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Your Ref: PA/2025/254  
Our Ref: ATE/25/00322/HYB  
Date: 20 March 2025

## Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: North Lincolnshire Council

**Application Ref:** PA/2025/254

**Site Address:** Land East of M181/A1077(M), Burringham,, SCUNTHORPE,, DN17 1US

**Description of development:** Hybrid planning permission comprising of outline, with all matters reserved for up to 550 dwellings, a local centre (use Class E), associated landscaping, drainage and other infrastructure works. Full Planning permission for the construction of a new vehicular access off the M181/A1077(M) roundabout, a pedestrian and cycle link to Scotter road, a pumping station, earthworks and off-plot drainage, ecological and associated landscaping and infrastructure works

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- ~~a. **No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- ~~b. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- ~~d. **Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

## 1.0 Background

Active Travel England (ATE) welcomes the opportunity to provide comments on this consultation.

It is understood that the site has been subject to allocations and designations across various Statutory Development Plan documents and policies maps, including within the (now withdrawn) emerging Local Plan. Additionally, the site forms part of the Lincolnshire Lakes Area Action Plan (AAP), adopted in 2016, which sets out the strategy for delivering the sustainable urban extension to the west of Scunthorpe, collectively known as 'Lincolnshire Lakes'.

ATE has not previously been involved in this site. However, we have provided feedback on a nearby application (Ref: PA/2023/1124), which, following responses to its deferral, was approved with conditions/obligations on 08 January 2025. Given the proximity of this site and its relationship with the existing active travel network, our response should be considered alongside those previous responses.

### Summary

ATE has reviewed the application against the criteria outlined in the updated ATE Planning Assessment Toolkit, national planning policy, and active travel design guidance. It is noted that the applicant has also completed the ATE toolkit assessment and utilised ATE's Cycle Level of Service (CLoS) Tool, which is wholly welcome.

Following our review, we have identified the following issues requiring further consideration or clarification:

1. Trip Generation Analysis and Travel Plan Targets
2. Active Travel Route Audit
3. Offsite Improvements
4. Placemaking and Permeability

ATE is therefore issuing a deferral response, with further context for this decision outlined below, following the criteria within the ATE Planning Assessment Toolkit.

## 2.0 Areas of Concern

### Trip Generation Analysis and Travel Plan Targets

The general approach to trip generation is welcome, and ATE supports the applicant's commitment to a 'Vision and Validate' approach as prescribed within the updated NPPF. ATE notes that the applicant has provided AM, PM, and daily multi-modal trip data. The inclusion of the latter is particularly useful in understanding total active travel trips throughout the day, capturing non-commuting journeys as identified in the National Travel Survey.

While the overall approach is considered robust, reliance on 2011 Census 'Method of Travel to Work' data to establish a baseline modal split may under-represent active travel. Given the limitations of the 2021 Census, a vision-led baseline incorporating alternative data sources, such as the National Travel Survey, benchmarking planning applications, and scheme interventions, would better align with updated NPPF targets. ATE encourages

the applicant to adopt a more ambitious baseline and work towards further improvements over the monitoring period.

This ambition should also be reflected in the Travel Plan targets. The Vision and Validate targets propose a 20% reduction in car driver trips, redistributed across other mode types. While welcome, this results in only a 6.1% increase in active modes, leading to a 19.2% overall active mode share. Whilst this is a laudable share when accounting for the site's location, it raises concerns that the targets do not substantially differ from a traditional Predict and Provide approach within Travel Plan methodology, which aims to reduce car reliance over a five-year period. Further clarity on this methodology would be beneficial and clarification on how the target would differ from that traditionally taken.

## **Accessibility**

Table 8 presents walking and cycling journey times to key amenities. While many services are located towards the upper end of acceptable walking distances, the inclusion of a local centre within the site is welcomed. However, ATE notes concerns regarding the location of the nearest primary school, which exceeds the 2km acceptable walking distance. While the exceedance is marginal, a comprehensive active travel route audit should assess the quality of existing routes and determine necessary offsite improvements.

## **Active Travel Route Audit**

Part 3 of the Transport Assessment (TA) provides a high-level assessment of surrounding walking and cycling infrastructure. However, this is not supported by maps or photographs showing key routes and deficiencies. It would be beneficial if these elements were included.

Appendix 5: Cycle Level of Service (CLOS) Assessments is a welcome addition for understanding key routes. However, the assessment would be more robust if maps identifying routes and photographs highlighting deficiencies were provided.

## **Offsite Improvements**

### ***Access Roundabout:***

The primary vehicular access is via the existing M181 roundabout. Clarification is required on what measures will prevent pedestrians and cyclists from leaving the site via this route.

### ***Brumby Common Lane:***

A 5m-wide active travel corridor is proposed along Brumby Common Lane, providing a route to Scotter Road and extending into Scunthorpe. Given that this road is currently subject to the national speed limit, ATE requests confirmation on whether vehicular access will remain or whether it will be restricted to active modes only. Additionally, clarity is needed on whether this corridor will serve future development phases west of the M181.

### ***Scotter Road:***

The proposed junction improvements are welcomed. ATE recommends that the cycle track be extended to join the carriageway within Bristol Road, as has been done with Scotter Road.

**Existing M181 Bridge (North):**

It is unclear how this northern bridge connection will be incorporated into the development. Given its designation as a route within the AAP, clarification is required.

**Wider Measures:**

ATE encourages collaboration between the applicant, Local Planning Authority, and highway authority to establish offsite active travel improvements as part of the wider AAP proposals, potentially supported through cumulative developer contributions.

**Placemaking and Permeability**

While the proposal remains in outline, illustrative layouts have been provided. ATE generally supports the high-level approach to placemaking and permeability but notes the following observations:

**Main Spine Road:**

Paragraph 4.13 of the TA confirms a high-quality active travel network with segregated pedestrian and cycle links along the main spine road and local centre routes. This is welcome, but ATE requests explicit confirmation that the infrastructure will remain segregated and not become shared use. Additionally:

- Side road treatments should adhere to LTN 1/20 standards, ensuring pedestrian and cycle priority.
- The applicant should consider cycle tracks on both sides of the highway, rather than a bi-directional track on one side.
- Submission of street hierarchy details and cross-sections would be beneficial, potentially within a Design Code secured by condition.

**Frontage:**

The illustrative proposals show a consistent buildings line behind swales and active travel corridors, creating a strong built frontage along Brumby Common Lane and the spine road. This is welcome as it enhances natural surveillance and encourages lower vehicle speeds.

**Offsite Connections:**

Limited details are provided on how the site will connect to future development phases beyond the redline boundary. Further information is required to assess walking and cycling permeability across the AAP area.

**3.0 Next Steps**

ATE requests that the local planning authority shares this response with the applicant's agent. We would welcome additional details and amendments in line with the above comments, with a view to providing a further response/appropriate wording for conditions as required.