Q12.2 is it necessary to modify the plan to set out requirements for any allocated sites to secure or contribute to improvements to A1 / M18

**A1(M) and M18 junctions**
The Council’s evidence indicates that most of the A1(M) and M18 junctions in the Borough will be operating over capacity in 2035, with or without the development proposed in the Plan. For the majority of the junctions, the development proposed will result in additional queuing and delay. Potential improvement works have been identified for those junctions that could mitigate those additional impacts.

With regard to the above council’s response and a resident who lives and has a business near to the M18 where is the council’s report that identifies the junctions requiring potential improvements and what are the improvements the council intends to action to mitigate additional impacts?

Q12.6 Are Policies 17 to 21 and cycle parking standards in appendix 6 justified and will they be effective in providing high quality walking and cycling networks supporting facilities in particular.

**Policy 17 Cycling in Doncaster states**

Cycling in Doncaster (including new routes and improved links to existing networks and to existing and new development) will be sought in line with the following principles.

A) The Council will seek to implement a programme of cycle routes and facilities (including cycle parking) improving accessibility to Town, District and Local Centres, major employment area and tourist attractions. Developments will be expected to provide or contribute towards enhancements and/or links to these routes. Development proposals should identify, and seek to remedy, areas of deficiency, particularly in access to services.

B) The needs of cyclists will be supported in relation to new developments and in the design of highways and traffic management schemes to ensure safety, accessibility and convenience.

The Council will seek to:

The needs of cyclists can not be supported with regard to major employment at Site 001, to reiterate no safe cycle route can be identified for pedestrians, cyclists, disabled to this area.

C) To encourage cycling as a means of travel, proposals for new development will be supported where they:

If the council were to encourage and support cycling along the proposed routes as suggested by the landowners / agents of Site 001 they would be endangering the lives of these members of the community, the council can not / should not support development in this area for that reason.

The benefits of increased cycling are significant. As a mode of sustainable travel, cycling offers the economic advantages of affordable transport while having the potential to reduce congestion and improve air quality through reduced car use.
Site 001 will offer no economic advantages, pedestrians / cyclists can not not access it safely, it is a dangerous unattractive route therefore this will increase car usage, congestion will not be reduced but in fact it would increase congestion in this area and so increase the poor air quality we already have, Development in this area is not sustainable.

7.44. Doncaster is committed to increasing the uptake of cycling, both as a leisure activity and as a form of active travel.

Increasing the uptake of cycling to Site 001 will endanger lives.

7.45. It is intended to implement a programme of on and off-highway cycle routes across the Borough, including cycle lanes, crossings, greenways and advanced stop lines. Such routes will be designed to provide direct, safer cycle journeys to the main urban facilities, particularly Doncaster town centre and other Town and District centres, as well as to key trip generators such as major employment area.

A cycle route to Site 001 can not be constructed because large parts of the suggested route / routes are not wide enough to do so therefore routes can not be direct or safe to main urban facilities / employment areas.

7.47. Where new developments take place, developers will be expected to provide for potential users including cyclists in line with the relevant Supplementary Planning Documents and design guidance. The design of new development should encourage cycling, considering cycling accessibility, wayfinding and connectivity to key destinations, as well as providing secure cycling parking and related facilities as appropriate in line with the latest Council standards.

A safe cycle route can not be identified, to encourage cycling would endanger lives.

Policy 18 Walking in Doncaster

For the same reasons as above for cycling apply exactly the same for pedestrians, a safe cycle / pedestrian route can not be identified, the routes suggested by the landowners / agents are not appealing, attractive to pedestrians / cyclists / disabled travellers, they are dangerous, the landowners / agents are putting lives of employees / visitors to Site 001 at serious risk of accidents from heavy goods vehicles / cars, this will encourage increased travel by car, increase congestion and increase poor air pollution, the routes suggested are contrary to Policy 17 and 18, The landowners/ agents are putting profit before the safety of the local community.

Policy 21: Public Rights of Way Crossing Roads, Railways, Canals and Rivers

Where it is not possible to make an existing level crossing safe, a fully accessible (Equality Act compliant) underpass or bridge should be provided in close proximity to the original crossing point.
Where necessary, existing structures (for example bridges or underpass) should be assessed and improvements made to meet the requirements of any projected increase in use of the public rights of way network.
Where necessary, new crossing points should be provided across new roads, railway lines and waterways where there is a need to provide safe convenient access and to maintain connectivity.

Explanation

7.64. Appropriate crossing points where public rights of way cross new or existing roads, railways, canals and rivers are essential to ensure the safe operation of the transport network, whilst maintaining and improving the connectivity and character of the public rights of way network.

7.65. The ability for all users to safely use a crossing is a material consideration and the onus should be on the developer to provide a safe, fully accessible crossing point along the public right of way that is not to the detriment of the user or the network as a whole.

7.66. Developments close to public rights of way that cross railway lines at uncontrolled level crossings may increase the number of journeys across the crossing. Where this change could significantly increase usage there may be safety implications that need to be addressed at an early stage as part of the planning application process.

In order for employees from Moorends and some areas of Thorne to access the start of the suggested pedestrian / cycle route by human nature, to reduce the length of their journey, if running late, some will take the quickest most direct route this will mean they will have to cross one of four unmanned railway crossings, increasing footfall over these crossings is not only adding to their already hazardous journey it is not acceptable by Network Rail, a consultation reply on Planning Application 16/02136/OUTM from Network Rail states

Network Rail Consultation Reply 25 April 2019

Level Crossings

Whilst the proposed site is not directly adjacent to the railway, we would have concerns over any potential impact the scheme could have on nearby level crossings especially those running northwards from Thorne North Railway station such as Lands End Road and Bloomhill Road crossings. Whilst we think it unlikely given that the M18 is between the proposed development site and the railway, we would appreciate clarity and assurance from the developer that there is no intention to establish pedestrian links between the site and this area that may lead to an increase in usage of these crossings.

Policies 17 to 21 are not justified they will not be effective in providing high quality walking / cycling networks if Site 001 is developed. Development of Site 001 is not sustainable.