

PROPOSED RESIDENTIAL DEVELOPMENT LINCOLNSHIRE LAKES, SCUNTHORPE RESPONSE TO ACTIVE TRAVEL ENGLAND COMMENTS (20/12/2024)

This note has been produced by Local Transport Projects Ltd (LTP) in response to the comments provided by Active Travel England (ATE) dated 13th December 2024, associated with the provision of a local centre as part of a full planning application (ref: PA/2023/1124) to provide a residential development of 593 dwellings on land to the north of Burringham Road in Scunthorpe. The local planning and highway authority for the site is North Lincolnshire Council (NLC).

The following comments are offered in relation to the ATE response:

- The submitted Transport Note acknowledges that the local centre would be expected to generate a high proportion of pass-by trips associated with residents already travelling to/from the site by vehicle, which could include longer-distance journeys made by car for commuting/leisure etc. It is reasonable to expect that some of these trips would divert into the local centre on an existing journey in/out of the site, and for the purposes of the local centre are therefore defined as a vehicle trip (and included within the modal split), despite being an existing trip on the network.
- The Transport Note also acknowledges that whilst the local centre would not generate a significant number of trips to/from a wider catchment, it may generate pass-by diverted vehicle trips that are already on Burringham Road. This could include trips to/from future phases of the wider Lincolnshire Lakes development for which outline consent has been granted, but again it is reasonable to expect that some of these trips would divert into the local centre as part of an existing journey, but for the purposes of defining the modal split of the local centre are still defined as a vehicle trip, despite being an existing trip on the network.
- The proposed local centre is well connected to the sustainable transport infrastructure within the development, and being adjacent to the proposed primary street is accessible from all parts of the site. As acknowledged within the ATE response, all properties are within a 520m walk of the local centre and the infrastructure is there to support these trips by active modes, however it is unrealistic to expect that all trips would be walking/cycling trips. A level of pragmatism is therefore required, as whilst the desired outcome would be for all trips to be made by walking/cycling, there will inevitably be some residents who choose to drive to/from the local centre regardless of the active travel infrastructure provided.
- It is therefore considered that the 40.6% car driver modal split is a realistic estimation of the modal split likely to be experienced based on the modal split experienced at other comparable sites, and it is emphasised that almost half of trips (47.9%) are estimated to be made by walking and cycling, which reflects the connectivity of the local centre to the proposed development and wider Lincolnshire Lakes site.

- For the purposes of the planning application, the unit is identified as a 200m² commercial unit (use Class E) and has been assessed as a convenience store in order that the worst-case trip impact is assessed. The adopted NLC parking standards contained *within 'Parking Provision Guidelines for New & Change of Use Developments'* (NLC, undated) require 1 space per 14m² for 'Food retail above 100m² GFA' sites, therefore the proposed provision of 14 spaces (200/14) accords with the adopted local standards.