



Grantham Transport Strategy

December 2022



Grantham Transport Strategy

Foreword

“With the A1 to the west, and the East Coast Main Line and River Witham passing through its centre, Grantham is one of Lincolnshire’s most important market towns. We’re currently more than halfway finished building the new Grantham Southern Relief Road, and we want to be ready for making even more improvements that help make getting around town quicker and easier for people now and in the future. And this strategy will help achieve just that.

During its development, we listened to the views of residents, businesses, schools and other important local groups and organisations because the new Grantham Transport Strategy will affect every single person that lives, works and learns in town. Due to coronavirus, we’ve seen significant changes to the working patterns and travel habits of people throughout the county, so have factored these, and other changing travel demands, into our strategy.

And by offering a wider range of affordable, reliable and environmentally-friendly travel options for people to choose from, we hope to encourage more people to use alternative forms of transport, resulting in less congestion and a more pleasant town centre. In the end, we want to make Grantham a more prosperous, attractive and healthier place to live, learn, work and visit – all while supporting planned economic growth for the area. Within this document, you’ll find a number of proposals for us, the district council and developers to consider over the next fifteen years.

Some of our top priorities are to: complete the Grantham Southern Relief Road; make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands. Combined with other measures, like improving bus and rail services, the strategy aims to ensure Grantham has the infrastructure it needs to meet travel demands over the coming decades.

The challenge now is finding the funding needed to make these improvements a reality. And the only way we’re going to be able to do that is if everyone gets behind the plan and works together.”

CLlr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council



Grantham Transport Strategy

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Introducing the strategy



Overview



The Grantham Transport Strategy has been developed by Lincolnshire County Council and provides a clear place-based vision for the future of transport and travel in and around Grantham up to 2036.

The transport strategy seeks to improve travel choices and the transport network for people living, working, and visiting Grantham. It aims to tackle congestion, deliver more sustainable and low carbon travel options, and help the town grow, adapt and be resilient to wider challenges and opportunities over the next 10 to 15 years.

The aspiration is to deliver improvements which will make travelling around Grantham more convenient, reliable, easier, and greener. Transport and mobility considerations play a key place enhancing role in the communities by improving access to employment, education, leisure, and recreation activities.

The strategy's proposals are designed to provide an inclusive, future ready transport network which facilitates access to opportunities and services and provide the infrastructure that helps to protect the environment and improve the health and wellbeing of those in Grantham.

Understanding Grantham



Grantham's location adjacent to the A1 and on the East Coast Main Line means that it is a strategic gateway to both the East Midlands region and the county of Lincolnshire. The town's transport network provides important routes to market for people, goods, and freight whether that be businesses accessing the Port of Boston via the A52 or residents travelling for employment and recreation reasons through the direct rail connections to Nottingham, Peterborough, and London.

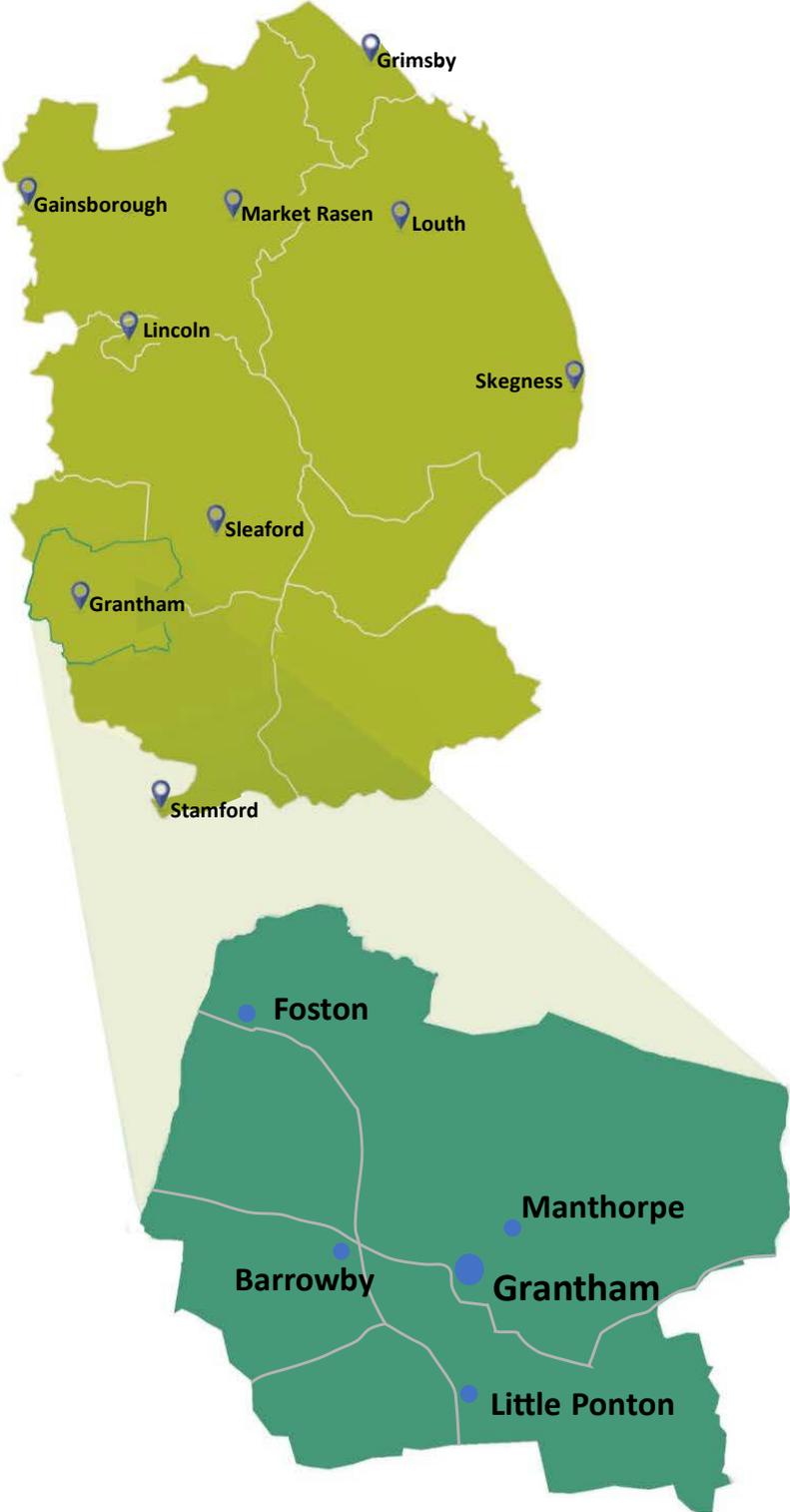
Grantham is South Kesteven's principal settlement in both size and function. The market town is rich in culture and heritage, with the Guildhall Arts Centre, Grantham Museum, Belvoir Castle and St. Wulfram's Church being examples of the wealth of historical assets. The town has several high-quality green spaces with Dysart Park, Wyndham Park, Queen Elizabeth Park and Belton Park being places to enjoy nature, as well as the River Witham and its path meandering through the town. Grantham has a vibrant town centre and an abundance of independent shops and hotels and a market place and high street to be celebrated.

The position of Grantham on key transport corridors in an attractive rural setting with access to a range of amenities has meant that the town has grown significantly, with further housing and retail development planned. The growth of the town is a success but has resulted in a range of problems including congestion and town centre air quality issues. There is a need to redefine the travel choices and improve the transport network so that it is fit for purpose for the people of Grantham, both now and in the future. There is a need to improve the reliability and resilience of the transport network, provide convenient public bus services, safe cycle routes and an attractive people focused town centre.

In order for Grantham to continue to flourish, protect its historic and green assets and play an important role in the regional economy, low carbon, inclusive and sustainable travel choices are a priority.

The town is an important service centre for the wider rural hinterland of villages. However, access from these places can be a challenge, particularly for those without access to a private car, and there is a clear need to ensure that the outlying areas have convenient access to retail, employment, education, leisure, and healthcare services.

The strategy area



The purpose of the strategy



The purpose of the strategy is to provide the framework for improving the travel choices and everyday journeys for people living, working, and visiting Grantham in the short, medium, and longer term.

Whilst taking full account of the Lincolnshire County Council Corporate Plan, Green Masterplan and Local Transport Plan 5, the strategy will also have a significant role to play in helping to address a range of strategic challenges that will affect Grantham over the coming years.

It identifies schemes and interventions which aim to support a low carbon recovery from the effects of the COVID-19 pandemic and to allow for sustainable growth of the town and its economy.

