2. Local and Strategic Policy Context

2.1. Vision and Objectives

Following consultation with stakeholders the Council is proposing to retain the transport vision which it developed for LTP2, namely:

“To provide and develop a safe and efficient transport system that contributes to the social, environmental and economic well being of the residents, businesses and visitors to the City and provides equal opportunities for everyone to access key services using, where possible, ‘green’ alternatives to the private car’.

This vision has been expanded into the following local objectives:

The first objective is aimed at ensuring that the transport networks provide good quality, affordable and reliable access to a range of destinations

**LOCAL TRANSPORT OBJECTIVE 1**

To ensure that good levels of accessibility, especially by public transport, are integrated with planned changes to the City in the health, housing, education, and employment sectors.

The second objective focuses on the need to take steps to continue to reduce the number of incidence and severity of injuries through road traffic accidents, and to tackle real and perceived personal security issues.

**LOCAL TRANSPORT OBJECTIVE 2**

To maintain and improve road safety on the City’s road network

The third objective focuses on the need to reduce congestion on all forms of transport and to maximise the ability of the transport networks to meet the environmental, social and economic needs of the community.

**LOCAL TRANSPORT OBJECTIVE 3**

To help facilitate the regeneration of the City and the expansion of the Port of Hull in a sustainable manner

The final objective is aimed at improving air quality and low carbon agendas.

**LOCAL TRANSPORT OBJECTIVE 4**

To promote a healthier City through improving air quality and encouraging active travel.
2.2. National Transport Policy

Since the current LTP2 was prepared the National emphasis on transport has been refocused from the 5 shared priorities of Accessibility, Congestion, Safety, Air Quality and Quality of Life, towards meeting the goals identified in Delivering a Sustainable Transport System (DaSTS), DfT, 2008.

DaSTS outlines five goals for transport, which focus particularly on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions, as recommended through the Stern Review (Oct 2006) and Eddington Report (Dec 2006).

In the overall process, our objective would be to set achievable targets that reflect the wider goals of the City Council and its partners to deliver National objectives in terms of:

- Contributing to improved safety, security and health
- Supporting economic growth
- Tackling climate change
- Promoting equality of opportunity
- Improve quality of life and a healthy natural environment

2.3. Local Policy Framework

2.3.1. Sustainable Community Strategy (2009-2011)

This strategy has been developed by a range of organisations in the public, private, voluntary and community sectors, working through Hull’s Local Strategic Partnership.

The Sustainable Community Strategy (2009-2011) sets out the vision and priorities that partners will work toward in “Creating a Better City” where no one is left behind.

The Local Area Agreement (LAA) is the action plan for the delivery of the Sustainable Community Strategy. It sets out four key themes which will enable the City to improve with lasting and significant changes these are:

- Earning - working to make sure that all local people thrive economically;
- Learning – guaranteeing that no local child or young person is left behind in achieving their full potential;
- Health and Wellbeing – enabling everyone to make healthy lifestyle choices; and
- Safe – helping local people to build strong communities and a city which is a safe place to live.

Objectives for 2011 within the strategy, which specifically relate to transport issues, are as follows:

Earning

- Improve road and rail access to the port, the city centre and other key development sites strengthening the economic performance of the City Centre and increase the City’s market share of retail and leisure spending
Learning
  - Encourage more young people to access and stay in learning by tackling barriers such as transport, childcare and funding and establishing clear progression routes between secondary, further and higher education.

Health and Well-being
  - Improving the quality of the built environment and condition of highways.
  - Increasing the number of people choosing to walk or cycle around the City
  - Reducing obesity by promoting active lifestyles and improved diet, delivering interventions in local communities and creating a Single Point of Access for weight management and lifestyle support.

There will be a need to ensure that there is synergy between LTP3 and the next Sustainable Community Strategy that is currently being prepared.

2.3.2. Emerging Local Development Framework (2011 – 2026)

The Hull LDF through a suite of planning documents including a Core Strategy provides a vision for the long-term spatial development of the City to 2026. The structure of the planning framework is illustrated in Figure 1. At the time of writing this draft the timescales for the delivery of the City’s LDF Core Strategy had been delayed due to changes in National policy / Guidelines and the pending Government deliberations over the future of the Regional Spatial Strategy (RSS).

Spatial planning shapes the places where people live, work, relax and play. Good planning ensures that the right development is located in the right place at the right time. Successful planning makes a positive difference to people’s quality of life and helps to provide homes, jobs and better opportunities for everyone. It protects and enhances the natural and historic environment and conserves the countryside and important open spaces. The planning system also seeks to reduce carbon emissions and make more use of resources.

