25 – Development and Flood Risk, December 2006
- A New Deal for Transport: Better for Everyone, Department of Environment, Transport and the Regions (DETR), July 1998
- Future of Transport: A Network for 2030, Executive Summary, July 2004
- Transport Ten Year Plan, March 2000
- Eddington Transport Study: The Case for Action: Sir Rod Eddington’s Advice to Government, December 2006
- Planning Gain Supplement, Consultation, December 2006

2.5 The timetable for all future changes to these documents is outlined in Table 2.1 below.

Document	Current Status	Next Phase	Expected Adoption
East Midlands Draft RSS	Draft launched for consultation	Examination in Public	Early 2008
East Midlands Draft Regional Transport Strategy	Draft launched for consultation	Examination in Public	Early 2008
Core Strategy	Preferred Options Consultation	Prepare Documents for Submission to SoS	August 2007*
Town Centre Action Plan (Grantham)	Consultation Draft	Prepare Documents for Submission to SoS	June 2008
ODPM Planning Policy Statement: Planning and Climate Change; Supplement to PPS1	Consultation Draft	Prepare Documents for Submission to SoS	Unknown
Planning Gain Supplement	Consultation	Prepare appropriate alterations to the planning obligations	Unknown

Table 2.1: Timetable for Future Policy Change

** The Local Development Framework timetables the adoption for August 2007, however due to the preferred options consultation (26th June to 7th August 2007) it is unlikely that this will be achieved*

Initial Review (November 2005)

2.6 Following the initial policy review in November 2005, the relevant policies contained within the documents above were grouped together according to the aspects of transport policy

addressed. This process allowed the key policy areas to be determined and indicated the areas which policy objectives would cover. The results of this process are shown in Appendix A.

- 2.7 These complementary policies and objectives were then combined to form Policy Objectives. This methodology ensured that the Policy Objectives reflect the individual aspirations of each of the Policy Documents and present them in a manageable format.
- 2.8 The Policy Objectives were presented to the members of the JOG on 7th December 2005 and agreed, with minor amendments to wording.

Second Review (March 2007)

- 2.9 Following the second review of policy in March 2007, consideration was given to the continuing appropriateness of the Policy Objectives in light of new and revised policy. The results of this process are shown in Appendix B.
- 2.10 No areas were identified in which the Policy Objectives no longer reflect current policy relating to transport issues and, as a result, no amendments to the existing Policy Objectives were deemed necessary. In addition, no new Policy Objectives were considered to be required.

3.0 Policy Objectives

- 3.1 This section lists the Policy Objectives (in no order of preference) that have been generated through the study process.

PO1) To improve sustainable transport in order to reduce dependence on the private car

Policy Objective 1 understands that in order to reduce dependency on the private car, there must be greater encouragement to use alternative modes of transport such as public transport, walking and cycling combined with reducing the need to make trips.

PO2) To improve traffic management and reduce congestion in Grantham.

Policy Objective 2 acknowledges that certain parts of the road network are currently congested leading to poor journey time reliability which impacts on the vitality of the town. It acknowledges the need to make better use of the existing network in advance of building new infrastructure.

PO3) To improve accessibility for all

Policy Objective 3 recognises that the peripheral parts of the study area suffer in terms of accessibility into and out of Grantham. It acknowledges that in order to improve accessibility there is a need to increase the range of travel options for those without access to the private car.

PO4) To improve safety and security for all transport users

Policy Objective 4 identifies the need to improve safety and security for all transport users as a priority. It acknowledges that this applies to all modes and users and that competition for road space and the provision of appropriate facilities for alternative modes to the private car can support this aspiration.

PO5) To improve air quality and reduce noise impact

Policy Objective 5 recognises that existing levels of traffic in Grantham directly affect the noise and air quality levels. It acknowledges the need to reduce the number of trips made by the private car and the need to reduce the number of HGV trips within the urban area.

PO6) To encourage sustainable inward investment in Grantham

Policy Objective 6 recognises the economic importance of Grantham to the District. It acknowledges the need for sustainable growth and that this needs to be supported by the provision of appropriate transport infrastructure, i.e. that which encourages people to change their travel behaviour and become more environmentally sustainable.

PO7) To support the regeneration of Grantham as a Sub-Regional Centre

Policy Objective 7 acknowledges the importance of restoring Grantham to the public domain for all users. It recognises that a vibrant and attractive town centre is essential to support economic growth and the tourist industry.

PO8) To protect and enhance the built and natural environment

Policy Objective 8 recognises the impact that high levels of traffic have on the environment within the study area and the need for all new infrastructure to respect and enhance the existing environment, including Grantham's historic assets. It also recognises the wider impact that transport has on issues relating to climate change.

- 3.2 The Policy Objectives have been derived through a review of national, regional and local policy and so they conform to the policy aspirations of all levels of Government.
- 3.3 These Policy Objectives were confirmed at the JOG meeting on 7th December 2005, and were reviewed (but unchanged) following a further policy review in March 2007. They have been and will continue to be used to generate and test options during the study process to ensure that a well balanced and integrated multi-modal strategy is progressed, which is 'policy-led' as well as 'problem-driven'.

Appendix A: Policy Review November 2005

The policy documents that were reviewed are listed below along with their abbreviations within the following table:

National Policies:

ANDT = A New Deal for Transport: Better for Everyone, DETR, July 1998
FoT = Future of Transport: A Network for 2030, Executive Summary, July 2004
PPG 3 = ODPM Planning Policy Guidance – Housing
PPG 13 = ODPM Planning Policy Guidance – Transport
PPG 24 = ODPM Planning Policy Guidance – Planning and Noise
PPS 7 = ODPM Planning Policy Statement – Sustainable Development in Rural Areas
TYP = Transport Ten Year Plan, March 2000

Regional Policies:

DEM = Destination East Midlands – The East Midlands Tourism Strategy 2003–2010, October 2003
IRS = England's East Midlands- Integrated Regional Strategy: Our Sustainable Development Framework, January 2005
RSS8 = Regional Spatial Strategy for the East Midlands, March 2005
RES = 'Destination 2010' Regional Economic Strategy for the East Midlands 2003–2010, March 2003
RENS = Regional Environment Strategy - Part One: Objectives and Policies for the East Midlands Environment, August 2002
RTS = Regional Transport Strategy for the East Midlands (within RSS8), March 2005

Local Policies:

AQAP = South Kesteven District Council Air Quality Action Plan, November 2003
CS = South Kesteven Community Strategy, August 2003
E and CDS = South Kesteven District Council- Economic and Community Development Strategy, July 2005- July 2008
ELS = South Kesteven District Council Employment Land Study, Draft
GTCM = Grantham Town Centre Masterplan, March 2002
I and O = Issues and Options Paper for Future Development in South Kesteven, September 2005
LTP1 = Lincolnshire County Council Local Transport Plan, July 2000
LTP2 = Lincolnshire County Council Provisional 2nd Local Transport Plan, August 2005
LSP = Lincolnshire County Council Structure Plan Deposit Draft, February 2004
SKLP = South Kesteven Local Plan, written statement (adopted) April 1995
TCAP = Town Centre Action Plan (consultation draft), August 2005
UCS = South Kesteven District Council, Urban Capacity Study, consultation draft, March 2005

The tables on the following pages group the Local, Regional and National Policies relevant to the Grantham Transport Study according to each Policy Objective in turn.