There are a range of challenges that the transport strategy will help the town and the surrounding area to meet, these include:

- The significant environmental challenges resulting from transport and travel and the transition to low carbon travel. This includes town centre air quality, protecting the town's historic nature and green spaces and seeking to tackle climate change by using more sustainable forms of travel and transitioning to low emission vehicles
- Supporting the recovery and growth of Grantham's key economic sectors by improving the reliability and the resilience of the strategic highway network
- Supporting the sustainable roll out of planned housing, employment, and retail development
- The need to provide a connected and reliable transport network which serves both the urban centre and more rural areas
- The need for travel choice and flexibility across different and changing travel demands and patterns, including how people access different activities such as employment, education, healthcare, retail, leisure, and tourism



In developing this strategy, consideration has been given to a wide range of schemes and issues, including:

- The national and regional strategic and policy context and direction, including net zero carbon and levelling up, and the wider trends which have an influence on Grantham
- The views and experiences of the public and stakeholders
- The changing way transport is provided and accessed, and the new challenges and opportunities presented by technology
- Different modes of transport, as well as increasing opportunities to do things digitally
- Considerable plans for housing and employment development on the edge of the town
- The function and role of the urban centre and high street
- The needs of Grantham town centre, as well as the surrounding rural area and villages



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The strategy process



The process

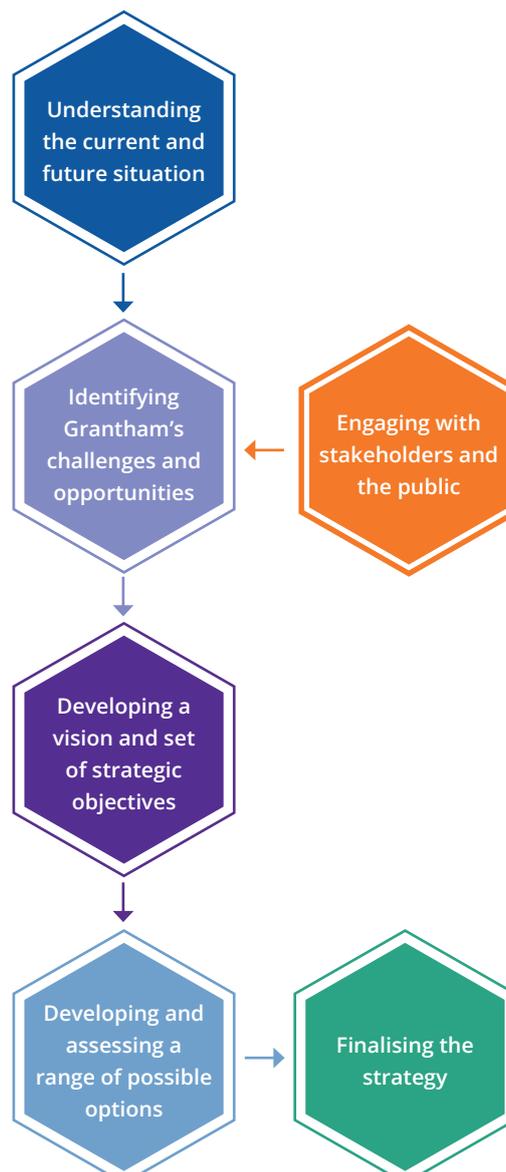


The Grantham Transport Strategy has been developed using a process that incorporates the use of policy, data, public views, and stakeholder contributions to form the evidence to support a set of key emerging themes.

A robust and comprehensive process has been used which has been overseen by representatives from Lincolnshire County Council. This has involved using a logical and stepped process to shape the strategy ensuring that there are clear links between the following elements:

- Issues and opportunities to be addressed
- Investments that need to be made
- Outputs to be delivered
- Short to medium-term outcomes
- Overall impact of the proposals

The following flow diagram illustrates the steps that have been taken in producing Grantham Transport Strategy.



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Informing the strategy

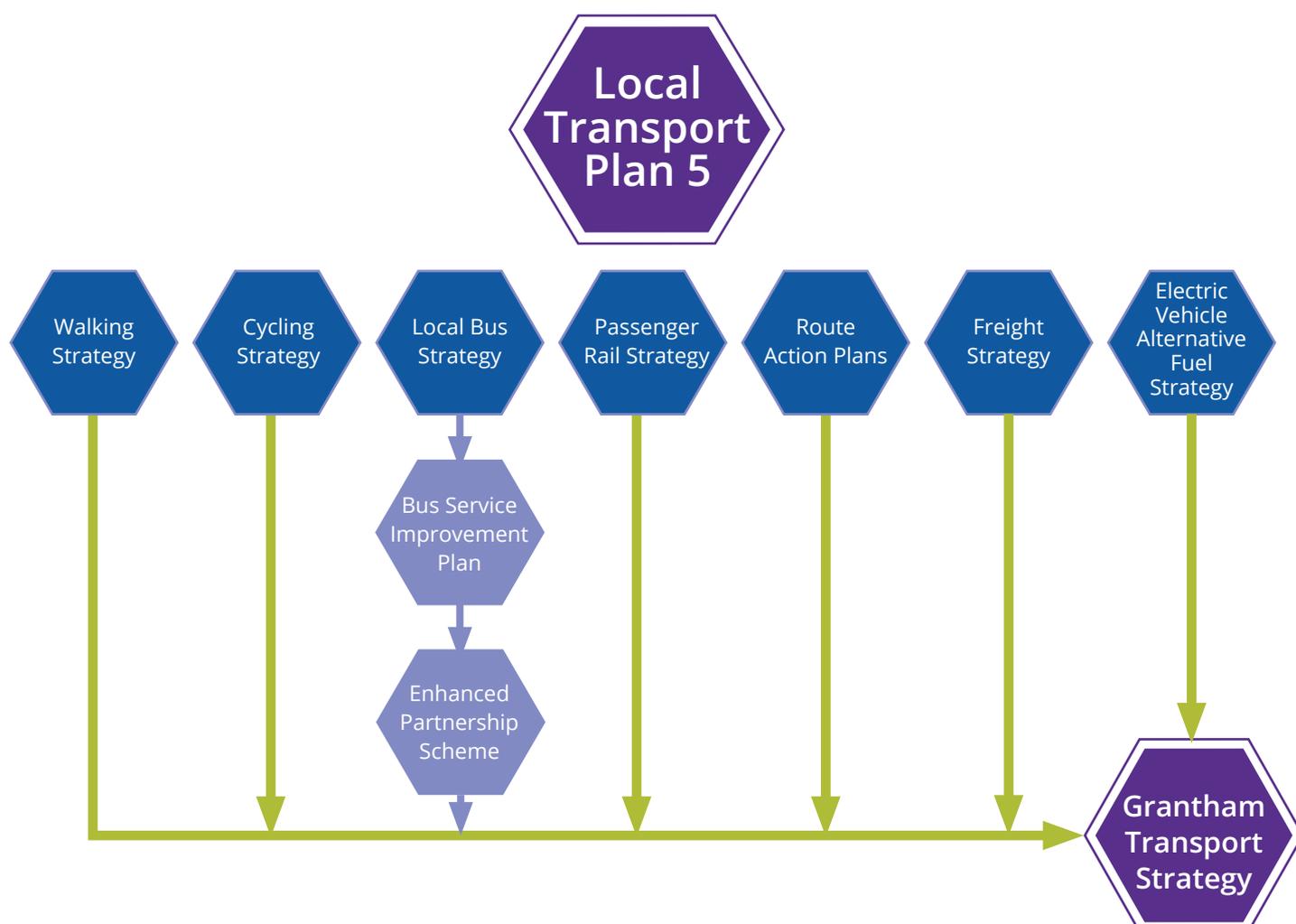


Evidence, engagement and opportunities



To support the strategy and ensure that it was developed in a collaborative way, a range of engagement activities were undertaken. Members of the public and stakeholders were invited to comment on transport and accessibility issues in Grantham at workshops, drop in events and by completing a questionnaire either on-line or in person. This process shaped what was needed from the strategy and ensured that the key local issues were understood. The engagement was undertaken with:

- Elected members at key stages of the process to steer decision-making
- Key stakeholders discussing specific travel needs and modes of transport
- Wider stakeholders at workshops
- The general public to identify the transport challenges and to support the development of possible options and solutions - a total of 878 public survey responses were received, as well as several hundred members of the public attending two drop-in sessions to provide their views

