

Transportation

Introduction

- 9.1 The movement of people, goods and services is vital to everyday life and to the economy of North Lincolnshire. An efficient transport system provides opportunities to widen access for local people and assists in the regeneration of the local economy. Car traffic in particular contributes to congestion and air pollution with consequent effects on the economy, health and quality of life. There is a need, therefore, for the transport system to balance the demands of the economy with sustainable mobility opportunities for its people and to have regard for the local and global environment. The location and nature of development has a profound effect on the need for and method of travel. The pattern of development is strongly influenced by transport infrastructure and policies. It is essential to develop transport policies that enable the full integration of planning and transport to reduce the need to travel and encourage mobility by means other than by private car.
- 9.2 Policies in this chapter set out the Council's preferred ways of integrating development with public transport, protecting and improving public transport, its approach to new road building and traffic management, policies for cyclists and walkers/pedestrians, and sets out vehicle parking standards. The overall strategy of the Plan is to ensure that new development is concentrated within urban areas, as far as possible, with good transportation links.
- 9.3 The Local Plan Strategy aims to concentrate development towards the settlements, as outlined in the settlement hierarchy policy, where employment, services and facilities can be efficiently provided with

minimum adverse impact upon the environment. However, in rural areas the scope for reducing reliance on the private car is reduced because of limited public transport provision and high car ownership levels. North Lincolnshire Council is committed to sustainable development. Nevertheless implementation sometimes relies upon the action of market forces, as in the example of rural bus service provision, and may also be hindered by the need for certain activities to be sited in rural locations which are still heavily reliant on the use of the lorry or private car.

Strategy and Policy Framework

Government Guidance

- 9.4 The Government recognises that a vital element of an integrated transport policy response to transport needs is integration with land use planning at national, regional and local level. This supports individuals and businesses in making more sustainable choices, reduces the need to travel and allows major travel generating uses to be located where they can be effectively served by public transport.
- 9.5 There have been a large number of important policy changes to transport in recent years, much of which was brought together in the Transport White Paper: "A New Deal for Transport: Better for everyone". This document sets out a framework for a more integrated transport policy involving travel choice, better public transport, tackling congestion and pollution.
- 9.6 Planning Policy Guidance Note 13 (PPG 13) "Transport" was published in 1994 (at the time of drafting this

PPG was under review in Draft form), providing advice on how local authorities should integrate transport and land use planning. The new draft PPG13 builds on the existing approach of the current PPG13. The new guidance is primarily aimed at promoting better integration between planning and transport and between transport modes and, achieving more consistency in the implementation of the existing approach. The original key aims are still relevant, which are to ensure that land use policies and transport policies help to:

- reduce growth in the length and number of motorised journeys;
- encourage alternative means of travel which have less environmental impact; and
- reduce the overall impact of transport on the environment.

Regional Transport Strategy

9.7 The Draft Regional Planning Guidance, published in August 1999, incorporates the Regional Transport Strategy, which recognises the government's aim of establishing a more integrated approach to transport planning and its impact on land use planning at the regional level. The Council views the Regional Transport Strategy as the single most important development affecting the immediate future of transport policy. The linkages between the Regional Transport Strategy, the Council's Local Transport Plan and this Local Plan will be pivotal to ensuring a consistent approach to transport in North Lincolnshire.

Council Transport Strategy

9.8 The Council is committed to addressing transport issues in North

Lincolnshire in a sustainable manner. To this end a series of studies have been undertaken on a comprehensive range of transport topics and this has included the production of strategies for walking, cycling and public transport. This work builds on the theme of sustainable mobility and on the policies contained in this Local Plan and will inform the production of the Local Transport Plan (LTP). LTPs replace the Transport Policies and Programme (TPP) system for informing local transport policies, bidding for capital funding and allocating resources. They cover all forms of transport, and are designed to co-ordinate and improve local transport provision. They include local targets, for example, for improving air quality, road safety, public transport and for reducing road traffic

9.9 The LTP 2000 – 2001 is an interim document before the new five year LTP 2001 – 2006 is prepared and submitted. The LTP sets out North Lincolnshire Council's policies and objectives for the development of travel and transport. It responds to the changing direction both in national and international policy regarding transport. It seeks to encourage a change to more sustainable travel choices through cost-effective schemes comprising measures, which will promote sustainable means of travel and begin to reduce dependence on the private car in North Lincolnshire.

9.10 The maintenance of good, efficient and safe networks for personal and commercial transport are vitally important for the vibrancy and development of the economy and local community. To ensure that the resources and efforts directed by the authority towards transport are properly focused, the Council has adopted two guiding principles, the Transport Vision and the Road User Hierarchy (RUH). These principles,

which are fundamental to the way North Lincolnshire Council manages travel and transport in its area, have been both the subject of elected member approval and been endorsed at public exhibition.

- 9.11 The Transport Vision is: "The provision of a sustainable transport system which provides a safe and prosperous environment for the citizens of North Lincolnshire and which integrates land use and all modes of travel to minimise environmental impact and reduce the need to travel, particularly by private car."
- 9.12 The Transport Vision is pivotal in determining the manner in which the Council discharges its transport related responsibilities and provides overall direction in formulating transport and travel related policy. It is in turn informed by the Council's vision statement and reflects the general ethos of both national policy and the emerging North Lincolnshire Local Plan policies. The Council's Transport Vision has also been incorporated into its Environmental Policy, further strengthening linkages between the two functions.
- 9.13 The RUH informs all aspects of North Lincolnshire Council's role as highway authority. From the formulation of funding bids, through the design and implementation of improvements and maintenance, to the negotiation of off-site highway works with developers, the RUH provides guidance that ensures the correct emphasis is given to the various transport modes. The purpose of the RUH is two-fold, firstly ensuring that the highway network develops in a way that complements the efforts of the local planning process in effecting a shift to sustainable modes. Secondly, from a safety viewpoint, adoption of the RUH ensures that the most vulnerable users of the highway are given due consideration, and will

enable the highway to develop as a safer and more inviting environment for these groups.

- 9.14 To reinforce the Council's commitment to the promotion of sustainable access and mobility in all matters relating to transport and land use, the needs of road user groups will be considered in the following priority order:
- Pedestrians (including those with impaired mobility);
 - Cyclists and equestrians;
 - Public transport/taxis;
 - Powered two wheeled vehicles;
 - Commercial/business users;
 - Car and coach borne shoppers/visitors;
 - Commuters.

Integration of Land Use, Development and Transport

- 9.15 By integrating land use and transportation policies, the Plan seeks to reduce trip length, achieve a modal shift to sustainable modes of travel and makes the best use of existing transport infrastructure. In allocating land, the Council seeks to concentrate development within the existing urban area of Scunthorpe and Bottesford, and to a lesser extent Brigg and Barton upon Humber, where they can be served by public transport and the opportunities for walking and cycling can be maximised. Other areas, including the South Humber Bank industrial site, North Killingholme industrial estate (a subsidiary part of the South

Humber Bank Industrial Area) and the Humberside International Airport Business Park, reflect particular special locational advantages away from the main centres of population. To further minimise travel, mixed use development in urban areas will be encouraged. Industrial developers will be encouraged to make use of rail, water and air freight, and development at sites identified in the Plan served by these modes will be supported.

