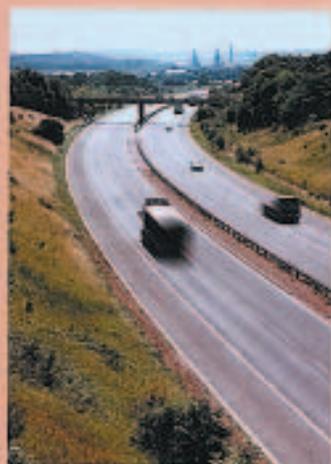


Chapter 7

Transportation





Transportation

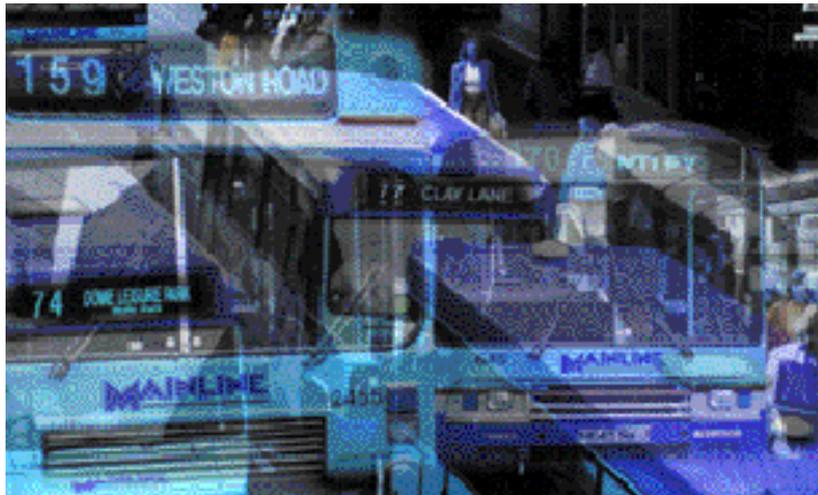
INTRODUCTION

7.1 There is a fundamental relationship between transport and land use activities. Existing travel patterns and future changes to them together with the need for transport facilities are closely associated with the distribution of land uses and the development of land.

7.2 The role of the UDP is to integrate transport policies, transport infrastructure and traffic management with wider policies and proposals for the control of development generally within the broad themes of the Plan to secure economic regeneration, environmental improvement and the reduction of social inequalities.

7.3 The UDP is complementary to transport proposals and programmes contained in the Borough Council's Transport Policies and Programme (TPP). The TPP, which is reviewed annually, is the means by which the Borough Council, as Highway Authority, establishes its policies and translates these into capital programme priorities and makes a bid for central government grant aid. The UDP provides a broader and longer term perspective for the Borough Council to keep its transport and highway policies under review.

7.4 Since 1986, and the deregulation of bus services, the responsibility for passenger transport policy and its



financial support within Doncaster has been exercised by the South Yorkshire Passenger Transport Authority (SYPTA) which is a joint body (established under the provisions of the 1985 Transport Act) made up of representatives of all four districts within South Yorkshire. The Borough retains influence on public transport matters through both its highways and planning functions at both a local and strategic level. The deregulation of bus services however, placed operational control of bus services in the hands of independent bus operators.

7.5 The current policies of the SYPTA are aimed at objectives of identifying the travel needs of the people of South

Yorkshire and meeting them by promoting the availability of the best possible public transport within the financial resources available. The policies are intended to achieve this by:

- a) Promoting the maximum use of the public transport network.
- b) Encouraging expansion of the public transport network.
- c) Providing services to meet needs not met by commercial operators.

7.6 Through the Unitary Development Plan, the relationship between transport including public transport provision and land use planning will be developed.

NATIONAL POLICY GUIDANCE

7.7 The Secretary of State for the Environment in his strategic guidance for South Yorkshire recognises the role that transport infrastructure plays in servicing economic regeneration, and the need for an efficient and effective road system to assist development and help to reduce transport costs.

7.8 There is also a need to ensure that highway improvements and car parking policies are designed to secure environmental improvements, ease congestion and contribute towards road safety.

7.9 National government exerts a high

degree of control and influence on transport policy. It has direct responsibility for planning and development of the Trunk Road Network, and indirect control through financial controls and grants of much of Local Authority policy and investment in transport infrastructure.

Investment in rail services and infrastructure is largely undertaken by British Rail, although the SYPTA financially support local rail services, both subject to a high degree of Government influence. The public

sector, through one source or another, dominates the provision of transport infrastructure and this is likely to remain the case.

the important contribution that public transport makes, to reducing road congestion, and the necessity for new development proposals to take into account the scope for public transport provision.

7.10 The strategic guidance recognises

Trunk Road Proposals and Development Affecting Trunk Roads and Motorways

7.11 The following trunk road schemes have been listed in the most recent Roads White Paper or subsequently added to the programme by the Secretary of State for Transport. Those proposals indicated have a relevant Order made under the Highways Act as specified by Section 24 of the 1990 Town and Country Planning Act.

*** A NEW JUNCTION WILL BE PROVIDED ON THE M18 IN THE APPROXIMATE LOCATION OF ITS INTERSECTION WITH THE B6094.**

*** THE A1 WILL BE UPGRADED TO MOTORWAY STANDARD FROM REDHOUSE NORTHWARDS TO THE BOROUGH BOUNDARY (AND BEYOND AS FAR AS FERRYBRIDGE). THE DOT ALSO INTENDS TO UPGRADE THE A1 OVER ITS ENTIRE LENGTH TO MOTORWAY STANDARD.**

*** THE A638 (YORK ROAD) WILL BE IMPROVED TO DUAL**

CARRIAGEWAY STANDARD FROM THE SUN INN TO ITS JUNCTION WITH THE A19. (Order Made and Under Construction)

7.12 As the Highway Authority responsible for Trunk Roads and Motorways, the Department of Transport exercises certain development control responsibilities through direction to local planning authorities using powers conferred by Article 14 of the Town and County Planning General Development Order Act 1988.

7.13 It is currently Department of Transport policy that where existing or proposed trunk roads or motorways and their junctions, including those with non trunk roads in the area, cannot cater for forecast traffic, including that generated by proposed development, improvements will be necessary to existing highways or enhancement of proposed new highways will be needed, prior to the development commencing (or redevelopment where it will add

further traffic) to accommodate envisaged traffic flows. Motorways and trunk roads are the responsibility of the Department of Transport and the need for any such improvements or enhancements, and their scale (including at junctions) would have to be agreed by the Department and provided consistent with this policy. The policy is for trunk road or motorway improvements to be to a design horizon of 15 years. If the development is phased the design horizon for highways improvements, staged where necessary, will be 15 years after the full opening of each phase.

7.14 Where forecast traffic, including traffic generated by the proposed development (s), will exceed the capacity of the adjacent motorway or trunk road links and junctions at any time up to and including the design year 15 years after the full opening of the development, improvements to that motorway or trunk road may be a necessary pre-requisite to the development consistent with a policy ST1 and paragraph 7.13.

HIGHWAY NETWORK

ST1
~~THE BOROUGH COUNCIL WILL ENSURE THAT IMPROVEMENTS ARE MADE TO THE HIGHWAY NETWORK, SO AS TO PROVIDE FOR AND IMPROVE ACCESS TO NEW AND EXISTING DEVELOPMENTS, AND SO AS TO AVOID OR MINIMISE ADVERSE EFFECTS ON THE ENVIRONMENT.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

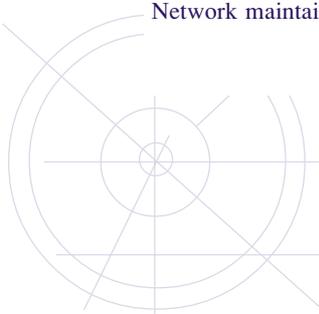
ST2
~~THE BOROUGH COUNCIL WILL TAKE INTO ACCOUNT THE SAFETY AND NEEDS OF ALL HIGHWAY USERS, INCLUDING CYCLISTS AND PEDESTRIANS, IN ITS MANAGEMENT OF THE HIGHWAY NETWORK. WHERE APPROPRIATE IT WILL INTRODUCE TRAFFIC MANAGEMENT AND TRAFFIC CALMING MEASURES FOR ENVIRONMENTAL PROTECTION AND ENHANCEMENT.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.15 There are currently over 1400 kilometres of roads in the Highway Network maintained by the Borough

Council as the local highway authority. A further 27 kilometres of trunk road are maintained by the Borough

Council as agent for Department of Transport.



7.16 An efficient and effective road system will help new development and redevelopment and assist economic growth by reducing transport costs. Environmental improvement, easing of congestion and road safety are all important considerations.

7.17 It is important that existing developments are adequately served by the highway network without undue congestion and the costs imposed by such congestion. It is equally important that new development takes

place in locations where access to the Highway Network can be readily gained to acceptable standards without serious adverse affects.

7.18 In a number of situations, existing environmental or safety problems resulting from the use of the highway network can be resolved by taking appropriate traffic management measures, to either control specific categories of vehicles, or to influence driving behaviour. Measures of this nature can often prove more cost

effective and less environmentally damaging than the construction of new highways.

7.19 In recent years the Borough Council has successfully promoted urban regeneration, economic and tourism development, and environmental enhancement initiatives. It is intended that the highway investment programmes continue to support these initiatives in addition to meeting highway engineering needs.

Replaced by Core Strategy Policy 9: Providing Travel Choice

T 1
 THE BOROUGH COUNCIL WILL SEEK THROUGH INVESTMENT IN THE HIGHWAY NETWORK TO:

- a) PROMOTE EFFICIENT USE OF THE EXISTING HIGHWAY NETWORK, THROUGH APPROPRIATE MANAGEMENT AND MAINTENANCE MEASURES.
- b) CARRY OUT COST EFFECTIVE IMPROVEMENTS TO THE HIGHWAY NETWORK WHERE NECESSARY TO MEET CHANGING TRANSPORTATION REQUIREMENTS AND REDUCE UNNECESSARY DELAYS AND CONGESTION PARTICULARLY ON MAIN ROUTES.
- c) PROVIDE OR IMPROVE HIGHWAYS WHICH FACILITATE EMPLOYMENT OPPORTUNITIES AND THE ECONOMIC REGENERATION OF THE BOROUGH.
- d) REDUCE THE LEVEL AND SEVERITY OF ROAD ACCIDENTS.
- e) REDUCE THE ENVIRONMENTAL IMPACT OF TRAFFIC PARTICULARLY WHERE MOST INTRUSIVE.
- f) FACILITATE THE PROVISION OF PUBLIC TRANSPORT.
- g) BALANCE THE NEEDS OF LOCAL RESIDENTS, INDUSTRY, PUBLIC TRANSPORT AND PRIVATE CARS THROUGHOUT THE BOROUGH.