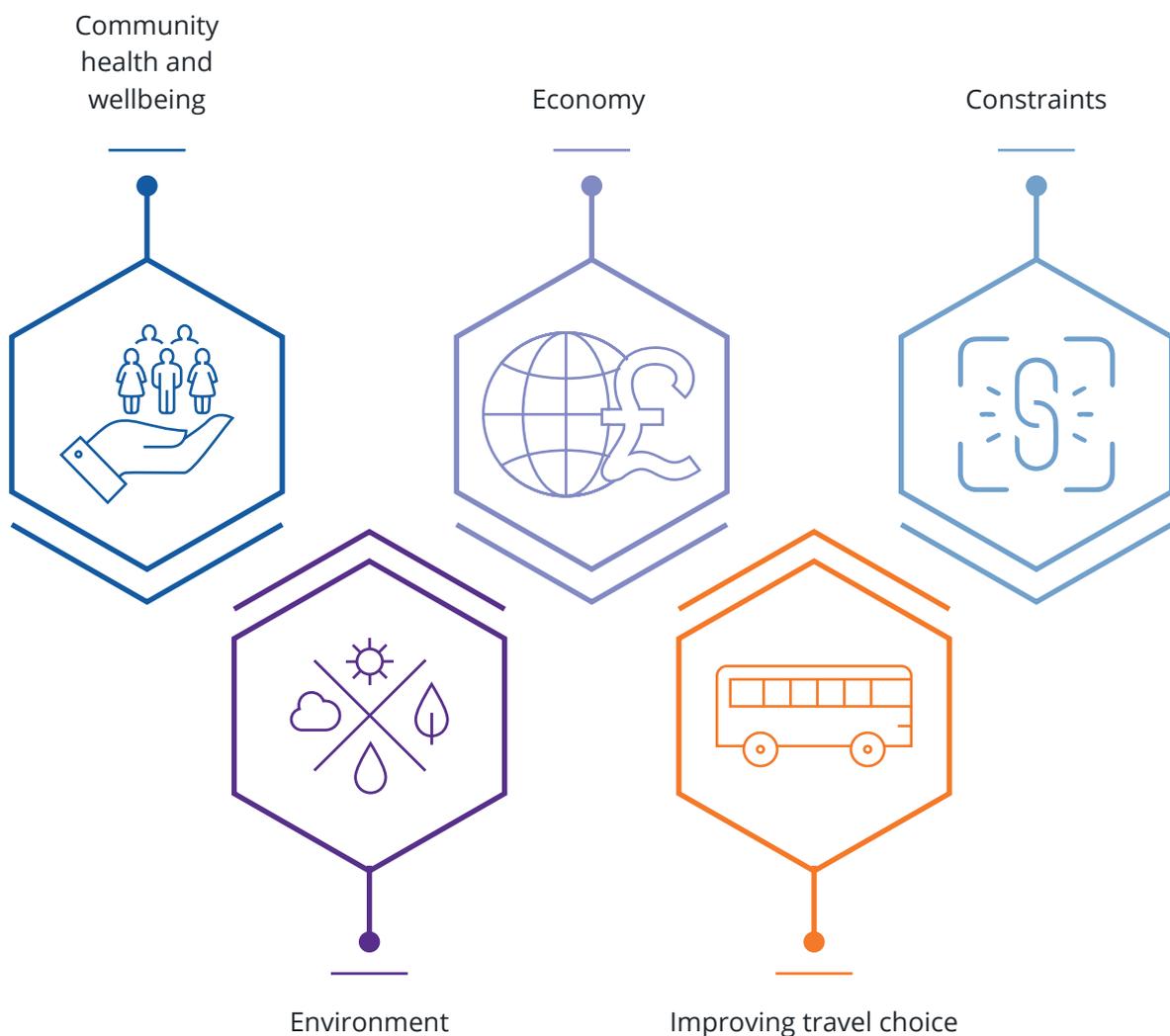


Evidence and engagement



The strategy is also supported by comprehensive evidence gathering and analysis. This has helped to reveal the current challenges faced by the town and surrounding area and to gauge what they may be over the lifetime of the strategy and beyond. The evidence gathering and analysis has included a range of national and regional data and information sources, traffic modelling, economic and land use planning policy and supported by inputs from stakeholders and the public.

To understand the current challenges, the strategy has been supported by a detailed evidence gathering and assessment process. A wide range of evidence has been collated and reviewed in order to identify the existing and potential future challenges and opportunities focussed around the following themes:



What are the challenges now?



Improving community health and wellbeing



Reducing the impact of transport

There is a clear need to support the move towards cleaner, more sustainable transport and reduce the environmental impacts of transport and travel. Transport can have a significant negative impact on our communities through air pollution, traffic noise and road safety as well as the wider impacts of climate change.



Improving safety

Road accidents have been highlighted as an issue at various locations on the transport network and often having a greater impact on more vulnerable groups.

What are the challenges and issues?



A focus on the environment



Climate change and net zero carbon

Transport is one of the biggest local contributors to carbon emissions. We need to make significant changes both in how we power our vehicles and how we travel which forms a key part of contributing towards the government's net zero carbon 2050 target and the county's Green Masterplan.



Historic and built environment

There is a desire to both celebrate and protect Grantham's cultural and heritage assets. High volumes of motorised vehicles currently access Grantham's historic core affecting the town centre environment.

Supporting the economy



Post-COVID-19 recovery

The global pandemic has had a significant impact on the economy of the country, the delivery of services, and on our communities. Improvements to accessing opportunities digitally and through the provision of transport can support Grantham to recover, adapt and to build on some of the positive travel trends that have resulted from the pandemic.





New developments

The economic growth of Grantham will be, in part, delivered through an expanding population and the delivery of new housing, employment, and retail and the build out of the Sustainable Urban Extensions. This will have clear benefits for the town and help to retain young people, however, it is vital that growth must be focused around the development of a sustainable and inclusive transport network.



Need for investment in infrastructure and services

As economic growth brings in more people, businesses and opportunities, the demand for travel will increase across the town. It is evident that the existing network does not fully meet the needs of the existing community. As such investment is needed in the transport network and schemes to support more journeys on foot, by bicycle and by public transport to rebalance movement away from the private car.



Need for inclusive growth

Transport needs and challenges vary across the area. As well as providing for those living close to the centre of Grantham, there is a significant rural population and a large number of people without access to private transport. Ensuring that there is an equality of opportunity across the Grantham area and providing practical and realistic alternatives to private motorised car travel continues to be a key challenge.

Improving the health and wellbeing of our communities



Reducing the impact of transport

Transport can have a significant negative impact on lives in our communities through heavy traffic passing residential streets, air pollution, traffic noise and road safety not to mention the wider impacts of climate change. There is a clear need to reduce these impacts and support the development of a cleaner and more sustainable network.



Improving air quality

Grantham has a designated Air Quality Management Area as a result of poor air quality and there are impacts on the health of the local community. Addressing air quality within the town, reducing the impacts of road traffic, and providing more sustainable alternatives remains a priority.



Improving safety

Road accidents are an issue at various locations in Grantham and they often have a greater impact on more vulnerable groups such as pedestrians and cyclists. Infrastructure and schemes need to be delivered to address existing issues and to promote an environment in which people feel safe to travel.



Encouraging communities to be active

Making journeys in whole or in part on foot or by bike is greatly beneficial to health, wellbeing, and fitness.

Improving access



Car dependent community

A significant 70% of residents within Grantham commute to work by car. Although this reflects the rurality of the wider area, the majority of these journeys are short and local. Shorter journeys are most suited to cycling and walking, and if some journeys could be made in this way and by car sharing or local bus, this would have a huge benefit on reducing congestion, improving the health of the community, and making the town centre a more people focused less car focused place.



Fragmented active travel network

Designated cycling facilities and routes within the town are limited, fragmented, vary in level of provision. These may also be poorly maintained with a lack of coherent signage. Footways and designed pedestrian routes need to be accessible for people with varying mobility, be well maintained, safe, and connect the places people want to go to.



Bus provision

Grantham's bus network has a varying level of service, with very few services consisting of a 30-minute or better frequency. Evening and weekend services are limited with passengers being unable to know whether services are running and on time.



Congested highway network

Grantham is adjacent to a strategic corridor for people and goods, but the highway network is often congested. This is exacerbated during morning and evening peak hours with the existing available road space and many junctions not able to function efficiently or effectively.



Asset maintenance and public realm

It is clear from the engagement activities that there are issues surrounding asset maintenance, particularly highways and footways, which impact the ways in which individuals choose to travel and how they feel about the town. Stakeholders want to see improvements to the town centre in terms of provision and condition of open spaces, green spaces, planting, seating, and public amenities.



Constraints



Physical constraints

Grantham has a number of physical barriers which affect how easily people can move around the town. Heavily trafficked roads are a barrier to those on foot and bike without protected space and the provision of safe and convenient crossing points. The railway line and low bridges put a constraint on vehicular routing and limit how heavy goods vehicles can move around the town. Options are available to limit certain routes to vehicles, for example weight limits. However, with the opening on the Grantham Southern Relief Road, strategic traffic will be routed to bypass the town.



Funding

The availability of funding is an important consideration and constraint, whether that be paying for bus improvements, upgrading the road network, or providing active travel focused infrastructure. Delivery of the strategy will be dependent on securing funding from a range of sources, and it will be necessary to demonstrate how the proposals address and support national and regional stated priorities to gain funds.



Uncertainty

Uncertainty is one of the most significant issues for transport. This can be related to the speed of changes in new technologies, how people are changing their daily and weekly travel patterns, the need to make journeys and the impact of on-demand deliveries.



What are the future challenges?



A changing society



A growing and ageing population

South Kesteven's population is expected to grow by 7.5% by 2036, with the biggest change being growth in the proportion of the population over 65 years. Grantham needs to have a transport network that is inclusive and accessible for all. It is crucial that reliability, affordability, and ease of use are central to transport provision and the access to key services.



Travel habits

It is likely that there will be changes in travel demand patterns given that more flexible working and increased home working is forecast to continue as a trend.

Sustainable growth



Congestion

At the current rate of car use, traffic modelling of Grantham's highway network in 2036 forecasts that many junctions could be overcapacity without further intervention, despite the benefits afforded by the Grantham Southern Relief Road. This will impact air quality and the quality of life of residents and those using the road network.



Future land-use including the high street

Over 5,000 new dwellings are proposed by 2036 in Grantham, as well as new employment and community facilities. It is vital that new developments connect people to key destinations including the town centre in a sustainable manner.



How we travel



How we travel is rapidly changing, with alternatives in how we move, how we power our vehicles, how we pay for our journeys and whether we need to travel at all due to improvements in digital connectivity and emerging technology.



Walking and cycling

A focus will be placed on walking and cycling for short journeys. This will help to reduce traffic and its negative impacts, as well as supporting healthy lifestyles.



Public and shared transport

Public and shared transport must be at the centre of Grantham's transport strategy as the principal way to move large numbers of people efficiently.



Decarbonising transport

Transport must be decarbonised by investing in other modes such as active travel and 'clean' public transport, supporting the increased use of electric and low emission vehicles and associated infrastructure, and taking advantage of digital connectivity to reduce the number of journeys we make.



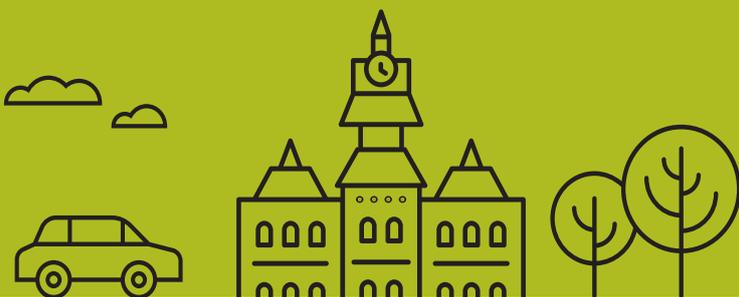
Future of mobility

The way we travel is changing rapidly and influenced by a wide range of factors including behaviour change through new technologies, electrification, sharing, automation, and new models of business. However, the pace of change is uncertain, and it is difficult to predict when some technologies will appear and when is the right time to adopt them.



4

What does
the strategy
aim to
achieve?



Key themes



The process to prepare this Grantham Transport Strategy has been driven by a clear objective to provide a coherent vision for mobility and transport up to 2036. The strategy considers all accessibility needs in Grantham and will provide a framework for dealing with the key local and wider challenges and changes which will impact on the area over the coming years.

Key themes have been identified from the strategy development process in order to help facilitate and prioritise what the strategy aims to achieve. These are as follows:

- Supporting sustainable economic growth
- Future-ready sustainable transport
- Promoting thriving environments
- Ensuring safety and health and wellbeing
- Promoting high aspirations
- Improving quality of life

Sustainable and strategic gateway



The focus of Grantham Transport Strategy will be to build on its position as a strategic gateway which has a network of local sustainable travel choices and which promotes a low carbon environment.



Economically resilient and vibrant town centre

A priority of the strategy will be to protect and enhance Grantham's cultural offer and heritage assets. The strategy will support increased sustainable access and movement into and around the town centre and high street. Improved accessibility for all will promote economic activity in the town and deliver a cleaner and greener town centre which will benefit residents, businesses, and visitors.



Local plan aspirations

There are significant Local Plan development allocations to facilitate in Grantham. It is a priority of the strategy to facilitate the sustainable delivery of additional housing, retail, employment and leisure spaces. The strategy puts in place measures that will embed sustainable travel choices into the design, delivery and operation of the developments.



Strategic connections and integrated network

It is a strategy priority for Grantham to capitalise on its excellent position on the rail and highway network and improve the resilience of its strategic routes. In addition to strategic connections, it is a priority for the town to have an integrated sustainable transport network. This should be comprised of reliable, convenient, and efficient public transport services and facilities and improved walking and cycling infrastructure.



Net zero carbon

The focus of the strategy is to promote low traffic, liveable and pedestrian friendly neighbourhoods, making active travel the primary and natural choice for short journeys. Transport is increasingly moving away from moving people to goods and services and towards moving goods and services towards people. However this must be done in a way that is not counterintuitive to reducing carbon emissions. A shift towards digitally connected, future mobility solutions will reinforce low carbon technology and low emission journeys throughout the town and the wider area.

Vision statement



By 2036, Grantham town centre will have a strong retail, cultural and service offer alongside historic spaces and an attractive riverside which are interconnected via active travel routes. Opportunities for employment will result from the regenerated town centre which will help to retain local skills and boost economic growth. Improved transport links will support employment of local residents, with public transport serving rural settlements on a frequent basis, in addition to walking and cycling networks to improve access. Bus and train are the preferred mode of transport for longer distance journeys and private motorised vehicles are kept to a minimum for travel in the town centre, helping to protect and enhance the historic nature of the environment.

The population of Grantham will have grown through the ambitious but managed delivery of new housing and employment, including the delivery of the Sustainable Urban Extensions that will be an example of how the movement of people can have sustainable travel at its core. Growth will be supported by strong digital connectivity, extensive walking and cycling networks, a fast and reliable passenger transport service and local facilities and services to support more sustainable travel choices and reduce urban traffic.

Grantham continues to be an important strategic gateway. Improved rail travel has enhanced its regional connectivity. International assets such as East Midlands and Doncaster Airport are also easily reachable, and the Future High Street Fund investment has transformed the station approach at Grantham railway station and revitalised the setting to ensure visitors are met with a vibrant town centre. Its position in respect of the major road network continues to play an important role in the local economy. The A1 and A52 places Grantham in the midst of major destinations. In 2036, the major road network will be equipped with electric vehicle infrastructure and innovative technology that continues to enable and support these journeys.

In line with national policy, the transition to low carbon transport will continue to accelerate. In 2036, private motorised vehicles will no longer dominate our town centre streets and Grantham will have become a more 'people friendly' place – making the most efficient use of existing urban spaces. With the 2030 ban on new petrol and diesel vehicles in place, the electric and alternative fuel infrastructure will support the transition to low emission vehicles and form a key ongoing workstream. Ultimately, the investment in transport will have resulted in a much more resilient network supporting a significant shift towards net zero carbon and helping to improve the quality of life of residents whilst facilitating sustainable economic growth.



Vision strapline



“By 2036 Grantham will have a thriving town centre and high street with a focus on walking and cycling for shorter journeys and improved public transport connectivity and access to the strategic network. There is a choice of travel and a transition to low carbon transport. Transport is inclusive and accessible, providing mobility for all.”



Objectives



Objective theme	Objective
Sustainable economy	◆ Strengthen Grantham's position as a strategic gateway by improving network resilience along the A1 to support sustainable economic growth.
COVID-19 recovery	◆ Support business and resident recovery following the COVID-19 pandemic through an inclusive, connected, accessible and future ready transport network.
New development delivery	◆ To support the sustainable delivery of new housing and employment sites, including the Sustainable Urban Extensions, facilitating digital and sustainable transport infrastructure within new developments, and connecting to and from the wider area.
Environmental resilience	◆ To support the Green Masterplan and net zero 2050 and the transition to a decarbonised transport network to help mitigate the impact of climate change.
Accessibility, inclusivity, and integration	◆ To increase the accessibility of Grantham's town centre by inclusive and integrated transport options improving linkages with the surrounding towns and villages.
Future mobility ready	◆ To ensure Grantham is future mobility ready, facilitating the use of electric, shared, connected, alternative fuelled and automated transport as well as the business models that support them.
Health and wellbeing	◆ To enhance the health and wellbeing of Grantham's communities through improved air quality, reduced noise levels, increased physical activity and safety.

**Active travel,
natural
environment and
open space**

◆ To reduce congestion and promote health benefits by promoting walking and cycling within Grantham as a viable option and natural choice for short trips, including access to open space.

**Protecting and
celebrating
heritage**

◆ To protect and enhance the historic and cultural environment of Grantham including supporting an improved public realm.

**Thriving
high street**

◆ To connect residents and visitors with the town centre using sustainable modes whilst also ensuring the efficient use of existing infrastructure and facilities for essential vehicle travel, in recognition that increased footfall and dwell times support the economic vitality of the town centre.

**Travel choice and
access to services**

◆ Provide Grantham's communities with the ability to work, learn, manage healthcare, shop, and socialise through digital connectivity and an improved range of viable travel options.

**Journey
reliability**

◆ To improve journey reliability for all trip purposes and modes, not just in terms of travel time but in terms of punctuality.



5

Defining the strategy



Delivering a comprehensive strategy for accessibility



Accessibility for all is at the heart of Grantham Transport Strategy. Residents, businesses, and visitors need a real choice in terms of transport options to access employment, education, leisure, and recreation – ultimately for equality of opportunity. This is vitally important in a place where density in population varies substantially from an urban centre to rural outlying communities.

As well as choice, transport service provision needs to be affordable and reliable. Infrastructure needs to be coherent, easily navigable, well-maintained and safe, as well as helping people to access the everyday services and amenities that they need.

The strategy needs to cover all types of journeys that we make and the links between the different travel modes we may use – everything from walking, cycling and public transport to local and long-distance trips, as well as the role of digital. It needs to consider how we can best make those journeys and ensure that the options are available for people to make more sustainable choices.

The strategy also needs to consider how it can support Grantham's growth ambitions including the Sustainable Urban Extensions, support the development of a vibrant people centric town centre and support the transition to a net zero carbon.

Delivering for the current and future population



The transport strategy needs to provide a future ready transport network for the population of Grantham that addresses the current challenges and provides for the medium and longer-term needs of the town.

The transport strategy period will see continued societal and technological changes that will affect movement and travel locally and nationally. This will result in the needs of the resident community changing and it will be important for the transport network to be able to provide for these changes particularly as the population grows and the average age increases.

The delivery of the Sustainable Urban Extension provides a significant opportunity to boost the local economy. This is likely to bring in more families to the town and increase the proportion of residents of working age. The transport strategy must provide the framework for this to happen sustainably, implementing measures early and placing sustainable infrastructure at its core and with measures to promote low carbon journeys embedded within it.



Need for change and defining the priorities



The identification of issues and opportunities for transport in Grantham has been established through engagement and as part of the strategy process. The need for change to deliver a sustainable, reliable, low carbon transport network and improved travel choices is clear.

The transport strategy identifies schemes and initiatives which seek to address the challenges and support Grantham's continued growth and development. In order to generate options that meet the need for change and follow our vision and objectives, four priority areas have been defined. These help to develop and shape options which meet the needs for change and align with Grantham's transport priorities.



Influencing travel behaviour

Helping to provide greater choice in meeting daily activities from home without the need to travel (e.g., hybrid / home-working). When people do need to make journeys, influencing where these are from and to, so that distance travelled is reduced.



Prioritising active modes

Making cycling and walking the preferred options for shorter journeys by considerably improving infrastructure.



Promote shared and public transport

Encouraging existing and new forms of public and shared transport for longer distance journeys by providing priority measures and increasing frequency and level of service.



Mitigate residual impacts of traffic

Where there is no realistic alternative, longer journeys will still need to be made car. Where this is the case, the impact of the resulting traffic and pollution will be mitigated.