Policy Objective 1: To improve sustainable transport in order to reduce dependence on the private car

National Policies	Regional Policies	Local Policies
<p>PPG13: Transport Objective 4.1: Promote more sustainable transport choices for both people and for moving freight.</p> <p>Objective 4.3: Reduce the need to travel, especially by car.</p> <p>Objective 6.4: Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas.</p> <p>Objective 6.7: Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys</p> <p>Policy 20.2: Actively manage the pattern of urban growth to make the fullest use of public transport.</p> <p>TYP Strategy: Improving all types of transport - rail and road, public and private - in ways that increase choice- a strategy for investment in the future to create prosperity and a better environment.</p> <p>ANDT Page 134: Our policies will help reduce the need for children to be driven to school by:</p> <ul style="list-style-type: none"> • Encouraging safer routes for walking and cycling; • Giving greater priority to public transport and, through our planning policies; and • Improving opportunities to get to work, shops and other facilities without having to use the car. <p>Objectives Page 9:</p> <ul style="list-style-type: none"> • Integration within and between different types of transport - so that each contributes its full potential and people can move easily between them • Integration with the land use planning- at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel <p>Page 10: Upgraded Quality Partnerships between local authorities and bus operators:</p> <ul style="list-style-type: none"> • Quicker, more reliable services • Higher quality vehicles with staff trained in customer care • 'Easy- to-use buses' to help access for disabled and elderly people and parents with young children <p>Page 14: Government departments taking the lead in introducing 'green transport plans'- plans which help to cut down on car use;</p> <ul style="list-style-type: none"> • Local authorities, business, community organisations, schools and hospitals encouraged to produce their own green transport plans; • A major national awareness campaign; • New initiatives on school journeys; • Individuals/ families/ communities considering their own travel habits. <p>PPG 3: Housing</p>	<p>RTS Policy 42: Regional Priorities for integrating Public Transport Local authorities should have regard to the following objectives when drawing up their Local Transport Plans and Local Development Documents: Promote opportunities for modal shift away from the private car and road based freight transport across the region.</p> <p>Policy 51: Regional Priorities for Integrating Public Transport: Development Plans, future Local Development Frameworks and Local Transport Plans should:</p> <ul style="list-style-type: none"> • Promote the development of multi-modal through ticketing initiatives and the integration of public and other transport services supporting health, education and social care; • Promote the development of a hierarchy of public transport interchange facilities at key locations, starting with the Principal Urban Areas, the Growth Towns and Sub-Regional Centres described in Policy 5; • Consider settlements with existing or proposed public transport interchange facilities as locations for new development, subject to full consideration of Policies 2 and 3; and • Promote the development of new park and ride facilities in appropriate locations to reduce traffic congestion on routes into the region's Principal Urban Areas and along strategic transport corridors. <p>DEM Section 8.4 Encouraging Sustainable Transport: Encourage seamless interchanges between different forms of transport.</p> <p>RENS People and heritage component: ENV5: To encourage the use of environmentally friendly methods of travel</p>	<p>CS Pg 15: Market transport services and environmentally friendly forms of transport</p> <ul style="list-style-type: none"> • Incentives for the use of public transport • Create and maintain safe routes to schools especially for walkers with disabilities and cyclists • Market cycle ways, pedestrian routes etc. • Encourage community transport schemes such as car sharing • Reduce the number of single occupant car journeys by providing (and marketing) more travel choice <p>Pg 15: Improve infrastructure linked to the Lincolnshire County Council Transport Plan</p> <ul style="list-style-type: none"> • Ensure public transport infrastructure such as bus shelters and bus stop signage is maintained to a high standard • Develop cycle ways throughout the district parking in town centre plans <p>LSP Page 66 Chapter 7: Movement Objective 7.3: To encourage and develop movement by public transport, cycling and walking as part of an overall transportation strategy designed to increase transport choice.</p> <p>Objective 7.4: Reduce the need to travel.</p> <p>Page 71 Chapter 7: Policy M2: Roads not on the Strategic Network. Roads not on the strategic road network will be considered for upgrading where this would:</p> <ul style="list-style-type: none"> • Improve road safety. • Bring significant local environmental and/or economic benefits. • Assist the operation of public transport. • Improve conditions for cyclists and pedestrians. <p>Page 74 Chapter 7 Policy M4: Buses. Provision will be made to encourage a greater proportion of journeys to be made by bus through:</p> <ul style="list-style-type: none"> • 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 provisions of interchange facilities for inter-modal transfer. <p>Page 75, Chapter 7 Policy M5: Movement In, To and From the Defined Major Settlements. Provision will be made to encourage the use of a wider choice of transport mode within, to and from the major settlements through an integrated approach that will seek:</p> <ul style="list-style-type: none"> • 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. • Environmental improvement linked, where appropriate, to wider regeneration initiatives. • Proposals should be appropriate to the size and function of the respective major settlements. <p>AQAP Page 16: Transport aims</p> <ul style="list-style-type: none"> • Improve infrastructure linked to Lincolnshire County Council transport plan • Develop Rural Transport Services • Market transport services and environmentally friendly forms of transport promote the development of travel plans <p>LTP2 Page 9: Objectives Improve road network</p> <p>Page 12: Transport objectives To increase public transport usage by improving:</p> <ul style="list-style-type: none"> • The quality of vehicles and infrastructure • The reliability, frequency and journey time of services; and • Bus/ rail integration

National Policies	Regional Policies	Local Policies
<p>Objective 2.4: Create more sustainable patterns of development by building in ways which exploit and deliver accessibility by public transport to jobs, education and health facilities, shopping, leisure and local services.</p> <p>Objective 2.7: Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning for mixed use.</p> <p>FoT Page 12: A coherent transport network with</p> <ul style="list-style-type: none"> • The road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel, • The rail network providing a more reliable and efficient service, particularly for interurban journeys and commuting into large urban areas • Ports and airports providing improved international and domestic links <p>Page 15: Local travel enhanced through:</p> <ul style="list-style-type: none"> • Freer flowing local roads delivered through measures such as congestion charging • More, and more reliable buses enjoying more road space • Demand responsive bus services that provide accessibility in areas that cannot support conventional services <p>Page 66: Where we want to be: We need to make better use of buses to help reduce congestion and tackle social exclusion..... Our buses need to be:</p> <ul style="list-style-type: none"> • Punctual- which means giving buses priority in congested locations and using more pre- paid ticketing to speed boarding • Good value- for the traveller and the taxpayer • Frequent and reliable- with up- to- date travel information that is easy to obtain • Seamless- with good integration of bus services and other travel networks • Safe- both when travelling on the bus and when walking to and from the bus stop; and • Clean, comfortable and attractive- with well designed and maintained buses. 		<p>SKLP Policy 54: Planning permission will only be given to a development if it is accessible by the public and public transport</p> <p>Policy T4: The district council will discuss the county council and other agencies and actively support the promotion of any road construction and/ or improvement schemes and other traffic management measures aimed at relieving congestion, facilitating free traffic or making more effective use of other roads, whether existing or in prospect.</p> <p>UCS All developments must be assessed individually: Access roads need to be of an adoptable standard, being of a sufficient width, with a suitable junction arrangement</p>

Policy Objective 2: To improve traffic management and reduce congestion in Grantham

National Policies	Regional Policies	Local Policies
<p>ANDT The new deal for transport means: Page 9: Integrated transport strategies for local needs Greater use of traffic management</p>	<p>RTS Policy 44: Regional Traffic Growth Reduction: Local authorities, public and local bodies, and service providers should work together to achieve a progressive reduction over time in the rate of traffic growth in the East Midlands and support delivery of the national PSA congestion target. This should be achieved by promoting measures to:</p> <ul style="list-style-type: none"> • Encourage behavioural change, as set out in Policy 45; • Reduce the need to travel; • Restrict unnecessary car usage; • Manage the demand for travel; • Significantly improve the quality and quantity of public transport; and • Encourage cycling and walking for short journeys. <p>Policy 52: Regional Trunk Road Investment Priorities The Highways Agency, working closely with regional bodies and individual Transport Authorities and Local Planning Authorities should:</p> <ul style="list-style-type: none"> • Ensure that all highway capacity is managed effectively to reduce congestion and improve safety. 	<p>LSP Page 66: Chapter 7: Movement Objective 7.8: Improve the management of traffic to protect the environment and promote efficient and convenient movement by various modes of transport.</p> <p>Page 80 Chapter 7 Policy M8: Cycling Providing cycle facilities in conjunction with appropriate new road schemes, traffic management measures and new development.</p> <p>E and CDS Lincolnshire development Improve the transport infrastructure throughout the county- Enhancing and enlarging the transport infrastructure by protecting, promoting our existing rail and road networks and improving our strategic transport links.</p> <p>LTP 2 Page 12: Transport objectives To assist the sustainable economic growth of Lincolnshire, through improvements to the transport network. To remove unnecessary HGV's from affected communities through:</p> <ul style="list-style-type: none"> • Appropriate traffic management • Highway improvements; and • Encouraging the use of alternative modes of transport.