7.20 Highways within the Borough of strategic importance nationally and regionally include the motorway, trunk and primary route network. Additions to, improvements and maintenance of the motorway and trunk route network are the responsibility of Central Government. The Borough Council receives Government grant for capital expenditure through the Transport Supplementary Grant (TSG) system. These grants generally apply to the primary route network and roads of more than local importance, but the criteria vary from year to year to reflect Government Policy. Currently grants are available for the structural maintenance of bridges and local safety schemes on all roads.

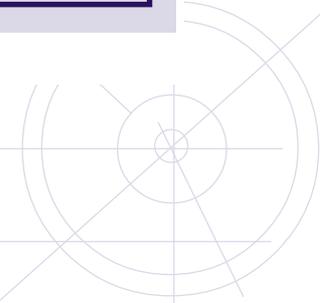
7.21 There are also other routes within

the Borough which are vital to the maintenance and development of the local economy and form, together with the routes referred to above, the strategic route network for the

Borough. A large proportion of the Borough Council’s highway investment resources will be directed to improving these strategic routes throughout the Borough.

Public Attitude Survey

The main means of transport after the private car, which topped all four main journey destinations of shopping, work, countryside and leisure was public transport. With over 25% of households using it for shopping trips. People rarely undertook a trip by two or more types of transport.



T 2
THE FOLLOWING MAJOR IMPROVEMENTS ARE PROPOSED TO THE HIGHWAY NETWORK:
SHORT TERM
(1) A19 NORTH BRIDGE RELIEF ROAD
(2) A630 WHEATLEY HALL ROAD IMPROVEMENT
(3) A6023 DENABY MAIN DIVERSION
(4) A635 HICKLETON BY-PASS
(5) A635 MARR BY-PASS
(6) A6182 WHITE ROSE WAY DUALLING
(7) A60/A6182 WOODFIELD LINK ROAD
MEDIUM TERM
(8) A1/A19 CARCROFT LINK ROAD
(9) M18/A638 ROSSINGTON LINK ROAD
(10) M18/B6094 CONISBROUGH LINK ROAD
LONG TERM
(11) A18 THORNE ROAD IMPROVEMENT
(12) A630 WEST MOOR LINK ROAD DUALLING
(13) M18/A614 LINK ROAD
(14) M18/M180 HATFIELD LINK ROAD

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.22 The major schemes listed, all estimated to cost in excess of £1 million, are proposed to meet existing and predicted demands on the highway network during the plan period and beyond. Because of the long lead in times associated with highway construction, together with the desirability of ensuring that highway schemes anticipated beyond that period are not unnecessarily hindered by new development along their proposed route, highway schemes are included which may not be commenced within the plan period.

7.23 The schemes listed broadly fall into three categories:

a) Short Term Proposals, where schemes are either committed or generally expected to be substantially underway within 5 years.

b) Medium Term Proposals, where substantial work is expected to be undertaken within the plan period.

c) Longer Term Proposals, where construction is unlikely to take place within the plan period, but where detailed investigation will take place in due course, and where it is the intention of the Borough Council to safeguard the route against development.

7.24 These schemes are all included in the Borough Council's current Transport Policies and Programme (TPP 8 1994 -95) and further details of the schemes are included below. For the majority of the proposals the approximate line or alternate line are shown on the Proposals Map, however, for some of the schemes it is not possible to give an approximate line.

7.25 The following Highways Schemes which were contained in previously approved development plans are now abandoned:

- * **A614 Bawtry to Goole Austerfield By-Pass (shown in the West Riding County Development Plan 1st Review 1996).**
- * **A614 Bawtry to Goole Finningley By-Pass (part) (shown in the West Riding County Development Plan 1st Review 1996).**
- * **A614 Bawtry to Goole Hatfield Woodhouse Diversion (part) (shown in the West Riding County Development Plan 1st Review 1996)**
- * **A630 Sheffield to Grimsby Conisbrough By-Pass (part) (shown in the West Riding**

County Development Plan 1st Review 1996).

- * **T2(1) A19 North Bridge Relief Road.**

7.26 The Borough Council's scheme for the North Bridge Relief Road involves construction of a new viaduct across the River Don, South Yorkshire Navigation and East Coast Main Line, improvements to the existing bridge and major junction improvements with the A630 Church Way and Trafford Way, together with additional pedestrian and cycle facilities.

7.27 The main purpose of this scheme is to relieve congestion. North Bridge Road (A638) is the most heavily trafficked non-motorway road in Doncaster and it has long been recognised that the problems of traffic congestion along this corridor would require some form of major highway improvement. It is considered that the completion of the scheme will help to stimulate industrial and commercial growth and hence assist employment prospects in the Doncaster area. The proposals will assist greatly public transport operations along the A638 corridor and special consideration is being given to the needs of cyclists in the design of the scheme.

7.28 The Compulsory Purchase Order

and the Side Roads Order for the scheme have been published and a Public Inquiry took place in 1991. The current programme of works shows an expected commencement of works in Spring 1995 with the new viaduct being operational in 1997.

T2(2) A630 Wheatley Hall Road Improvement

7.29 This scheme will provide dual 7.3m carriageways and appropriate junction improvements and pedestrian facilities between the junctions with Wentworth Road and Barnby Dun Road. This improvement completes a continuous dualled route around the north and east of Doncaster, linking to the proposed North Bridge Relief Road and the motorway network. In addition to being the Primary Route on the north side of the town, Wheatley Hall Road provides access to a major industrial area, which is a cause of heavy congestion at times of major shift changes. An additional major retail development is now complete on the south frontage of Wheatley Hall Road which will increase further the delays to both local and long distance traffic, particularly at high flow periods, and cause additional safety problems. Completion of the North Bridge Relief Road will intensify further the conflicts to movement on Wheatley Hall Road.

7.30 The Compulsory Purchase Order and the Side Roads Order for the scheme have been published and a Public Inquiry took place in 1991. The Compulsory Purchase Orders have now been confirmed by the Secretary of State. Work is likely to start in October, 1994, subject to finance being available.

T2(3) A6023 Denaby Main Diversion

7.31 This scheme involves the realignment of the road and the construction of bridges over the inter-city railway and River Don at Denaby Main. The main purpose of the proposal is to eradicate the frequent interruptions to road traffic movement caused by the closure of the railway level crossing gates. The A6023 is already the main link between much of the Dearne Towns area and the A1(M) Motorway and Doncaster via the A630. The construction of the proposed B6094/M18 intersection at

Cockhill Lane (by the D.O.T.) is expected to increase significantly vehicular flow on the A6023 as traffic from the Doncaster and Rotherham area of the Dearne Towns is attracted onto the motorway network at this point.

7.32 The Denaby Main Diversion is seen as a further phase in a strategy which is designed jointly to improve road communications and job opportunities in the Mexborough/Conisbrough area. Also Conisbrough and Denaby are served by Mexborough Fire Station. Delays at the level crossing to emergency vehicles would be removed by this improvement.

7.33 The scheme is of particular importance in view of the proposed improved links to the M18/T2(10) and redevelopment proposals within the Dearne Towns Area.

T2(4) A635 Hickleton By-Pass

7.34 This scheme together with the A635 Marr By-Pass forms the eastern link in the proposed Dearne Towns Link Road, the first stages of which are currently under development by Barnsley Metropolitan Borough Council.

7.35 When completed, the Dearne Towns Link Road will connect the M1 at Tankersley (Junction 36) through the Dearne Valley to the A1(M) east of

Marr, and is likely to increase traffic levels along the A635 through Hickleton and Marr.

7.36 A preferred route has been identified to the north of Hickleton and detailed design work is underway.

T2(5) A635 Marr By-Pass

7.37 This scheme together with the A635 Hickleton By-Pass forms the eastern link in the proposed Dearne Towns Link Road, the first stages of which are currently under development by Barnsley Metropolitan Borough Council. When completed the Dearne Towns Link Road will connect the M1 at Tankersley (Junction 36) through the Dearne Valley to the A1(M) east of Marr, and is likely to increase traffic levels along the A635 through Hickleton and Marr.

7.38 A preferred route has been identified to the north of Marr and detailed design work is underway.

T2(6) (A6182) White Rose Way Dualling

7.39 This road, forming the main link between Doncaster Town Centre and the M18 motorway, is dualled over much of its length. With the major developments both planned and in progress, including the Balby Carr Developments, Woodfield Plantation and the Road Rail Interchange

Key Fact

CAR OWNERSHIP

% Household with no car	1971	1981	1991
Doncaster	57	48	39
South Yorkshire	59	50	42
Great Britain	49	39	*
% Household with 1 car			
Doncaster	38	43	45
South Yorkshire	36	41	42
Great Britain	45	45	*
% Households with 2 or more cars			
Doncaster	5	9	16
South Yorkshire	5	9	16
Great Britain	6	15	*

SOURCE - OPCS CENSUS DATA
(*Data not available)



significant increases in use are likely to require the completion of a dual carriage way between the M18 motorway and the currently dualled section of White Rose Way along Doncaster Carr, including the construction of a new road bridge over the East Coast Railway Line.

T2(7) A60/A6182 Woodfield Link Road

7.40 The Link Road will run from the A60 Tickhill road broadly parallel to the line of the disused railway which forms the southern boundary of an area proposed for substantial mixed development as a Mixed Use Regeneration Project RP3, and down towards the A6182 at Balby Carr roundabout.