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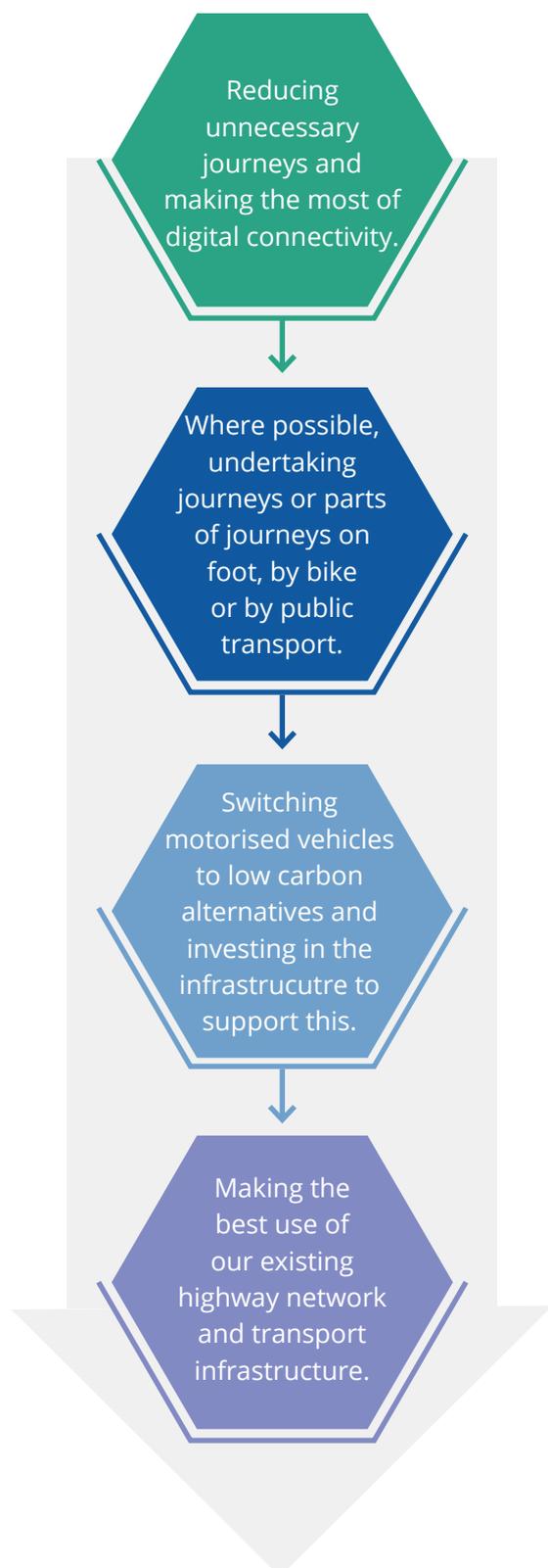
The strategy



The strategy



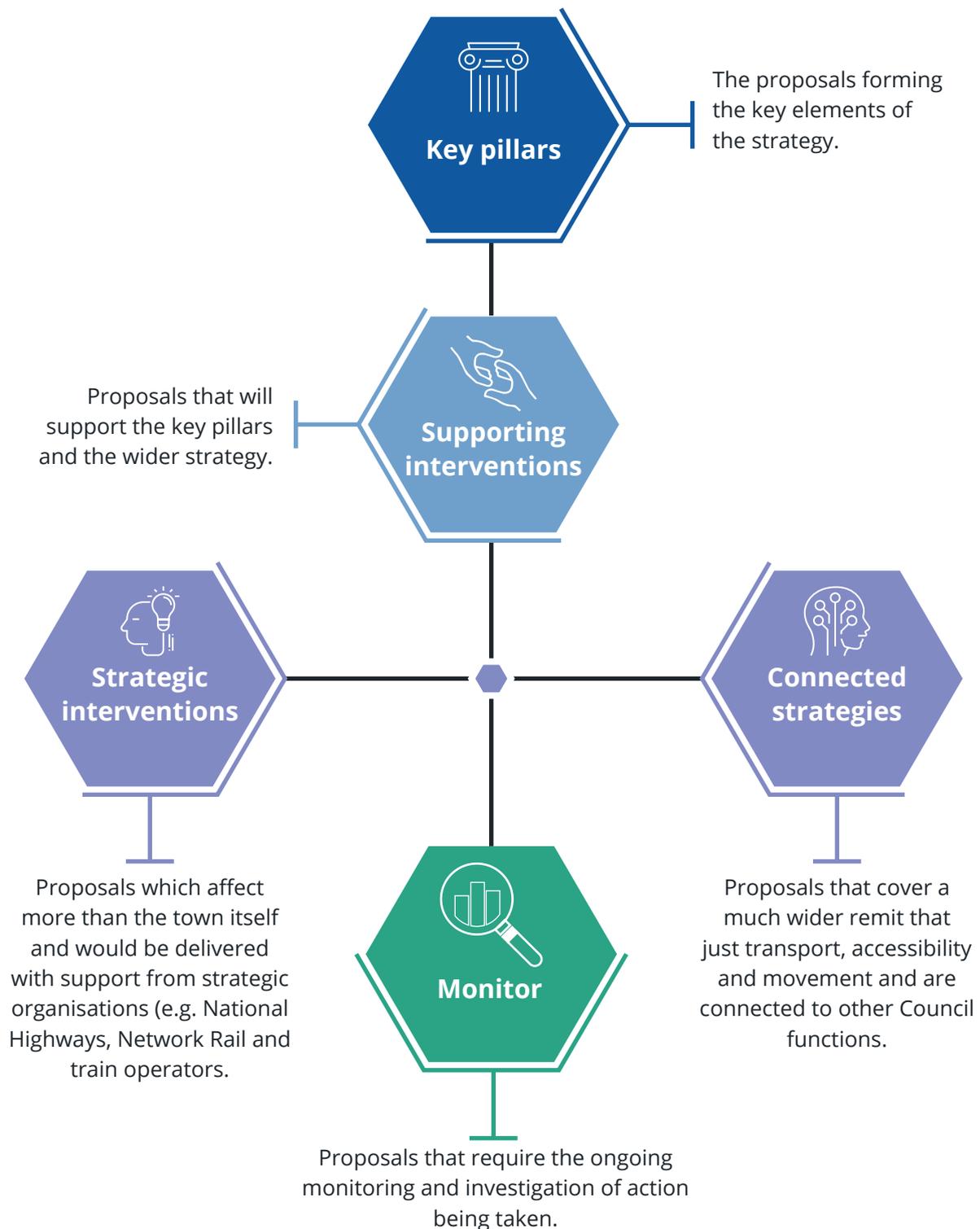
Through changing travel behaviour, prioritising active travel, promoting shared and public transport, and mitigating the residual impacts of traffic, we will help to improve the environment, support a strong and thriving economy and protect and enhance the health and wellbeing of the people of Grantham.



Strategy components



The transport strategy and the proposals identified are structured under a number of different themes that when brought together will help to deliver the strategy's aims:



7

Interventions



Key pillars



The key pillars of the strategy are the interventions which will form the priority infrastructure, service, and policy interventions. These will provide the key plans to support the delivery of the vision and objectives.

Mobility hubs



Places where people can interchange modes of travel as well as providing amenities and facilities

This will involve creating transport hubs which better connect a wide range of transport services and facilities. These enhanced interchanges will enable pedestrians to change easily between different modes of transport including rail, bus, taxi, and bike. Several potential locations have been identified and include upgrading existing stations:

- Spitalgate Heath Garden Village Sustainable Urban Extension
- Rectory Farm Sustainable Urban Extension
- Great Gonerby
- Barrowby
- Old Somerby
- Manthorpe
- Grantham town centre
- Grantham Railway Station

They will involve providing access to a range of travel options including bike and e-cargo bike hire, electric vehicle charging and electric vehicle car clubs. There will be an enhanced range of travel facilities including cycle parking, toilets, lockers, covered waiting areas, lighting, live travel information, indoor and outdoor seating, improved urban realm around the mobility hubs and improved pedestrian and cycle crossing facilities. The hubs are scalable in terms of the level of facilities which can be provided and there are options to include food and drink and waiting facilities.

The delivery of mobility hubs in Grantham will encourage active travel and public transport use which will help to reduce congestion and improve air quality and health.



Grantham cycling and walking network plan



Investing in high-quality walking and cycling infrastructure along key corridors which are connected to where people want to go, are safe and are easily navigable

This plan will take forward the priority routes identified in Grantham's Cycling and Walking Network Plan (GCWNP). This includes delivering cycle and pedestrian priority junction and route improvements, such as toucan crossings and segregated cycle lanes, on the following routes:

- North of Grantham town centre towards Manthorpe, via Grantham and District Hospital
- South of Grantham town centre along A52 Somerby Hill
- West of Grantham town centre along A52 Barrowby Road

Doing so will encourage active travel and accelerate the shift away from private vehicle use, enhancing the public experience of the town, improving safety, local air quality, reducing congestion, improving access for those without access to a vehicle and improving personal health.

Sustainable Urban Extensions (SUE) package



Providing healthy neighbourhoods and liveable streets within the Sustainable Urban Extension

The plan will enhance provision along several routes and at key locations.

The Sustainable Urban Extension package will support the design and roll out of Sustainable Urban Extensions in Grantham by providing additional infrastructure to link the new developments sustainably with the town.

Interventions include:

- Modal filters to allow cyclists and pedestrians where motorised vehicles are prohibited
- Pedestrian and cyclist crossing facilities
- Direct, safe designated pedestrian routes
- High-quality designated cycle routes
- Traffic calming
- Planting, open spaces and green areas
- Local bus waiting facilities
- Community charging infrastructure
- Secure community cycle parking

Public realm improvements package



Public realm improvements throughout the Town Centre to promote movement and create spaces people want to dwell

This package will make the town centre a cleaner, greener, more pedestrian and cyclist friendly place to live, work and visit.

Initiatives include:

- Part-pedestrianisation of Grantham town centre
- Pedestrian and cyclist friendly wayfinding, including to key destinations and attractions
- Increased maintenance of public amenities, street furniture and landscaping
- Increased planting, seating, and open and green spaces
- Creating a footway maintenance strategy
- Undertaking a wheelchair / mobility scooter accessibility assessment
- Street lighting improvements

The initiatives will create a place people can move around more easily and a more attractive people-centric town centre environment, helping to increase the time people spend visiting the high street.