Policy Objective 3: To improve accessibility for all

National Policies	Regional Policies	Local Policies
<p>PPG13: Transport Objective 4.2: Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, reducing congestion and pollution.</p> <p>Objective 6.9: Ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments.</p> <p>Policy 20.1: Focus mixed use developments involving large amounts of employment, shopping, leisure and services (i.e. major generators of travel demand) in city, town and district centres, and near to major public transport interchanges.</p> <p>ANDT: Page 8: The way forward is through an integrated transport policy. By this we mean:</p> <ul style="list-style-type: none"> Integration with our policies for education, health and wealth creation, so that transport helps to make a fairer, more inclusive society <p>The New deal for transport means: Page 9:</p> <ul style="list-style-type: none"> Thriving town centres by cutting the stranglehold of traffic Reduced rural isolation by connecting people with services and increasing mobility Better interchanges Tracking the 'pinch points' in transport networks that lead to congestion <p>Page 13:</p> <ul style="list-style-type: none"> Tackling the transport needs of women, disabled and elderly people and people on low incomes Less damage to roads and the environment through greater use of 6 axle lorries and keeping unsuitable lorries off unsuitable roads <p>FoT Page 12:</p> <ul style="list-style-type: none"> Coherent transport networks with Bus services that are reliable, flexible, convenient and tailored to local needs, Making walking and cycling a real alternative for local trips <p>Page 15: Local travel enhanced through</p> <ul style="list-style-type: none"> Promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars 	<p>RSS8 Policy 1: Regional Core Objectives. To improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport.</p> <p>RTS Policy Sub- area objectives E4- Improving access by all modes to the Lincolnshire Coast. E5- Reducing peripherality, particularly to the east of the A15, and overcoming rural isolation for those without access to a private car.</p> <p>Policy 42: Core Strategy and Regional Transport Objectives:</p> <ul style="list-style-type: none"> Local authorities should have regard to the following objectives when drawing up their Local Transport Plans and Local Development Documents: Promote accessibility and overcome peripherality in the region's rural areas in support of Policy 6. <p>IRS Priority for the region Reduce Inequalities in the region by combating discrimination and improving equality of access to economic opportunities, education, health and decent homes</p> <p>RENS People and heritage component: ENV4: To work in suitable partnerships in the region to ensure that all East Midlands people have access to a diverse, well managed environment of which they can be proud</p>	<p>CS Page 9: A learning and creative community Increase young people's access to services including sport, leisure and cultural activities</p> <p>Page 14: Increase public open spaces and lay areas and accessibility to those areas</p> <ul style="list-style-type: none"> Implement easy accessibility to open spaces for the elderly, parents with young children and people with disabilities Ensure appropriate access measures such as dropped kerbs and separation of cycle paths from pedestrians wherever possible to help the elderly, parents with young children and people with disabilities <p>Page 15: Develop rural transport services</p> <ul style="list-style-type: none"> Support the Welland Transport Initiative Develop a fully integrated district community transport system Encourage and develop Dial a Ride services across the District particularly focuses on helping the elderly and people with disabilities in rural areas shops, hospitals, doctor's surgeries etc. Develop additional rural mini bus routes Support brokerage measures to bring together user groups and volunteer drivers to make more use of underused vehicles owned by various schools and community groups Consider subsidising key rural bus services <p>LSP Page 66 Chapter 7: Movement Objective 7.2: Increase accessibility for all sections of the community.</p> <p>Objective 7.7: Remove through traffic, particularly HGV's from unsuitable roads in towns and villages.</p> <p>Page 80 Chapter 7 Policy M8: Cycling. Provision will be made to encourage a greater proportion of journeys to be made by cycle through:</p> <ul style="list-style-type: none"> 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. <p>AQAP Page 16: Transport Aims</p> <ul style="list-style-type: none"> Develop rural transport services Market transport services and environmentally friendly forms of transport <p>E and CDS Lincolnshire Development pg 15: Providing the opportunity for people to achieve their full potential:</p> <ul style="list-style-type: none"> Through the provision of strong infrastructure, for excellence in education, access to children's services, access to services, which promote health and sport, and encourage lifelong learning. <p>LTP 2 Page 12: Transport objectives To improve access to key services by widening travel choices, especially for those without access to a car</p> <p>TCAP Page 15: To consider accessibility issues, by all transport modes and explore means by which the Canal Basin site can be more fully integrated with Grantham Town Centre</p> <p>I and O Page 7: Draft Objectives for the LDF Improve accessibility to jobs, houses and services, and to reduce traffic growth by ensuring choice to use public transport, or walk or cycle for as many as possible.</p>

Policy Objective 4: To improve safety and security for all transport users

National Policies	Regional Policies	Local Policies
<p>ANDT Page 9: The new deal for transport means easier and safer to walk and cycle</p> <p>Page 12: Better safety and personal security:</p> <ul style="list-style-type: none"> • People should be able to travel safely and without fear for their personal security; • Pedestrians and cyclists should not be intimidated by traffic; • Parents should not have to drive their children to school because they worry about their safety (The British Medical Association has warned that the effects from driving to school on children's physical health and mental development could be serious); and • Women and older people should feel safe to use public transport after dusk. <p>Page 17: The New Deal for transport therefore sets the framework to:</p> <ul style="list-style-type: none"> • Improve transport safety for users, those who work in the industry and the general public. <p>Page 33: To support the National Cycling Strategy, we are continuing to research innovative measures to improve the safety and convenience of cycling and will publish advice on good practice. We want to see:</p> <ul style="list-style-type: none"> • Better provision for cyclists at their destinations, at interchanges, in the design of junctions; and • Better provision in the way road space is allocated. <p>Page 59: Making better use:</p> <ul style="list-style-type: none"> • Safer and more accessible interchanges between modes. <p>Page 75: Improving road safety: Improving road safety education in schools and by parents, by assessing the effectiveness of existing training aids and developing new ones; Assessing local measures to achieve safer routes to school, and producing a best practice guide; and Surveying potential measures to ensure better compliance with speed limits in urban areas and on rural roads - the two most dangerous types of road.</p> <p>TYP Chapter 3: Key challenges. Para 3.5: Safety. We have set ourselves ambitious targets for reducing casualties on our roads to ensure that our roads remain the safest in Europe. Safety of pedestrians and cyclists, especially children, must take priority.</p> <p>Cycling and Walking:</p> <ul style="list-style-type: none"> • Reduce by 50% the number of children killed or seriously injured in road accidents by 2010 compared with the average for 1994-98. • Create more traffic-calmed 20mph zones, particularly around schools and in residential areas, where most child accidents occur. We are also evaluating a number of 'Home Zones' - residential areas treated with traffic-calming and other measures, which aim to improve residents' quality of life and improve safety. <p>Chapter 7: Safety. Para 7.4: Reduce the number of people killed or seriously injured in road accidents by 40% over the next decade.</p> <p>Para 7.15: Act in partnership with the transport industries and those who work in them to build a stronger safety culture.</p> <p>PPG13: Transport Objective 6.9: Seek by the design and layout of developments and areas, to secure community safety and road safety.</p> <p>FoT Page 16: While improving safety and security through: New technologies that can reduce the risk of an accident</p> <p>Page 121: Where we want to be Looking ahead 30 years, we need to be in a position where we have significantly improved the safety of our transport networks for both travellers and for the people who work on them. This will mean:</p> <ul style="list-style-type: none"> • Capitalising on the potential for new technologies to reduce the risk and severity of accidents on all modes of transport; • Better education and training for drivers, cyclists and pedestrians to ensure all road users are aware of the risks and know how to use the roads safely; • Better, more targeted enforcement for the minority who break the law and put others at risk; • Promoting better street design to make our roads safer and more pleasant environments for all road users, including children • Improving personal safety on our transport networks by reducing crime and vandalism; and • Working with industry and with international partners to maintain and improve safety standards both in the UK and abroad. 	<p>RTS: Policy 42: Core Strategy and Regional Transport Objectives Local authorities should have regard to the following objectives when drawing up their Local Transport Plans and Local Development Documents: Improve safety across the region and reduce congestion, particularly within the region's Principal Urban Areas and on major inter-urban corridors.</p> <p>Policy 42: Sub-Area Objectives Eastern Sub-Area E6: Reducing the number of fatal and serious road traffic accidents.</p> <p>Policy 51:</p> <ul style="list-style-type: none"> • Promote safe and convenient access on foot and by cycle to public transport services; 	<p>LSP Page 71 Chapter 7: Policy M2, Roads not on the Strategic Network. Roads not on the strategic road network will be considered for upgrading where this would:</p> <ul style="list-style-type: none"> • Improve road safety. <p>Page 78 Chapter 7: Policy M6: Traffic Management and Calming. Introduce traffic management and calming measures to achieve one or more of the following:</p> <ul style="list-style-type: none"> • Promote road safety; • Improve the environment; • Improve conditions for pedestrians, cyclists and the operation of public transport; • Have an efficient and environmentally acceptable means of minimising traffic congestion; and <p>Ameliorate the undesirable effects of traffic.</p> <p>Page 81 Chapter 7 Policy M9: Pedestrians. Provision will be made to encourage a greater proportion of journeys to be made on foot through:</p> <ul style="list-style-type: none"> • 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. <p>TCAP Page 20: Improved pedestrian links</p> <p>CS Page 15: Address road safety issues</p> <ul style="list-style-type: none"> • Reduce the number of fatal and serious casualties on the road • Reduce the overall 'slight' casualty rate <p>Page 71, Chapter 7: Policy M2: Roads not on the Strategic Network. Roads not on the strategic road network will be considered for upgrading where this would:</p> <ul style="list-style-type: none"> • Improve road safety. • Bring significant local environmental and/or economic benefits. • Assist the operation of public transport. • Improve conditions for cyclists and pedestrians. <p>LTP1 Fundamental Objectives: To create an economically successful County (lowering accident rate saves money)</p> <p>LTP2 Page 9: Objectives Create safer and more secure communities</p> <p>Page 12: Transport objectives</p> <ul style="list-style-type: none"> • To make travel for all modes safer and, in particular, reduce the number and severity of road casualties • To maintain the transport standards which allow safe and efficient movement of people and goods