7.41 The Link Road will act mainly as a feeder road for the Woodfield Plantation development, but will also provide an alternative route for traffic from Tickhill Road, Sandford Road and Balby Road onto the A6182. This in turn provides access to Doncaster Town Centre or the M18.

7.42 It is envisaged that the link road will be funded entirely by the Woodfield Plantation development.

T2(8) A1/A19 Carcroft Link Road

7.43 The existing link via Skellow between the A1 and A19 at Carcroft is used by traffic as the shortest available

route and to avoid the congested town centre roads. This role, however, is severely restricted by the standard of the road. There are significant opportunities for development in the Carcroft area which are currently restricted by the poor standard of road access, and which a direct link between Carcroft Industrial Estate and the A1(M) at Redhouse will help to realise.

7.44 In considering the possible route options for the A1 /A19 Link Road , a wide study area has been identified so that all potential routes for the link can be fully evaluated during the preparation of a detailed feasibility study. These could include a combined scheme linking the A19 to the A638 in the vicinity of Adwick Grange and then a further link to the A635 east of its junction with the A1(M), removing through traffic from Bentley Centre and improved access into the Carcroft Common Area.

T2(9) M18/A638 Rossington Link Road

7.45 This scheme seeks to address the problems resulting from lack of direct access to the motorway network from areas in the south of the Borough, and in particular from Rossington Colliery. Its implementation will have significant impact in terms of diversion of traffic from local villages and the congested town centre roads.

7.46 The approximate location of the proposed link road is indicated by an asterisk on the proposals map, in the area north of Rossington Colliery.

T2(10) M18/B6094 Conisbrough Link Road

7.47 This scheme is to connect the Department of Transport's proposed M18/B6094 junction to the major road network at Conisbrough. The existing class II road is seriously deficient in terms of alignment, width and junctions.

7.48 Although the existing accident record is not significantly bad it is considered that its connection to the motorway and inevitable use as a through route will require significant improvement, particularly to overcome the safety implications of its use by unfamiliar drivers.

7.49 It is considered however that the opportunities and benefits to be achieved by the new junction can only be fully realised by development of the potential as a link not only to Conisbrough but to the remainder of the Dearne Towns Area. In view of the implications with respect to the Dearne Towns, the close linkages with the A6023 Denaby Main Diversion Scheme and the environmental impact on Conisbrough the current assessment process includes consideration of a range of options including the continuation of this Link Road over Hill Top to join the A6023 Denaby Main Diversion T2(3). The preferred scheme is likely to include substantial improvements to all junctions, particularly that with the A630, in addition to considerable lengths of realignment and widening.

T2(11) A18 Thorne Road, Improvement

T2(12) A630 West Moor Link Dualling

7.50 A short section of Thorne Road (A18) together with the West Moor Link (A630) jointly form the route between the A630 Wheatley Hall Road and the M18 at Junction 4 and are the main highway links between the central area and the routes to the North East and East Coast Ports. It is particularly important to the large area of industrial and commercial

Key Fact

NATIONAL TRAFFIC GROWTH

(Billion Vehicle kms, all roads)

1960	-	69.8		
1970	-	209.5	% increase	200
1980	-	271.4		30
1990	-	407.7		50

NATIONAL GROWTH IN LICENSED VEHICLES

(Million)

1960	-	9.4		
1970	-	15.0	% increase	60
1980	-	19.2		29
1990	-	24.7		29

SOURCE - DEPT OF TRANSPORT

development centred on Wheatley Hall Road and Kirk Sandall. In conjunction with the A630 Wheatley Hall Road Dualling and A638 North Bridge Schemes it will form a high capacity link between the A1, A19 and A638 and the North East motorway network.

7.51 While the current capacity of the route is adequate the large increase in traffic flows (approximately 20% in one year at one location), the considerable potential for further development and the importance of the route are likely to justify improvement in due course.

T2(13) M18/A614 Link Road

7.52 Lack of direct access to the motorway network to the south east of the Borough, coupled with the extensive sand and gravel workings to the east of the M18, leads to quarry traffic using the roads through the numerous villages in this area.

7.53 A direct link to the M18 at Junction 4 from the A614 would relieve the local communities of this environmental nuisance. The

identification of a preferred route will be the subject of a detailed feasibility study.

T2(14) M18/M180 Hatfield Link Road

7.54 The provision of a link road from Hatfield to the M18/M180 junction

will improve access to the strategic highway network in the Hatfield Area, reduce traffic problems in the area, and help stimulate economic development in the former colliery settlement.

7.55 The identification of a preferred route will be the subject of a detailed feasibility study.

Key Fact

HIGHWAY NETWORK

Lengths of Roadway within Doncaster Borough.
(Adopted as public highway)

Motorway	60km
Trunk Road	34km
Class A Roads	95km
Class B Roads	148km
Class B Roads	206km
Rural / Urban Unclassified Roads	1000km
Total	1543km

SOURCE - DMBC HIGHWAY AUTHORITY

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

T 3
THE FOLLOWING MINOR ROAD IMPROVEMENTS ARE PROPOSED TO THE HIGHWAY NETWORK:

- (1) NEW ROAD LINKING BRIDGE STREET WITH CHURCH STREET, THORNE.
- (2) NEW ROAD LINKING FIELD ROAD WITH CHURCH STREET, THORNE.
- (3) A19 ASKERN CROSSING DIVERSION, ASKERN.

7.56 The minor schemes listed are proposed to meet local deficiencies in the highway network or to enable environmental or development objectives to be realised. All the schemes would be expected to take place within the timescale of the Plan and involve land outside the existing highway boundary. Further details of the schemes are included below.

7.57 The programme for minor schemes is continually changing. This is because of changes in the availability of land, finance, traffic and other problems, or the need to include schemes in conjunction with adjacent development. Consequently, the Minor Scheme Programme is not a

comprehensive list of the minor schemes which may take place during the Plan period.

7.58 In addition to the schemes contained in policies T2 and T3 there are a number of highway schemes which are the subject of decisions by the Highway Authority to define a Highway Improvement Line to avoid development prejudicing potential highway improvements. A list of these Highway Improvement Lines is contained in Appendix 7.1.

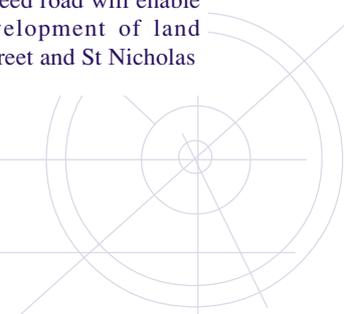
T3(1) Bridge Street - Church Street Link, Thorne

7.59 Provision of this road will reduce

traffic and servicing problems on Silver Street and allow the pedestrianisation of the western end of Church Street in due course. Possible minor improvements to the Silver Street/Bridge Street/Ellison Street Junction will be considered in the light of any traffic redistribution which may occur once this proposal is implemented. This proposal was included in the Thorne, Stainforth, Hatfield District Plan adopted in 1984.

T3(2) Field Road - Church Street Link, Thorne

7.60 This low speed road will enable residential development of land between King Street and St Nicholas



Road. The road will also give access to the rear of properties on King Street allowing rear servicing and parking where necessary, to properties on the southern end of King Street. The design of the road will discourage use of the road by through traffic. This

proposal was included in the Thorne, Stainforth, Hatfield District Plan adopted in 1984.

T3(3) A19 Askern Crossing Diversion, Askern.

7.61 This scheme would replace the existing railway level crossing on the A19 by a road bridge, relieving the potential for traffic delays on the A19. This proposal was included in the West Riding County Development Plan (1st Review) approved in 1966.

~~**T 4**
WHERE PLANNING PERMISSION IS REQUIRED FOR A NEW ROAD THE BOROUGH COUNCIL WILL ATTACH SUITABLE CONDITIONS TO ANY PERMISSION TO ENSURE THAT ADEQUATE LANDSCAPING MEASURES ARE IMPLEMENTED.~~

This was not saved in 2007

7.62 This policy aims to ensure that any new road scheme which comes under local authority planning control will have appropriate landscaping measures taken to blend the road into its location.

7.63 Where a road scheme is a responsibility of the Department of Transport and would not come under local authority planning control, the Borough Council will try to ensure that any road has appropriate landscaping measures associated with it, through the consultation process.



~~**T 5**
THE BOROUGH COUNCIL WILL SEEK TO ENSURE THAT ANY PROPOSALS FOR NEW DEVELOPMENT ARE LOCATED WHERE THE TRAFFIC GENERATED CAN BE SATISFACTORILY ACCOMMODATED BY EXISTING HIGHWAYS AND WILL NOT CREATE OR MATERIALLY ADD TO PROBLEMS OF ROAD SAFETY, ENVIRONMENTAL QUALITY, CONGESTION, OR AMENITY.

IN THE CASE OF INDUSTRIAL AND WAREHOUSE DEVELOPMENT, IT SHOULD BE LOCATED CONVENIENTLY WITH RESPECT TO THE STRATEGIC ROUTE NETWORK AND LOCAL COMMUNITIES.

IN APPROPRIATE CIRCUMSTANCES THE BOROUGH COUNCIL WILL REQUIRE FINANCIAL CONTRIBUTIONS OR IMPROVEMENT OF THOSE ROADS NECESSARY TO SERVE NEW DEVELOPMENTS, FROM THE DEVELOPER IN ACCORDANCE WITH POLICIES IMR 1 AND IMR 2.

NEW DEVELOPMENT MUST NORMALLY INCORPORATE ALL ROADS NECESSARY TO SERVE THE DEVELOPMENT DESIGNED AND CONSTRUCTED TO APPROPRIATE STANDARDS AND SUBSTANTIALLY COMPLETED BEFORE THAT PART OF THE DEVELOPMENT THEY SERVE IS BROUGHT INTO USE.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

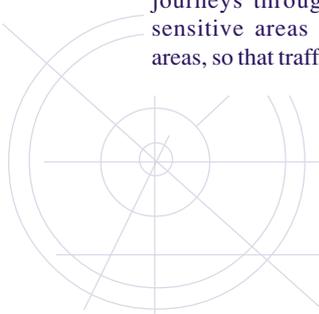
7.64 Developments which could be expected to generate a significant number of commercial vehicle movements, should be located so as to have easy and direct access onto the strategic route network avoiding journeys through environmentally sensitive areas such as residential areas, so that traffic generated does not

create an adverse impact on unsuitable roads.

