

Morton Neighbourhood Plan



Evidence Paper 6 – Roads and Traffic

June 2019

Introduction

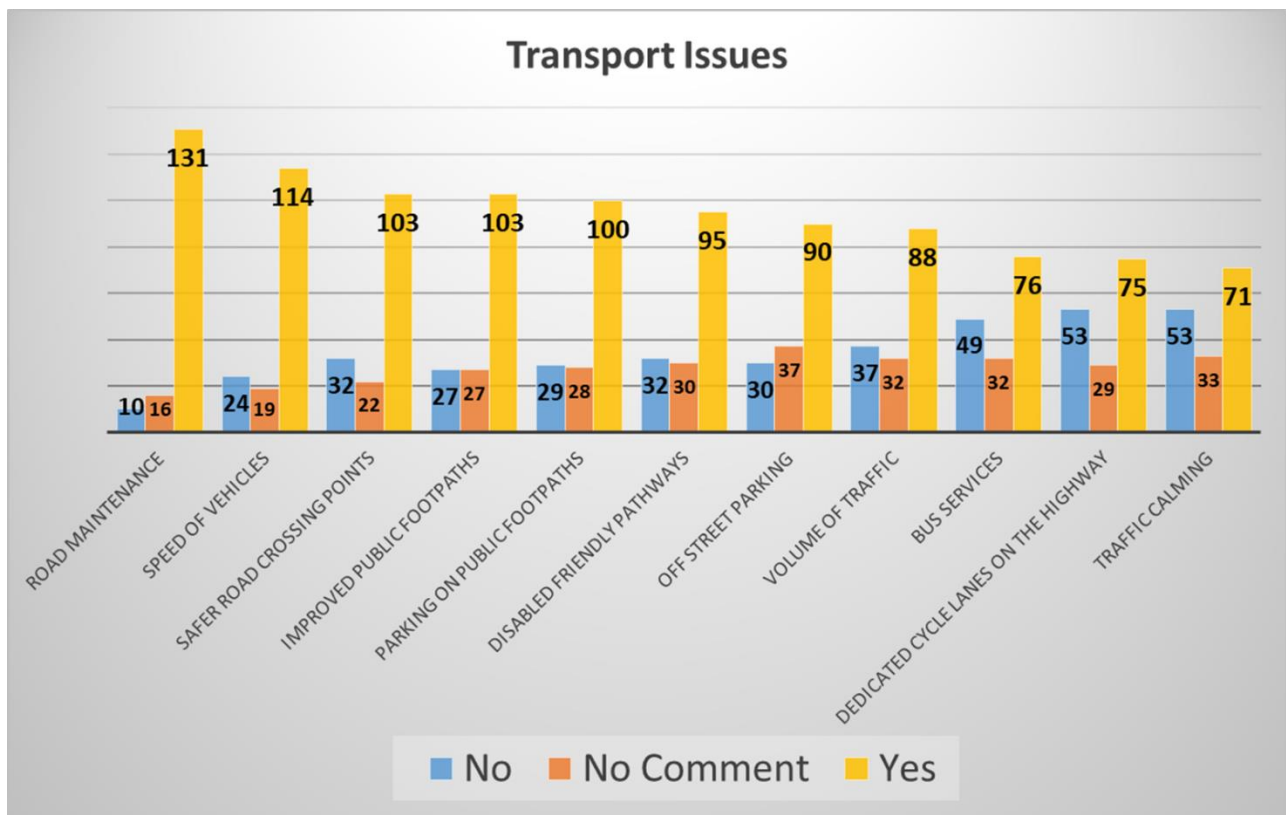
It has not been possible to find or access any bespoke transport data for Morton, but this brief paper considers the outcomes from the first consultation exercise and examines the policy context for transport provided by the CLLP and County Council transport strategies. The potential policy implications for the Neighbourhood Plan are summarised *in italics* at the end the analysis.