Policy Objective 5: To improve air quality and reduce noise impact

National Policies	Regional Policies	Local Policies
<p>PPG24: Planning and Noise Para 5:</p> <ul style="list-style-type: none"> Ensure, as far as is practicable, that noise-sensitive developments are located away from existing sources of significant noise (or programmed development such as new roads) and that potentially noisy developments are located in areas where noise will not be such an important consideration or where its impact can be minimised. Adopt policies to avoid potentially noisy developments in areas, which have remained relatively undisturbed by noise nuisance and are prized for their recreational and amenity value for this reason. <p>Para 11: Local Authorities are required under Part IV of the Environment Act 1995 to review and assess air quality in their areas, and to designate Air Quality Management Areas (AQMA).</p> <p>TYP Annex 2: Targets and Indicators.</p> <ul style="list-style-type: none"> Improve air quality by meeting National Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene. Reduce greenhouse gas and carbon dioxide emissions by 12.5% from 1990 levels, and move towards a 20% reduction in carbon dioxide emissions by 2010. <p>FoT Page 16: Respecting the environment:</p> <ul style="list-style-type: none"> By keeping the environmental impacts of new and existing transport infrastructure to a minimum, ensuring that mitigation measures are implemented to a high standard Reducing the impact of all forms of transport, including encouraging the development, introduction and take-up of new vehicle technologies and fuels Ensuring that the noise impacts of transport are reduced and mitigated <p>ANDT The new deal for transport means: Page 9: Cleaner air to breathe by tackling traffic fumes</p> <p>Page 12: A major effort to reduce greenhouse gases Greener, more fuel efficient vehicles through</p> <ul style="list-style-type: none"> Better standards and tax initiatives; Cleaner vehicles task force Better stewardship of the nation's cultural and environmental heritage Tackling transport noise and new power to enforce noise controls on airports 	<p>RES Key Activities: Reduce emissions of greenhouse gases</p> <p>RENS Air component: ENV6: To minimise greenhouse gas emissions and protect the environment when adapting to the challenges and taking up the opportunities which climate change will bring</p> <p>ENV7: To reduce the region's contribution to the emissions of air pollutants</p> <p>ENV8: To seek to support the implementation of energy efficiency and renewable energy schemes to at least the level of the targets set out in the Regional Planning Guidance in order to achieve the wider environmental benefits of such action, whilst minimising any adverse environmental impacts from energy installations, their associated infrastructure and operation</p>	<p>AQAP Page 5: Review and Assessment of Air Quality in South Kesteven (SKDC) Following a period of consultation, On the 1 August 2001, 4 AQMA were declared, as recommended by the stage 3 report. These areas were:</p> <ul style="list-style-type: none"> Residential Properties along Wharf Road, Grantham (NO₂ & PM10): AQMA 1 Two areas in the vicinity of the A1 (NO₂) 1/ Residential properties adjacent to Meres Road, Grantham: AQMA 2 2/ Residential properties adjacent to Welwyn Close, Rosemary Crescent & Denton Avenue, Grantham: AQMA3 <p>The junction of Brazenose Lane & East Street, Stamford (NO₂): AQMA 4</p> <p>Actions for transport sources (transport) Action T2: Encourage petrol service stations to stock alternative cleaner fuels (e.g. LPG) – therefore encouraging motorists to consider converting existing vehicles.</p> <p>Action T4: SKDC aims to Introduce Cleaner Fuel Technology into its Fleet. We will do this by continuing with our Trial of 3 LPG Vehicles SKDC Departments</p> <p>Action E1: We aim to promote the Air Quality Agenda, in order to raise Public Awareness and keep People Informed of Local Issues relevant to the district. We will do this by bulletin Boards and Promotional Material within SKDC offices and the SKDC Website.</p>