7.65 It is essential that new developments can be adequately served by the highway network without creating significant adverse effects in terms of road safety, environmental quality or the overall

efficiency of the network. In particular, the adverse impact on the locality and the highway network of traffic for freight or commuting purposes should be minimised.

7.66 Similarly, where significant employment is likely to be created, it should be located so as to avoid high



levels of traffic generated by journeys to work and to maximise easy access for employees, aid service by public transport and potentially minimise travel to work distances and disruption caused by commuting flows. This can best be achieved where the development has direct access to the strategic route network

7.67 Where an otherwise acceptable development is only acceptable where highway works are carried out, either within the site or elsewhere in the

highway network, then the developer will be expected to meet the cost of any necessary works.

7.68 All new development must incorporate roads built to adequate standard to serve the development. This will normally be to the necessary standard for the roads to be adoptable as public highway by the Local Highway Authority. These roads will generally need to be constructed before that part of the development they serve is brought into use.

7.69 The implementation of this Policy will be carried out in line with Policies IMR1 and IMR2 in the Implementation section of this UDP (Chapter 18). In particular, in addition to necessary infrastructure for private transport, consideration will be given to infrastructure needs for public transport necessary or desirable to encourage greater use of public transport and less reliance on the private car.

Replaced by Core Strategy Policy 9: Providing Travel Choice

~~**T 6**
WHEREVER POSSIBLE DEVELOPMENT SHOULD BE LOCATED SO AS TO MAXIMISE THE POSSIBILITY OF ACCESS BY PUBLIC TRANSPORT.~~

7.70 In order to maximise the possibility of access to employment opportunities by public transport, and make such opportunities as widely available as possible, and help to

reduce the level of traffic generation, employment generating developments should be located close to existing public transport corridors, or designed and located in such a way as to

facilitate service by public transport both to the site and within the site where the scale of development makes this desirable.

Replaced by Core Strategy Policy 9: Providing Travel Choice

~~**T 7**
THE BOROUGH COUNCIL WILL, AS APPROPRIATE, CARRY OUT ROAD IMPROVEMENTS TO TACKLE ENVIRONMENTAL PROBLEMS CREATED BY TRAFFIC WITHIN THE BOROUGH. AS AN ALTERNATIVE THE BOROUGH COUNCIL WILL CONSIDER TAKING TRAFFIC MANAGEMENT AND TRAFFIC CALMING MEASURES FOR ENVIRONMENTAL PROTECTION AND IMPROVEMENT WHERE OPPORTUNITIES EXIST TO IMPROVE ROAD SAFETY AND ENVIRONMENTAL CONDITIONS. PARTICULAR REGARD WILL BE GIVEN TO REGULATING TRAFFIC TO MINIMISE THE ADVERSE EFFECTS OF THROUGH TRAFFIC AND HEAVY GOODS VEHICLES USING UNSUITABLE ROADS, PARTICULARLY IN RESIDENTIAL AREAS AND TOWN CENTRES.~~

7.71 The Borough Council is continually reviewing road safety and environmental problems existing on the highway network. In some cases these problems can best be resolved through improvements to the highway itself, however in some instances it may be preferable in either financial or environmental terms to implement traffic management measures as either an alternative to, or in

support of improvements to the highway.

7.72 These measures may be either traffic regulation orders to control certain classes of traffic in particular locations, or relatively minor changes to the highway in order to influence driver behaviour. Traffic Calming measures will also provide increased opportunities for safe child's play

within Residential Areas which are deficient in Playgrounds and recreational areas.

7.73 When new traffic management measures are proposed, the standard consultation procedures will enable the local and business communities affected to make representations which will then be taken into consideration.

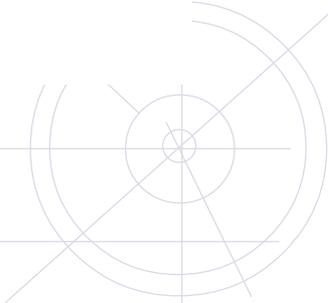
~~**T 8**
THE IMPROVEMENT AND POSSIBLE REDESTRIANISATION OF HEXTHORPE ROAD SHOPPING AREA WILL BE REVIEWED DURING THE PLAN PERIOD.~~

This was not saved in 2007

7.74 The realignment of Urban Road in 1979 left the Hexthorpe Road shopping area free from through traffic, it was then the Council's

intention to pedestrianise this area and thereby extend the spine footpath through central Hexthorpe. The pedestrianisation of this road is still

being considered. This would complement the environmental work carried out in the adjacent General Improvement Area.



~~**T 9**
CONSIDERATION WILL BE GIVEN TO THE RESTRICTION OF THROUGH TRAFFIC IN CARCROFT HIGH STREET; ACCESS WILL BE LIMITED TO PUBLIC TRANSPORT, SERVICE VEHICLES AND SHOPPERS' CARS.~~

This was not saved in 2007

7.75 It would be inappropriate to exclude all traffic from Carcroft High Street. It is a wide road which is able to accommodate buses, shoppers' cars

and pedestrians. However, the area would benefit from the reduction of through traffic, a rationalisation of car parking and the introduction of paving

and landscaping. Such environmental improvements will be made during the Plan period.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

T 10
THE PEDESTRIANISATION OF CHURCH STREET, THORNE IS PROPOSED BETWEEN ITS INTERSECTION WITH THE NEW CHURCH STREET/ BRIDGE STREET LINK ROAD AND MARKET PLACE.

7.76 The pedestrianisation of this part of Church Street in Thorne, will create a more pleasant environment in the vicinity of the Market Place and be

compatible with the market, improving pedestrian movements in the locality and creating a safer pedestrian environment. The scheme is only

possible following implementation of the new link road (Policy T3).

~~**T 11**
THE BOROUGH COUNCIL WILL REQUIRE APPLICATIONS FOR MINERAL WORKING OR WASTE DISPOSAL TO SHOW THAT ADEQUATE ACCESS EXISTS TO A SUITABLE HIGHWAY. ENCOURAGEMENT WILL BE GIVEN TO MAKE USE OF RAIL AND WATER TRANSPORT WHERE THESE ARE AVAILABLE AND APPROPRIATE TO THE SCALE OF DEVELOPMENT (SEE ALSO POLICIES T34 AND T35).~~

Replaced by Core Strategy Policy 20: Minerals

7.77 Heavy goods vehicle traffic is a major problem associated with quarrying, sand and gravel extraction and waste disposal sites. Road

improvements will be sought where necessary to relieve such problems. Where new development is permitted, the developer will usually be

expected to fund any necessary road improvements.

~~**T 12**
THE BOROUGH COUNCIL WILL CONTINUE TO MINIMISE THE EFFECT OF BLIGHT ON PROPERTIES ARISING FROM HIGHWAY PROPOSALS, BY THE PURCHASE OF AFFECTED PROPERTIES IN ADVANCE OF REQUIREMENTS WHERE APPROPRIATE.~~

This was not saved in 2007

7.78 Highways schemes can affect private properties in spite of attempts to avoid this through design. The Borough Council's general approach is to minimise the extent to which properties are affected.

7.79 The Borough Council's policy is to seek to help those affected by blight from highway schemes by the advance purchase of affected properties.



Replaced by Core Strategy Policy 9: Providing Travel Choice

T 13
 PROPOSALS FOR MOTORWAY SERVICE AREAS WILL NORMALLY ONLY BE PERMITTED ON SITES OUTSIDE THE GREEN BELT AND WHERE:

- a) THE PROPOSAL WOULD NOT CREATE OR AGGRAVATE HIGHWAY SAFETY OR TRAFFIC MANAGEMENT PROBLEMS.
- b) THE PROPOSAL SITE IS LOCATED AT LEAST 15 MILES FROM THE NEAREST SIGNED MOTORWAY SERVICE AREA.
- c) THE PROPOSAL COMPLIES WITH POLICY ENV 50 AND ENV 51 AND IS DESIGNED TO MINIMISE ITS INTRUSION IN THE LANDSCAPE AND DOES NOT CONFLICT WITH OTHER RELEVANT UDP POLICIES INCLUDING THOSE RELATING TO AREAS OF SPECIAL LANDSCAPE VALUE, CONSERVATION AND ARCHAEOLOGY.

PROPOSALS WITHIN THE GREEN BELT WILL ONLY BE PERMITTED IN VERY SPECIAL CIRCUMSTANCES WHERE THE NEED FOR THE PROPOSALS IS CLEARLY DEMONSTRATED AND IT IS ALSO SHOWN THAT THERE IS NO OTHER SUITABLE SITE AVAILABLE.

7.80 The Policy seeks to ensure that provision for motorway travellers for catering and refuelling facilities can be provided within the Borough in a manner acceptable in Traffic, Highway Safety and Environmental terms.

7.81 Within proposed Motorway Service Areas (MSA's) the facilities provided and their general design should reflect the requirements of the Department of the Environment and Department of Transport set out in PPG13 Annex A revised in March 1994.

7.82 In particular, no rear or onward access should be provided, other than for deliveries or use by MSA or emergency personnel. MSA's should serve only the needs of Motorway users and should not include features which would make them destinations

in their own right (such as substantial hotel, leisure or conference facilities).

7.83 It is Department of Transport policy to refuse direct access from a Motorway or to decline to sign from a Motorway, any MSA where this would be too close to another MSA, normally 15 miles in either direction. The effect of this policy is that approval of one scheme may prevent development of another signed MSA. In order to avoid sterilisation of a neighbouring potential site the Borough Council may impose a condition on any planning permission requiring development to begin within a specified timescale shorter than 5 years.

7.84 Wherever an MSA is proposed, careful consideration will be given to its impact on the surrounding area and

suitable conditions imposed on any planning permission granted to minimise its impact, particularly in respect of visual intrusion, noise and vehicle emissions.