T1 – Location of Development

Development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located:

- i) in the urban area of Scunthorpe and Bottesford, Barton upon Humber, Brigg, and the areas identified for development at the South Humber Bank and Humberside International Airport; and**
- ii) where there is good access to rail, water and air transport, or to the North Lincolnshire Strategic Road Network; and**
- iii) where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.**

9.16 *Sustainable mobility in North Lincolnshire will be best achieved by locating development where the need for car and lorry use is minimised, thus*

reducing the demand for transport. Policy T1 provides guidance on the location of development which is likely to create a significant volume of traffic in relation to the settlement hierarchy, the existing highway network and public transport. Development will be encouraged to locate in the urban area, principal settlements and the special locations of the South Humber Bank Industrial Area (including North Killingholme Airfield) and the Humberside International Airport, where they are easily accessible by one or more of foot, cycle, public transport, water transport, rail transport or air transport. The type and location of proposed developments will inevitably vary therefore assessment of traffic volumes will be made on individual development proposals. Industrial developments, which involve handling large volumes of freight, should be located where access to the rail network or water transport is available. If development involving significant movement of freight is allowed, this will be located where good access to rail, water or air transport and the North Lincolnshire Strategic Road Network is possible.

Accessibility

9.17 A key planning objective of the Plan is to ensure that jobs, shopping, leisure and services are highly accessible by public transport, walking and cycling. Accessibility issues need to be taken into account when identifying preferred areas and sites for development. This is to ensure that genuine safe and easy access by a range of transport modes is offered.

9.18 The issue of access is a major element in defining the settlement hierarchy and in particular the availability or distance from the following:

- main employment centre
- main retail centre
- local retail centre
- main recreation facilities
- local community facilities
- primary school
- secondary school
- road user hierarchy categories

T2 – Access to Development

All development must be provided with a satisfactory access. In larger developments it should be served adequately by:

- i) being readily accessible by a choice of transport modes; and**
- ii) existing public transport services and infrastructure; or**
- iii) additions or extensions to such services linked directly to the development; and**
- iv) the existing highway network.**

9.19 *It is important that all development is accessible both for all modes of transport and by all users irrespective of any mobility impairment. In order to achieve greater sustainability and assist in the efficient movement of people, developments must be served adequately by public transport, cycling, walking and the existing highway network.*

9.20 *The Council will consult with the Highways Agency on all development proposals likely to have an adverse effect on the motorway and/or trunk road network. For motorways the Highways Agency will direct the Council to refuse any development proposals which propose access to a motorway or motorway slip roads unless the development relates to motorway service areas, motorway compounds or, exceptionally, other inter-modal transport infrastructure. The Highways Agency will advise, or direct the Council to refuse any development, which would lead to the motorway, or motorway junction, becoming overloaded. For All Purpose Trunk Roads (APTR) it is important that they can continue to perform their function as routes for the safe and expeditious movement of long distance through traffic. A particularly strict policy regarding the formation of new access will be applied, particularly along high quality stretches of rural trunk roads, and to trunk roads of near motorway standard inside and outside urban areas. The Highways Agency will advise, or direct the Council to refuse development if it leads to the trunk road, or access to it, becoming overloaded. If access to a motorway or trunk road proves acceptable the Highways Agency may advise, or if necessary direct, the Council to impose planning conditions for road improvements to take place before the commencement or occupancy of the development. Any road improvements made necessary as a result of development will be required to meet the Highways Agency's 15 year design horizon.*

T3 – Transport Assessments

Developers of major schemes will be required to provide transport assessments, which:

- i) assess the likely modal split of journeys to and from the site; and**
- ii) provide details of proposed measures to improve access to public transport, walking and cycling; and**
- iii) reduce the number and impact of motorised journeys associated with the proposal.**

9.21 *The Council has adopted the Transport Assessments (TA) procedure to address the effects of traffic, from proposed development, on the existing highway network. A TA procedure replaces the previous TIA procedure. This is consistent with the Draft revised PPG13 and Government guidance on the "New Approach To Appraisal", which will provide a clear and open framework, based on the five objectives of accessibility, safety, economy, environment and integration for decisions on the transport issues raised by development proposals.*

9.22 *The Council reserves the right to specify and amend TA thresholds where necessary. A TA informs developers of the importance attached to the investigation and accommodation of other modes of transport and requires developers to investigate such options. The content of a TA is considered in greater detail in the Council's Transport Assessment Guidelines and will normally be subject to a scoping meeting with the developer. In addition, the Highways Agency will require a TA on any development likely to impact on a trunk road (or junction) which is at or near capacity, or is likely to exceed capacity as a result of the development.*

T4 - Developer Contributions

Developers will be required to demonstrate that their development is adequately served by a variety of modes of transport and will not have an adverse effect on transport near the site. To the extent that the development will directly generate the requirement for additional public transport facilities to be provided or investment to be made in the local highway infrastructure, the Council will require developers to contribute towards measures in the vicinity of the development to enhance:

- i) public transport services and infrastructure; and**
- ii) facilities for pedestrians and cyclists; and**
- iii) on street parking controls; and**
- iv) traffic calming/reduction measures.**

Contributions will be sought through planning obligations in accordance with the advice of Circular 1/97 or any subsequent updating of this.

9.23 *In order to promote more sustainable transport choices it is appropriate for planning obligations to be used to achieve improvements to public transport, walking, cycling, on street parking controls and traffic calming/reduction measures, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures. While the individual circumstances of each site and the nature of the proposal will affect the details of planning obligations in relation to transport, developers will be expected to contribute more to improving access by*

public transport, walking and cycling for development in locations away from North Lincolnshire's town centres and major transport interchanges, than for development on more central sites. Where development can only take place with improvements to public transport services, a contribution from the developer (payable to the Council) will be required. The use of planning obligations for sustainable transport solutions should be linked directly with the targets set out in the Council's LTP. In addition to this policy, policy DS2 (Planning Benefits) in the Development Standards Chapter applies generally to the issue of planning obligations.

T5 - Green Travel Plans

The Council will encourage business and organisations that either employ or attract a large number of visitors to draw up Green Travel Plans. Where development is permitted the use of conditions or planning obligations may be sought to ensure that a Green Travel Plan is binding on the developer.

- 9.24 *The Best Practice Guide to PPG13 states that the adoption of commuter plans will assist in reducing car use. Employers can help promote sustainable mobility in North Lincolnshire by producing Green Travel Plans for the users of new developments. These Plans can identify means of reducing travel by car by employees providing, for example, cycle facilities including showers, home working options, public transport information and car sharing schemes. Conditions and/or planning obligations may be attached to outline planning permissions requiring a commuter plan to be prepared at the detailed proposals stage.*

Promoting Walking and Cycling

Walking

- 9.25 *Walking has the least environmental impact of all travel modes. Currently 80% of all trips less than a mile are made by foot, however there is scope for increased levels of walking for other short trips (less than five miles) which form the majority of all trips.*

T6 - Pedestrian Routes and Footpaths

The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and areas created, to form a pedestrian-friendly network throughout North Lincolnshire. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.

- 9.26 *Pedestrian routes form a vital part of the provision for non-motorised transport. Personal safety on pedestrian routes is considered paramount. When pedestrian routes become inconvenient and create an unpleasant walking environment, people avoid or stop using them. The Council is currently drafting a walking strategy for submission with the LTP, which will include a programme of improvement works to enhance the pedestrian environment. This walking strategy should lead to improved walking conditions and increase walking as a mode of transport within both the urban and rural area of North Lincolnshire.*
- 9.27 *Pedestrian links to new development should be an integral part of new schemes, in which the development and the pedestrian environment are harmonised.*

9.28 Policy T6 takes into account all forms of pedestrian routes and footpaths. In addition Policy R5 of the Leisure and Recreation Chapter specifically covers the issue of the recreational paths network.

Cycling

9.29 Cycling is a sustainable and healthy mode of travel and is convenient for short journeys of less than 8km (5 miles). Many such trips are currently undertaken by car and increased cycle use would impact on the level of car use for this length of journey. The importance of cycling as a mode of travel is recognised by its high position in the Council's Road User Hierarchy.

