

East Lindsey Core Strategy 2016 – 2031 Examination

Lincolnshire County Council Hearing Statement

16 August 2017

Matter 16: Transport and accessibility

Main issue: Can the existing road network accommodate the scale of growth proposed by the Core Strategy; and if new residential development in towns were to be constructed without parking provision, would this give rise to problems on the local road network?

Questions

SP22 Transport & Accessibility

- 1. CS paragraph 13, page 96 refers to efforts to deal with certain identified issues on the existing road network. Has the effect of development proposed in the plans on the road network been assessed more generally and can any additional traffic be safely accommodated without causing significant congestion? Is any mitigation necessary to reduce car use or mitigate the effects of any additional traffic? If so, how will this be provided?***

To assess growth across the County, in respect of all emerging local plans, LCC undertook a high level traffic modelling exercise known as the LLPT, which is a link based model. This indicated in broad terms that the growth proposed within the ELDC local plan can be accommodated within the existing highway network. However, in respect of developments coming forward these will need to be subject to more detailed analysis and Transport Assessments. In respect to Horncastle, recent planning applications have identified significant impact at the A158/A153 Bullring junction. This combined with seasonal holiday traffic has the potential to cause severe impact. In order for growth to take place in Horncastle in the future, it will be necessary to provide a bypass for Horncastle. LCC are keen to work with ELDC to deliver this, as part of the local plan process, to unlock growth within Horncastle and improve coastal access.

- 2. CS paragraph 13, page 96 also refers to a potential bypass at Horncastle to resolve capacity problems at the A158/A153 junction. Is this necessary to support planned development?***

See response to Q1 above.

3.SP22 does not set a minimum standard for residential car parking provision in town centres, partly because “it may be difficult to provide suitable parking arrangements” (page 96, paragraph 11). Could this lead to on-street parking and consequent problems on the local road network?

LCC would support minimum standards for car parking to be included within the Local Plan. However, LCC are in the process of producing its own car parking guidance which could be used across the whole County.