7.85 Government guidance on the development of Motorway Service Areas emphasises the role of planning authorities in identifying the optimum location for these facilities, both to provide for the needs of motorists and to guide developers towards areas that do least damage to the landscape." "The Borough Council considers junction 3 to be an appropriate location for an M.S.A. on the M18. As a local planning authority it has formally supported the provision of an M.S.A. on the M18 at junction 3, having resolved to approve a planning application. This proposal now has outline planning consent.

Replaced by Core Strategy Policy 9: Providing Travel Choice

T 14
 DEVELOPMENT OF ANY AREA WHICH BECOMES SURPLUS TO THE REQUIREMENTS OF THE MOTORWAY SERVICE FACILITIES WILL BE LIMITED TO THOSE USES WHICH ARE COMPATIBLE WITH THE MAIN BUSINESS OF SERVICING THE MOTORWAY AND ITS USERS. SERVICE ACCESS FROM THE LOCAL ROAD NETWORK WILL NOT PROVIDE GENERAL ACCESS TO THE MOTORWAY.

7.86 This policy is considered necessary to reduce the conflict of interests within the sites and to limit the type of traffic generated by them. The locations may be attractive to

many types of commercial or industrial undertakings and to allow too great a variety of use could lead to traffic and road safety problems. It may also be necessary to consider any

future changes to government policy relating to motorway service area provision.



CAR PARKING

~~ST3
PARKING NEEDS WILL CONTINUE TO BE MET THROUGHOUT THE BOROUGH, PARTICULARLY WITHIN TOWN CENTRES AND WITHIN NEW DEVELOPMENT AS APPROPRIATE, BALANCED WITH THE NEED TO CONTAIN TRAFFIC MOVEMENTS, PROVIDE SAFE AND ATTRACTIVE PEDESTRIAN ENVIRONMENTS AND SECURE ENVIRONMENTAL IMPROVEMENTS.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.87 The Borough Council have produced car parking standards as an aid to developers and others in the assessment of potential projects. The criteria reflect the factors which generate car parking requirements and other factor which may be relevant to a specific geographic area. These include:

- a) The scale and nature of the development
- b) The likely availability of alternative parking
- c) The degree to which the general area is served by public transport
- d) The extent to which on-street parking in the vicinity of the development can take place without detriment to amenity or highway safety.

e) The capacity of the local highway network.

7.88 The Borough Council’s policies for car parking in the Borough include the promotion of park and ride facilities both road and rail based, in order to relieve pressure on the town centre.

7.89 Parking policies generally support the economic life of the Borough, particularly the town centre, by the provision and accommodation of adequate parking facilities without detriment to road safety, traffic flow or the environment.

7.90 Outside the town centre, in order to provide for reasonable convenience for private car users it is desirable that an adequate level of car parking provision is made as close as possible

to the places that people want to go.

7.91 Within the town centres the growth in the use of the private car is continuing, to the extent that it is becoming impossible to cater for the potential demand as well as maintain acceptable environmental conditions and reasonable levels of traffic flow.

7.92 The Borough Council intends to adopt a balanced and integrated package of transportation measures including traffic management, public transport and car parking policies to achieve environmentally acceptable conditions. these policies will aim to improve the attractiveness of carparks particularly for shoppers, and to encourage greater use of public transport especially for commuting.

~~T 15
THE BOROUGH COUNCIL WILL NORMALLY REQUIRE NEW DEVELOPMENTS TO PROVIDE FOR PARKING IN ACCORDANCE WITH THE COUNCIL'S STANDARDS.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.93 The Borough Council’s current car parking standards are contained in Appendix 7.2. Any developer will normally be expected to meet the requirements appropriate to their development. The standards are provided as a guide and in exceptional circumstances their requirements may be varied to reflect the criteria set out in paragraph 7.87 above, as they relate to a particular development.

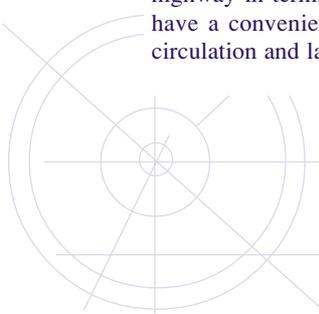
7.94 All new car parking areas must be designed and located so that they do not adversely affect visual amenity and include adequate landscaping and suitable treatment so as to reduce the visual impact of large areas of hard surfacing. Their detailed design must also include satisfactory access to the highway in terms of road safety and have a convenient and safe internal circulation and layout which will not



lead to congestion on the public highway.

7.95 The Borough Council is currently reviewing its Parking Standards as part of a comprehensive approach to

Parking Strategy. It is intended to produce the revised standards as Supplementary Planning Guidance in 1998. As part of the process detailed public consultation will be carried out prior to adoption of revised standards.



Replaced by Core Strategy Policy 9: Providing Travel Choice

T 16
 THE BOROUGH COUNCIL WILL CONTINUE TO PROVIDE FOR PARKING NEEDS IN TOWN CENTRES AND DISTRICT CENTRES IN ORDER TO MAINTAIN THE ATTRACTION AND CONVENIENCE OF THE CENTRES TO SHOPPERS AND OTHER VISITORS. THE LEVEL OF PROVISION WILL BE BALANCED AGAINST THE NEED TO CONTAIN TRAFFIC MOVEMENT WITHIN THE TOWN CENTRES TO PROVIDE A SAFE AND ATTRACTIVE PEDESTRIAN ENVIRONMENT AND SECURE CONTINUING ENVIRONMENTAL IMPROVEMENTS.

7.96 The Borough Council accepts the need for provision to be made for car parking within town centres to cater particularly for shoppers and other visitors. Accessibility and convenience

are only two of the elements contributing towards the overall attractiveness of town centres. Other features such as safety, pollution and general appearance are equally

important in achieving a centre which is attractive to users arriving with or without a car. These elements are generally enhanced by reducing the level of traffic within central areas.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

T 17
 A NEW CAR PARK IS PROPOSED IN THORNE, ADJACENT TO THE LINE OF, AND TO THE SOUTH WEST OF THE PROPOSED FIELD ROAD TO CHURCH STREET LINK ROAD.

7.97 The new link road (Policy T3) will create the opportunity to provide a car park to the south west. The Borough Council will expect any new

commercial development off the new link road to provide car parking and will seek contributions towards the development of a new car park.

Provision of the car park will free sites currently in use as informal car parks elsewhere in Thorne Town Centre.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

T 18
 WITHIN OR CLOSE TO TOWN CENTRES CAR PARKING WILL BE CONTROLLED AND EXISTING ON-STREET OR CENTRALLY LOCATED CAR PARKS ENCOURAGED TO CATER FOR SHORT STAY PARKING. LONG STAY PROVISION WILL BE LOCATED ON THE PERIPHERY OF THE PRINCIPAL SHOPPING AREAS.

7.98 In order to maintain accessibility for short term visitors, particularly shoppers, and reduce traffic congestion in the central areas of town centres, the car parking closest to shopping areas should where possible encourage short term parking. Long

stay facilities should be located further from the centre and in areas more accessible to vehicles without causing undue congestion or detracting from the pedestrian environment of the centres. Supporting measures to accompany this policy will include the

enforcement of parking restrictions and the setting of an appropriate level for parking charges, where this is within the Council's control, to discourage longer-stay parking in central locations, leaving those car parks to cater for short-stay use.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

T 19
 WITHIN RESIDENTIAL AREAS, CAR PARKING FOR NON-RESIDENTIAL PURPOSES WILL BE RESTRICTED BOTH ON AND OFF STREET, WHERE IT IS LIKELY TO HAVE AN ADVERSE IMPACT ON THE RESIDENTIAL AMENITY OF AN AREA.

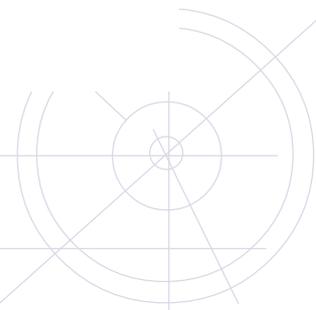
7.99 Some residential areas of the Borough are particularly vulnerable to on-street parking by non-residents. In areas where the level of on-street parking is having a significantly

adverse impact on the level of residential amenity the Borough Council will consider taking appropriate measures to lessen the problem through for example the

introduction of residents' parking schemes or other traffic management measures.

Replaced by Core Strategy Policy 9: Providing Travel Choice

T 20
 THE BOROUGH COUNCIL WILL PROTECT PARKING AREAS AT RAILWAY STATIONS WHICH PROVIDE A "PARK AND RIDE" FACILITY FROM OTHER FORMS OF DEVELOPMENT.



7.100 As part of an overall attempt to provide an integrated transport network within the Borough, it is important that facilities exist to enable people to change between one mode

of transport and another. The Borough Council encourages the use of public transport in preference to private cars in order to lessen congestion, especially in town centres. It is

therefore essential that existing facilities to enable people to leave their cars at railway stations are preserved.

T 21
~~THE BOROUGH COUNCIL IN ASSOCIATION WITH THE PASSENGER TRANSPORT AUTHORITY, WILL ENCOURAGE ADDITIONAL PARK AND RIDE FACILITIES LINKED TO BOTH RAIL AND BUS TRANSPORT.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.101 In addition to Policy T21 it is important to extend parking facilities where the opportunity and resources permit, close to public transport facilities. The provision of park and ride facilities could provide an attractive alternative to the provision of additional parking spaces within the congested town centre area of Doncaster, and take pressure off the

already congested highway network into Doncaster town centre.

7.102 It is important in order for park and ride schemes to succeed that they are seen as a quicker or cheaper route into the Town Centre than the use of the private car. Any park and ride scheme needs to be developed in conjunction with a combination of

measures to discourage private cars coming into the Town Centre, such as increased parking fees or parking restrictions and traffic management measures to enable public transport to travel into the Town Centre with a significant journey time advantage over the private car.