Policy Objective 6: To encourage sustainable inward investment in Grantham

National Policies	Regional Policies	Local Policies
<p>ANDT The new deal for transport means: Page 9:</p> <ul style="list-style-type: none"> Increasing prosperity backed by a modern transport system New sources of additional funding for local transport: better for the environment and better for business. <p>PPG13: Transport Objective 4.1: Promote more sustainable transport choices for both people and for moving freight</p> <p>Objective 6.10: Protect sites and routes, which could be critical in developing infrastructure to widen transport choices for both passengers and freight movements.</p>	<p>RTS Policy 42: Core Strategy and Regional Transport Objectives: Local authorities should have regard to the following objectives when drawing up their Local Transport Plans and Local Development Documents:</p> <ul style="list-style-type: none"> Support sustainable development in the region's principal Urban Areas and Sub- regional centres described in Policy 6. Support the regions regeneration priorities outlines in Policy 1. Promote improvements to inter- regional and international linkages that will support sustainable development within the region. <p>Policy 43: Sub- area Objectives E2: Developing opportunities for modal switch away from road based transport in the nationally important food and drink sector.</p> <p>RSS8 Policy 1: Regional Core Objectives To promote and improve economic prosperity, employment opportunities and regional competitiveness</p> <p>Policy 49: Regional Heavy Rail investment Priorities</p> <p>Policy 50: Regional Priorities for bus and light rail services</p> <p>Policy 52: Regional Trunk Road investment Priorities</p> <p>Policy 53: Regional Major Highway Investment Priorities</p> <p>RES Targets: Achieve growth of 4.7% in the population of the regions towns and cities by 2010; and enhance the competitiveness of businesses in urban areas</p> <p>Key activities: Address issues which encourage exodus of urban populations; and Create a clear and cohesive city and town vision.</p> <p>IRS Priority for the region</p> <ul style="list-style-type: none"> Improve economic performance and competitiveness by: Encouraging enterprise and innovation Improving the performance of existing businesses Ensuring ongoing development of learning and skills Ensuring the efficient use of the region's infrastructure, including ICT Creating high quality employment opportunities 	<p>CS Page 11: Encourage Inward Investment</p> <ul style="list-style-type: none"> Working with sub- regional and county partners, encourage inward investment to broaden the economic base Help to create conditions including the right infrastructure i.e. premises, employment sites, effective road and rail links that attract new companies to locate and existing companies to expand, within the district. <p>AQAP Page 17: Actions needed Greater liaison between the district and County Council highways when determining changes to traffic management</p> <p>LTP1 Fundamental Objectives:</p> <ul style="list-style-type: none"> To create an economically successful County; and To improve quality of life <p>LTP2 Page 9: Objectives Champion Lincolnshire as a good place to work, visit, live and invest in</p> <p>TCAP Page 15:</p> <ul style="list-style-type: none"> To identify broader development and leisure/ commercial opportunities relating to the Grantham Canal, including the potential for a commercial/ employment development adjacent to the A1. To identify the technical issues relating to the re- opening of the Canal Basin to navigate able standards between the A1 and the canal, together with cost estimates. <p>Page 20: Priority and opportunities for developing Grantham The development of flagship attractions/ destinations in the town, such as the proposed Isaac Newton attraction and the development of the Grantham Canal Basin</p> <p>Land O Page 30: Promote South Kesteven as inward investment location</p> <p>Page 31:</p> <ul style="list-style-type: none"> Maintain and enhance the viability and vitality of the principle of good retail town centre management through principles of good town centre management. To develop Grantham as a sub regional centre of the East Midlands <p>SKLP Policy Rec 2L Planning permission will normally be granted for new open spaces for recreation use within and adjoining existing towns and use within and adjoining existing towns and villages provided that:</p> <ul style="list-style-type: none"> The proposal is unlikely to cause unacceptable environmental or traffic problems; and Satisfactory access and parking facilities can be provided. <p>LSP Page 66 Chapter 7: Movement Objective 7.1: Reduce the impact of Lincolnshire's periphery in the regional and national context</p> <p>Objective 7.5: Develop transport infrastructure schemes which enhance economic development safety and local amenity whilst safeguarding the built and natural environment;</p> <p>Objective 7.7 and LTP2: Remove through traffic, particularly heavy goods vehicles, from unsuitable roads in towns and villages.</p> <p>Policy E2: Reviewing existing employment land allocations and communities Existing employment land allocations and commitments will be reviewed to ensure that they are relevant to current and likely future requirements. Poor quality and surplus sites will be either re- allocated for more suitable uses or re- located. In particular, the quality of existing employment commitments should be assessed in light of the following criteria.</p> <p>E and CDS Page 32: Create and maintain as attractive environment, and encourage investment to the Grantham, Stamford, Bourne, Deepings retail sectors, to ensure that the area is a place were people visit to shop</p>

Policy Objective 7: To support the regeneration of Grantham as a Sub-Regional Centre

National Policies	Regional Policies	Local Policies
<p>PPS7: Sustainable Development in Rural Areas Government Objectives:</p> <ul style="list-style-type: none"> Ensuring people have decent places to live by improving the quality and sustainability of local environments and neighbourhoods Good quality, sustainable development that respects, and where possible, enhances local distinctiveness and the intrinsic qualities of the countryside. <p>PPG3: Housing Objective 2.6: Place the needs of people before ease of traffic movement in designing the layout of residential developments.</p> <p>FoT Page 15: Local travel enhanced through: Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children</p> <p>ANDI The new deal for transport means: Page 9: Quality places to live where people are the priority Revitalised towns and cities through better town planning</p>	<p>RES Key Activities</p> <ul style="list-style-type: none"> Bring derelict and under-used sites back into use- and provide new quarters in cities and towns to meet the needs of high growth industries; Create master plans for the region's cities and major towns, providing a clear vision of their physical regeneration. <p>RSS8 Policy 1: Regional Core Objectives To improve the health of the region's residents, for example through improved air quality, the availability of good quality well designed housing and access to leisure and recreation facilities.</p> <p>IRS Priority for the region</p> <ul style="list-style-type: none"> Create sustainable and healthy communities throughout the region by: Empowering and engaging communities Ensuring sustainable design and construction. Improving access to services and opportunities, including affordable housing and cultural activities Reducing the fear of crime and anti- social behaviour Developing social capital <p>RENS Land and land use component ENV15: To optimise the use of brownfield sites of all kinds, whilst recognising them as environmental assets</p>	<p>SKLP Policy S1:</p> <ul style="list-style-type: none"> District council will pursue opportunities to maintain and enhance the retail and commercial role of these centres by improving their accessibility by public and private transport: off- street parking provision; near environment, particularly for pedestrians Shopping redevelopment schemes, and in and improvement which extend their range and quality of shopping and combine the advantages of providing further off- street parking, rear servicing and pedestrian priority areas will be encouraged, provided that they do not adversely affect the historical and architectural character of the centre and its environments. <p>Ch9: Transport policy objectives</p> <ul style="list-style-type: none"> Protect existing town centres public car parks from alternative development Ensure that all new development satisfies locally adopted parking standards <p>Page 15: Promote the development of travel plans</p> <ul style="list-style-type: none"> Evaluate travel demand Encourage business and schools to stimulate health benefits and equality of access to health facilities Provide sustainable and cost efficient solutions giving people more choice in how they travel Share good practice between community partners <p>Policy T2: Grantham centre will not normally be granted for development proposals which existing town centre public car parks unless alternative provision is made.</p> <p>Policy Rec 2:</p> <ul style="list-style-type: none"> Planning permission will normally be granted for new open spaces for recreation use within and adjoining existing towns and villages provided that: The proposal is unlikely to cause unacceptable environmental or traffic problems; and Satisfactory access and parking facilities can be provided <p>TCAP Page 20: Priority and opportunities for developing Grantham Improving the town's retail and catering offer, particularly in terms of the independent sector</p> <p>Page 39: Action 29 Support the principle of business improvement districts, and working with the TCMP and the Grantham Business Club, implement an initial pilot project in Grantham.</p> <p>Land O Page 7: Draft objectives for the LDF</p> <ul style="list-style-type: none"> To facilitate a sustainable pattern of development that means the diverse economic, social and cultural needs of the whole community in a manner, which ensures that development does not irreparably damage the environment or compromise the quality of existing and future generations. To ensure that the community benefits from new development through the provision of on and off site contributions to community infrastructure costs, including where necessary and appropriate facilities for leisure, open space, health, education, affordable housing, transport and the arts. <p>Page 21: Business development Barriers to employment must be broken down and employment opportunities must be accessible and sustainable</p> <p>GTCM Page 1: Objective</p> <ul style="list-style-type: none"> To release the potential of the town centre, including essential areas of the public realm and the essential of a new retail heart, to assist in promoting the sub- regional role of Grantham. To prepare a detailed assessment of the development potential of the core retail area and a development brief which will guide the development of Grantham over the next 10 to 20 years. To hold a major public consultation event as part of the master plan process, to help generate wider publicity, raise the profile of Grantham and increase from the private sector. <p>LTP1 Fundamental Objectives</p> <ul style="list-style-type: none"> To develop inclusive communities; and To improve quality of life

National Policies	Regional Policies	Local Policies
		<p>LTP2 Page 7: Objectives</p> <ul style="list-style-type: none"> To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment. <p>CS Page 9: A learning and creative community Promote social inclusion by increasing opportunities for young people to be involved in community life.</p> <p>Page 14: Increase public open spaces and play areas and accessibility to those areas</p> <ul style="list-style-type: none"> Develop local standards for the provision of public open spaces and play areas <p>LSP Policy BE1: Open space retention Provision will be made to ensure that:</p> <ul style="list-style-type: none"> Adequate levels of amenity open space are retained within settlements New development incorporated levels of amenity open space commensurate with the character and needs of the area to be developed Proposals, which necessitate a loss of amenity open space, include alternative provision of equivalent community benefit.

