



Active
Travel
England

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Your Ref: PA/2025/254
Our Ref: ATE/25/00322/HYB
Date: 01 October 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 further consultation.

ATE previously submitted a response dated 20 March 2025, which focused on the following key areas:

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

Following consideration of the applicant's response, ATE acknowledges that some matters have been addressed. However, issues remain outstanding. On this basis, ATE maintains a position of **deferral**, with further context set out below.

2.0 Summary

1. Trip Generation Analysis and Travel Plan Targets – accepted

Active Travel England (ATE) welcomed the use of a Vision and Validate approach to setting modal share targets. However, concerns regarding over-reliance on outdated 2011 Census travel-to-work data, which may understate active travel were put forward, in addition to:

- The need for a more ambitious, vision-led baseline drawing on alternative sources such as the National Travel Survey, comparable planning applications, and scheme interventions.
- The importance of reflecting this ambition in the Travel Plan targets by going beyond the current proposal of a 20% car reduction, which only yields a modest increase in active modes.

The applicant has reviewed the National Travel Survey to assess the appropriateness of the 20% reduction in vehicular trips based on the 2011 Census 'method of travel to work' data. They conclude that the 71.7% modal split identified in the 2011 Census is broadly consistent with the 69% recorded for trips between 1 and 5 miles in the 2023 National Travel Survey. ATE welcomes this analysis and does not wish to raise any further issues on this matter.

As set out in our previous response, ATE considers an overall active mode share target of 19.2% to be laudable. However, ensuring suitable infrastructure is proposed to achieve this target is necessary. This issue is further assessed below.

2. Active Travel Route Audit and Accessibility – accepted

ATE requested a comprehensive active travel route audit to assess the quality of existing walking and cycling routes and to identify required off-site improvements, particularly given the marginal exceedance of the 2km acceptable walking distance to the nearest primary school. Specific requirements included:

- The inclusion of maps and photographs within the Transport Assessment to illustrate key walking and cycling routes and highlight deficiencies.

ATE also expressed concern regarding the lack of primary schools within 2km of the site.

In response, the applicant has provided illustrations of the routes considered, with key areas highlighted in Figure 1 (Scunthorpe Town Centre) and Figure 2 (ASDA). In addition, routes to two primary schools have been assessed in detail (Figure 3), informed by a site visit undertaken on 2nd May 2025.

ATE welcomes the evidence and assessment provided by the applicant in response to this request and does not wish to raise further issues. It remains, however, necessary to consider whether appropriate measures are being taken to address identified deficiencies as part of the proposals. This is set out below.

3. Off-site Improvements

Access Roundabout – outstanding

The primary vehicular access is via the existing M181 roundabout. Clarification was requested regarding what measures will be put in place to prevent pedestrians and cyclists from attempting to leave the site via this route. It has not been possible to identify a response on this matter, which therefore remains outstanding.

Brumby Common Lane – accepted

The applicant has confirmed that the status of Brumby Common Lane will not change as part of this planning application. Vehicles will continue to use the lane; however, it will not provide vehicular access to the proposed development other than for construction vehicles. This clarification is welcome.

Scotter Road – outstanding

It has not been possible to locate drawing LIN-BWB-HWY-XX-DR-TR-100_S8-P06 for review. Please could this be provided for assessment.

M181 Bridge (North) – outstanding

Further clarity was requested regarding how the northern bridge (Existing M181 Bridge (North)) connection will be incorporated into the development, given its designation as a route within the Area Action Plan (AAP).

The applicant has confirmed that this planning application does not include works to the bridge and therefore it is not considered as part of the current submission. Whilst this response is noted, it would be helpful if the applicant could explain how the bridge is to be treated as part of wider proposals and whether this application will facilitate future connections.

4. Placemaking and Permeability

Main Spine Road – accepted

ATE set out specific expectations regarding the design of the Spine Road. The applicant has indicated that it is for ATE to consider the application as submitted, with any amendments to pedestrian and cycle routes subject to future planning approval processes. ATE has reviewed the submitted information further and, at this stage, is generally content with the approach to walking and cycling infrastructure within the site.

Off-site Connections – outstanding

ATE has requested details of how connections to future development phases beyond the red-line boundary will be delivered, to ensure walking and cycling permeability across the wider AAP area. It would be welcome if the applicant could provide clarification on this matter.

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.