T 22
~~THE BOROUGH COUNCIL WILL USE ITS POWERS TO ENSURE THE SATISFACTORY LOCATION, OPERATION AND ACCESS TO HIGHWAYS FOR HEAVY GOODS VEHICLES (HGV'S) BASES.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.103 Commercial vehicle operating centres are a particular source of nuisance in residential areas where amenity should be protected. Access to main roads is an important factor in

their satisfactory location. The Local Authority has powers under the Planning and Transport Acts to control certain aspects of the operation of freight businesses, and will continue

to use these powers. The Borough Council will continue to exercise its powers under these acts to ensure that HGV's do not park overnight or when not in use in residential areas.

T 23
~~THE BOROUGH COUNCIL WILL ENCOURAGE THE PROVISION OF PARKING FACILITIES FOR HEAVY GOODS VEHICLES AT ENVIRONMENTALLY SUITABLE LOCATIONS~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.104 Heavy goods vehicles often create problems of obstruction, noise and poor environment when parked on

the highway. Where a need is identified appropriate facilities for HGV's will be considered, so as to

limit the penetration of these vehicles into unsuitable areas. Any such facility will need to be located so as

PUBLIC TRANSPORT

ST4
~~THE BOROUGH COUNCIL WILL PROMOTE AND SEEK TO SECURE IMPROVED PUBLIC TRANSPORT SERVICES AND FACILITIES THROUGHOUT THE BOROUGH IN CONSULTATION WITH THE SOUTH YORKSHIRE PASSENGER TRANSPORT AUTHORITY.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.105 Since de-regulation of bus services in 1986, public transport has suffered from a steady decline in usage, particularly in Doncaster.

services throughout South Yorkshire. The Borough Council intends to support the SYPTA in maintaining and improving the public transport network throughout Doncaster.

considered necessary for the operation of a comprehensive or socially necessary service, these additional services are supported financially by the SYPTA.

7.106 The South Yorkshire Passenger Transport Authority (SYPTA) has responsibility for determining policy overall and supporting public transport

7.107 A number of bus services are provided commercially, and where gaps in the service are identified and

7.108 The problems caused by peak hour traffic congestion can best be solved by providing attractive



alternatives to the private car, particularly for trips to the town centre.

7.109 Public Transport also plays a significant role in improving air quality by reducing the need and demand for car based travel in line with the basic objective of protecting and improving the Environment set

out in Chapter Two.

7.110 Public transport will remain a very important element of overall transport policy, particularly as a substantial proportion of the population of Doncaster do not have use of a car. Particular groups of people including the elderly and the

young rely heavily on public transport.

7.111 In addition to the financial support for part of the bus network the SYPTA also supports financially the local rail network throughout South Yorkshire and public transport infrastructure such as bus stations and railway stations.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

T 24
THE BOROUGH COUNCIL WILL SUPPORT AND ENCOURAGE THE DEVELOPMENT OF INNOVATIVE FORMS OF PUBLIC TRANSPORT. IN PARTICULAR CONSIDERATION WILL BE GIVEN TO IMPLEMENTING SUCH MEASURES ALONG A PUBLIC TRANSPORT CORRIDOR FROM DONCASTER TOWN CENTRE TOWARDS BENTLEY AND FROM DONCASTER TOWN CENTRE TO THE DOME.

7.112 In order to encourage greater use of public transport and help reduce the use of private vehicles, more efficient and attractive public transport needs to be provided. This should be able to operate without being delayed unduly

by general traffic conditions and also be able to operate without creating adverse environmental conditions such as due to pollution, noise or visual intrusion due to excessive or poorly designed infrastructure.

7.113 A variety of innovative forms of public transport could be investigated such as Dual Mode Vehicles operating primarily on electric power supplemented by a diesel engine.

Replaced by Core Strategy Policy 9: Providing Travel Choice

~~**T 25**
THE BOROUGH COUNCIL, IN CONSULTATION WITH THE SOUTH YORKSHIRE PASSENGER TRANSPORT AUTHORITY WILL SUPPORT THE CARRYING OUT OF INTEGRATED TRANSPORT STUDIES ALONG IDENTIFIED PUBLIC TRANSPORT CORRIDORS TO ASSESS FUTURE OPTIONS FOR PUBLIC TRANSPORT PROVISION. THE NEED FOR FAST AND EFFICIENT PUBLIC TRANSPORT WILL BE BALANCED WITH THE REQUIREMENT TO CATER FOR PRIVATE VEHICLES.~~

7.114 The Borough Council wishes to see greater use made of public transport so as to reduce congestion and help create improved environmental conditions, particularly in urban areas. In conjunction with

other policies, increasing the advantages buses have over the private car, improvements to the local rail network and park and ride facilities can all help. Traffic management measures to give buses priority over

cars in congested conditions can be crucial. The possible alternatives along the main transport corridors where congestion is greatest need to be assessed in detail to establish a balanced approach.

~~**T 26**
THE BOROUGH COUNCIL WILL ENCOURAGE THE UPGRADING OF LOCAL RAIL SERVICES SO THAT THEY PROVIDE AN ATTRACTIVE ALTERNATIVE TO THE PRIVATE CAR.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.115 The Borough Council will assist where possible, the role of the SYPTA in improving the local rail network throughout Doncaster. Particular attention will be given to the provision

of additional stations in appropriate locations and to improving facilities for car parking at existing stations.

for existing mineral railway lines to be opened up for passenger traffic will be examined as a means of providing improved local rail services.

7.116 Where appropriate the potential

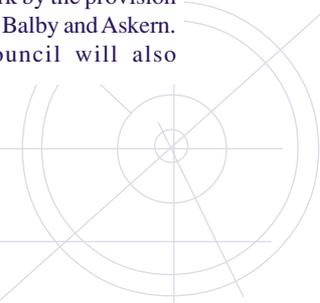
Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

T 27
THE BOROUGH COUNCIL WILL SUPPORT THE PROVISION BY THE SYPTA OF NEW RAILWAY STATIONS IN BALBY AND ASKERN.

7.117 The SYPTA have recently constructed new railway stations at Kirk Sandall, Bentley and Adwick to serve the local rail network. The

station at Adwick opened in 1993 incorporates parking facilities to encourage its use as an alternative to the private car. The Borough Council

will support further expansion of the local railway network by the provision of further stations at Balby and Askern. The Borough Council will also



investigate the feasibility of providing stations at Norton, Rossington and Moorends.

~~**T 28**
THE BOROUGH COUNCIL WILL SUPPORT AND ENCOURAGE THE PROVISION OF BUS SERVICES IN BOTH URBAN AND RURAL AREAS, AND CONSIDERATION WILL BE GIVEN WITHIN THE EXISTING HIGHWAY AND IN NEW HIGHWAY SCHEMES TO MINIMISING THE EFFECTS OF TRAFFIC CONGESTION ON THE PUBLIC TRANSPORT NETWORKS.~~

Replaced by Core

7.118 Where congestion on the existing highway network exists and is significantly delaying buses, consideration will be given to methods of minimising the effects of congestion on buses. As part of new highway schemes consideration will be given

to the movement of buses.

7.119 Doncaster Borough includes a mix of urban and rural areas where the needs of public transport users, and the problems associated with providing a

public transport service vary significantly. The Borough Council will support measures to meet the needs of all areas and users in the Borough as appropriate and resources allow.

~~**T 29**
THE BOROUGH COUNCIL WILL SUPPORT THE IMPROVEMENT BY THE SYPTA OF THE DONCASTER SOUTHERN BUS STATION.~~

This was not saved in 2007

7.120 A continuing programme of improvements to the public transport infrastructure has included improvement to the Doncaster Northern Bus Station and a new Bus Station in Mexborough. The Borough Council wish to see this programme continued through improvement to the

Southern Bus Station to create a comfortable convenient and visually attractive facility in the Town Centre.

7.121 The Southern Bus Station is in an important position on the edge of the Waterdale Shopping Centre, which itself would benefit from

improvements to enhance its attractiveness. It is likely as part of wider traffic management measures throughout the town centre that this Bus Station will become a more heavily used focus of bus routes in the Town Centre.

~~**T 30**
THE BOROUGH COUNCIL WILL SEEK TO PROTECT EXISTING RAIL ALIGNMENTS FROM ANY FORM OF NON-TRANSPORT RELATED DEVELOPMENT, ESPECIALLY WHERE THERE IS A REASONABLE CHANCE THAT SUCH ROUTES MAY BE PUT TO USE IN THE FUTURE.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.122 Rail alignments even when no longer required as part of the current rail network provide a resource in terms of linear routes, free of

obstruction which is not easily replaceable once lost. They do have a number of valuable uses related to walking, cycling and recreational

enjoyment, and often have the potential for future highway construction along an unobstructed route.

~~**T 31**
THE BOROUGH COUNCIL WILL CONTINUE TO ENCOURAGE THE DEVELOPMENT OF COMMUNITY TRANSPORT INITIATIVES.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.123 The Borough Council will continue to encourage and support in conjunction with the SYPTA, initiatives to make public transport accessible to all, and in particular those with particular difficulties,

such as the mobility handicapped.

7.124 A Mobility Bus network operates on regular routes throughout the Borough supported by SYPTA. Doncaster Community Transport and

some voluntary bodies currently provide complimentary services to the mobility bus funded by SYPTA, Urban Programme and voluntary donations.



TRANSPORT FACILITIES

ST5
~~THE BOROUGH COUNCIL WILL KEEP ALL TRANSPORT FACILITIES UNDER REVIEW TO ENSURE THAT THEIR POTENTIAL IS FULLY USED TO MEET THE TRANSPORT NEEDS OF THE BOROUGH.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.125 Throughout the Borough there are a number of transport facilities not directly related to either the highway network or rail network which can make a significant contribution to

transportation requirements. These include for example the canal system.

may be met also needs to be considered as well as alternative methods of transportation which may be relevant to specific circumstances.

7.126 The demand arising in the Borough for air travel, and how this

T 32
~~FOR DEVELOPMENT PROPOSALS INCORPORATING ROAD HAULAGE OF MATERIALS OF SUBSTANTIAL VOLUME, IT MUST BE DEMONSTRATED TO THE LOCAL PLANNING AUTHORITY THAT ALTERNATIVE MODES* OF TRANSPORT HAVE BEEN CONSIDERED AND ASSESSED TO BE EITHER ENVIRONMENTALLY UNACCEPTABLE OR IMPRACTICAL.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

* (i.e. Rail, Waterway, Conveyor (over or underground) or Pipeline).