Policy Objective 8: To protect and enhance the built and natural environment

National Policies	Regional Policies	Local Policies
<p>ANDT Objective: Protect and enhance the natural and built environment.</p> <p>PPS7: Sustainable Development in Rural Areas Government Objectives: Page 9, Para 3: Ensure most new development is close to other services, housing and employment to preserve the countryside.</p> <p>Page 13, Para 16: Conserve specific features and sites of landscape, wildlife and historic or architectural value, in accordance with statutory designations.</p> <p>FoT Page 15: A balanced approach to aviation Ensuring that the impact on environment and communities is minimised, with appropriate mitigation and compensation measures put in place</p>	<p>RSS8 Policy 1: Regional Core Objectives To protect and where possible enhance the quality of the environment in urban and rural areas so as to make them safe and attractive places to live and work;</p> <p>Policy 27: Protecting and Enhancing the Region's Natural and Cultural Assets.</p> <ul style="list-style-type: none"> Sustainable development should ensure the protection, management and enhancement of the regions natural and cultural assets. Unavoidable damage must be clearly justified by a need for development in that location which outweighs the damage that would result and should be reduced to a minimum through mitigation measures. <p>IRS Page 10: Priorities for the region Conserve and enhance the natural environment by tackling the biodiversity deficit and enhancing the environmental infrastructure</p> <p>Use natural resources more efficiently and reduce the impacts on climate change by:</p> <ul style="list-style-type: none"> Reducing energy consumption including fossil fuel through travel Increasing the amount of energy generated from renewable sources Reducing the amount of waste generated <p>RENS People and heritage component: ENV1: To manage the historic environment so that the resource is conserved for the benefit of present and future generations</p> <p>ENV2: To ensure that all elements that underpin the concept of local distinctiveness are conserved and managed</p> <p>ENV3: To equip people with the skills and knowledge so that they value the environment and can contribute to its environment</p> <p>Land and land use component: ENV9: To conserve and manage our natural heritage of geology, geomorphologic landforms and processes so that the best is protected during development affecting it</p> <p>ENV10: To value the soil as a resource and protect the most important and vulnerable types</p> <p>ENV11: To protect important environmental assets and minimise any adverse environmental impact at all stages of mineral working</p> <p>ENV12: To achieve an agricultural system which is economically viable whilst protecting and enhancing the environment</p> <p>ENV13: To protect and appropriately manage all ancient and semi- natural woodland and increase the extent of multi- purpose forests and woods that deliver environmental, as well as social and economic benefits</p> <p>ENV14: To use appropriate high quality materials and design to optimise the environmental benefits of built development, contributing to the 'urban renaissance'</p> <p>ENV19: To protect rivers and their flood plain capacity wherever possible</p> <p>ENV20: To ensure the conservation and enhancement of the natural and historic coastal assets by working with natural processes wherever possible</p>	<p>SKLP Para 5.13: ...policies aimed at balancing the requirements of new development consistent with the need to protect the environment, heritage, character and landscape of the county.</p> <p>Para 5.14: ...policies specifically presume against any development which would adversely affect statutory nature reserves and sites of specific scientific interest and require regard to be made to the likely effects of development proposals on other sites of known wildlife value and the landscape generally.</p> <p>Para 5.17: Policy objectives</p> <ul style="list-style-type: none"> Conserve and enhance the natural and built environment Protect the open country side from inappropriate development Identify and afford special protection to areas of great landscape value Protect from development those prominent areas of landscape important to the character and setting of Grantham and Stamford Prevent coalescence of settlements Identify and protect from development those open areas important to the character of settlements Protect historic parks and gardens Protect and conserve existing and proposed important wildlife habitats. <p>Policy EN4:</p> <ul style="list-style-type: none"> Planning permission will normally be granted for any development which would destroy or adversely affect the open character of the prominent area of landscape: The hills and ridges of the town <p>Policy EN5: Planning permission will not normally be granted for any development which would destroy or adversely affect the open character of the following areas:</p> <ul style="list-style-type: none"> Between Grantham and Great Gonerby area to the east and west of the B1174 Old Great North Road Between Grantham and Barrowby in the area to the east and west of the A1 Trunk Road. <p>Policy EN6: Planning permission will not normally be granted for any development which would destroy or adversely affect the open character of the following areas in Grantham</p> <ul style="list-style-type: none"> Land alongside the river Witham from Belton Park to Wyndam Park Land between Sandon Road and River Witham <p>LSP Page 66 Chapter 7: Movement Objective 8.1: Protect, enhance and manage the counties natural environment and biodiversity.</p> <p>Objective 8.2 Conserve and improve the amenity, wildlife and landscape quality of the countryside.</p> <p>Objective 8.6: Safeguard the best and most versatile agricultural land.</p> <p>Objective 8.8: Minimise the risk of flooding for new and existing development and to manage any such risk in a sustainable manner.</p> <p>Policy BE3: Conservation of the historic built environment Provision will be made to ensure that the character and appearance of the historic built environment is protected and/or enhanced in particular</p> <ul style="list-style-type: none"> Listed buildings will be protected from demolition, inappropriate alterations or other adverse change to their character or setting Conservation areas and their settings will be protected from development damaging to their character <p>Policy WM2: Waste transfer stations/ recycling plants/ composting facilities/ household waste recycling facilities. Provision will be made for the establishment of waste transfer stations, recycling plants, composting facilities, household waste recycling facilities. Proposals should be assessed having regard to:</p> <ul style="list-style-type: none"> Local and sub- regional need and the distribution of existing facilities of a similar nature; Safeguarding of the local environment and residential amenity; Avoidance of air, surface and groundwater pollution; Effects of traffic generation and with respect to landfill sites <p>LTP2 Page 7: Objectives</p> <ul style="list-style-type: none"> Maintain and enhance the heritage of Lincolnshire

National Policies	Regional Policies	Local Policies
	<p>ENV22: To enhance the character and quality of the region's landscape by protecting the best and improving the rest.</p>	<ul style="list-style-type: none"> • To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic <p>Land O Page 7: Draft objectives for the LDF</p> <ul style="list-style-type: none"> • To make effective use of land by maximising the amount of development on previously developed sites in location, which reduce the need to travel. • To protect the environment from significant harm and ensure adequate mitigation where appropriate. • Promote the conservation and enhancement, sensitive use and management of the districts natural and cultural assets • Ensure that development and its occupiers are neither at risk from flooding and that it does not increase the risk of flooding to other people or property. • Promote the prudent use of finite resources and the positive use of renewable resources through the design, location and layout of development and by optimising the use of existing infrastructure. <p>CS Page 86 Chapter 8: Natural Environment Objective 8.3: Recognise landscape character, to accommodate and incorporate it in relation to new development and to promote it through interpretation and association.</p>

Appendix B: Policy Review March 2007

The policy documents that were reviewed due to issue, revision or adoption during the period November 2005 to March 2007 are listed in the following table, highlighting areas within each document under various policy area headings. The main issues highlighted during this second review of policy were as follows:

Policies focused on Grantham

- Grantham has been identified as a Growth Area and a Sub-Regional Centre within the Regional Spatial Strategy (RSS). This role is also reflected within the Structure Plan and emerging Local Development Framework (LDF). It is considered that Grantham is not maximising its potential strategic role and therefore plans for the town focus on growth, both in terms of housing, retail and economic change, including both greenfield and brownfield land. Investment is to be encouraged in Grantham in order to improve the environment, retail mix and services on offer.

Policies focused on Transport

- Transport policies and aims are focused on providing more sustainable transport on a national, regional and local level. The aim is to reduce the current traffic growth rate through encouraging behavioural change through education and raising awareness of alternative forms of transport. Investment in specific public transport and highways schemes is highlighted.
- To achieve more sustainable transport within Grantham it is suggested that new development is located close to a wide choice good public and sustainable transport links. New development should also achieve a sustainable mix of uses to reduce the need for travel.

Policies focused on Economic Activity

- Transport activity in Grantham should support economic activity and development and improving access to employment by providing a choice in mode of transport to the work place. Vehicular access to employment sites should not increase congestion and should include measures to encourage access by alternative modes of transport.