9.30 The National Cycle Strategy published by the Government in 1996 recognises the existing and potential role of cycling in meeting sustainable development targets. It also recognises that levels of cycling will not increase unless the highway network is made less threatening to cyclists. The Local Plan aims to make the highway network more cycle-friendly by reallocating road space to cyclists. Most cycling takes place on roads and will continue to do so. There is a need, therefore, to make the road network more suitable for cycling. Segregated facilities can be important but will only be of limited value if cyclists are unable to use ordinary roads freely.

T7 – Development of a Cycle Network

The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make North Lincolnshire cycle-friendly.

To promote cycling as a mode of transport, priority will be given to the following areas:

- i) a network of cycle corridors and facilities in the Scunthorpe and Bottesford Urban Area based on existing road space in combination with selected segregated facilities;**
- ii) intra-urban cycle facilities;**
- iii) support for the National Cycle Network through North Lincolnshire;**
- iv) circular recreational cycle routes;**
- v) the Isle of Axholme Greenway.**

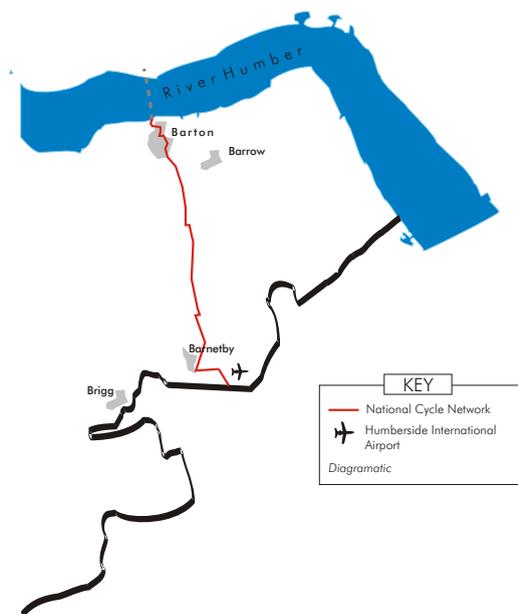
9.31 *Cycling is an alternative to motor transport for trips which are too long for walking. It could therefore play a significant role in relieving traffic congestion (see policy T18).*

9.32 *The expansion of cycle routes will enable people to get more easily within and between settlements and to the part of the Hull to Harwich Sustrans cycle route located within North Lincolnshire which is now open (see figure 6). The Council's cycle strategy is included in the LTP, which includes a programme of improvement works to enhance the cycling environment. A network of cycle routes through Scunthorpe and Bottesford Urban Area has been identified and is shown on the proposals map. The importance of intra-urban cycle facilities for both commuting, shopping and leisure trips is recognised. In addition the cycling strategy includes the first 13 recreational circular routes and the Isle of Axholme recreational Greenway, which will also cater for walking and*

horse riding. Other routes and opportunities will be investigated where a demand is identified.

- 9.33 Cycle route links to new development should be an integral part of new schemes, in which the new development and its surrounding area are in harmony. It is important that existing and proposed cycle facilities are not compromised by new development. In large developments, shower facilities should be included to encourage cycle commuting. By providing quality cycle facilities and safe and efficient access to the highway network, cycle use by users of developments will be encouraged.

Figure 6 - National Cycle Network - North Lincolnshire



- 9.34 Cycling is a healthy pursuit, particularly where cycle routes are located away from busy main roads, which are polluted by exhaust fumes. The opportunity exists within North Lincolnshire to use quiet roads, disused railway lines and upgraded bridleways for cycling.

T8 - Cyclists and Development

New developments will be required to:

- i) include cycle links with existing or proposed routes where such opportunity exists; and**
- ii) ensure that the provision of cycle parking facilities are in accordance with the standards set out in Appendix 2.**

- 9.35 Journeys by cycle can be encouraged by the provision of adequate cycle facilities. Parking facilities should be easily accessible and located so as to deter risk of theft. Cycle parking guidelines will be subject to further development and review.

- 9.36 It is important that the impact of cycle facilities on other road users, in particular those with reduced mobility and pedestrians are fully considered.

Promoting Public Transport

- 9.37 The local authority has a number of duties to discharge under the 1985 Transport Act. These are as follows:

- The local authority must secure the provision of public transport services, which it considers are necessary but are not provided by operators acting commercially.
- The authority must formulate policies about how it intends to do this. When drawing up policies it must also have regard to transport services it buys to fulfil its Education and Social Services functions.

- It must consult neighbouring authorities and public transport providers in its own area.
- It must have regard to the needs of elderly and disabled people when discharging its public transport functions.

Local authorities will gain additional duties when the Transport Bill 2000 becomes law.

Bus Use

- 9.38 In North Lincolnshire, buses are the most viable alternative to the car, particularly for commuter, shopping and leisure trips. They provide an important mode of travel for people with impaired mobility, particularly the elderly, in North Lincolnshire.
- 9.39 Improvements in the use of the bus will include investment in infrastructure, information systems and vehicle quality. For buses to attract increased levels of patronage there must be noticeable improvements to services and facilities. The provision of bus lanes, comfortable waiting areas and information facilities at stops, would contribute to this as would modern high quality bus fleets. North Lincolnshire Council will demonstrate its commitment to public transport by developing a strategy which assesses the major public transport corridors, and by introducing appropriate measures to improve bus journey times on each of those corridors. These measures will need to be carried out in the context of a developing partnership with local bus operators. The Council's role is primarily to fund and implement infrastructure development with a matching commitment from bus operators to invest in improved vehicles. Bus Quality Partnerships can help to bring together the potential of

commercial, subsidised and voluntary transport services to improve services and reverse the decline in the use of bus transport.

- 9.40 The Local Transport Plan will incorporate a variety of measures for all modes of transport, including bus infrastructure improvements within a strategic policy framework. The LTP will be used to secure investment to finance these improvement works.
- 9.41 The car will continue to be the main mode of travel in rural areas for the foreseeable future, but there is significant scope for improving travel choice in the rural areas. The Council has continued to support a basic public transport network and has used rural bus grant funding from the Government to enhance the rural bus network. The Council has developed assessment criteria to identify routes where financial support is required. The criteria reflect the Local Plan's aims and also take account of journey purpose, the availability of alternative public transport, the likely number of users, and the subsidy cost per passenger.
- 9.42 Although Humberside Airport has continued to expand, further growth will need to be consistent with the aims of sustainable development. The Council will therefore assess the need for improved public transport links to Humberside Airport.
- 9.43 The Council will seek to integrate different forms of transport by providing and improving public passenger interchanges. In order to achieve sustainable passenger interchanges they must be; conveniently located to centres of population; integrated to the transport network; safe in terms of road safety and personal security; convenient to use and accessible to people with disabilities; and operationally efficient.

Rail Use

9.44 North Lincolnshire lies to the east of the main East Coast railway line, to which passengers have access at Doncaster and Newark, while the east - west railway routes through the area provide good cross Pennine links for both passenger and freight traffic. Major rail freight generators include the steel works in Scunthorpe and the Humber port related industries.