7.127 Where road haulage cannot be avoided agreement will be sought, and

where appropriate, conditions imposed to define traffic routes and establish

other necessary environmental and traffic management controls.

T 33
~~THE BOROUGH COUNCIL WILL ENCOURAGE/PROMOTE THE USE OF THE RAIL NETWORK FOR FREIGHT MOVEMENT. IN PARTICULAR WHERE DEVELOPMENT PROPOSALS COULD BE EXPECTED TO GENERATE A SUBSTANTIAL VOLUME OF FREIGHT, IT MUST BE DEMONSTRATED THAT THE USE OF THE RAIL NETWORK IS EITHER ENVIRONMENTALLY UNACCEPTABLE OR IMPRACTICAL.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.128 The use of the rail network for movement of freight, particularly where large volumes are involved, can offer significant advantages in terms

of speed and the avoidance of traffic congestion. There are also significant environmental benefits possible by reducing the number of Heavy Goods

Vehicles on roads, particularly where they would pass through sensitive areas such as residential districts, in terms of noise and pollution.

T 34
~~THE BOROUGH COUNCIL IN PARTNERSHIP WITH THE PRIVATE SECTOR WILL PROMOTE AND DEVELOP A ROAD/RAIL FREIGHT INTERCHANGE FACILITY AT DONCASTER CARR.~~

This was not saved in 2007

7.129 A site is identified well related to the primary road network and in particular the motorway system, and adjoining the East Coast Main Line, where freight handling facilities to enable the interchange between road and rail to

take place, are to be developed.

7.130 The facility is anticipated to be of particular value with the opening of the Channel Tunnel to enable trains to be assembled containing freight from more than one source for distribution

throughout Europe. It is envisaged that the facility will be of benefit regionally making use of the existing, excellent rail and road connections to the site.

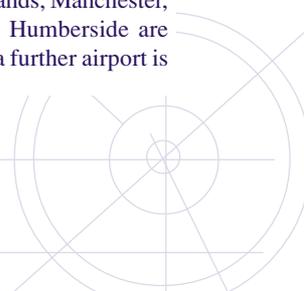
T 35
~~THE NEED FOR AIR TRANSPORT FACILITIES FOR BOTH PASSENGERS AND FREIGHT TO AND FROM DONCASTER WILL BE KEPT UNDER REVIEW~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.131 This review will include both the need for improved facilities within the Borough and improved links to

existing facilities elsewhere. At the present time there is no major civil airport in the Borough. However

airports at East Midlands, Manchester, Leeds/Bradford and Humberside are relatively close and a further airport is



being developed in the Lower Don Valley at Sheffield. These facilities at the present time generally meet the

needs of the Borough, however access to these facilities may need to be assessed and improved. The possible

future civil use of R.A.F. Finningley may also be a possibility within the Plan Period.

T 36
 WITHIN THE AREA OF FINNINGLEY AIRFIELD, AS DEFINED ON THE PROPOSALS MAP, THE BOROUGH COUNCIL WILL SUPPORT THE CONTINUED OPERATIONAL DEVELOPMENT OF THE AIRFIELD BY THE MINISTRY OF DEFENCE OR ITS DUAL USE FOR CIVIL AVIATION PURPOSES.

 IN THE EVENT OF CLOSURE OF THE AIRFIELD IN WHOLE OR IN PART, THE BOROUGH COUNCIL WILL CONSIDER PROPOSALS FOR THE ALTERNATIVE USE OF THE LAND OR BUILDINGS, THROUGH THE PREPARATION OF A PLANNING BRIEF FOR THE SITE, AND IN RELATION TO THE FOLLOWING:

 (a) THE POLICIES AND PROPOSALS OF THE UDP.

 (b) SURROUNDING LAND USES.

 (c) AMENITY AND ENVIRONMENTAL CONSIDERATIONS.

Replaced by Core Strategy Policy 6: Robin Hood Airport and Business Park

7.132 Finningley Airfield ceased operational use by the RAF towards the end of 1995. It is however still controlled by the Ministry of Defence although its disposal is anticipated during the life of the UDP. Whilst there

is no requirement for planning permission for development on Crown land, there is an established consultation procedure relating to Crown land and Crown development (currently set out in Department

of the Environment Circular 14/84).

7.133 The Borough Council will respond to any consultations in the context set out in the above policy.

T 37
 SUPPORT WILL BE GIVEN TO THE CONTINUED DEVELOPMENT AND IMPROVEMENT OF THE SOUTH YORKSHIRE AND THE STAINFORTH-KEADBY CANALS FOR BOTH FREIGHT MOVEMENT AND RECREATIONAL USE.

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.134 The South Yorkshire Canal links Sheffield to the Humber estuary at Goole via a 37.5 mile (60 km) long canal. The canal has been improved and modernised to take craft upto 700 tonnes as far as Rotherham. The canal runs through the centre of the Borough close to the Town Centres of Mexborough and Doncaster.



7.135 The Stainforth-Keadby Canal links the South Yorkshire Canal at Stainforth to the river Trent at Keadby. The canal is approximately 15 miles (24 km) long and passes close to the centre of Thorne and Stainforth.

7.136 Both canals provide the opportunity for bulky freight to be moved with few adverse environmental effects. In addition

both canals provide an opportunity for water based recreation to be developed and the potential for tourism related development (Policy TO2).

PUBLIC RIGHTS OF WAY

ST6
 THE BOROUGH COUNCIL WILL SEEK TO PROTECT AND DEVELOP EXISTING NETWORKS FOR PEDESTRIANS, CYCLISTS AND OTHER USERS. THE NEEDS OF PARTICULAR CATEGORIES OF USERS TOGETHER WITH THE VIEWS OF LAND OWNERS AND OCCUPIERS OF LAND WILL BE FULLY CONSIDERED IN THE DESIGN OF HIGHWAYS AND TRAFFIC MANAGEMENT SCHEMES.

Replaced by Core Strategy Policy 9: Providing Travel Choice



7.137 There are currently approximately 280 miles (450 km) of public rights of way recorded on the Definitive Map for the Borough. Approximately 75% of these are footpaths and 21% bridleways.

7.138 The Definitive Map was prepared in 1952 with no subsequent review. Its review is necessary so as to provide a true record of public rights to use a legally protected network.

7.139 In addition to the existing Definitive Map, there are a number of claimed rights of way, which may or may not become accepted as legal rights of way in the course of the Borough's review of the network.

7.140 The rights of way in the Borough are generally well used around urban areas, but less so in the outlying rural areas, particularly in the north east of the Borough. The development of the

rights of way network and its careful management both as part of the public highway and as a recreational resource is therefore important.

7.141 As part of a continuing campaign to promote access to the countryside the Borough Council produces information leaflets to give information on circular walks and various long distance routes making use of existing public rights of way.

Replaced by Core Strategy Policy 9: Providing Travel Choice

~~**T 38**
THE BOROUGH COUNCIL WILL CONTINUE TO PROTECT AND WHERE POSSIBLE EXTEND THE EXISTING NETWORK OF FOOTPATHS, BRIDLEPATHS AND OTHER ROUTES OVER WHICH THE PUBLIC HAVE RIGHTS OF WAY. THIS NETWORK WILL BE MAINTAINED TO A SUITABLE STANDARD AND IMPROVED WHERE POSSIBLE.~~

7.142 Public rights of way provide a valuable resource both for residents of Doncaster Borough and visitors to the area. The Borough Council will seek to develop the network in order to maximise its potential.

7.143 The Borough Council will undertake the review of the Definitive Maps and Statements of Public Rights of Way in accordance with the

published Statement of Priorities which may be reconsidered and amended as necessary.

7.144 Where opportunity exists to extend the rights of way network, through either dedication or the creation of permissive paths the Borough Council will pay particular attention to the creation of circular walks, long distance walks and the

integration of existing rights of way into a readily usable network to enable maximum use and value to be obtained for recreational purposes.

7.145 The Borough Council will continue to carry out its statutory obligations to protect the public rights over the Public Right of Way network.

This was not saved in 2007

~~**T 39**
* A NEW FOOTPATH WILL BE CREATED FROM THE WESTERN SIDE OF LADY PITT'S BRIDGE ADJACENT TO SWAITH DYKE TO LINK WITH THE DISUSED RAILWAY LINE EAST OF GROVE AVENUE.
* A FOOTPATH WILL BE CREATED FROM WEST BESSACARR TO WHITE ROSE WAY VIA SHORT LANE.~~

7.146 A new footpath is necessary to link existing footpaths in the Sprotbrough area with those in Bentley. The proposed footpath will also provide improved links from the York Road area into the proposed Linear Park (Policy RL5(13)).

7.147 The Borough Council together with the Yorkshire Wildlife Trust intend to create a footpath link from the substantial housing area of West Bessacarr through to White Rose Way, along the northern edge of the Potteric Carr Nature Reserve.

The link will help form the buffer area between the Nature Reserve and the Leisure Park (Policy RP2) and will create a convenient route for residents of West Bessacarr to the main entrance of the Nature Reserve.

~~**T 40**
WHERE NEW DEVELOPMENT AFFECTS A PUBLIC RIGHT OF WAY IT WILL GENERALLY BE A REQUIREMENT OF THE BOROUGH COUNCIL THAT THE RIGHT OF WAY IS RETAINED. WHERE A RIGHT OF WAY IS AFFECTED THE DEVELOPMENT SHOULD BE DESIGNED IN ORDER TO GIVE AN ATTRACTIVE AND LANDSCAPED ROUTE FOR THE RIGHT OF WAY THROUGH THE DEVELOPMENT.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.148 Public Rights of Way provide a valuable recreational resource and form an integral part of the public highway which should not as a general rule be disrupted by development proposals.

7.149 Development of land however,

can lead to a loss of a rural setting for paths, lessening recreational value, and can often isolate people from surrounding countryside if public access is not fully considered.

