



Barton Principal Town Regeneration Levelling Up Fund (LUF) Link Road Project

About the project

North Lincolnshire Council has been awarded £19.7million in Levelling Up Funding from the Government for three packages of works. Including:



Barton Link Road

Providing both the link road and improvements to the A1077



Barton Interchange

Providing improved railway station facilities including covered cycle parking, EV charging points, improved public realm, and real-time passenger information



Barton Active Travel

Providing a number of new cycle and pedestrian improvements across the town of Barton.

Note: The Link Road is the focus of this engagement event but collectively, the projects will help make Barton-upon-Humber a more connected, sustainable and safer place for all. Opening up better opportunities to safely walk and cycle whilst reducing traffic in the town centre.

Why are we engaging with you?

We are now in the process of producing a planning application for the Link Road.

We want to ensure that the local community have an opportunity to view and provide feedback on the proposals prior to submission to the Local Planning Authority.

Any feedback provided will be considered in the final design.

How can you influence?

North Lincolnshire Council has already engaged with the local community on this project through local engagement events, paper and online surveys.

This preferred Link Road option was supported by 62.6% of consulted residents.

However, sharing your thoughts on the detailed design and potential impact of the link road now will help us take the local community's voices into account during the design stage.



The Link Road will provide a 1-mile (1.6km) long, 24ft (7.3m) wide link road, including 10ft (3.0m) wide cycle route west of the carriageway, with 6.6ft (2.0m) footways either side of the carriageway between the A1077 and Caistor Road. The cross-section includes 6ft (1.8m) swale verges to support sustainable drainage.

It will serve to reduce HGV traffic from Wren Kitchens, allowing them to bypass the centre of Barton.



Levelling Up Fund (LUF)

What is the Levelling Up Fund?

In February 2022, the UK Government published the Levelling Up White Paper, which sets out how they will spread opportunity more equally across the UK. To achieve this, the Government has awarded £4.8 billion in funding to different projects across the UK, including the Barton Link Road. This investment will:



Improve jobs, pay and living standards



Make streets safer



Protect health and well-being



Invest in high streets and town centres

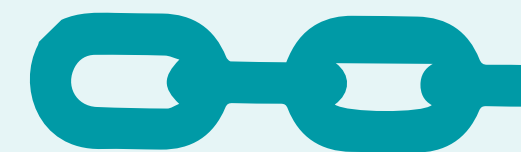


Improve local transport

Why is funding being spent on the Link Road?

North Lincolnshire Council applied to the Department of Levelling Up in July 2022 to enable and progress the regeneration of Barton Upon Humber.

The bid included:



Barton Link Road
Providing both the link road and improvements to the A1077



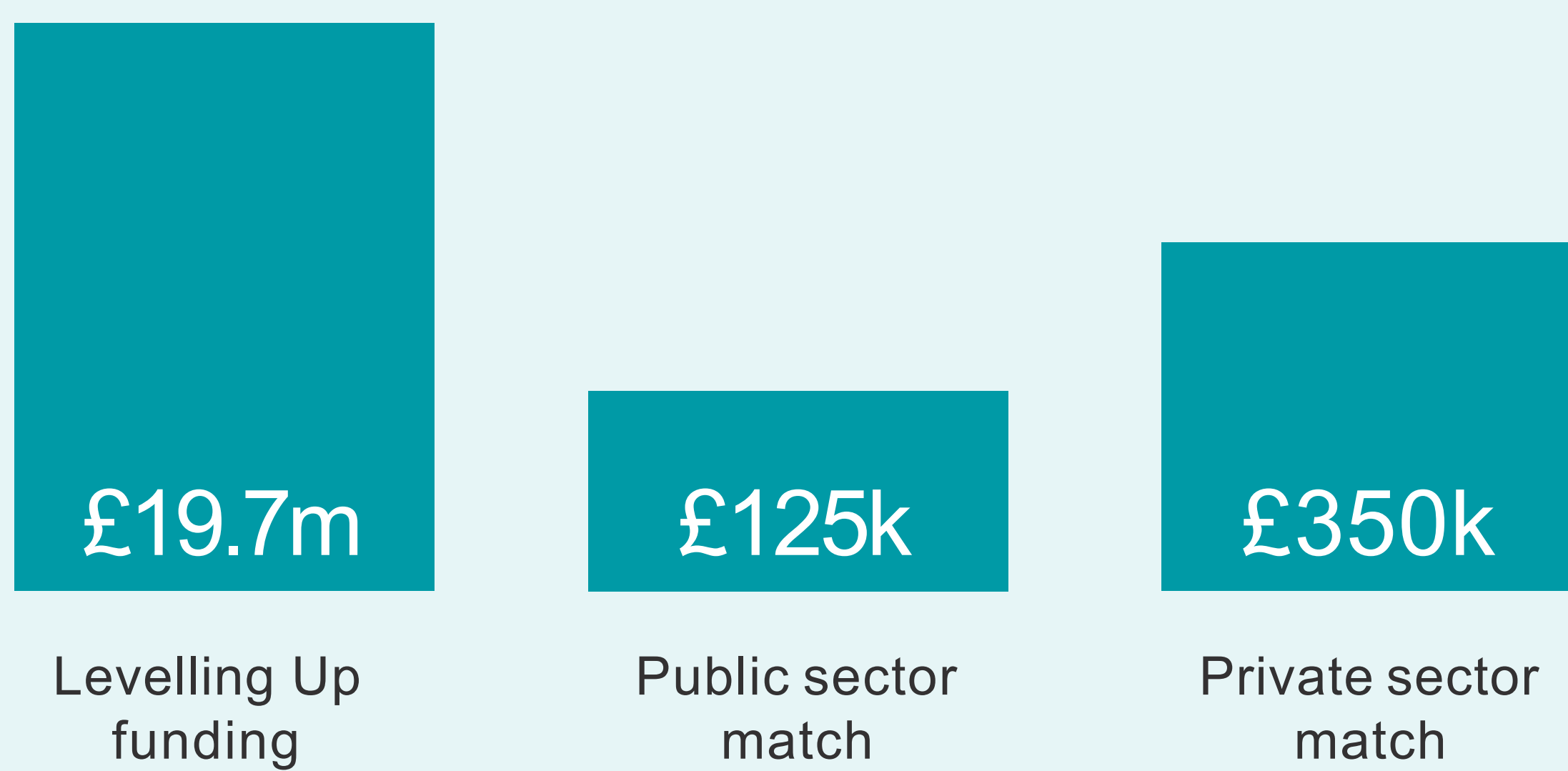
Barton Interchange
Providing improved railway station facilities including covered cycle parking, EV charging points, improved public realm, and real-time passenger information