To realise the spatial vision of the core strategy, 8 strategic objectives are proposed. Transport will play an integral role in helping to deliver all of these 8 objectives by creating a policy framework for sustainable transport which increases accessibility and assists economic development whilst protecting and improving the environment. Key actions are to deliver facilities for walking, cycling and public transport, and to reduce the impact of traffic on the environment by managing road space and parking. Particular attention is being focused on ensuring that the future developments are delivered in sustainable locations.
A publication draft of the Core Strategy is expected to be published in spring 2011 with a view to being adopted by the end of 2011.

2.3.3. Newington and St. Andrews (NaSA) and Holderness Road Corridor Area Action Plans (AAPs)

The strategic vision for the Newington and St. Andrews (NaSA) and the Holderness Road Corridor areas are set out in individual area action plans. These AAP’s set out the regeneration goals for each and include a number of broad social, environmental and economic objectives which each AAP aims to achieve. The AAP areas are depicted on Figure 2.
**Newington and St. Andrews (NaSA) Area Action Plan**

The Newington and St. Andrews Area Action Plan (AAP) which was adopted in February 2010 sets out the future spatial policies to enable the regeneration of the area over the next 15 year period. This plan builds on the vision for the area's future, based on the issues facing the Newington and St. Andrews area.

Key areas for action include: new build, refurbishment, environmental improvements and potential demolition to structure and stimulate the regeneration of the area. The Council believes bringing these areas forward will accelerate the change process in the entire Newington and St. Andrews area, raising the profile and aspirations for the area and offering real change to the quality and choice in the housing stock.

The AAP has detailed area based policies and proposals for each of the eight neighbourhood areas namely Hawthorn Avenue, West Park, Boulevard, Hessle Road, Anlaby Road, Albert Avenue, Coltman Street and Dairycoates. The approach has many facets. A wide range of social, economic and environmental factors have been considered as they play important roles in the delivery of the action plan.

The AAP is not intended to be a rigid blueprint for development, but rather a framework within which individual development projects can be brought forward and delivered. The delivery strategy, therefore, seeks to balance clarity of vision and flexibility of approach through working in partnerships and integration of the full scheme.
Holderness Road Area Action Plan (A.A.P.)
The Holderness Road Corridor (HRC) Area Action Plan (A.A.P.) sets out future spatial policies to enable the regeneration of the area up to 2026. The Council has not yet adopted the A.A.P. but it is anticipated that it will be adopted early in 2011.

The development of the A.A.P. was based on the key principles of community engagement in planning, which are appropriate, from the outset, continuous, transparent and planned.

Prior to the formulation and adoption of any strategic planning document, credible and robust evidence was collected to establish the needs of the area. The findings of the research were used to build up a detailed understanding of the social, economic and environmental composition of the HRC area. It identified that there is a strong sense of community across the area, but also distinct and individual neighbourhoods. The AAP used this analysis to establish focus areas (Ings area, East Park area, Preston Road area and Holderness Road and New Bridge Road area) and the boundary of the AAP area. These focus areas have a distinctive feel with unique strengths and weaknesses. These areas act as a focus for change, with changes targeted at tackling specific local issues, which when linked together would bring regeneration to the whole HRC area. By building on their individual strengths, a vision has been produced for each focus area.

Guiding principles of transformational change have been identified covering all of the focus areas. Spatial themes with individual objectives and aims have been developed for each area to deliver the overall vision for the HRC area. Transport themes form an integral part in delivering the overall vision. These are:

- Green Space: focus to create new, green links between key open spaces to improve access and to encourage movement between areas. The A.A.P. aims to identify locations to create new green spaces and improve, or redistribute, those of poorer quality. Holderness Road, Holderness Drain and Preston Road are proposed to be green routes that connect green spaces and neighbourhoods; with the overall vision to promote biodiversity and the interaction between urban area and wildlife.

- Movement and Economic Opportunity: Its objective is to connect local places, neighbourhoods and economic and educational centres more coherently. The aim is to create streets safe for pedestrians, cyclists and cars and improve traffic flow on existing routes.

Further details on both A.A.P.s can be found on the Council’s Web site under Planning / Planning Policy.

2.3.4. Hull City Council’s Corporate Plan (2009 - 2012)
The Council’s Corporate Plan is based on the outcomes identified within Hull’s Sustainable Community Strategy.
The Council delivers a wide and diverse range of services working across the city to help improve people’s lives. Its mission is to:

‘Work hard to secure a positive and sustainable future for the city. This will be achieved through decisive leadership, partnerships, and the support of active and empowered communities’

The LTP vision seeks to develop a safe and efficient transport system that contributes to the social, environmental and economic well being of the residents and businesses. This vision will be supplemented by the Corporate Plan’s goals for the environment especially improving the housing stock, street scene and air quality.