Active travel infrastructure package

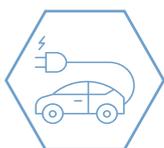


Grantham wide schemes to support more cycling and walking

This package provides further schemes to support more walking and cycling across the area. Interventions include:

- Secure cycle parking at key locations within the town centre at bus station and rail station
- A cycle route from Alma Park Road to the Londonthorpe Woods carpark
- Upgrade of crossing points to 'toucans'
- Cycling contraflows on town centre routes
- Funding for schools and major employment sites to offer cycle hire schemes
- Improving walking provision along current and new footways for all

Electric vehicles package



Infrastructure and support to decarbonise our vehicles

Decarbonising our vehicles is key to tackling climate change. Providing the infrastructure to support the transition to electric vehicles and alternative fuels will improve local air quality and help support the wider carbon net zero strategy. To achieve this, this strategy proposes the following:

- Development of electric vehicle car clubs
- All new homes to have the infrastructure necessary to support the installation of electric vehicle charging points
- Electric vehicle charge points at taxi ranks
- An electric vehicle marketing scheme to increase the rate of uptake
- Charging infrastructure at the rail station and other public car parks
- Electric vehicle 'park charge' spaces at key employment sites and major retailers
- County-wide scheme to support businesses to decarbonise their fleet
- County-wide scheme to support bus operators to decarbonise their fleet



Local bus service enhancements package



Increasing the frequency, operating hours, route coverage, and reliability of bus services in Grantham

Bus frequency is currently low across the Grantham area. This contributes to lower levels of bus patronage. More frequent, later running, and weekend services are proposed. This is in addition to a review of the network coverage to ensure local bus services are provided where there is demand and a need. Interventions included within this package include:

- New route or extension/adaptation of existing services from the town centre to outlying rural areas
- New bus route which serves Grantham Cemetery
- Introduction of clockface and standard timetabling
- Implementation of a Quality Bus Partnership scheme to enforce standards of service
- Improve bus services to Grantham District Hospital
- Passenger facility improvements to Grantham Bus Station, including waiting areas and service information provision
- Improved service information digitally and at bus stops
- Improved facilities at bus stops



Junction improvements package



Optimising traffic flow on the highway network and improving the efficiency of junctions in Grantham

There are pinch point locations across Grantham's highway network which have been identified as being under significant pressure leading to delays, queuing and congestion. These include junctions that, due to their physical layout or signals phasing, do not operate as efficiently as they could. It also includes those which are constrained physically as a result of the railway line and the historic nature of the town, meaning they are challenging and unsuitable for large vehicles.

As part of the strategy, there will be a review of all pinch point junctions in Grantham to assess if physical layout remodelling and/or signal changes, phasing and limiting certain movements would improve traffic flow.

Reviewing junction layouts and optimise in terms of increasing capacity, reducing delay and queuing at:

- Barrowby Road, North St and A607 junction
- Dysart Road, Westgate and A607 junction
- Sankt Augustin Way and Barrowby Road junction
- Wharf Road, B1174 and St. Catherine's junction
- Watergate, A607 and North Street junction
- Gainsborough Corner

The improvements to the junctions above would form a traffic management package.

Traffic operations and liveable streets



Managing the impact of traffic through planned routing, traffic calming, modal filters, and other restrictions

This package is intended to direct traffic to the most suitable routes. This will include strategic freight which will be assigned onto strategic routes designed to accommodate their weight and size. It also places restrictions on traffic where there is density of residential dwellings and where there may be vulnerable road users including outside schools. The aim is to direct the impact of traffic to the most suitable routes and reduce the impact of traffic on people and communities so they can enjoy their streets.

Interventions within this package include:

- A town-wide review of speed limits, reducing where safety issues exist in dense areas and where there are vulnerable road users
- A town-wide review of signal operation in order to improve traffic flow and management
- Signage restricting and diverting HGVs away from the town centre
- Clearer and earlier low bridge signage to prevent bridge strikes

- Traffic calming measures
- Modal filters to prevent through traffic creating rat runs through dense residential streets
- Review routes to be made one-way
- Stopping up of some minor roads to vehicular traffic
- Delivery of a range of Traffic Regulation Orders

A52 green corridor



Creating a high-quality green corridor from Barrowby Road to Somerby Hill

This scheme involves making the A52 on Barrowby Road and Somerby Hill a high frequency bus route and walking and cycling corridor. The proposals consist of:

- Fully-segregated cycle track
- High-quality footway
- Interchange point at the A1 junction and the High Dike junction for 'Park & Ride', 'Park & Stride' and 'Park & Bike'
- High-frequency shuttle buses from the A52 into Grantham town centre
- Bus gates
- Waiting and community facilities including charging infrastructure
- Cycle parking and cycle hire
- Access on the A52 for residents and deliveries

Bus priority package



Delivery of bus priority measures to improve journey times and their reliability

This package will increase the reliability of bus services along key routes to and from the town centre. Priority will be given to bus services through signals and through bus lanes to create quicker journey times, more frequent services, and greater journey time reliability.

Interventions within this package include:

- Mandatory bus lane along A52 Barrowby Road and A52 Somerby Hill
- Mandatory bus lanes along High Street, Warf Road and Westgate
- Bus priority measures along key roads and high patronage services:
 - Bus lanes
 - Bus gates
 - Priority signals
- A Bus Rapid Transit (BRT) network

Supporting interventions



The supporting interventions are those that will support the Key Pillar interventions in the delivery of the strategy's vision and objectives.

30-minute neighbourhoods strategy



Ensuring the people of Grantham can access everyday services, retail amenities and key locations within 30 minutes by bus, walking or cycling

The aim will be to look at the feasibility of developing '30-minute neighbourhoods' across Grantham and determine the transport infrastructure and services needed to enable the population of Grantham to access the Grantham District Hospital, the town centre, rail station and principal education sites within 30 minutes by sustainable travel.

Behaviour change package



A wide-ranging behavioural change programme to promote low carbon travel

This package will encourage and promote travel by more sustainable modes by providing information and help to use alternatives to the private car. Interventions within this package include:

- Cycle training and refresher courses for adults
- Bikeability training in schools
- A town-wide behaviour change campaign championing sustainable and active travel
- Road user campaign focusing on improving behaviour and reducing conflicts between users



Low traffic neighbourhoods / home zones



Creating places people live without the negative impacts of excessive vehicular traffic

This initiative will look at developing Low Traffic Neighbourhoods or Home Zones across Grantham. This will be done in partnership with residents and, where feasible, they will include the following:

- Traffic calming measures
- Modal filters
- On-street planting and landscaping
- Different surfacing of the routes to emphasise that vehicles are a visitor in the area
- Raised surfacing on entry to area to flag to vehicles that they are in an LTN/Home Zone
- Build outs of resident parking to slow through traffic
- Communities will be encouraged to take ownership of the space for a place to dwell and play

Transport engagement package



Ongoing engagement with the public and key stakeholders to progress, deliver and review the strategy over the course of its lifespan

In order to keep members of the public and stakeholders updated on the progress of delivering the transport strategy, the following will be put in place:

- Grantham Transport Strategy Delivery Board comprised of those with authority of decision making and budget to oversee the delivery of the strategy
- A Public and Stakeholder Communications and Engagement Plan

CallConnect enhancements package



Improving the CallConnect service in Grantham

CallConnect buses provide a vital service for those who do not have a regular bus nearby. However, the service currently ceases operation in the early evening and the system means users have to book more than 48 hours in advance.

The interventions within this package will increase the operating hours of the service until later in the evenings during the week and on weekends. They will also reduce the time needed to book ahead to within 24 hours. Furthermore, it will look to increase the fleet size, vehicles size, the vehicles accessibility and expand the number of routes.

Sharing package



Ensuring equality of opportunity for those without access to a vehicle

This package provides access to vehicles and other services for those who do not have access to a vehicle or who may not want to own a vehicle. The interventions within this package include:

- Implementation of a ride sourcing system
- Car sharing scheme
- Car clubs/hire scheme

Rail station / town centre connectivity package



Improving connections to the town centre and Grantham Railway Station

This package will improve connectivity to and from the railway station by making routes safer, more attractive, more direct and including consistent signage. The interventions will include improved crossing points for pedestrians and cyclists, designated infrastructure (cycle routes, footpaths) wayfinding signage, lighting, footway, and cycleway maintenance focused along the following routes:

- Dysart Road, Westgate and Sankt Augustin Way junction
- Station Road and Station Road East
- Launder Terrace
- Huntingtower Road

Local bus infrastructure package



Upgrading buses and bus stops in Grantham

This package focuses on three things: bus quality, bus accessibility, and reducing carbon emissions from local buses.

Improved facilities will be provided on buses and at bus stops, such as charging ports and timetable information. Getting the bus can be challenging for those with mobility and visual impairments. Ensuring step-free access onto all buses and having audio announcements of stops will help to address these challenges. Converting bus fleets to low emission or electric will help to address the challenges of climate change and poor local air quality.



Interventions included within this package are:

- Ensure all buses operating in Grantham are accessible:
 - On-board bus announcements
 - Step-free from point of pick up to drop off
 - Increased space for passengers with restricted mobility
 - Dropped kerb access
- Review the number of bus stops within Grantham, reduce and consolidate those in the town centre and ensure full coverage in rural areas
- Create a new, modern bus station with washroom facilities, indoor waiting areas and a ticket and information office
- Financial support to bus operators to convert fleets to low emissions or alternative fuels

Freight package



Interventions to manage the impact of freight routing and deliveries

This will look to reduce the impact of freight vehicles within the town centre through limiting routes and delivery times. The interventions include:

- Establish a Freight Quality Partnership to develop an understanding of delivery and servicing issues and solutions
- Implement an urban logistics network to encourage additional first-mile / last-mile goods delivery infrastructure
- Strategic Signage Strategy from the A1, A607 and A52 for through traffic to use the GSRR bypassing the town centre

These aspects are complimented by the Town Centre weight restriction and low bridge signage programme.