Barton Active Travel
Providing a number of new cycle and pedestrian improvements across the town of Barton.

How much funding did Barton-upon - Humber get?

The Barton Principal Town Regeneration Levelling Up programme is made up of...



The funding was specifically awarded for the above transport improvements across Barton-upon-Humber. The Link Road aligns with four of the Levelling Up White Paper Missions, including:



It was allocated from July 2022 and the amount needs to be spent by March 2025.





Previous Engagement

Findings

Barton-upon-Humber Link Road has been through extensive engagement over the last three years on the design and alignment of the proposed link road.

North Lincolnshire Council Barton-upon-Humber Link Road Survey Engagement (2022):

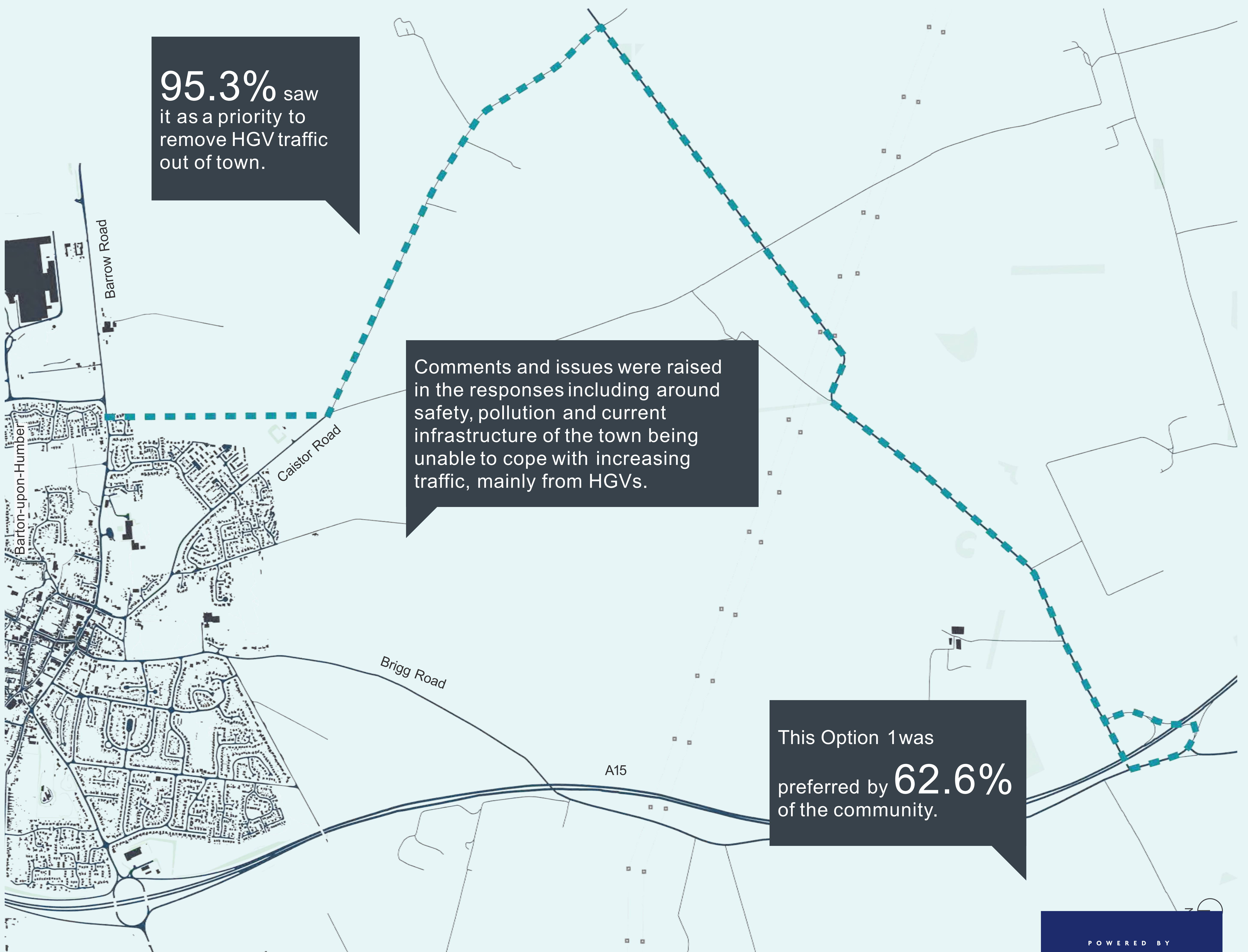
This was the most recent public engagement, undertaken in January 2022. It was based on three specific route options for the Link Road.

North Lincolnshire Emerging Local Plan (2020-2038) Public Consultation:

Different stages of consultation have been carried out through online surveys, roadshows in local communities. Posters have also been put up in Baysgarth Community Hub to engage with young people.

For Barton-upon-Humber, a number of residents wanted greater ambition for the town to growth supported by the appropriate infrastructure. This will help sustain and improve the town's shops and public services.

This consultation informed the Barton-upon-Humber Scheme interventions through identifying the necessary infrastructure to be built to support the community's growth ambitions.



Preferred Option 1 for Link Road (not to scale)





Barton-upon-Humber Link Road

Barton-upon-Humber Link Road Design

The Link Road will provide a 1-mile (1.6km) long, 24ft (7.3m) wide link road, including 10ft (3.0m) wide cycle route west of the carriageway, with 6.6ft (2.0m) footways either side of the carriageway between the A1077 and Caistor Road. The cross-section includes 6ft (1.8m) swale verges to support sustainable drainage.

Delivery Impacts

Environment, Biodiversity and Ecology

North Lincolnshire Council will consider opportunities for sustainable practices at each stage in the project delivery - opportunities for off-site mitigations (including biodiversity net gain) in order to offset the impact of the both the delivery of the project and its long-term impacts. The Link Road route avoids environmentally sensitive locations and land safeguarded from development in the current and emerging Local Plan, such as important open space, ensuring minimal harm to the environment. The Link Road will also alleviate congestion across Barton-upon-Humber, reducing air pollution for a cleaner and safer environment.

Visual

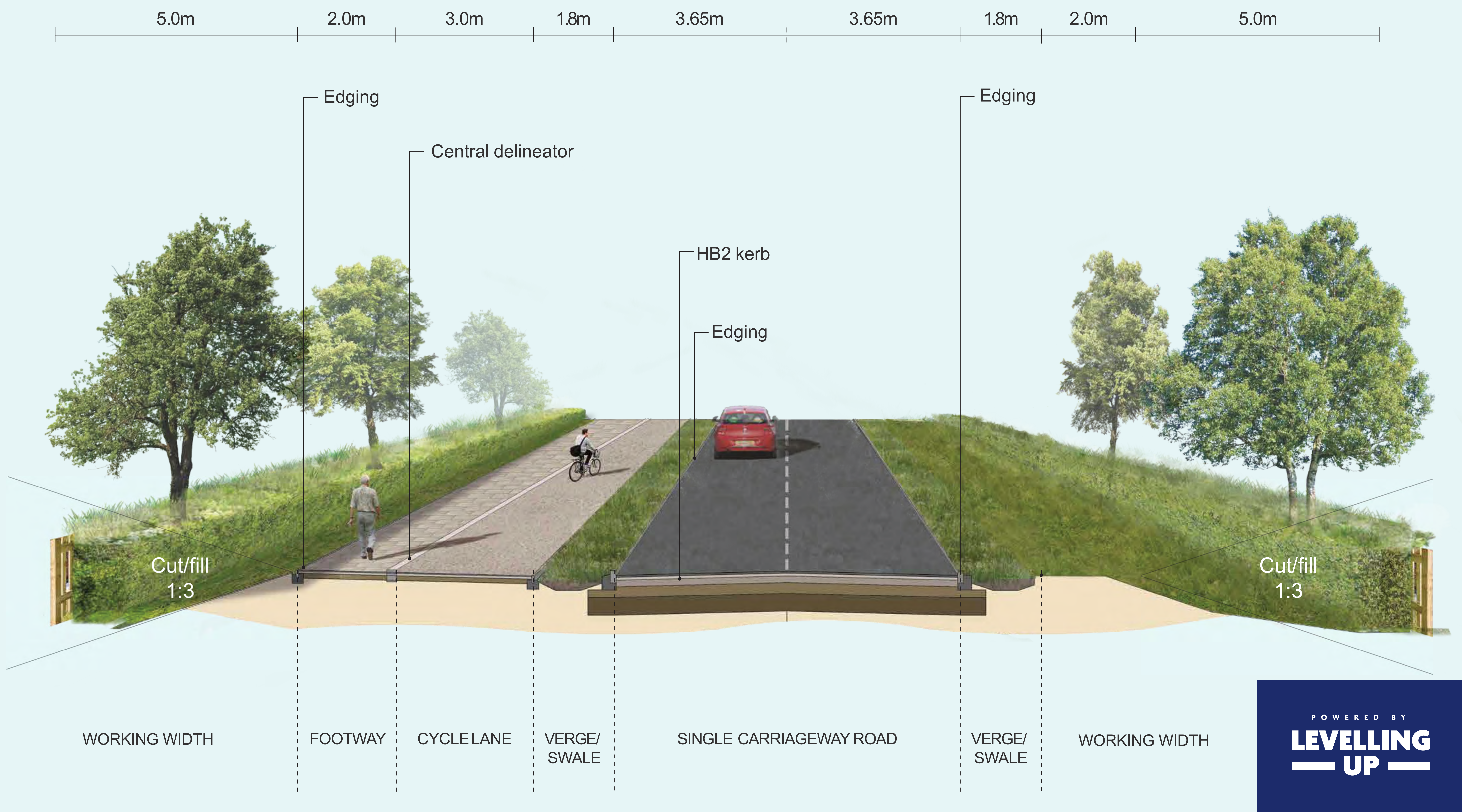
The Link Road design features a 2.5m wide landscape buffer to reduce the visual impact of the development and to protect views across the site.

Connectivity

The Link Road will also be accessible by the bus network, aligning with the Department for Transport (DfT) Bus Back Better strategy.

This will unlock land adjacent to phase 1 of the link road critical for the delivery of 225 homes allocated in H1P-13 of the NLC Regulation 19 Local Plan (2020-2038). This intervention would support in alleviating congestion in the town centre, particularly HGVs, and would deliver necessary infrastructure to unlock housing land.

Artistic impression of Link Road





Active Travel

Barton-upon-Humber LUF Active Travel Interventions

As well as the new Link Road, the wider Active Travel interventions will help deliver a town wide network of active travel routes which will include new and improved cycling and pedestrian routes.

These will be delivered along key routes through the town. The improvements priorities pedestrians and cyclists, and include:

- Cycle facilities;
- Toucan crossings;
- Zebra crossings;
- New off-road foot/cycle ways;
- Raised junctions and crossings;
- Widening existing footways;
- Signalised junctions;
- Quiet Street networks.

These interventions will enhance the sustainable travel routes throughout Barton upon Humber, increasing accessibility, active lifestyles, and reducing carbon emissions. Combined with the Link Road, this will encourage more active travel throughout Barton upon Humber.

Please use the post-it notes provided to set out what you'd like to see through this intervention.

Active Travel Interventions

The following sets out different interventions that will be designed further to improve Barton's active travel options.



Plan view of proposed quiet street treatment using cycle patches



Cross-section view



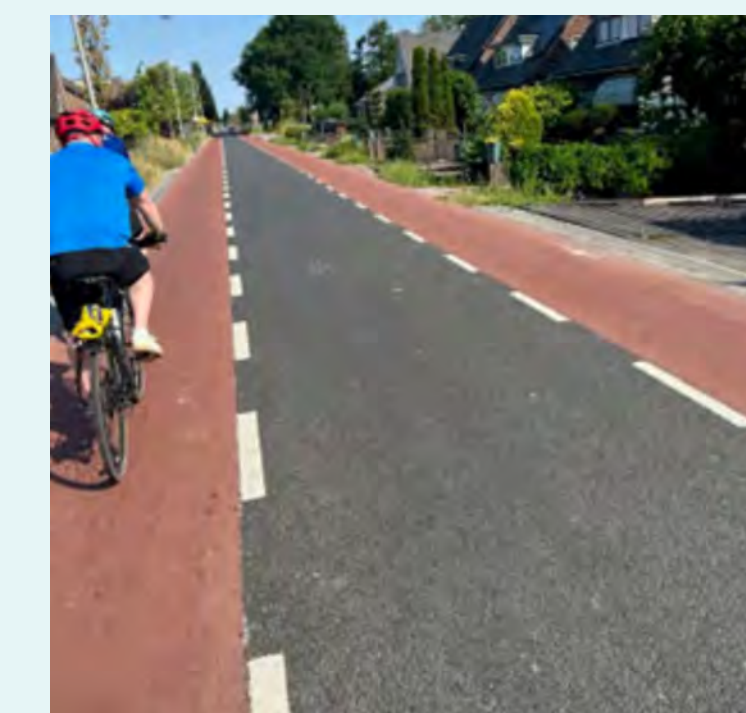
Proposed raised table



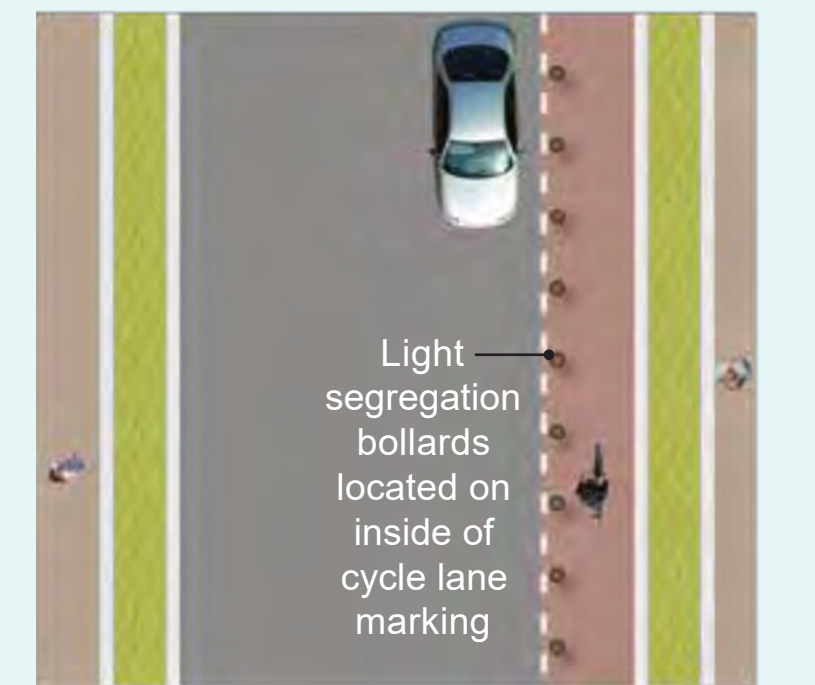
Plan view of proposed "Cycle Street" treatments on Quiet Streets (centre line removal)



Cross-section view



"Cycle Street" treatments on Quiet Streets (centre line removal)



Plan view of proposed on road bi-directional facility with light segregation



Cross-section view



Town Centre Treatments

Active Travel Map

Town Centre Active Travel Area

PRIMARY ROUTES

- P1 — P1: EAST-WEST Core Route
- P2 — P2: LIDL to Town Centre
- P3 — P3: Waterside Route
- P4 — P4: Butts Road and Falkland Way
- P5 — P5: Caistor Road Route
- P6 — P6: Brigg Road Route

SECONDARY ROUTES

- S1 — S1: Bowmandale & Park Avenue
- S2 — S2: Tofts Road & Ramsden Avenue
- S3 — S3: Feyzin Drive to West Acridge
- S4 — S4: Ramblers Lane & Dam Road
- S5 — S5: Humber Road
- S6 — S6: Maltkin Road
- S7 — S7: Queens Avenue
- S8 — S8: Marsh Lane
- S9 — S9: Pasture Road & Burgate
- S10 — S10: Meadow Drive
- S11 — S11: Eastfield Road





A1077 Improvements

The proposed interventions along the A1077 include the upgrade of the junction near The George Inn to a signalised junction.

The main aim of these improvements, is to create a safer route for both pedestrians and cyclists at the pinch point along this section.

The proposed improvements include the following:

- Introducing traffic signals to provide a staging of traffic movements, and thus reducing conflicts at the pinch point;
- Proposed improvements to raised crossings, thus reducing speed and improving safety for pedestrians and cyclists;
- Integration into the wider active travel improvements, e.g. the cycle lane along the B1218 and cycling stop markings along George Street; and
- The provision of planting and public amenities around the junction, thus improving the visual appearance of the junction, and creating a space that welcomes pedestrian and cycling movements.

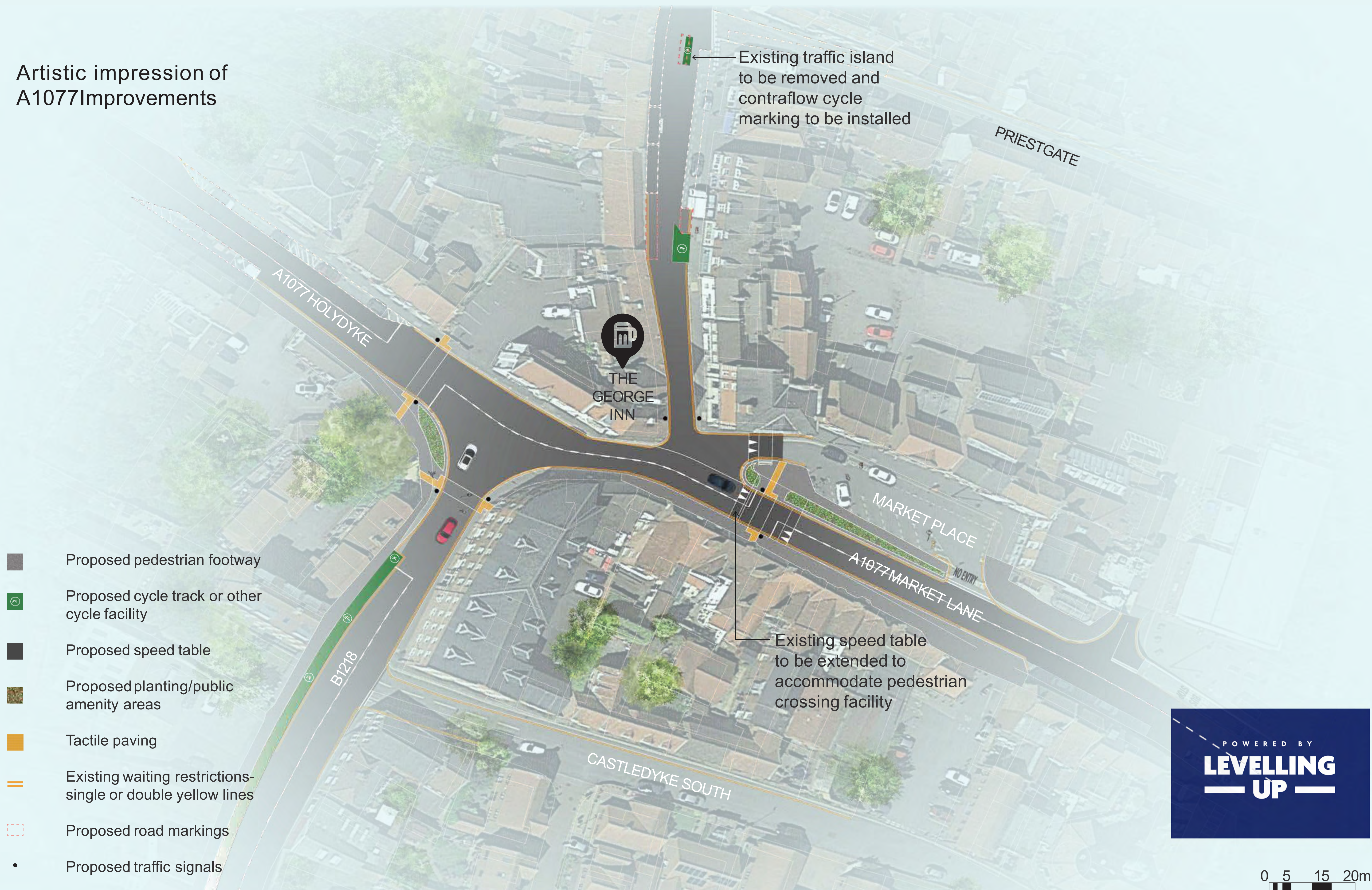


Holydyke



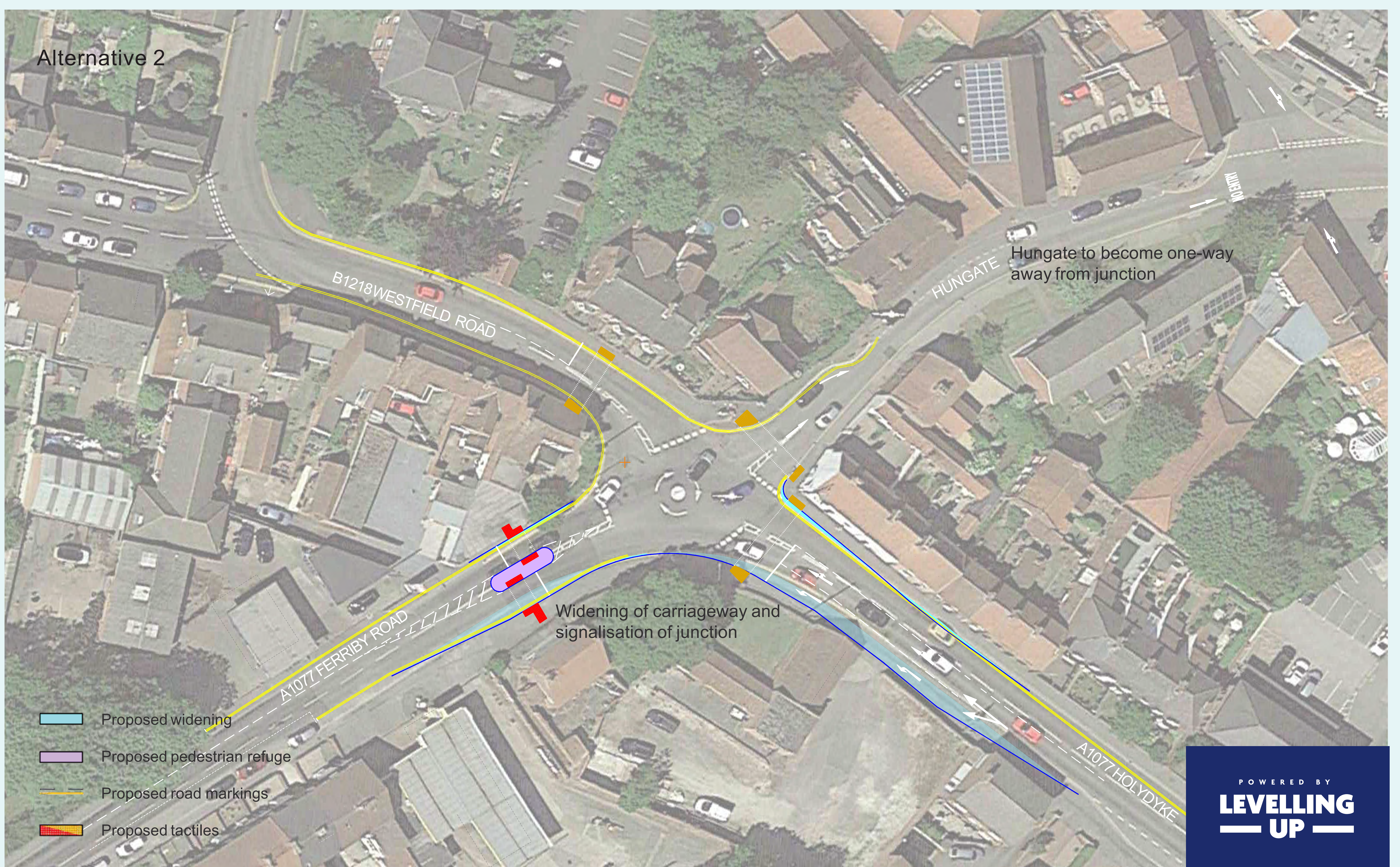
Market Place