Local Opinion

Early consultation on the Neighbourhood Plan resulted in 157 transport (in all its forms) concerns:

- 82% enjoyed access to the countryside;
- People wanted to remain physically distinct from Gainsborough but valued access facilities;
- There were adverse comments about speeding cars and parking in parts of the village;
- Concerns that development, including that in Gainsborough, would increase traffic;
- The Crooked Billet corner is seen as a choke point for traffic;
- People would like a better off road cycle network and upgrading of the riverside pathway;
- The frequency and timing of bus services, including a lack of evening options;
- New development should include adequate parking provision.

The responses are shown diagrammatically below.



In addition to the above, Steering Group members have referred to:

- HGV traffic associated with farm diversification, waste management and renewables.
- The increasing size of tractors and farm machinery and the impact on rural lanes/verges.

Existing Policy Context.

Central Lincolnshire Local Plan (CCLP) Policy LP 13 Accessibility & Transport (see Appendix 1) provides a comprehensive strategic context for considering development proposals, but it relates to issues associated with development and does not focus down to individual villages.

A comment in the policy context (Para. 4.7.6.) on the use of the River Trent as a commercial waterway, is relevant to Morton; *“The River Trent runs from Newark along the edge of Central Lincolnshire, through Gainsborough and on to the Humber and is identified as a major freight waterway which can take large barges of several hundred tons. In recent years the focus has been on the movement of aggregates, container, waste and recycling sectors but interest has been growing as fuel costs have risen and awareness of the environmental benefits of moving freight by water, such as relieving road congestion and reducing exhaust emissions, has increased.”*

In addition, the following planned development in adjoining settlements will have a traffic impact on Morton:

- Development in Gainsborough, especially the large scale planned Northern Sustainable Urban Extension (Policy LP39);
- Development in the villages of Scotter and Blyton, on the A159 north of Morton, in accordance with the settlement Policy LP4 and Neighbourhood Plans.

The current Local Transport Plan (LTP) must also be considered as part of the context for the Morton NP. The LTP sets out the overall strategy and delivery arrangements for transport across the whole of Lincolnshire, including supporting growth, tackling congestion, improving accessibility, creating safer roads and supporting the larger settlements. The LTP reflects the objectives of the latest Local Plan, and vice-versa, with each updated version aiming to complement one another. The objectives contained within the current strategy support the development of a sustainable, efficient and safe transport system, increasing the use of sustainable travel modes, protecting the environment, and improving access to key services. (LTP4) covering the period 2013/14- 2022/23 sets out the following objectives for Lincolnshire:

- assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
- improve access to employment and key services by widening travel choices, especially for those without access to a car;
- make all travel safer and, in particular, reduce the number and severity of road casualties;
- maintain transport system to standards for safe and efficient movement of people/goods;
- protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs;
- improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
- improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems and
- minimise carbon emissions from transport across the county.

Parking matters are also covered but focus on the parking requirements associated with new development rather than addressing any existing parking problems.

However, like the Local Plan the LTP is strategic (countywide) and does not drill down to the local issues experienced in places like Morton. There is a Transport Strategy for Gainsborough which sets out a range of local proposals to help tackle congestion and improve transport options. This was approved by the County and District Councils in 2011. It is based on the transport needs that will arise from planned major growth in and around the town. Whilst most of the statistical background is for Gainsborough town, the study area included Morton and the following comments/proposals related to Morton.

- 4.2.1. A 20mph zone has been introduced in the area surrounding Morton Primary School.
- 5.3.2. A new link to the A159 connected with the Northern SUE (east of the railway).
- Table 10E (Junction Assessment) show no capacity problems the Blyton Road (A159) Front Street junction, even by 2051, with three SUES implemented.

There are, therefore, no proposals within Morton but the measures planned to address issues and make improvements within Gainsborough town centre will benefit residents of Morton who visit and use the town centre. Measures to improve walking and cycling options could also benefit the Parish, in terms of recreational and commuting options and addressing morning and afternoon traffic associated with Queen Elizabeth's High School on Blyton Road (A159) near Front Street.

