

North Lincs Local Plan SRN Evidence Base - Addendum

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Task Overview

In August 2020 CH2M undertook an assessment of the development quantum being proposed by North Lincolnshire Council [the Council] within their emerging Local Plan [the Plan] with regard to its potential impact at the Strategic Road Network [SRN] on behalf of Highways England.

In addition, and within the spirit of co-operation, Highways England and the Council agreed that the assessment of the development quantum was to form part of a wider piece of work – of which the North Lincs Local Plan SRN Evidence Base [the Report] was the output – which will form part of the Council's evidence base to inform and underpin the Plan as it emerges.

For completeness, the Report is CH2M document reference is AA.20.05.17 Report 001; and should be read in conjunction with this Addendum.

Within the district of North Lincolnshire, the SRN comprises the M180, M181, A180 and A160:

- The M180 provides an east-west link between the A180 to the east and the M18 in the west;
- The M181 provides a north-south link between Scunthorpe in the north and the M180 in the south;
- The A180 provides an east-west link between Grimsby to the east and the M180 in the west; and
- The A160 provides an east-west link to the north of the A180, between Immingham to the east and the A180 in the west.

As part of Highways England's duty to co-operate, Highways England instructed CH2M to undertake the following tasks within the Report:

- Agreement with Highways England and the Council regarding the assessment years to be considered within this Report, which were subsequently agreed as 2027, 2032 and 2038;
- Use of the GraHAM tool to consider the traffic patterns associated with the quantum of development proposed within the Plan;
- High-level consideration of impacts at the SRN, which will include link flows and turning movements;

- Use of the base flow information identified during scoping to allow for merge / diverge assessments to be undertaken at M180 Junctions 4 and 5;
- Use of the base flow information identified during scoping to allow for volume / capacity mainline assessments to be undertaken;
- A detailed consideration of the A160 Upgrade Scheme, assessing the development quantum included at this location;
- A detailed consideration of the M181 Terminating Junction (Lincolnshire Lakes), based on Highways England's involvement to date at this location; and
- Identification of infrastructure interventions and considerations where required.

In light of the work undertaken within the Report, the following conclusions were drawn:

- The Report concluded that it is considered that the proposed infrastructure at the M181 Terminating Junction does not necessarily accommodate the quantum of development within the Plan throughout the Plan period; and that the de-trunking of the M181 places the onus of infrastructure provision onto the Council. As such, this location may require a more detailed analysis through the Plan period to ascertain if any further mitigation needs to be provided at this location;
- The Eastbound Merge at M180 Junction 5 approaches capacity in the 2038 Morning Peak and this may require a more detailed analysis through the Plan period to ascertain if any mitigation needs to be provided at this location; and
- Given the flows generated in the 2038 scenarios, it is considered that the A160 / Habrough Road roundabout may require a more detailed analysis through the Plan period to ascertain if any mitigation needs to be provided at this location.

The Report was submitted to the Council for consideration and was subsequently included within their evidence base prepared to support and underpin the Plan as it emerges.

Subsequently, in December 2020 the Council approached Highways England regarding the housing sites considered within the Report, as due to the fluid nature of the Plan, these had changed since the information provided for assessment. As such, CH2M were provided with a revised list of housing sites in January 2021, hence the need for this Addendum to be produced.

Review of Housing Numbers (January 2021)

When undertaking the assessment within the Report, 8,666 dwellings were considered within the assessment, based on the information provided by the Council at that time. The new information provided by the Council states that there are now 7,986 dwellings to be built out over the Plan period.

As such, and in overall terms, CH2M's Report assessed the impact of a greater number of dwellings and can therefore be considered robust, compared to the current quantum being promoted within the Plan. For completeness, it is noted by CH2M that the only changes to the development quantum is related to housing sites and number of dwellings, and the employment sites remain unchanged both in terms of size and location.

The largest change at a single location is the reduction of the development proposals at the Lincolnshire Lakes scheme from 3,000 dwellings to 2,000 dwellings. However, given that Highways England has already agreed the infrastructure required at this location, on the basis of 3,000 dwellings coming forward at this location, the reduction in dwellings at this location should generate additional capacity / create less of an impact at the M181 Terminating Junction, as well as on the local road network within its vicinity.

Given that the Report concluded that that it was considered that the proposed infrastructure at the M181 Terminating Junction does not necessarily accommodate the quantum of development within

the Plan throughout the Plan period and that the de-trunking of the M181 places the onus of infrastructure provision onto the Council. In addition, it was also concluded that this location may require a more detailed analysis through the Plan period to ascertain if any further mitigation needs to be provided at this location.

With this taken into account, the reduction of dwellings at Lincolnshire Lakes may not require the detailed analysis at this location through the Plan period as concluded within the Report. This is a matter for the Council to advise on. Further details regarding this junction can be found within Section 6 of the Report.

In addition to the change of dwellings at Lincolnshire Lakes, there is an increase in the number of dwellings proposed at the settlement of Barton upon Humber. However, due to the location of this settlement, it is not considered by CH2M that this increase would result in a severe impact at the SRN within North Lincolnshire over the Plan period.

Furthermore, the closest point of the SRN to Barton upon Humber within North Lincolnshire is M180 Junction 5, and this location has already been highlighted within the Report as potentially requiring more detailed analysis through the Plan period to ascertain if any mitigation needs to be provided at this location. As such, it is not considered that the impact of the changes in housing numbers in Barton upon Humber requires further assessment to be undertaken at this stage, as this is a potential issue which has already been identified for future consideration.

Additionally, given the current economic climate and associated uncertainties, there are no guarantees all sites will emerge as anticipated at Barton upon Humber – and by extension, across other settlements within North Lincolnshire - and Highways England will further use the opportunity to comment upon sites as they emerge at planning application stage – although this would be to consider the potential cross-boundary impact at the SRN in Humberside, namely the A63 rather than the M180.

Aside from the changes discussed above, the remaining changes in the numbers of dwellings and changes in sites are not considered by CH2M to be significant in terms of impact at the SRN.

As such, given the above, it was not considered prudent to reassess the entire quantum of development contained within the Plan within the GraHAM assessment tool, as it was not felt by CH2M to be an appropriate use of taxpayers' money given that fewer dwellings are being proposed overall than the previous assessment.

In addition, time constraints have meant that it would not be possible for such work to be undertaken within the timescales for inclusion within the evidence base prepared to support the Plan, and given the analysis of the new information provided by the Council, it is considered by CH2M that the Report provides a robust analysis of the development quantum over the Plan period, with this Addendum providing further detail and analysis.

Summary and Conclusions

This Addendum has been prepared to be considered alongside the North Lincs Local Plan SRN Evidence Base Report, as part of Highways England's duty to cooperate with North Lincolnshire Council regarding the emerging Local Plan and evidence base.

It is considered by CH2M that the Report produced in August 2020 is a robust assessment of the development quantum over the Plan period, given that the new housing numbers presented by the Council are lower than those assessed at the time. As such, it is considered that the conclusions of the Report remain valid and should be paid due cognisance to as the Plan emerges over time.

Furthermore, this Addendum should be submitted by Highways England to the Council as part of the evidence base compiled in support of the Plan.