Policies focused on the Environment

- The main focus of policies related to the environment is to encourage the reduction of carbon and other polluting emissions in order to contribute towards climate change and amenity objectives. As transport is a main contributor to emissions, it is important to look into different options for reducing pollutants from vehicles.

Other related policies

- Development of infrastructure should avoid areas at risk of flooding and where essential transport infrastructure is required in areas of flood risk the correct mitigation should be put in place to avoid any adverse impacts related to water flow.

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
National									
PPS: Planning and Climate Change; Supplement to PPS1 (CONSULTATION DRAFT) (December 2006)		Deliver patterns of urban growth that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking and overall, reduce the need to travel, especially by car.			Secure new development and shape places resilient to the effects of climate change in ways consistent with social cohesion and inclusion.	Respond to the concerns of business and encourage technological innovation	Spatial planning should contribute to reducing emissions and stabilising climate change and take into account the unavoidable consequences.		A contribution of existing and new opportunities for Urban open space
		In identifying land for development the location of the site should have potential for a choice of access and not to just be accessible by the private car, but to have a choice of more sustainable transport options.					Regional planning bodies should produce regional trajectories for the expected carbon performance of new residential and commercial development.		
							New development should be located and designed for the climate, and impacts, it is likely to experience over its intended lifetime.		
PPS3: Housing (November 2006)					Locations need to be suitable to reduce the amount of travel required to access key services and employment.				
PPS9: Biodiversity and Geological Conservation (August 2005)							Ensure that biological and geological diversity are conserved and that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment		
							Plan policies and planning decision should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests		
							Plan policies should promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of the development		
							Sites to be protected or enhanced are Sites of Biodiversity and Geological Conservation Value, SSSI's, Regional and Local Sites, Ancient Woodland, and Networks of Natural Habitats		
							Where species are protected development should not impact negatively upon their habitat.		

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
PPS 25 – Development and Flood Risk & Companion Guide to PPS25 'Living Draft' (February 2007)									Ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding.
									Where risk of flooding cannot be avoided the Guidance requires any increased risk to be appropriately managed.
									Within the planning guidance it is recognised that, on functional flood plains, built developments should be limited to transport and utility infrastructure that <i>"has to be there"</i> . Such developments are required to be designed to enable continued operation during flood events and not to impede water flows, so as to exacerbate flood conditions in other locations.
Regional									
RSS8 for the East Midlands, Consultation Draft (September 2006)	<p>Policy 4: Concentrating Development in Urban Areas.</p> <p>C: appropriate development of a lesser scale should be located in the Sub Regional Centres: Eastern Sub Area: Boston, Grantham and Spalding</p>	<p><i>Policy 1e:</i> To improve accessibility to jobs, homes and services through the improvement of access to labour and markets and ensuring that sufficient good quality land and premises are available to support economic activity in sectors targeted for growth by the Regional Economic Strategy.</p>				<p><i>Policy 1d:</i> To improve economic prosperity, employment opportunities and regional competitiveness through, the improvement of access to labour and markets, and ensuring that sufficient good quality land and premises are available to support economic activity in sectors targeted for growth by the Regional Economic Strategy.</p>	<p><i>Policy 1f:</i> Protect and enhance the regions environment through protection, enhancement, sensitive use and management of the regions natural and historic assets, avoidance of significant harm and securing adequate mitigation or compensation for any unavoidable damage and the recognition of limits to the capacity of the environment to accept further development without irreversible damage.</p>		

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
	Policy 6: Development in the Eastern Sub Area should; consolidate the Sub Regional Centres of Boston, Grantham and Spalding	Policy 3; promoting better design, the layout, design and construction should be constantly improved by ; locating and designing access from new development to local facilities on foot, by cycle or by public transport	Policy 3; promoting better design, through the highway and parking design improves both safety and the quality of public spaces		Policy 1b: To protect and enhance the environmental quality of urban and rural settlements to make them safe and attractive places to live work and invest in through the; promotion of 'green infrastructure', enhancement of the 'urban fringe' and promotion of high quality design which reflects local distinctiveness.		Policy 1h: To reduce the causes of climate change by minimising emissions of CO2 through, maximising 'resource efficiency' and the level of renewable energy generation, making the best use of existing infrastructure, promoting sustainable design and construction, encouraging patterns of new development that reduce the need to travel.		
	Grantham is designated as a 'New Growth Point' where new growth rate of housing will be accelerated (para 2.3.11) Grantham has particular potential for growth (para 2.5.4						Policy 1i: To reduce the impacts of climate change, in particular the risk of damage to life and property from flooding and sea level change and the decline in water quality and resources, through the location, design and construction.		
	(para. 3.2.14) (regional priorities for employment) Grantham and Newark due to there close proximity to each other should look to development complementary roles reflecting individual characteristics and development opportunities.						Policy 1j; to minimise adverse environmental impacts of new development and promote optimum social and economic benefits through the promotion of sustainable design and construction techniques		
							Policy 27: Regional Priorities for Environmental and Green Infrastructure Local authorities, statutory environmental bodies and developers should work with the voluntary sector, landowners and local communities to ensure the delivery, protection and enhancement of environmental infrastructure across the region. Such infrastructure should contribute to a high quality natural and built environment and to the delivery of sustainable communities		
							Policy 30: Priorities for the Historic Environment The historic environment should be		

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
							understood, conserved and enhanced, in recognition of its own intrinsic value, and its contribution to the regions quality of life. Recognise the opportunities for enhancing existing tourism attractions and for developing the potential of other areas and sites of historic interest as part of Green Infrastructure.		
Draft Regional Transport Strategy (September 2006)		Policy 41: Regional Transport Objectives; The development of transport infrastructure and services across the region should be consistent with the following objectives: To support sustainable development in the regions principal urban areas, growth towns and sub regional centres (including Grantham) To promote improvements to international linkages that will support sustainable development within the region To improve safety across the region and reduce congestion, particularly within the regions principal urban areas and on major inter-urban corridors To reduce traffic growth across the region and improve air quality by reducing the need to travel and promoting opportunities for modal shift away from the private car and road based freight.							
		Policy 43; Regional Approach to Traffic Growth Reduction Local Authorities public and local bodies, and service providers should work together to achieve a progressive reduction in the rate of traffic growth in the East Midlands to at least zero by the end of the Plan period, and to support the delivery of the national PSA congestion target. This should be achieved by promoting measures to: Encourage behavioural change, as set out in Policy 45 Reduce the need to travel Restrict unnecessary car usage, manage the demand for travel Actively promote walking and cycling and Significantly improve the quality and quantity of public transport.							
	Policy 45- feasibility of parking levies and road pricing should be examined especially in PUA's and Growth Towns	Policy 44: Quality public transport partnerships		Policy 44: reduce speed limits, and safer routes for cyclists and pedestrians	Policy 44: developing and enforcing Travel Plans for both new and existing developments to reduce traffic movements and safeguard transport infrastructure Travel awareness programmes Educational programmes Pilot projects promoting innovations in teleworking and personalised travel plans				
		Policy 47: A regional approach to improving public transport accessibility, Local Authorities and service providers should promote improvements in public transport accessibility, by using							

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
		Diagram 6 (diagram of the regional public transport network) to inform public transport investment decisions as part of the local development framework process, and promote and market the use of public transport generally.							
Local									
Lincolnshire County Council Structure Plan (September 2006)	Policy S1: Promoting Sustainable Development: To accommodate growth in sustainable locations and maximise the use of previously developed land particularly in Lincoln and the Sub Regional Centres including Grantham	Policy M1 recognises the need for the Grantham Traffic Relief and Access Scheme, it is to be completed by the end of the plan period.				Grantham is highlighted within its Master plan 2002 as lacking in good office space it is proposed within the Structure Plan that the deficit could be replenished by the conversion of the upper floors of high street retail units and some new small scale business parks			Policy M8: Provision will be made to encourage and promote a greater proportion of journeys to be made by cycle through; providing cycle facilities in conjunction with appropriate new road scheme, traffic management and new development, encouraging the provision of convenient and safe facilities for cyclists including cycle parking Providing a network of cycle routes both on and off the highway, including those for recreational use.
	Para 4.17 To develop Grantham as a sub-regional centre for South West Lincolnshire and parts of East Leicestershire and East Nottinghamshire, it is necessary to support: <ul style="list-style-type: none"> • investment in Grantham town centre in order to improve the environment, retail mix and services on offer. • development of measures to reduce traffic problems within Grantham, particularly the removal of east- 	<p>Para 7.20 Any proposal to reduce the number of intercity rail services from Grantham will be opposed.</p> <p>Para 7.29 Further improvements to public transport services and to their operating conditions will be sought. Rail will play a part in this, although public transport is expected to be predominantly by bus or taxi. Better integration of the bus network with the local rail network will also be sought particularly through improved interchange</p> <p>Policy M9: Pedestrians, provision will be made to encourage and promote a greater proportion of journeys to be made on foot through the 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. facilities.</p>							