Artistic impression of A1077 Improvements





A1077 Improvements





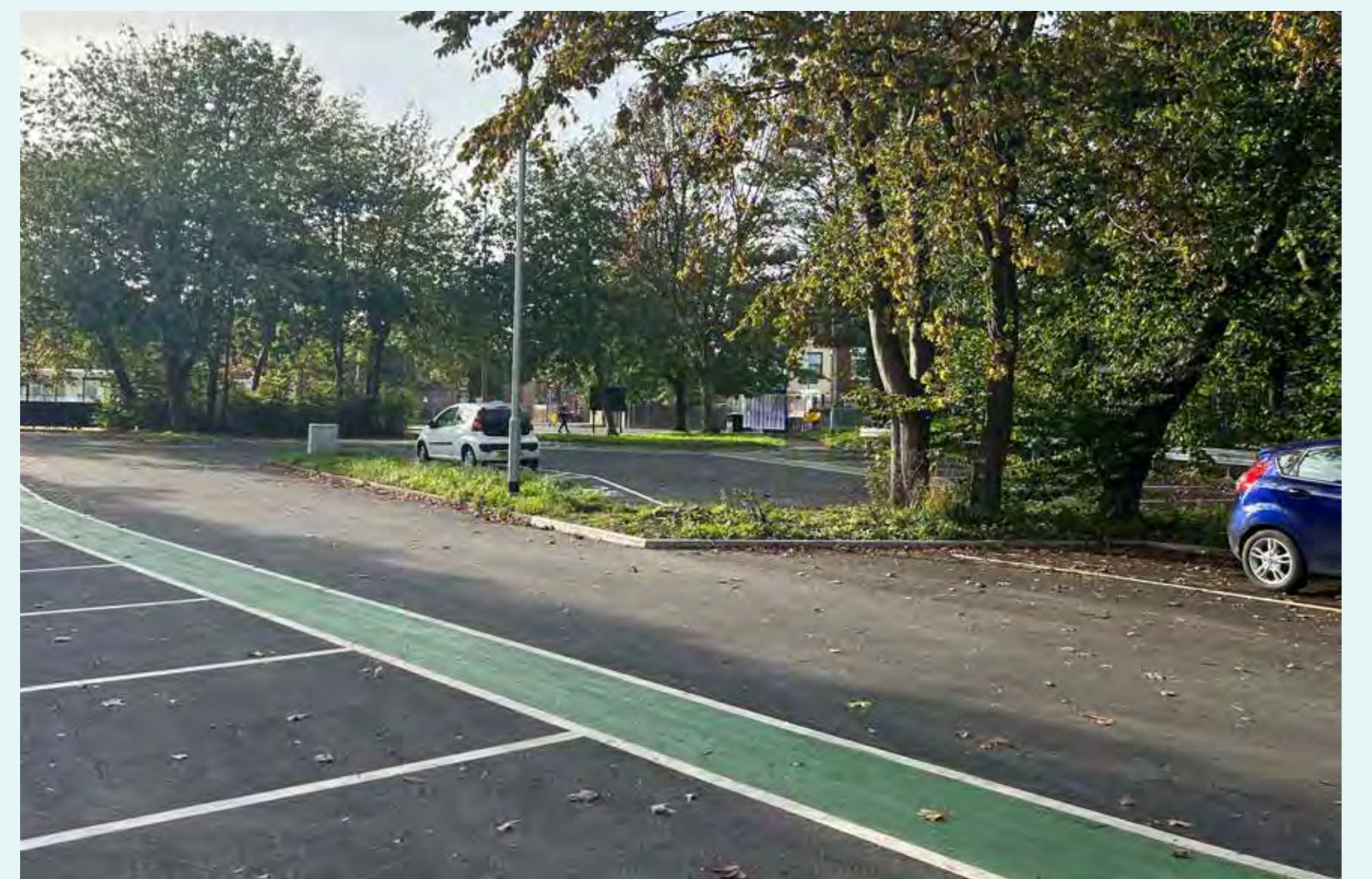
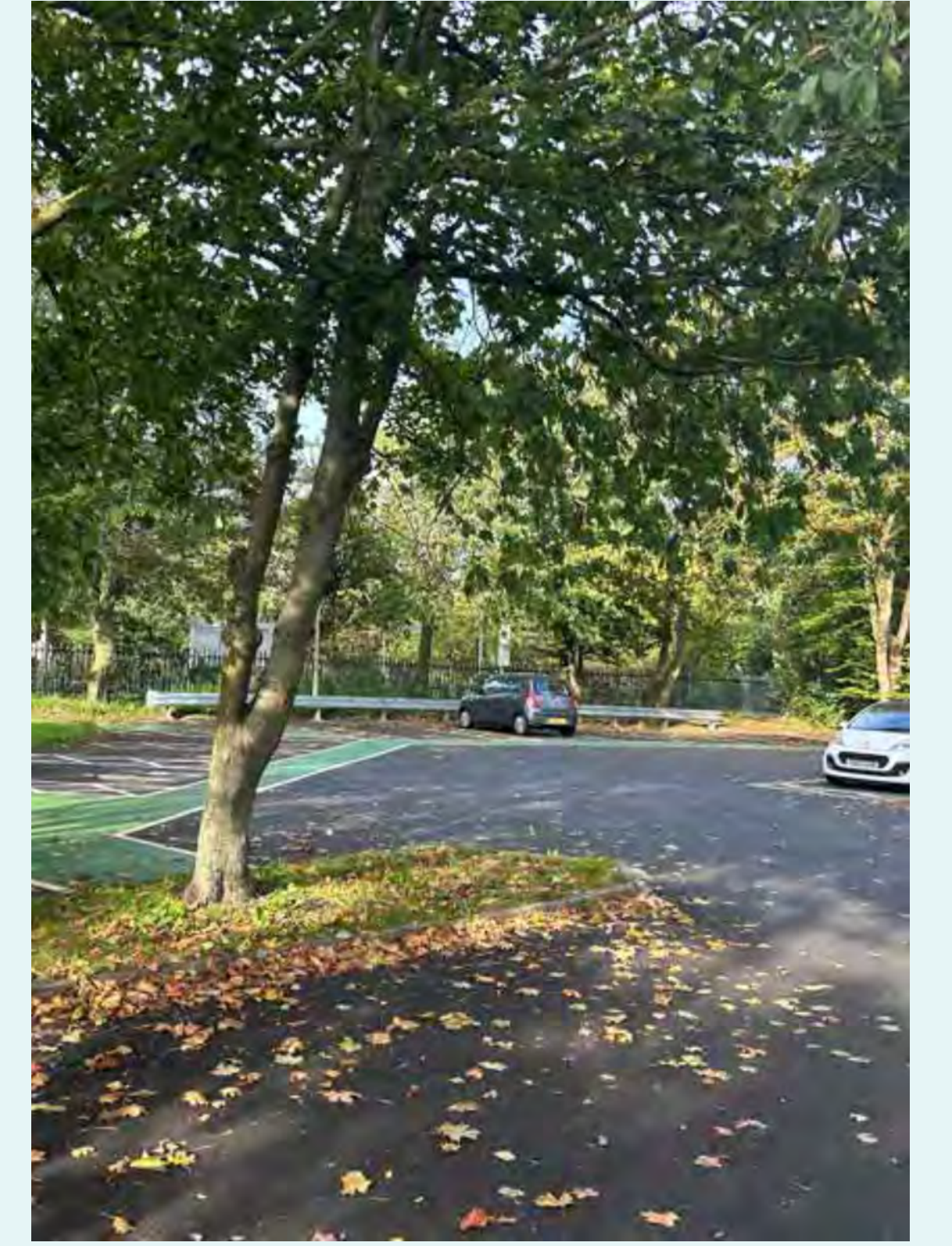
Barton Interchange

The Interchange is now in place and was the first intervention to be delivered using the Levelling Up funding.

It has helped deliver an integrated mobility hub at Barton Rail Station, including:

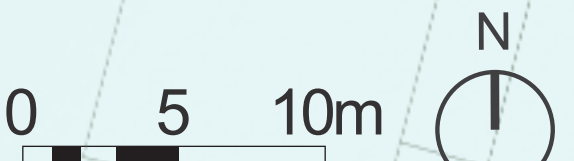
- Proposed footway upgrade (block paving);
- Proposed cycle parking to accommodate 2 x electric cycles and 8 x standard cycles;
- Proposed bus shelter with seating;
- Proposed Real Time Passenger Information (RTPI) for buses;
- Provision of 2 x electric vehicle (EV) charging bays;
- Provision of 3 x disabled parking bays;
- Provision of 2 x parent and child parking bays;
- Provision of 2 x motorcycle parking bays;
- Provision of 31 x standard 15.7ft x 7.8ft (4.8m x 2.4m) parking spaces.
- 'Changing Places', fully accessible toilet to be installed in the future.

This has delivered an improved passenger experience, while encouraging sustainable modes of travel, and creating a more attractive welcoming experience into the town.



Barton Interchange car park

Artistic impression of the Barton Mobility Hub Plan





Town Planning

Emerging Local Plan Allocation

The Barton-upon-Humber Link Road is allocated in the Emerging Local Plan as 'Safeguarded Route for Link Road.' It encroaches into land allocated for 'Proposed Housing', under Policy H1P-13: Land off Barrow Road.