Accident Records and Local Issues

The LTP is related to safe movements, but a key organisation involved in advice, prevention and road safety in Lincolnshire is the Lincolnshire Road Safety Partnership (LRSP).

It is not possible to break down County Council records and there are no published accident records available for Parishes.

The NP Steering Group members have referred to:

- HGV traffic associated with farm diversification, waste management and renewables.
- The increasing size of tractors and farm machinery and the impact on rural lanes/verges.

However, much experience/concern is based on the impact of parking and traffic speeds in the village, the dangers posed by large vehicles in the countryside and the damage done to footpaths, verges and refuges on country lanes.

Conclusions and Neighbourhood Plan Implications

A general policy context is provided by CCLP Policy LP13 and there is no need to duplicate this. However, it lacks a local dimension which could be addressed in the Neighbourhood Plan through:

- *A policy highlighting the need to protect and enhance rural routes for all users;*
- *A policy (or aspiration) for Morton PC to be consulted on major development outside, but affecting, the Parish;*
- *Community Proposal: using CIL, S106 and other funds to improve footpath/cycle provision.*

It will also be possible to use the Neighbourhood Plan process to engage relevant partners and organisations, e.g. Gainsborough Town Council, other Parishes Road Safety Partnership, the Rail & Bus Users Group (if still active), businesses, the County Council and West Lindsey District Council.

Appendix 1 – CLLP Policy LP 38 Accessibility and Transport

Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported. All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

- a. Located where travel can be minimised and the use of sustainable transport modes maximised;*
- b. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;*
- c. Should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors, linking to existing routes where opportunities exist, that give easy access and permeability to adjacent areas;*
- d. Ensure allowance is made for low and ultra-low emission vehicle refuelling infrastructure.*

Delivering Transport Related Infrastructure

All development proposals should, where necessary, contribute to the delivery of the following transport objectives, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through some form of developer contributions or CIL payment as set out in LP12).

For Strategic Transport Infrastructure:

- e. Improve and manage the strategic highway infrastructure to allow for a range of users and increased capacity where appropriate and viable;*
- f. Improve and manage the wider road infrastructure to benefit local communities including through the use of traffic management and calming initiatives where appropriate on rural roads, and key transport links in the towns and villages;*
- g. Improve and manage the strategic cycling network to allow for a range of users;*
- h. Support the enhancement of existing or proposed transport interchanges;*
- i. Explore opportunities to utilise waterways for transport, particularly freight.*

For Public and Community Transport Infrastructure and Services:

- j. Assist in the implementation of infrastructure which will help all communities in Central Lincolnshire, including people living in the villages and small settlements, to have opportunities to travel without a car for essential journeys;*

k. Improve the integration, efficiency, accessibility, safety, convenience and comfort of public transport stations, including both rail and buses;

l. Deliver flexible transport services that combine public and community transport, ensuring that locally based approaches are delivered to meet the needs of communities;

m. Assist in bringing forward one or more park and ride facility in the Lincoln area with a car to bus service or car to rail.

For Walking and Cycling Infrastructure:

n. Deliver schemes that complement the aims of the Public Rights of Way Improvement Plan and the Green Infrastructure Study for Central Lincolnshire, where possible enhance linkages between settlements and to areas of natural greenspace and to the surrounding countryside;

o. Prioritise schemes that complete gaps in the network, especially those that will encourage more local walking and cycling journeys;

p. Deliver networks and facilities for walking and cycling, which are appropriately linked and integrated into the wider transport network, are well maintained and promoted, and which help facilitate schemes, such as Access Lincoln's 'Hirebike' scheme and 'Bikeability', to encourage people to walk or cycle.

For Parking Provision:

q. Ensure that appropriate vehicle, powered two-wheeler and cycle parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility. The number and nature of spaces provided, location and access should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement/Transport Statement/Transport Assessment and/or Travel Plan as appropriate, depending on the nature and scale of development proposed).

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with the precise form being dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.