Equestrian routes strategy



Assessment of current and future bridleways

This strategy will assess existing bridleways and equestrian provision in and around Grantham. Through further discussion and engagement with stakeholders, the bridleway maintenance and improvement requirements will be identified, including potential for additional/safer crossing points, signage and additional or amended routes.

Parking package



Streamlining car parking in the town centre and on key corridors

Motorists drive into the town centre based on the availability and cost of parking near to their destinations. The location of car parks can contribute towards congestion in the urban area due to the circulation of vehicles. However, parking needs to be provided for those who have blue badges and to ensure Grantham welcomes visitors for the local economy.

This package proposes to:

- Consolidate existing car parks to the outskirts of the Grantham and adjust tariffs to promote off-peak parking
- Create 'Park & Ride' and 'Park & Bike' services around the town centre
- Promote 'Park & Stride'
- Deliver Residents Parking Schemes
- Ban parking outside all primary and secondary schools in Grantham

Taxi licensing policy



Changes in policy to support the uptake of low emission vehicles

There are areas within the town centre that are designated nationally as having poor air quality. Taxis in Grantham mostly use traditional combustion engines which release polluting emissions, especially whilst idling. Reviewing the current taxi licensing policies to require lower emission vehicles will help to tackle poor air quality.

Bus affordability package



Simplifying ticketing options, fare affordability and improving ticketing systems across all bus operators in Grantham

The existing bus fares system in Grantham is not fully integrated with different services being operated by different companies offering different ticketing options. This package will create consistent ticketing options across all operators, including affordability schemes, smart ticketing, and payment options.

Interventions within this package include:

- Integrated, contactless payment systems across all operators
- Competitive / capped ticket options based on usage and zones
- Concessionary fare schemes for those aged 16-18 years

Travel planning package



Enforcing Travel Plans to encourage more sustainable and active travel

The travel planning package will aim to work alongside major employers, schools, and other key locations to provide information, incentives, and support to encourage behaviour change towards using more sustainable travel. The package includes:

- Local authority and hospital Travel Plans to cover staff, visitors, and patients
- Personal travel planning available for all new residents of the Sustainable Urban Extensions
- Mandatory Travel Plans for new large residential developments
- Support for employers to produce and manage Workplace Travel Plans
- Travel Plans for schools including investment for supporting measures
- A sustainable travel incentive scheme through which people are rewarded for making more sustainable travel choices

Network improvements package



Optimising traffic flow on the highway network in Grantham

There are locations across the network that have been identified as being under significant traffic pressure. Increasing demand will only worsen the current problems which will lead to further congestion and air quality issues. Congestion affects private vehicles, bus services and freight leading to longer journey times and delays.

The interventions within this package aim to alleviate some of the pressure on the network through infrastructure improvements. This package will consider the following:

- Implementing a one-way only system on the Grantham inner ring road
- Reviewing traffic signal sequencing across Grantham to optimise traffic flows



Strategic interventions



The strategic interventions of the strategy are the interventions that will require work across a range of local authority departments, including partnership with external organisations.

Green corridors



Develop a network of green corridors

Whilst a specific A52 green corridor option is included as a Key Pillar within the strategy, this option intends to review the case for further green corridors across Grantham. The green corridors would include the following:

- High-quality walking and cycling infrastructure
- Restrictions on motorised through traffic
- High-quality and frequency bus services/shared transport
- 'Park & Ride', 'Park & Stride' and 'Park & Bike' interchange facilities

Increased cycle spaces on trains



Providing for sustainable first and last mile journeys

Increasing bicycle spaces on trains allows for individuals to cycle at the start and end of their journey. LCC will work with rail operators to look at options for providing additional cycle spaces on trains that operate through Grantham.

Rail service improvements package

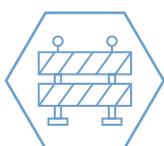


Increasing rail service routes, frequencies, and facilities

Grantham Railway Station has relatively good passenger facilities and good connections to a range of destinations. However, the transport strategy will seek to improve the experience of those using the station and work with rail operators to review service patterns and look for opportunities to provide more. The following is proposed:

- Increasing the CCTV coverage and providing additional lighting both inside and outside of the station
- Food and beverage outlets and ticket office opening earlier in the day and later into the evening
- Seek to increase weekend and evening services to/from Leeds and London

Review parking tariffs at the railway station



Tailoring parking provision

This intervention proposes to review rail station parking tariffs with the rail operator. The transport strategy encourages use of rail, however as a result of the current parking charges at the station car parking often overflows into surrounding residential streets. This option proposes to review the parking facilities and tariffs to support sustainable use of the station.

Connected strategies



The connected strategies are elements within the transport strategy which do not necessarily only cover traditional forms of transport or which have a much wider remit and often have a role to play in influencing travel behaviour and movement. These interventions will need to be delivered through partnerships across local authority departments and boundaries.

Land-use package



Influencing land use patterns to embed sustainable travel

This package will aim to embed sustainable travel within land-use planning and helping to deliver development in well-connected accessible locations. The package includes:

- Developing policies to support town centre living
- A policy to ensure new public and private sector developments are located at the most accessible locations for rail and/or bus travel
- Working with the Woodland Trust to deliver increased planting within Grantham
- Develop policies and promote the multi-use of buildings
- Expand the high street offer to include leisure and evening activities
- Encourage new major residential developments to incorporate other land uses, such as retail and leisure

Digital package



Recognising the importance of and role that digital can play in the delivery of services

Digital connectivity promotes economic growth, opens up new opportunities to communities and can reduce the need to travel.

This package includes:

- The continued roll out of LCC services so that they are accessible digitally and/or over telephone in order to reduce the need to travel
- The roll out of 5G across Grantham



Rural community strategy



Improving access to services and facilities in rural areas

A strategy will be developed to improve residents access to services and facilities in rural areas. This will complement the '30-minute neighbourhood' strategy but will specifically focus on seeking to provide services and amenities within rural settlements themselves. This will ensure that residents can access what they need more sustainably and reduces potentially longer and unnecessary journeys on key corridors into the town centre.

Street design package



Updates to the existing street design guide to align with local transport note 1/20

This package includes updating the existing Lincolnshire County Council Street Design Guide so that it aligns with the latest National Design Guidance. This guidance should be enforced for the design of all new development sites and planning applications.

Air quality package



Tackling the air quality issue in Grantham

This package will provide publicly available air quality monitoring information that is accessible online in order to raise awareness of the poor air quality areas in Grantham and encourage modal shift towards low carbon, shared transport, and active travel.

Develop transport action plan to tackle climate change



Actions to mitigate climate change

This proposal is for a countywide review to identify actions to mitigate the impact of climate change. The actions will be a series of transport specific measures to help support the LCC Green Masterplan and its carbon themes.

Tourism package



Encouraging visitors to Grantham sustainably

This package will advertise sustainable travel options to and from and between key visitor attractions around Grantham. Marketing sustainable travel choices will help to reduce traffic and help to create a more pleasant visitor experience.



Smart ticketing and payments



Improving ticketing systems across all transport providers in Grantham

Ticketing in Grantham is not integrated with different transport operators and providers offering differing ticket types and methods of payment. This option will introduce a smart ticketing and contactless payment system across all travel providers.

Coach parking



Providing designated coach parking accessible to the town centre

Coaches require large parking bays and are often not using these bays for long periods of time during the day. Additionally, whilst idling at the coach stop, the vehicle is emitting polluting emissions which is detrimental to the air quality levels in the area.

This option will identify designated coach parking and pick-up/drop-off points which will not be detrimental to congestion but provide suitable access to those visiting the town.



Monitor and investigate



The monitor and investigate interventions in the strategy are those that are likely to fall beyond the Local Plan period (beyond 2036) and/or require further work and investigation as they are based on emerging and evolving technology.



Autonomous travel strategy

Autonomous vehicles will be coming to our streets. In order to plan for the safe and efficient operation of these vehicles, developing a strategy is required.



Autonomous deliveries

Urban freight delivery methods are rapidly changing and there is forecast for growth in the provision of autonomous / remote-controlled robots for goods delivery. The transport strategy will monitor the progression of this technology and understand any issues or opportunities in relation to the vision and objectives.



Personal autonomous vehicle solution

Technology is rapidly evolving, and personal autonomous vehicles are in development. The transport strategy will monitor the progression of this technology and understand any issues or opportunities in relation to the vision and objectives.



Smart sensors

Using real time information to monitor and track changes to the transport network in Grantham

Real-time information can be used to calculate journey times, avoid high traffic routes, identify when the next bus will arrive and the availability of car parking spaces. This option proposes to look at the feasibility of installing smart sensors along the transport network in Grantham in order to collect real-time information. The information can be linked to transport models and be used to monitor transport scheme impacts, air quality levels, traffic conditions, emergency planning and to provide open data to the public.



Smart travel portal



Enhancing the Travel Portal website

The intervention will consider the feasibility of incorporating real-time data collected along the transport network with the aim of publishing it online to create a central bespoke hub that captures the following live information.

