

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: