

- **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**