T9 – Promoting Buses and Trains

The use of buses and trains will be encouraged as an alternative to the private car. In particular provision will be made for:

- i) bus priority routes between Scunthorpe

town centre and its suburbs;

- ii) the provision and enhancement of bus stop facilities in the towns and rural areas;

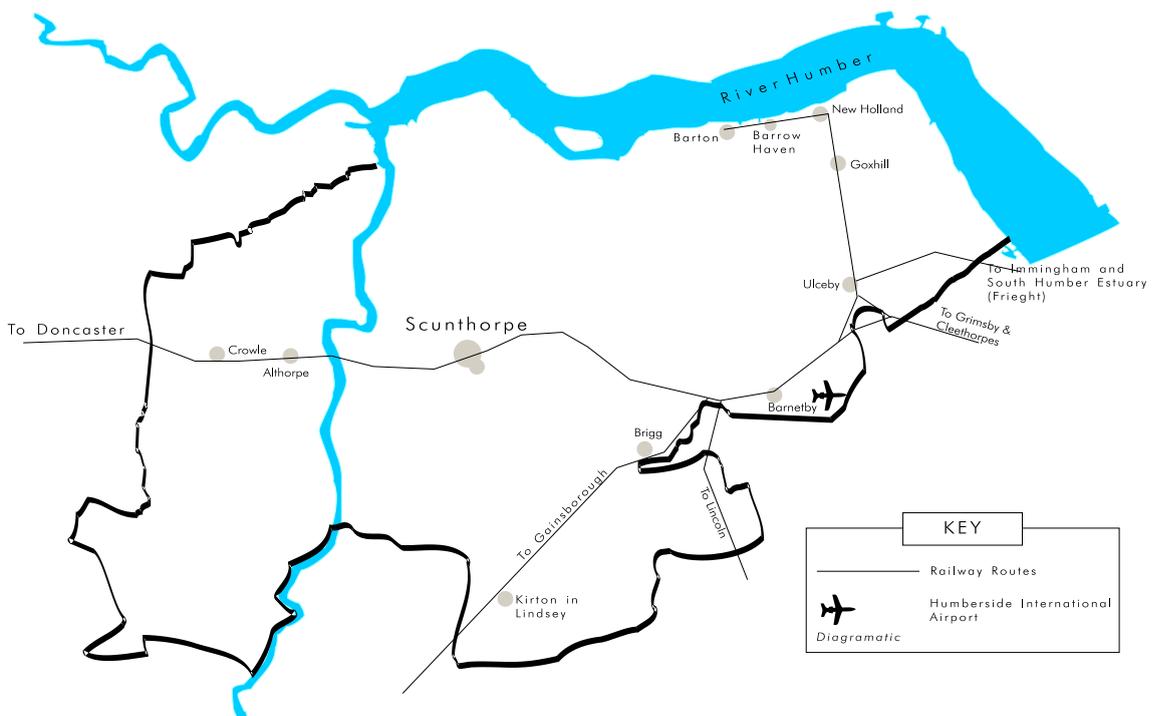
- iii) new areas of development to be located and designed to allow convenient access by bus and train;

- iv) convenient and safe passenger interchanges;

- v) the maintenance and enhancement of an adequate public transport network;

- vi) improvements to the local rail network,

Figure 7 - North Lincolnshire Rail Network



including new and existing railway stations and the upgrading of existing railway lines;

vii) improvements to bus and rail connections to Humberside International Airport.

- 9.45 Buses already play a role in the transport system especially in the urban and rural areas of North Lincolnshire. However, their use has been declining over recent years in response to the growth of car ownership and use. They are a particularly efficient means of transport where demand to an area is high, and their increased use in place of the private car would generate benefits in terms of reduced congestion, efficient energy use and reduced environmental damage including atmospheric pollution. Specific schemes for bus priority will be developed through the LTP process.
- 9.46 A partnership is being developed between North Lincolnshire Council and bus operators to address these issues to encourage an increase in the use of buses. Improved passenger information will be provided both locally and as a part of the national network.
- 9.47 The needs of rural areas must also be considered. North Lincolnshire Council has sought to maintain a basic public transport network in the rural areas by using its powers under the 1985 Transport Act. This involves significant costs, and it is essential that, if sustainable transport system in the area is to be maintained and developed, that new developments in rural areas are concentrated to allow adequate bus services to be provided. The Council will continue to use the rural bus grant to enhance services to rural areas.
- 9.48 The attractiveness of urban areas to prospective developers can be

enhanced if they have a high quality rail network within them, and are linked to other strategic towns and cities in the UK.

- 9.49 North Lincolnshire Council has no direct responsibility for the rail network. The authority is, however, keen that service levels are maintained and in time lead to the provision of new services. This will also promote the attraction of rail as an alternative sustainable mode of travel to private car trips.
- 9.50 The Council will continue to press the case for improvements to rail services through the North Lincolnshire and South Humberside Rail Forum and by making representations to the Strategic Railway Authority. Railtrack and the private passenger service operating companies will be supported on projects and initiatives that improve reliability, journey times and passenger comfort. Access for people with disabilities will be enhanced where possible and will be safeguarded by OPRAF (Office for Passenger Rail Franchising) as part of its responsibilities under the Disability Discrimination Act 1995. North Lincolnshire Council will also seek improvements in the accommodation of cyclists on rail services.
- 9.51 Humberside International Airport is planned to expand in terms of passengers and freight and the aim of this Plan is to reduce the reliance on the motor vehicle and create a more sustainable airport location. The Council will therefore continue to investigate the potential for improved bus and rail connections to the airport to enable the airport to grow in a more sustainable way. Policy IN9 of the Industry and Employment Chapter covers the issue of operational and airport related development.

T10 - Public Transport Interchange

Proposals for the development of a new bus station in Scunthorpe will be permitted provided that:

- i) such development provides satisfactorily for the continuity of bus service operations prior to full opening of a new station; and**
- ii) provision is made for improving access for people with disabilities and restricted mobility**

9.52 *The Scunthorpe bus station has become inadequate for its purpose as the base for the town's principal bus operators in terms of capacity and operational condition. Increased bus capacity is needed to meet future passenger growth and to meet the Local Transport Plan strategy for greater promotion of public transport generally. There is currently a redevelopment and regeneration proposal affecting the existing bus station in Scunthorpe. These works will not compromise existing levels of service. It is intended that development projects will enhance and improve the existing facility in Scunthorpe town centre and encourage further public transport use by providing better facilities for passengers. To ensure this takes place, conditions and obligations to secure safety, convenience and operational efficiency will be imposed where necessary.*

T11 - Protecting Rail Routes

The existing network of rail freight and passenger routes will be safeguarded. Disused railway alignments will be protected from development where there is a reasonable prospect of their re-use for transport purposes or where there is potential for recreational use."

9.53 *Planning powers can be used to protect the network of routes from development, which might prejudice existing or future transport services.*

9.54 *The linear nature of railway routes offers opportunities for improving transport facilities. This could include expanding the pedestrian and cycle network. These opportunities should be protected.*

T12 - Taxis

The Council will seek to ensure that appropriate provision is made for taxis, including the location of ranks in the centres of Scunthorpe, Ashby High Street, Epworth, Crowle, Brigg and Barton upon Humber, and close to railway stations and bus stations.

9.55 *Taxis form an important mode of travel for many people who do not have access to a car and for journeys that are inconvenient by public transport or are taken at times when public transport services are not operating. The least mobile road users in particular, in both rural and urban areas, obtain the maximum benefits of being able to travel almost from "door to door".*

9.56 *Provision for taxis needs to be concentrated in town centres, public transport facilities and other passenger transport interchanges, particularly when new developments, which affect existing facilities, are being designed. Taxi offices and waiting areas need to accommodate suitable access arrangements for people with impaired mobility and avoid encroachment into unsuitable locations such as residential areas and primary retail frontages.*

9.57 *Taxi rank and waiting facilities are frequently used during the hours of darkness and customers may feel insecure and vulnerable. To alleviate this to a degree, waiting areas should be well illuminated and safe to ensure*

that customers are confident and comfortable using the facilities. For these reasons, the location of taxi ranks and waiting areas should be kept under review. It should be noted that the above policies apply to both hackney carriages and private hire vehicles.

T13 - Humberside International Airport

The Council will encourage improvements to both public transport and transport infrastructure to Humberside International Airport.

- 9.58 *Passenger and freight growth of Humberside International Airport will be encouraged by the Council, but the airport will need to become a more sustainable location by reconciling environmental concerns, particularly by improving public transport connections and transport infrastructure. Policy IN9 of the Industry and Employment chapter covers the issue of an operational boundary and airport related development.*

Road Planning

- 9.59 North Lincolnshire occupies a key position in the United Kingdom. It is situated on the south bank of the River Humber, one of Europe's major estuaries. It benefits from excellent highway connections via the M180/M18 to the M62 Trans-Pennine Route and M1/A1T north - south corridors. The A15T (Humber Bridge) provides access to north-east England. The volume of goods and the level of commercial traffic along the M180/A180T corridor are expected to increase.
- 9.60 The Council recognises the importance of the Trans-Pennine Corridor as a route into Europe via the Humber Estuary. This corridor comprises the main Trunk Roads

across the Pennines, (primarily the M62), and the main railway routes, (Leeds to Manchester via Huddersfield and Sheffield to Stockport / Manchester). The corridor forms part of a Trans-European Network (TEN).

- 9.61 Car ownership levels in North Lincolnshire are similar to those nationally but have increased faster over the last decade. There are higher than average instances of commuting by pedal and motor cycles, particularly in the Scunthorpe and Bottesford Urban Area where levels are three times those of Great Britain. However, significantly fewer journeys to work are taken by public transport in North Lincolnshire than the national average. Travel by road, especially by private transport, is by far the dominant means of movement, both locally and nationally. As outlined in the overall strategy, it is proposed that new developments are concentrated where services and facilities already exist in order to make the most efficient use of existing infrastructure, and this includes the road network.

The Road Network

- 9.62 Responsibility for the local transport system is shared by the local authority, the Highways Agency (the highway authority for motorways and trunk roads), bus and railway companies and private interests. North Lincolnshire Council formulates transport policy through the Local Plan, the Humberside Structure Plan, and the Local Transport Plan. Increasingly, this work is being carried out in consultation and partnership with local people, representatives of the business community, interest groups and private operators.

9.63 The local road network forms a vital part of the area's transport infrastructure. To maximise efficiency and ensure that the best use is made of existing provision the Council has identified and adopted an Inter-Urban Road Hierarchy to:

- assist in developing capital and maintenance programmes;
- advise in the determination of resource allocations;
- guide decision making on transportation and land use planning issues; and
- guide the prioritisation of proposed works on major roads through settlements.

In this hierarchy categories 1 and 2 denote roads of national and

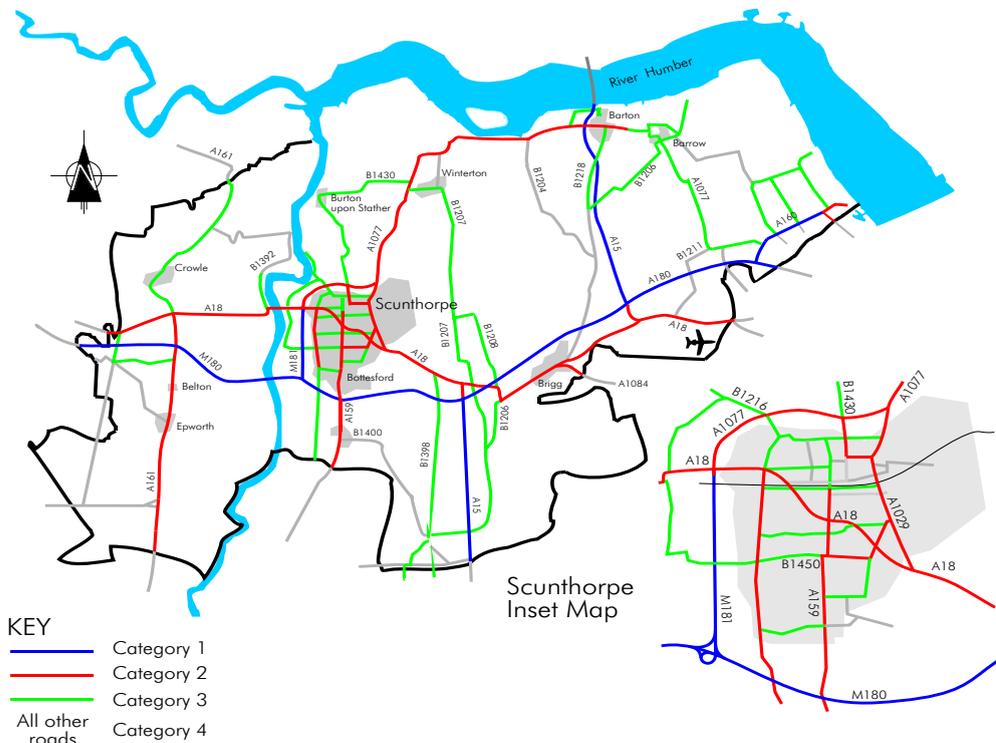
authority wide importance. Category 3 denotes roads of local importance, and category 4 local roads. This is shown in Figure 8 below.

9.64 The North Lincolnshire Strategic Road Network is shown in figure 8 and incorporates category 1, 2 and some 3 roads of more than local importance. This is shown in figure 9 on page 142.

T14 - The North Lincolnshire Strategic Road Network (NLSRN)

The Council will manage the use of roads within North Lincolnshire by establishing the area's Strategic Road Network. Traffic will be concentrated onto these roads whose main purpose will be to carry traffic of more than local significance of both public and private traffic.

Figure 8 - Inter-Urban Road Hierarchy



Developments, which compromise the function of the NLSRN in traffic and safety terms, will not be permitted.

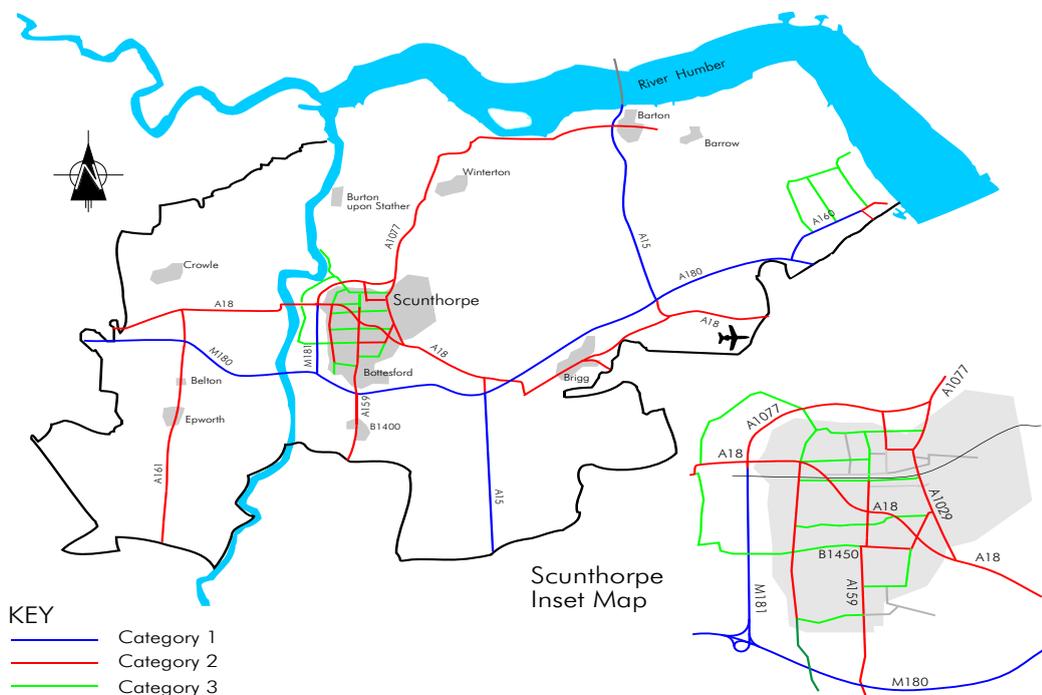
9.65 The NLSRN will be designed to:

- create priority routes for through traffic; and
- remove through traffic from town centres; and
- accommodate large volumes of local traffic; and
- encourage greater use of public transport; and
- protect and enhance the environment; and
- protect the regional policy of favouring freight movement, at the expense of commuting, for those

freight movements which can not transfer to rail or water-borne modes.