2.3.5. Environment and Climate Change Strategy (2010 – 2020)
The UK Government has sought to create a focus on addressing climate change through legislation, policy initiatives, energy efficiency programmes, emissions trading and assessing the carbon impact of policy. In 2008 the Government, through the Climate Change Act, set a target to reduce carbon dioxide emissions by 32% by 2020 and 80% by 2050 based on 1990 levels. In July 2009, the UK Government launched a suite of four plans which set out how the Country will attempt to decouple economic growth from carbon emissions and establish a direction to achieve the 2020 targets for carbon reduction through the life of the LTP;

- UK Low Carbon Transition Plan.
- The UK Renewable Energy Strategy;
- The UK Low Carbon Industrial Strategy;
- UK Low Carbon Transport – A Greener Future

To complement the national policies, the Authority has made clear its commitment to tackle climate change by signing the Nottingham Declaration on Climate Change committing itself as the largest employer in the City to take action on Climate Change.

The key issue for Hull is what to do about the unsustainable use of resources and inbuilt climate change so that the City and its residents are protected and to also ensure that Hull is able to prosper.

This Strategy sets out how the City will take action on three Measures of Success covering mitigation and adaptation to climate change and the sustainable use of natural resources; these are arranged around specific Priority Areas and Objectives. The Measures of Success set clear ambitions for the City and propose stretched targets so that Hull becomes a leader in carbon reduction action. These measures are set against the background of the latest evidence on how our climate is changing. Climate projections for Hull taken from the UK Climate Projections 2009 which suggest that the annual temperature is likely to increase by between 1.4°C and 3.3°C by 2050 under a medium emissions scenario. Precipitation is
likely to remain at similar levels but the probability of extreme weather events such as the floods of 2007, prolonged periods of hot weather or more severe winter temperatures is likely to increase.

A study undertaken in 2008 highlighted that domestic (30.2%) and transport (17.4%) emissions account for just under half of the City’s emissions with the rest from industrial and commercial activity (52.4%). The current forecast of the City’s population would see a 5% increase in transport related carbon dioxide emissions by 2026 compared to the 2001 baseline. This equates to a 1.2% increase in Hull’s overall carbon emissions.

Nationally research has shown that potentially the following reductions may theoretically be achievable however locally these may not be deliverable.

- A 10% reduction in private road mileage by 2026 would result in a reduction of 39% on 2001 baseline travel emissions.
- A 26% improvement in the efficiency of road vehicle engines, in terms of grams of CO2 emitted per km travelled, would result in a 22% reduction of travel related carbon dioxide emissions in 2026 from a 2001 baseline.
- A doubling of car occupancy from 31% to 62% would result in a 40% reduction of travel related carbon dioxide emissions in 2026 from a 2001 baseline.
- A combination of ‘hard factors’ such as development of public transport infrastructure (bus, train or tram) and congestion charging could reduce carbon dioxide emissions. Furthermore, ‘soft factors’ such as workplace travel plans, car clubs, car sharing, teleworking and improved information on public transport can reduce traffic levels by between 3% - 14% in urban areas.

2.3.6. Integrated Sustainability Appraisal (ISA)

An Integrated Sustainability Appraisal (ISA) has been undertaken in parallel to, and in association with, the development of this plan. The ISA identifies the potential impacts of the Council’s third Local Transport Plan on the local economy, the community and the environment, the three dimensions of sustainable development.

The ISA consists of a combination of assessments appraising the environmental, equality and human health impacts of the proposed strategy contained in this Local Transport Plan. The report has been prepared in accordance with the requirements set out in the European Directive 2001/42/EC for environmental assessment but also includes appraisal in terms of Equality under the Equality Act 2010 and a detailed assessment of the impact on human health.

The European Directive 2001/42/EC requires Strategic Environmental Assessment (SEA) of a wide range of plans and programmes, including Local Transport Plans. The objective of the SEA Directive is:
“to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans…with a view to promoting sustainable development” (Article 1).

The EU directive has been transposed in England through the Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No. 1633), which integrates the SEA directives requirements with the existing transport appraisal process, the New Approach to Appraisal (NATA).

It is essential that the environmental impact of any schemes or strategies identified in this LTP are assessed and mitigated as far as possible. The resulting Environmental Report will be available on request and it will be available on the Council’s website.