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
	west through traffic. • identification of key employment and housing sites.								
		Policy M6: 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 affects of traffic							
Lincolnshire County Council 2 nd Local Transport Plan (March 2006)	<p><i>Grantham Town Centre Improvements</i> Premier Court Gyrotory – this scheme to improve both traffic flow and pedestrian movement at the northern end of the town centre was completed in summer 2005.</p> <p>Wharf Road/Great Northern Terrace – this scheme, funded mainly by developers, will improve both traffic flows and pedestrian movement at the southern end of the Inner Relief Road. The first phase of this scheme was completed late in 2005 with the next phase, the replacement of the existing roundabout with signals, programmed to commence in Spring 2006.</p> <p>Market Place Pedestrianisation – this proposal is being developed jointly with South Kesteven District Council and is currently programmed for 2007</p> <p>Widening of Footways on High Street – to be carried out in conjunction with Market Place Pedestrianisation.</p>	<p><i>Bus Services</i> Bus services to and from the north of Grantham have been improved with the introduction of InterConnect services on the primary route to Lincoln. This has provided low floor buses on a service increased from hourly to half-hourly together with improved bus stops and real time information. Passenger ridership has increased by over fifty per cent since its introduction.</p> <p>Within the town, a Quality Bus Partnership was introduced on the Alma Park route with low floor buses, new bus stop infrastructure and real time information. Regrettably, the original operator has withdrawn from operating town services and the County Council is seeking to develop a similar partnership with the new operator.</p>					<p>(Para 14.4) Area Quality Management Areas have been declared in the 3 largest urban areas in the county, namely Lincoln, Boston and Grantham. In each case the pollutant exceeding the threshold was nitrogen dioxide (NO₂) arising from road traffic pollution. Specifically, levels of NO₂ have been monitored and predicted to exceed the annual mean objective of 40µg/m³.</p> <p>Accordingly, the County Council has been working with the appropriate District Council on the development of Action Plans through the Lincolnshire Strategic Air Quality Partnership.</p> <p>In Grantham the Air Quality was tested. The conclusions of the First Round were that road traffic emissions (notably NO₂ and PM₁₀) from vehicles are the main issue with respect to local air quality and an Air Quality</p>		

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
								Management Area (AQMA) has been declared in Grantham in the vicinity of Wharf Road.	
	<p><i>Grantham East-West Bypass</i> (Para 13.8) A major scheme bid for an A52 East-West Bypass around Grantham was submitted to government through the first Local Transport Plan in 2001. This was intended to provide a route for through traffic bound for the "food hub" to the east and also to the east coast resorts. It would have also provided a route unobstructed by low bridges. Unfortunately, this bid was rejected due to its poor economic performance in relation to other schemes across the country. Discussions are taking place with a major landowner who may be willing to offer a significant financial contribution towards the scheme, in association with the development of a large brownfield site.</p>	<p><i>Rail</i> 13.13 The Allington Chord rail improvement has recently been completed. This provides a new section of track that will allow greater flexibility on timings on the Skegness – Nottingham service. As a consequence, two additional calls at Grantham have been introduced but the County Council believes that the service is underperforming in terms of its contribution to travel to and from Grantham. The Council's aspiration is for a regular hourly service calling at Grantham and this is being pursued as part of the Community Rail Partnership for the Grantham – Skegness service.</p>						<p>In support of the impact assessment of the Gyratory schemes, an early assessment was undertaken as part of the Further Assessment (formerly 'Stage 4') in January 2003. This indicated that potentially significant reductions in NOX emissions, and consequently NO2 concentrations, would occur at receptors along Wharf Road as a result of these developments. The early assessment predicted that the annual mean NO2 Objective would be met at receptors in Wharf Road with the Gyratory Systems in operation.</p>	
	<p><i>Community Travel Zones</i> (Para 13.9) Three CTZ zones have been promoted during the first Local Transport Plan covering the whole of Grantham. The aim has been to encourage alternatives to the car for shorter trips by providing cycling measures, pedestrian crossings, footways and lorry bans.</p>								
South Kesteven	Objective 2	Preferred Option 2							

Document	Policy for Grantham	Transport				Economy	Environment		Other
		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
Preferred Options Consultation June 2006 (LDF document)	To contribute towards a more sustainable pattern of development by locating at least 80% of new development in the towns of Grantham, Stamford, Bourne and The Deepings.	<p>Sustainable Integrated Transport</p> <p>In considering development proposals within the district, the Council will ensure that the objectives of the 2nd Local Transport Plan for Lincolnshire are met. The Council will also encourage the creation of a sustainable, modern transport network across the district by:</p> <p>a. locating development in areas which are accessible by the sustainable transport means, such as public transport, cycling or walking, and additionally;</p> <p>b. promoting a balanced mix of land uses and patterns of development which reduce the need to travel;</p> <p>c. promoting and assisting journeys on public transport, cycling, mobility aids and walking, by making them accessible, safe, convenient and as attractive as possible. (This may be secured either through the use of conditions or planning obligations);</p> <p>d. securing Travel Plans where appropriate and requiring the preparation of Transport Assessments for all developments that are likely to have significant transport implications, to determine the measures required on the surrounding highway network to ensure adequate access by all modes of transport. Where appropriate, developer contributions will be sought towards the provision of necessary improvements;</p> <p>e. encouraging the use of Information and Communication Technology (ICT) for the purposes of businesses and for other service provision (this may be identified through travel plans);</p> <p>f. supporting the retention and enhancement of service provision in Local Service Centres; and</p> <p>g. minimising environmental impacts of new development through the requirement for mitigation measures where appropriate.</p>							
	Objective 6 To promote and strengthen the role of Grantham as a Sub-Regional Centre, in accordance with the requirements of the Structure Plan and the Regional Spatial Strategy.								
	Objective 8 To broaden and diversify the employment base of the district by: identifying development opportunities for specific employment sectors within Grantham, Stamford, Bourne and The Deepings								
	In Grantham the sequence for consideration of new development proposals is as follows: 1. Brownfield sites within the built up part of the town; 2. Underused Greenfield sites that are not identified and protected by other LDF policies (including intensification of								

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		Public Transport	Highways	Safety	Sustainability		Climate Change	Air Quality & Noise	
	existing permitted sites); 3. Appropriate town extension sites								
	There is a need for up to 600 new dwellings to be built on one or more greenfield urban extension sites in Grantham.								
South Kesteven Community Plan and Sustainable Communities Strategy (February 2006)	Discourage Car Dependence Consider closing Grantham High Street and promoting cycle and walking routes.	Bus Station Improvements The bus station at Grantham needs improvements such as signage and linkages between train and bus services							
South Kesteven Town Centre Action Plan (consultation Draft) July 2005	Pedestrianisation of Grantham Market Place Railway approaches and St Wulfram's Gateway, both have significant potential for environmental enhancement as a key Gateway to the town centre	Gonerby Moor Rail Halt along the Grantham to Skegness rail line				Potential for mixed use development of both employment and residential units within the canal basin			
	Develop Grantham as a Sub Regional Centre					Potential for employment and commercial development adjacent to the A1			
	Re-creation of Grantham Canal Basin Area								
	Conduit Lane car park proposed to be redeveloped as a science discovery centre								
	Greenwood Row as a potential for 1.6ha of retail land								
	St. Catherines Row as a potential area for leisure activity								