9.66 Defining a road hierarchy allows measures to be devised and taken which channel traffic onto the roads in the North Lincolnshire area, which are most able to accommodate it. Motorways, Primary and Strategic Routes together with other Principal Roads in North Lincolnshire are shown in figure 9. Inter urban traffic is predominantly carried by the M180/M181/A180T/A160 and A15T/Humber Bridge corridors. North Lincolnshire Council is responsible for all roads in the area with the exception of Motorways and Trunk Roads, which are managed by the Highways Agency. The A15 between the authority's southern boundary and Junction 4 of the M180, and Junction 5 of the M180 and the Humber Bridge, is currently Trunk Road, but has been identified as

Figure 9 - The North Lincolnshire Strategic Road Network



part of a national review as being non-core. It is anticipated that the route will be handed over to the control of the Council in the near future. The A15 north of junction 5 is currently in the process of being de-trunked. Some B and C classified roads have been included within the NLSRN because the routes are considered to be of more than local significance, carrying long distance and through traffic.

9.67 In cases where developments generating significant levels of road traffic are permitted there is a need to ensure that, in line with the guidance contained in PPG13, the best use of existing infrastructure is made. Much of this traffic will make use of the NLSRN. These are roads of national and authority-wide importance, whereas some Category 3 roads and all Category 4 roads are of local importance or local roads. It is therefore important that the role of the NLSRN in carrying long distance and through traffic is safeguarded. Developments that compromise these roads, in traffic or safety terms, will not be permitted.

9.68 Direct access to the NLSRN (Category 1 and 2 and some Category 3 roads) will be discouraged. On Trunk Roads the Highways Agency must approve access arrangements.

T15 - Highway Improvements and New Highway Construction

The Council will only undertake highway improvements and construct new highways where they:

- i) calm traffic;**
- ii) improve road safety;**
- iii) relieve the impact of traffic on local**

communities, environmentally sensitive areas or designated sites;

- iv) optimise the ease of movement for sustainable modes of travel and the mobility impaired;**
- v) assist public transport;**
- vi) improve access to employment areas;**
- vii) provide access to land allocated for agreed development; or**
- viii) form part of, or directly access, the North Lincolnshire Strategic Road Network.**

Where new highway infrastructure is being developed, or is included as an element of a development proposal, the design of the highway should take into account:

- a) the optimum ease and safety of movement for public transport, pedestrians, cyclists and those with a mobility handicap; and**
- b) the need to conserve important architectural and historic buildings and areas, landscape, the natural environment and archaeological features**

9.69 It is now accepted that it will not be possible to cater for the forecast levels of private car use by the construction of new highway infrastructure. Transport and land use planning policies in this Local Plan seek to reduce private car

usage and encourage sustainable modes of travel. Where possible, existing road space will be maximised and more road space will be made available for vulnerable road users and public transport. There are, however, some circumstances in which new highway infrastructure will be required. These include schemes to improve road safety conditions (including minimising the risk of injury arising from access usage), assist vulnerable road users and public transport, relieve severe environment problems, or bring substantial employment benefits.

9.70 The construction of new or improved highway infrastructure has inevitable impacts on users, the local environment and communities. In carrying out any new highway proposal a balance must be struck between restricting environmental impacts associated with construction and operation and the overall community benefits of the scheme. Procedures for assessing such schemes will be based on Volume 11, Environmental Assessment, of the Highways Agency's Design Manual for Roads and Bridges (DMRB) and 'The New Approach to Appraisal', which incorporates European Union and Central Government requirements on Environmental Assessment as it relates to highway schemes. Where appropriate, measures to mitigate the environmental impact of highway schemes will be identified and undertaken.

T16 – Minor Highway Schemes

The following minor highway schemes are proposed:

- 1) St.Chad - Cherry Lane Footway, Barrow upon Humber**

- 2) The east/west section of Sheepdyke Lane Footway, Bonby**
- 3) Provision of a Cycle Track, Burton upon Stather**
- 4) North Killingholme Industrial Access Road**
- 5) B1430 Normanby Road - C157 Lodge Lane Route Realignment, Scunthorpe**
- 6) C110 Provision of Footway, Coleby (near West Halton)**

9.71 The minor schemes listed are proposed to meet the local deficiencies in the highway network or to enable environmental or development objectives to be achieved. All the schemes would be expected to take place within the Local Plan period and involve the acquisition of land outside the existing highway boundary. As the programme for minor schemes is always changing the schemes listed are not a comprehensive list of projects which may take place during the Local Plan period.

T17 – Protecting Future Highway Schemes

Land required for highway route schemes and/or highway improvements will be safeguarded from other forms of development. The Council will undertake to safeguard the following bands of interest:

- B1206 Barrow upon Humber bypass;**
- A180/A160 trunk road improvement;**

- **minor highway schemes listed in Policy T16; and**
- **highway schemes within traffic calming areas.**

- 9.72 The B1206 is identified in Policy T2 of the operative Humberside Structure Plan. It was proposed to improve industrial and commercial accessibility, especially to the New Holland Dock, and hence to promote employment. It would also reduce environmental conflict and road congestion within Barrow and reduce accidents. The alignment of the B1206 Barrow bypass has been identified and the proposed road is likely to be included within the LTP 2001 – 2006.
- 9.73 For development proposals relating to the South Humber Bank Industrial Area to proceed it is important that the surrounding highway system has the capacity to cater for the increased volume and loads likely to be generated. A Highways Agency study completed in November 1999, examined these development proposals, focusing on their likely traffic impact. The study identified the scale of likely improvements that would be necessary to the trunk road network if the development proposals were carried out. The Council will seek further discussions with the DETR to establish the scale of future improvements to the A180/A160 trunk road scheme.
- 9.74 Minor highway schemes, which are intended to be implemented within the Plan period and need protecting, are identified in Policy T16.
- 9.75 Within traffic calming areas (see Policy T18), the precise solutions to environmental, road safety, and other traffic problems will be proposed only in consultation in each area. The existing bands of interest will be protected to allow a variety of solutions.

9.76 The LTP 2000 – 2001 is an interim document before the new five year LTP 2001 – 2006 is decided. The programme for highway schemes, particularly low cost highway schemes, is continually changing. This is because of changes in the availability of land and finance, in the occurrence of traffic problems and in the opportunities to include a scheme with an adjacent development. It is, therefore, not possible to list all highway schemes for the next ten years or more. It will be necessary to review bands of interest and protect new highway schemes in the future.

T18 - Traffic Management

Traffic management measures (such as accident reduction schemes, speed reduction schemes and traffic regulation orders) will be introduced on the road network so as to:

- i) minimise the danger and nuisance caused by through traffic in residential and other environmentally sensitive areas; and/or**
- ii) give priority to selected types of transport, in particular buses, cyclists and pedestrians; and/or**
- iii) concentrate through traffic onto the most suitable roads; and/or**
- iv) minimise the problems caused by parking conflicts.**

9.77 Traffic management techniques, such as a speed management, demand management, accident investigation and road safety audit will be used to minimise the risks on the highway for all users. In particular traffic management will seek to improve the

highway environment for vulnerable road users, assist public transport and mitigate the worst effects of motor vehicles. The type of measures introduced will be appropriate to the area or route being considered. Consultations will take place with bus operators to ensure their particular requirements are met.