- Real-time car parking space availability
- Live bus tracking
- Live train departures and arrivals
- Traffic maps
- Weather forecasts
- Road incident messages
- Air quality



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Delivering the strategy

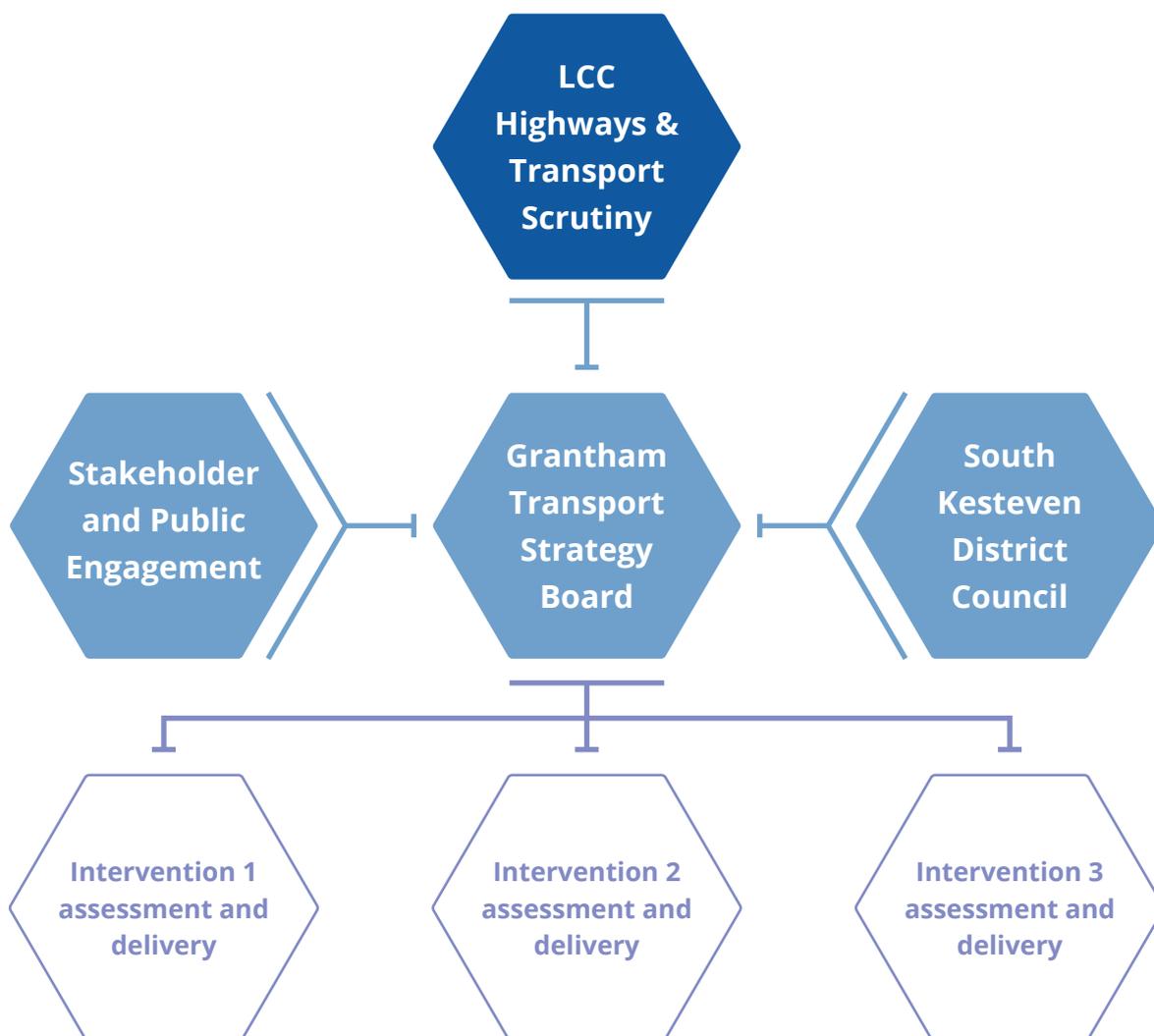


A collaborative approach



The ownership and management of Grantham Transport Strategy lies with the Grantham Transport Strategy Board. The board has been in place over several years and has helped shape the process and content of this strategy. The board comprises of representatives from various departments of both the county council and South Kesteven District Council, including the Executive Member for Highways and Transportation.

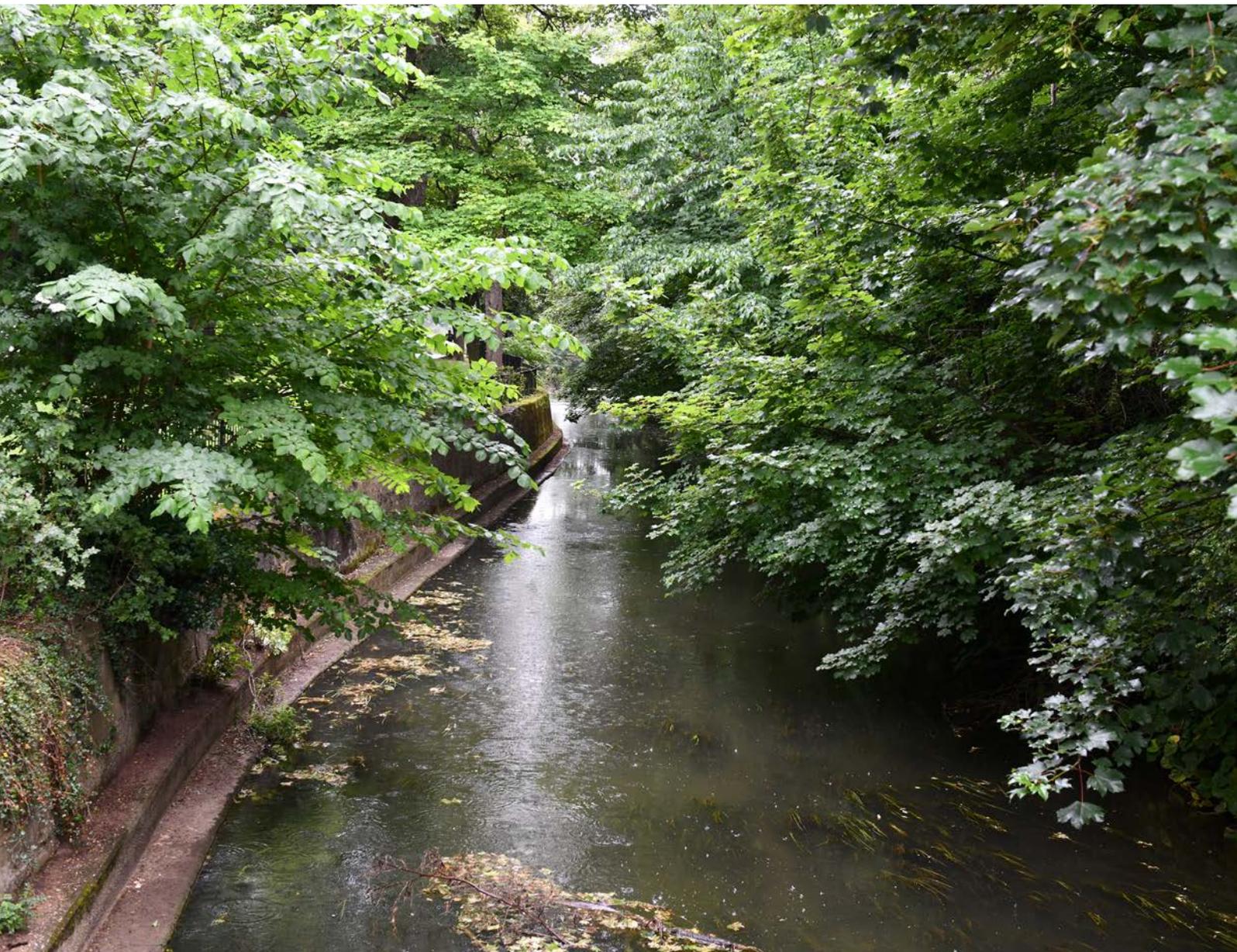
The board is responsible for progressing the proposals outlined within the transport strategy. They will do this via further assessment, appraisal or optioneering work and should seek opportunities to deliver the interventions for example through identifying funding streams and bidding opportunities. Securing funding is vital to the strategy and this is likely to remain a challenge over the course of the strategy period. A key role of the strategy board will be to identify and secure funding from the range of existing and potential sources including internal budgets and developer contributions.



Some interventions in the strategy offer opportunities to secure third-party funding. Collaboration with developers at an early stage is essential so that low carbon and sustainable travel choices can be embedded into new developments and funding secured for off-site measures.

The content of this transport strategy includes proposals to be brought forward over the short, medium, and long-term up to 2036. It is the board's responsibility to ensure that each proposal is assigned a suitable board member as a 'champion' to progress the initiative. Whilst there may be a single 'champion' for each proposal, the board member should establish a suitable delivery team to progress the work forward.

It is important to recognise that, whilst the development of the strategy has been led by the councils, no single organisation, or single intervention can deliver the vision and objectives alone. The success of the strategy will very much depend on the hard work, support, resources, and funding of a range of stakeholders. The general public also has a role to play in supporting the delivery of interventions outlined in this strategy to improve access to opportunities and connectivity in Grantham.



Programming the strategy



The strategy sets out the long-term ambition for transport and travel in Grantham and aligns with the long-term horizons of the South Lincolnshire Local Plan and the Lincolnshire Local Transport Plan.

There are timescales associated with the delivery of all the proposals in the strategy and the transport strategy board will ensure that measures are delivered as soon as is feasible and affordable.

Monitoring the strategy



The transport strategy board will monitor and review the progress of delivery of the transport strategy and provide a progress report at a minimum of five-year intervals. Continual monitoring of progress is vitally important to ensure improvements are being made.

A set of specific and measurable outcomes that the strategy will be assessed against has been developed:

- Reduced traffic in the urban area and an increase in the number of journeys made by walking, cycling and public transport
- Continued growth in Grantham's economy and the delivery of sustainable transport options through new housing and employment sites, including the Sustainable Urban Extensions
- Reduced carbon emissions from transport helping Lincolnshire County Council and South Kesteven District Council to reach their net zero carbon emission targets
- Increased access to education by walking, cycling and public transport
- Improved air quality, increased physical activity and safety