7.150 Where new development proposals on the urban fringe / edge

takes place every opportunity will be taken to connect existing public rights of way with the urban highway network in order to protect and increase access into the countryside from urban areas.



~~T 41~~
 WHERE EXCEPTIONALLY DEVELOPMENT LEADS TO THE DIVERSION OF A PUBLIC RIGHT OF WAY AROUND A DEVELOPMENT, A SUITABLE ALTERNATIVE ROUTE MUST BE ESTABLISHED. DEVELOPMENT WILL NOT NORMALLY BE ALLOWED TO LEAD TO CLOSURE OF A PUBLIC RIGHT OF WAY WITHOUT A SUITABLE REPLACEMENT ROUTE BEING ESTABLISHED.

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.151 In exceptional circumstances the advantages of allowing a development to proceed may lead to

the need to divert a public right of way to accommodate the development. In such circumstances an alternative right

of way on a more suitable and attractive route must be provided.

~~T 42~~
 THE COUNCIL WILL SEEK TO ESTABLISH AND DEVELOP A COMPREHENSIVE NETWORK OF CYCLE ROUTES AND FACILITIES TO PROVIDE ROUTES WITHIN URBAN AREAS AND A NETWORK OF RECREATIONAL CYCLE ROUTES LINKING TO URBAN AREAS, IN ACCORDANCE WITH A CYCLING STRATEGY AND ACTION PROGRAMME.

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.152 Cycling is already a significant mode of transport, and use of cycles can be expected to increase due to their low cost, ability to avoid congestion and shorten journey times, an increase in health awareness, their non-pollutant nature and an increasing acceptance of cycles as a legitimate form of transport.

7.153 Their use at present is suppressed by a perception of danger associated with their use, coupled with few facilities designed to help the cyclist.

7.154 It is intended that a network of safe cycle routes be established utilising existing lightly trafficked roads, disused railway lines, new routes and short links with traffic junction improvements, traffic calming measures, cycle gates and route signing. Such a network will be designed to provide direct, safe routes for cycle journeys to main urban facilities particularly Doncaster Town Centre, where they can provide an alternative to traffic conditions where cyclists are particularly vulnerable such as busy roads and large roundabouts.

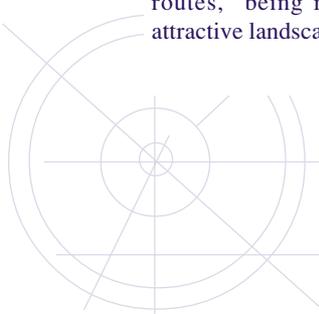
7.155 The increase in cycle ownership and awareness of the health benefits of cycling has increased the demand for recreational cycling over recent years. Doncaster Borough has many opportunities to develop recreational routes, being relatively flat with attractive landscape, waterways and a

number of existing countryside lanes and bridleways.

7.156 Countryside areas frequently envelope urban areas and are accessed by green lanes, bridleways and lightly trafficked rural roads. In addition disused railways, and canal towpaths provide further potential for developing recreational routes. The Borough Council will seek to link existing routes and develop new routes where appropriate, into a cycleway

network. In establishing such a network the following factors will be considered:

- i) **creation of circular routes of varying length.**
- ii) **accessibility from urban areas.**
- iii) **features of interest.**
- iv) **safe routes using traffic free or lightly trafficked routes.**
- v) **variety along the route.**



Replaced by Core Strategy Policy 9: Providing Travel Choice

T 43
 THE NEEDS OF CYCLISTS WILL BE CONSIDERED IN RELATION TO DEVELOPMENT PROPOSALS AND IN THE DESIGN OF HIGHWAYS AND TRAFFIC MANAGEMENT SCHEMES TO ENSURE SAFETY AND CONVENIENCE IN PARTICULAR, THE BOROUGH COUNCIL WILL SEEK TO:

- a) IMPROVE SIGNING TO ENCOURAGE THE USE OF SAFE ROUTES
- b) MAKE INFORMATION AVAILABLE ON SAFE ROUTES AND OTHER FACILITIES
- c) MAKE PROVISION FOR SECURE CYCLE PARKING FACILITIES IN MAJOR DEVELOPMENTS, DONCASTER TOWN CENTRE, SMALL TOWN AND DISTRICT CENTRES, AND LOCA NEIGHBOURHOOD CENTRES.

7.157 In order to encourage cyclists to use cycle routes, sufficient information needs to be available to potential users.

7.158 In addition signing is necessary on cycle routes to help define the route for its users, and as a reminder to other users that cyclists are likely to be using the highway.

7.159 Where major developments take place, developers will be expected to provide for potential users including cyclists. Facilities that should be sought include adequate cycle parking, links to adjacent cycles routes, cycle lanes and directional signs.

7.160 Cyclists are particularly vulnerable when accidents occur and

new highway and traffic management schemes will ensure that cyclists are adequately catered for through a variety of measures appropriate to the scale of the scheme. Such measures should allow safer conditions to be achieved, exploit where possible, the opportunity to create shorter more direct routes and their inclusion into a wider cycles route network.

Replaced by Core Strategy Policy 9: Providing Travel Choice

T 44
 THE BOROUGH COUNCIL WILL DEVELOP AND PROMOTE THE CREATION OF THE TRANS PENNINE TRAIL IN DONCASTER BOROUGH. THIS MULTI PURPOSE RECREATIONAL ROUTE WILL FORM PART OF THE ROUTE OF THE TRANS PENNINE TRAIL LINKING SOUTHPORT TO HULL.

7.161 The Trans-Pennine Trail is a long distance cycleway, footpath and bridlepath network running from Hull over the Pennines to Liverpool and Southport, with connection to several other northern cities.

7.162 The Borough Council has joined with 29 other local authorities across the North of England to pursue the development of the Trans-Pennine Trail in conjunction with the voluntary sector, developers, Parish Councils, and the Countryside Commission

7.163 The Trail enters Doncaster

Borough from Selby near Sykehouse and crosses into the Borough of Rotherham at Bolton Common. The route will provide a local recreational facility and a tourist feature. The Borough Council, in co-operation with the other local authorities along the route, will continue to implement the project and encourage the provision of supporting facilities along the route.

7.164 The route of the Trans Pennine Trail is shown on the Proposal Maps. However, on occasions, it may be necessary to divert the route from the preferred route in order to meet

commitments to opening the route and to ensure a continual route available for public use. The location of the Trans-Pennine route will be determined in relation to the following criteria:

- i) seeking to link in proposed and existing tourist attractions
- ii) utilize the most attractive rights of way
- iii) provide good connection to urban areas enabling maximum use by Doncaster residents
- iv) make best use of available resources.

Replaced by Core Strategy Policy 9: Providing Travel Choice

T 45
 THE BOROUGH COUNCIL WILL SEEK TO PROVIDE THE CYCLE ROUTES DETAILED IN THE COUNCIL'S CYCLING ACTION PROGRAMME. THE CYCLE ROUTES ARE SHOWN ON THE PROPOSALS MAPS AND ARE THE BEST ROUTES KNOWN TO MEET THE THE ROUTE DESCRIPTIONS IN APPENDIX 7.3. THE IMPLEMENTATION OF THE ROUTES MAY DEVIATE FROM THOSE SHOWN WHERE IT IS NESCESSARY TO BRING ABOUT EFFECTIVE IMPLEMENTATION OF THE ROUTES.



7.165 Details of the Council's Cycling Action Programme are included in Appendix 7.3. The Action Programme consists of a detailed list of projects based on eight elements which will be renewed annually as part of the Transport Policies and Programme (TTP) process.

7.166 The eight elements are:-

- a) provision for cycle parking and movement within and access to Doncaster Town Centre;
- b) promotion and provision for safe extended use of cycles for all trips in the townships;
- c) high quality leisure cycle routes giving access to the Doncaster countryside;
- d) cycle parking at railway stations, bus stations etc to enable multi - mode trips;
- e) continued and, where possible, enhanced provision for cycleways in association with road improvements and major new

developments eg, housing, industry etc;

- f) ongoing maintenance of cycle routes to ensure they continue to be well used;
- g) to continue to promote cycling as a healthy activity supported by a

proficiency and cycling safety education / training programme;

- h) identify key points in the Doncaster transport network where facilities for cyclists need protecting and providing in order to prevent severance of potential cycle routes.



T46
DEVELOPMENTS WHICH WOULD BE EXPECTED TO GIVE RISE TO THE MATERIAL INCREASE IN THE USE OF RIGHTS OF WAY WHERE THEY CROSS RAILWAY LINES ON THE LEVEL, MUST NORMALLY SHOW THAT ALL CONSIDERATIONS HAVE BEEN TAKEN INTO ACCOUNT TO ENSURE THE SAFE USE OF THE CROSSING (IF APPROPRIATE) INCLUDING CONSULTATIONS WITH THE APPROPRIATE RAILWAY AUTHORITY.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

7.167 Developments close to rights of way which cross railway lines at uncontrolled level crossings can be expected to affect the numbers of

people using the crossing. Where this change could materially increase usage there may be safety implications which should be a material

consideration when assessing any planning application.

TRANSPORT INTEGRATION

~~**ST7**
THE BOROUGH COUNCIL WILL SEEK TO PROMOTE AND ENCOURAGE SCHEMES WHICH LEAD TO BETTER INTEGRATION OF TRANSPORT MODES AND INTERCHANGE FACILITIES.~~

Replaced by Core Strategy Policy 9: Providing Travel Choice

7.168 The Borough Council consider that a balanced and integrated transport network is needed so as to maximise travel opportunities and encourage the efficient and effective use of transport resources. It is important to achieve the advantages offered by public as well as private transport and to recognise the

fundamental interaction between transport and land use development.

7.169 Policies developed, relate to these requirements. For example Policy T35 proposes the establishment of a road/rail freight interchange. Policies T21 and T22 support Park and Ride facilities to enable public and

private transport interchanges to be made easily. Other policies promote an efficient highway network balanced with public transport provision. The role of Doncaster Town Centre as a transport interchange between buses, rail, the private car and pedestrians is covered in Chapter 15.