Car Parking Control

- 9.78 Current government guidance advocates a reduction in the growth and length of motorised journeys and a move away from reliance on the private car towards more sustainable modes of travel such as walking, cycling and public transport.
- 9.79 The provision and management of car parking are key elements in the management of traffic flow and nature and effectiveness of land use in any particular locality. Locational policies will facilitate these aims, but for those journeys where alternative modes could be used the availability of parking provision will be a major factor in deciding whether individuals travel by car. It is recognised that for many North Lincolnshire people, particularly in the rural areas, travel by car will remain the only realistic means of travel. For these journeys, and to regenerate the economy of the area, it is vital that car based accessibility is maintained.
- 9.80 The car parking policies below are a reflection of the "Parking and Demand Management" approach taken by the Local Transport Plan. The Council will therefore:
- take account of commuter plans with reductions in the amount of car parking space required where appropriate;
 - adopt reduced requirements for parking in locations which have

good access to other means of travel other than the private car;

- be flexible in the requirements for off-street residential parking space and reduce or waive them where necessary in order to provide quality and affordable high-density development in areas that have good access to other means of travel;
- ensure parking requirements in general are kept to the operational minimum, to avoid surplus spaces;
- not require developers to provide more spaces than they themselves wish unless there are significant road safety or traffic management implications;
- ensure that parking provision at peripheral office, retail and similar developments is not set at high levels which would have the effect of significantly disadvantaging more central areas;
- encourage communal car parking that is well sited for natural surveillance and provides visual amenity;
- in the case of residential spaces provided within curtilages, ensure that spaces are independently accessible.

T19 - Car Parking Provision and Standards

Provision will be made for car parking where it would:

- i) meet the operational needs of businesses; or**

- ii) **be essential to the viability of a new development; or**
- iii) **improve the environment or safety of streets; or**
- iv) **meet the needs of people with disabilities; or**
- v) **be needed by visitors to the countryside;**

and comply with Appendix 2 - Parking Provision Guidelines.

9.81 *In order to minimise the detrimental effects and changes which might otherwise arise, the Council considers it a fundamental principle that new developments and changes of use which result in additional parking shall incorporate proposals to fully meet that demand. This approach is operated through standards of provision related to the relevant use of the proposed development. The standards set out in Appendix 2 are under review subject to the adoption of the Regional Planning Guidance for Yorkshire and the Humber. Any consequential amendments will be formally incorporated into the plan via an appropriate statutory procedure, e.g. by way of an Alteration to the Local Plan or at the time of the formal Review of the Plan. Proposals, which are for uses not covered by the Use Class Order, will be specifically assessed to determine appropriate provision necessary.*

9.82 *In line with PPG 13, the parking standards will be regarded as maxima rather than minima. PPG 13 additionally allows for local planning authorities to have discretion in setting the detailed levels of parking below the maximum thresholds so as to reflect local circumstances and for alternative public transport initiatives to be*

considered. Accordingly, some element of the identified demand may be expected to be met by alternative travel modes and to increase the number of trips made by public transport, cycling or walking. The review of the standards will also be expected to progress the objectives of PPG 13 and the Regional Planning Guidance. This may mean that in the future new parking standards may result in less parking than those set out in Appendix 2.

9.83 *Commercially essential spaces are regarded as being the minimum element of the adopted parking standard which is necessary for the business to operate comprising visitor spaces and those essential to staff required to use their cars for undertaking company business in providing an essential service to customers and clients.*

Public Car Parking

9.84 *A major objective of the Local Plan is to reduce the need to travel, particularly by private car. The implementation of this objective includes the development of a parking policy (as one part of a traffic demand strategy) that discourages car commuting, whilst enhancing travel by sustainable modes. Commuter traffic contributes to morning and evening peak hour traffic congestion. The Council's policies seek to give opportunities for people to make journeys which could conveniently be made by public transport, by cycle or on foot. Measures are, therefore, proposed to encourage these alternatives to the private car, which will also be of benefit to shoppers and other users. The overall parking stock in Scunthorpe and Bottesford Urban Area will be reduced in the long term as opportunities to travel by sustainable modes become more feasible. This will release brownfield land for development in the urban*

area, which when taken up, could further enhance the vitality and viability of Scunthorpe in particular.

9.85 The Council is currently undertaking to develop a demand management strategy for North Lincolnshire, which includes establishing:

- i) the number of long stay car parking that will become short stay spaces; and
- ii) the reduction in the number of spaces.

In addition, the strategy will re-allocate road space for use by sustainable forms of travel, balancing waiting time at junctions between all modes, implementing and utilising appropriate intelligent transport systems, and reviewing and adjusting parking charge regimes.

Short Stay Car Parking

9.86 The need for shoppers to access designated shopping areas by car in order to make and transport bulk purchases is recognised. The tendency of such journeys to be spread throughout the day and not coincide with peak times also means they are not deemed to be a particular congestion problem. Priority in designated shopping areas shall, therefore, be given to these users so as to maintain the vitality and viability of town centres.

9.87 PPG6 on Town Centres and Retail Development addresses the role of car parking. It recognises that the availability of town centre parking can affect traffic levels, which may in turn detract from the attractiveness of town centres. It suggests, therefore, that local authorities should adopt policies which favour short term parking for shoppers and visitors at the expense of commuters and that this should be

achieved through management and pricing policies. Maintaining consistency between competing centres will be an important consideration. The need for good quality parking is stressed with an emphasis on attractive and secure car parks. Part of the Council's parking strategy is to reduce the number of car spaces on existing car parks by providing cycle, motor cycle and disabled parking to "Gold Star Parking Standards". It is suggested that there is a need to reconcile the pressures for out of town development resulting from increased car ownership and use with the need for environmental improvements.

T20 – Provision of Short Stay Public Car Parking

Permanent short stay public car parks for shoppers and visitors will only be permitted where they make a positive contribution to traffic demand management and are located close to the town centres of Scunthorpe and Bottesford Urban Area, and the principal settlements of Barton upon Humber and Brigg.

9.88 *The environmental quality and safety of the town centres of the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg could be enhanced through reduction of traffic. Implementing measures to ensure safe access to car parks, good access by foot, cycle and public transport, and the provision of short stay car parking, would be beneficial to maintaining the vitality and viability of these areas. In addition there would also be a net improvement to the overall environmental quality of these public areas.*

T21 – Provision of Long Stay Public Car Parking

Permanent long stay public car parks for commuters will only be permitted where they make a positive contribution to traffic demand management and are located on the periphery of the town centres of the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg.

No further temporary public long stay car parking will be permitted and existing temporary permissions will not be renewed.

A transfer of long stay to short stay car parking will be promoted in the above town centres following the successful provision of good public transport alternatives.

9.89 *Management and limitations on the amount of long stay car parking in the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg, aims to discourage long stays and reduce unnecessary car use.*

Movement of Freight

9.90 The majority of freight movements are undertaken by road. The impact of these movements on the environment can be reduced by the increased use of rail and water transport. These are already important modes of transport in North Lincolnshire but there is the potential to increase the percentage of freight moved by these means. Government grants are available for the provision of rail and inland waterway facilities that bring environmental improvements as a result of reductions in heavy road traffic and, where appropriate, these applications will be supported.