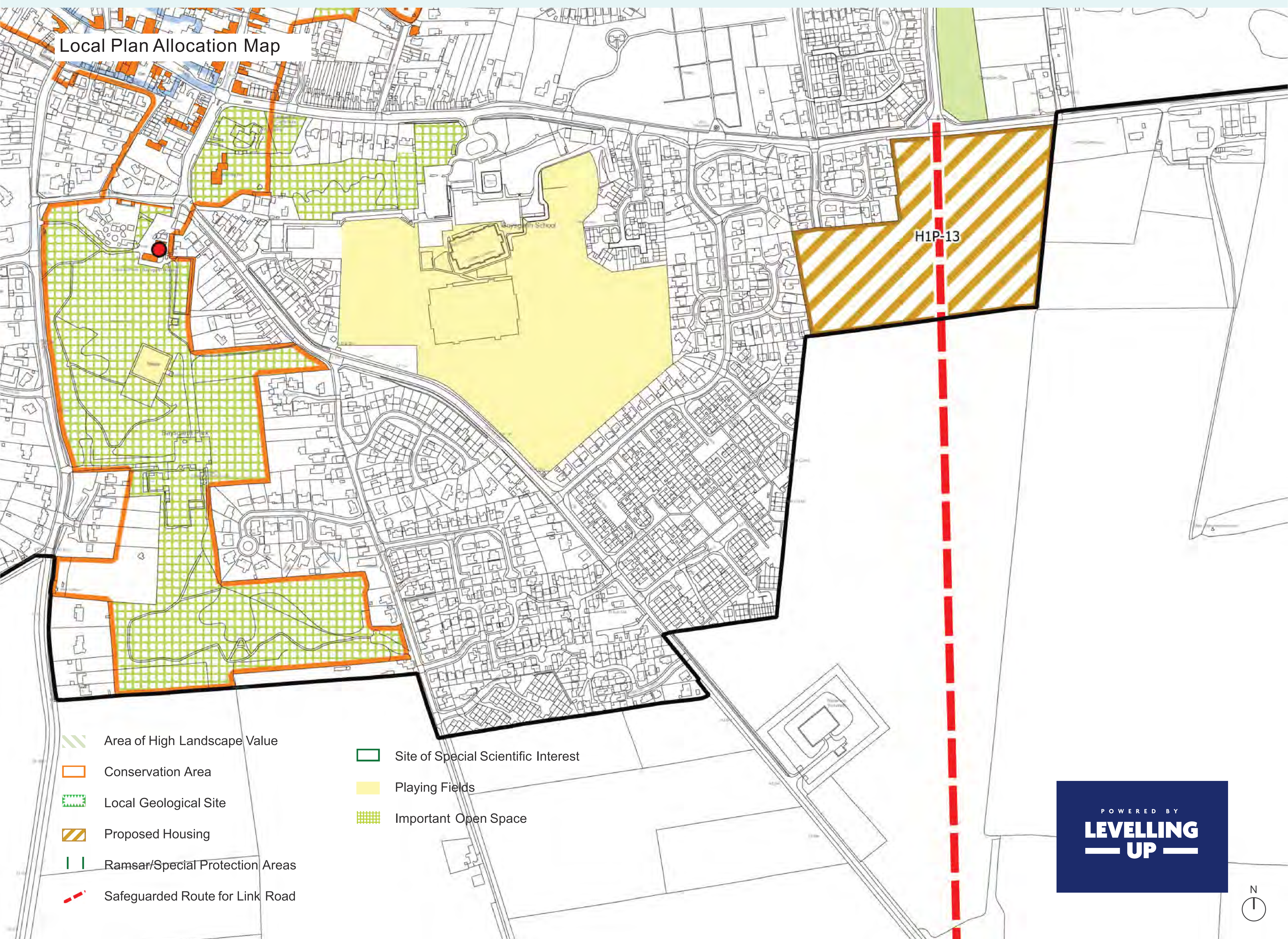
The development will comply with the relevant local plan policies including:

- Policy SS11: Development Limits
- Policy H1P-13: Land off Barrow Road
- Policy DQE1: Protection of Landscape, Townscape and Views
- Policy DQE3: Biodiversity and Geodiversity
- Policy DQE10: Important Open Space
- Policy T7: Safeguarding Transport Infrastructure
- Policy ID1: Delivering Infrastructure

The Barton-upon-Humber Link Road aligns with Emerging Local Plan policy, particularly Policy T7: Safeguarding Transport Infrastructure, which states that it supports the delivery of the Link Road.

The Link Road route also avoids environmentally sensitive areas for the purpose of retaining character and protecting the landscape and biodiversity.

The design of Link Road features a 2.5m wide landscape buffer to reduce the visual impact of the development and to protect views across the site.





Next Steps...

Programme

The Link Road programme, inclusive of planning through to construction, will run from April 2023 with practical completion by March 2025.

How will we consider your views?

We are now in the process of producing a planning application for the Link Road. Prior to submission, we want to ensure that the proposed design benefits local residents and businesses. Your feedback will be considered in the final design.

Sharing your thoughts on the design and potential impact of the link road now will help us take the local community's voices into account during the design stage. The link road programme will run from April 2023 with practical completion by March 2025.

How to provide feedback

Please speak to our engagement team to express any views or concerns.

Feel free to provide comments on the relevant boards using the post-it notes provided.

Please provide comments through our feedback forms available as hard copies or online at <https://www.northlincs.gov.uk/barton-luf>. Additional information about the scheme is also available via this link if required.

Contact

bartonluf@northlincs.gov.uk should you have specific queries following the engagement event.

When will we submit the application?

We are preparing to submit a planning application for December 2023. We anticipate a decision on the application within 13 weeks.

Project Timeline