T22 - Rail Freight

The use of rail for goods traffic will be encouraged by ensuring:

- i) new developments which generate freight capable of bulk transport by rail are located close to rail facilities wherever possible;**
- ii) greater use of private sidings and the introduction of new ones;**
- iii) the provision of rail freight handling and transport facilities at ports and other appropriate facilities**

9.91 *Although the proportion of total freight that is currently transported by rail is small it is an efficient means of providing for freight transport. Whilst increasing the amount of freight traffic carried by rail is difficult, by locating developments appropriately, there is scope for increasing the use of the rail network. In this respect Policy IN 12 of the Industry and Employment Chapter identifies several sites where bulk rail freight handling facilities will be permitted.*

9.92 *There are nationally significant freight routes to the South Humber Bank Industrial Area, Immingham Dock and out towards Doncaster and the rest of Yorkshire, and Lancashire, with links to the East Midlands and the South of England. In addition there is the freight route through Brigg, linking with Gainsborough and Retford. In the longer term, Railtrack is working with the Highways Agency to see how additional capacity for freight could be provided on Trans-Pennine routes.*

9.93 Railtrack's 1999 Network Management Statement includes continuing expenditure on infrastructure maintenance and renewal in the North Lincolnshire area. The rail route from Grimsby and Immingham and Scunthorpe to Manchester and Liverpool via Doncaster and Leeds is identified as a key route for freight services.

T23 - Water Freight

Proposals for new water freight development will be required to demonstrate that the movement of heavy goods by road is minimised by making use of deep-water frontages in the following ways:

- i) locating on deep-water frontages;**
- ii) ensuring transfer of bulk goods from sea to inland makes optimum use of railways, rivers, canals and pipelines/conveyor belts where appropriate.**

9.94 Water transport represents an efficient means of moving a variety of freight cargoes. North Lincolnshire is well sited to take advantage of water freight opportunities due to the wharf facilities sited on the Rivers Trent and Humber. There is scope for industry to capitalise on these facilities. Opportunities also exist to make better use of the Stainforth and Keadby Canal. It is important to make the most efficient use of existing wharf infrastructure, given the environmental impacts of such facilities. The Humber deep-water channel at Killingholme is a uniquely important national resource. The western extremity of the deep-water channel at North Killingholme Haven is already being developed. Associated British Ports are currently developing a new riverside terminal facility at South Killingholme and phase one of Simon's Humber Sea Terminal at North

Killingholme Haven is currently under construction. This is likely to have traffic implications on the surrounding road network. Improvement of the A160T will be required if the deep-water channel and the South Humber Bank Industrial Area are to fulfil their development potential (see Policy T17 and paragraph 9.74).

T24 - Road Freight

In settlements where heavy goods vehicles endanger safety, cause community severance or environmental intrusion, and alternative routes exist, the movement and parking of these vehicles will be restricted.

The environmental impact of moving freight by road will be reduced by:

- i) concentrating lorries onto the North Lincolnshire Strategic Road Network; and**
- ii) banning heavy goods vehicles from sensitive areas; and**
- iii) encouraging the development of rail freight facilities; and**
- iv) encouraging the use of the waterways.**

9.95 Where road freight is the only practicable means of transporting goods, use of sites which make efficient use of the existing highway infrastructure by means of good access to the North Lincolnshire Strategic Route Network, will also be encouraged.

9.96 North Lincolnshire Council will promote alternative means of freight movement to HGVs. However, there are many trips where transporting freight by road

is the only feasible option and there will inevitably still be a large number of HGVs using the highway network. The recent move to permit HGVs weighing up to 40 tonnes, and the possibility of a further increase to 44 tonnes in the future, will increase their potential impact on carriageway structures and sensitive communities e.g., in town centres, conservation areas, and country and village lanes.

- 9.97 In built up areas the intrusion of HGVs is already perceived to be significant and their conflict with other more environmentally sustainable modes of travel has the potential to endanger vulnerable road users. The Council will seek to develop measures to mitigate the adverse impact of these vehicles where necessary. Measures include the imposition of lorry bans, weight limits and the designation of advisory lorry routes.
- 9.98 Problems are not only caused by the movement of heavy goods vehicles, but also by their parking needs. This can give rise to specific problems e.g., noise from refrigeration units, as well as more general environmental or safety problems especially in residential areas. Where such problems occur then the parking of lorries will be restricted, and the Council will encourage the provision of parking areas for lorries when a need is established on safety or environmental grounds.
- 9.99 Existing heavy goods vehicle restrictions take the form of weight limited zones and weight limited roads. Weight limited zones have permitted through routes of up to an allowance of a 7.5 metric tonnes limit. The following zones currently exist: Westwoodside/Haxey, Scunthorpe and Glanford, Winterton, Broughton, Barton upon Humber, Barnetby, Goxhill, East Halton and South Killingholme. In addition, existing individual road restrictions subject to a 7.5 metric tonne limit are in place for a number of roads outside these weight

restriction zones. The Council will continue to review weight restriction orders on roads within North Lincolnshire.

T25 - Motorway Service Areas (MSA)

Proposals for the development of motorway service areas will only be permitted east of Scunthorpe (at least 15 miles from the MSA at the M180/M18 junction) if:

- i) there is a clear exceptional overriding need for it on safety grounds; and**
- ii) the development is located, designed and landscaped so as to minimise its impact on the surrounding area of open countryside in terms of visual intrusion noise and vehicle emissions; and**
- iii) the development is of an appropriate scale which serves only the needs of the motorway users.**

9.100 The Government announced in Circular 23/92 that responsibility for identifying sites for new motorway service areas (MSA), seeking planning permission and acquiring land will pass from the Department of Transport to the private sector.

9.101 In July 1998 the Government announced a policy statement on MSA. The statement suggested that priority be given to ensuring that MSA's are available roughly every thirty miles throughout the motorway network. Additional services at fifteen-mile intervals will still be allowed, but only exceptionally and where there is clear

need for them on safety grounds for only the needs of motorway users.

9.102 *There are currently no MSAs along the motorways in North Lincolnshire. The nearest MSA to North Lincolnshire has recently been completed at the junction of the M180 and M18, south of Thorne. Within North Lincolnshire, a roadside petrol and food facility exists at Junction 5 of the M180. This facility is not defined as a MSA, because the site is not directly accessed to and from the M180.*

9.103 *With a forecast increase in the volume of traffic using the M180 it is possible that demand for a further MSA facility can be expected within the lifetime of this Plan. Junctions 2 and 3 of the M180 are within 15 miles of the existing services at Thorne, therefore, if an additional MSA facility should be required, it should be located east of Scunthorpe, provided the policy criteria are met.*

9.104 *The M180 is routed through open countryside. The development of a MSA will therefore constitute a significant element in the landscape and have consequences on the character and quality of the open countryside. If a need for a MSA is proven the type and scale of development should have as little environmental impact as possible.*

T26 - Roadside Service Areas

Proposals for the development of roadside service facilities, including refreshment, fuelling, overnight travel lodge accommodation, parking and ancillary outdoor relaxation, will be permitted provided that the development:

- i) is essential for the provision of services to meet the needs of highway users on the**

North Lincolnshire Strategic Road Network; and

- ii) is located within settlement development boundaries; and**
- iii) has regard to the level of existing provision and commitments for development that serves the needs of highway users;**
- iv) does not include facilities of a scale or type that may cause the service area to become a destination in its own right; and**
- v) is sited and designed to have regard to the landform and natural features of the area and respects views and vistas to and from adjoining land and countryside; and**
- vi) does not cause detriment to nearby properties by reason of noise, general disturbance, fumes or external lighting.**

9.105 *It is essential that a development proposal for a roadside service area meets the requirements of the Plan's overall strategy covered by policies ST1, ST2 and ST3 and the location of development policy covered under Policy T1. Such a development is considered to be intrusive when located in the open countryside.*