

Barrowby Action Group

Formal Response to the Framework Residential Travel Plan

Proposed Residential Development: Land West of Grange Paddock, Barrowby
S25/2471

1. Executive Summary

This document is submitted on behalf of **Barrowby Action Group** in response to the **Framework Residential Travel Plan (F RTP)** prepared by JPP Consulting Ltd in support of the proposed development of up to 195 dwellings on land west of Grange Paddock, Barrowby.

While the F RTP presents a theoretical case for sustainable travel, this response demonstrates that its conclusions are **not supported by on-the-ground conditions, rely on outdated or inaccurate assumptions**, and **fail to provide safe and suitable access for pedestrians, cyclists, children, and those with reduced mobility**, as required by national and local policy.

In particular, the Travel Plan: - Relies on a bus service that has ceased operation; - Overstates the practicality and safety of walking and cycling routes; - Fails to address known and long-standing highway safety issues; - Does not adequately consider cumulative development impacts; - Proposes modal shift targets that are not credible given existing infrastructure constraints.

Barrowby Action Group considers that, **without substantial off-site highway, pedestrian, cycle and public transport mitigation**, the development is in direct conflict with the National Planning Policy Framework (NPPF), Lincolnshire Local Transport Plan 5, and South Kesteven District Council Local Plan policies.

2. Purpose of This Response

The purpose of this document is to:

- Provide a factual, evidence-based response to the Framework Residential Travel Plan
 - Identify safety and accessibility failures
 - Identify mitigation required if the development is to proceed (and where mitigation is unachievable)
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3. Policy Context

This response is grounded in the following key policy requirements:

National Planning Policy Framework (December 2024)

- **Paragraph 109** – Vision-led, community-informed transport planning
- **Paragraph 110** – Limiting the need to travel and offering genuine modal choice
- **Paragraph 115(b)** – Safe and suitable access for all users
- **Paragraph 117(a–c)** – Priority for pedestrians and cyclists; safe and inclusive design
- **Paragraph 118** – Requirement for travel plans to accurately assess and mitigate impacts

Lincolnshire Local Transport Plan 5 (LTP5)

- Walking Strategy
- Travel Plan Guidance
- Rights of Way Improvement Plan (ROWIP)

South Kesteven District Council Local Plan

- Policy ID2: Transport and Strategic Transport Infrastructure
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4. Fundamental Issues with the Framework Residential Travel Plan

4.1 Reliance on Non-Operational Bus Services

The FRTTP places significant reliance on Bus Service 86 to Grantham as a sustainable alternative to private car use. However:

- The service has **ceased operating**
- A **temporary bridging service** is currently in place, pending future arrangements
- No long-term, funded, secured bus provision is in place

As a result, the Travel Plan is **factually outdated**, and its public transport strategy is unsound and undeliverable. Modal shift targets based on access to bus services are therefore **unachievable**.

In the absence of a secured bus service, residents will be wholly reliant on private car use for non-local trips.

This directly conflicts with **NPPF paragraph 110** and **118**, which require realistic and deliverable transport solutions.

NEW TIMETABLE FOR BUS SERVICE 93B

The timetable opposite is that supplied by LCC in respect of the replacement Bus Service **93B** between Barrowby and Grantham. This service will operate **Monday to Saturday** and will pick up every 2 hours.

First pick up from the White Swan is **0742**, last pick up **1742**.

The service returns from **Stand 10** at Grantham Bus Station.

First departure **0800**, last departure **1800**.

It is assumed that the current bus stops in Barrowby will still be operational, but please let the Parish Clerk know of any issues you experience with this service.

clerk@barrowbyparishcouncil.gov.uk 07710 087124

Service Number	93B	93A	93B	93A	93B	93A	93B	93A	93B	93A	93B
Bottesford, Pinfold Lane, adj	0727	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727
Bottesford, Queen Street, adj	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728
Sedgebrook, The Green, adj	0738	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736
Grantham, Carlisle Close, adj	-	0845	-	1045	-	1245	-	1445	-	1645	-
Barrowby, The White Swan PH, opp	0742	-	0942	-	1142	-	1342	-	1542	-	1742
Grantham, Barrowby Gate, adj	0747	-	0947	-	1147	-	1347	-	1547	-	1747
Grantham, Bus Station, Stand 10	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755

Service Number	93B	93A	93B	93A	93B	93A	93B	93A	93B	93A	93B
Grantham, Bus Station, Stand 10	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Grantham, Carlisle Close, opp	-	0908	-	1108	-	1308	-	1508	-	1708	-
Grantham, Barrowby Gate, opp	0805	-	1005	-	1205	-	1405	-	1605	-	1805
Barrowby, The White Swan PH, adj	0811	-	1011	-	1211	-	1411	-	1611	-	1811
Sedgebrook, The Green, opp	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Bottesford, Queen Street, opp	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823
Bottesford, Pinfold Lane, adj	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825

4.2 Overstatement of Walking and Cycling Accessibility

The F RTP asserts that local facilities are accessible within acceptable walking and cycling distances. While distances may be short in theory, **routes are unsafe, incomplete, or inaccessible in practice**.

Key recurring issues include:

- Pavements frequently less than 1.2m wide
- Pavements terminating abruptly
- Roads transitioning from 30mph to 60mph with no pedestrian provision
- Blind corners, parked vehicles, and poor visibility
- No dedicated or protected cycling infrastructure

This fails **NPPF paragraph 115(b)** and **117(a)**, which require safe and suitable access, not merely short distances.

Evidence of this is provided by the fact that a school bus is required for children aged 11-16 who live more than three miles from the school. The route by which this is calculated does not include the A52 as a pedestrian or cycle route as it has been deemed too dangerous by the education transport authority. This is clear evidence that even statutory bodies do not consider these routes safe for walking or cycling.

4.3 Absence of Designated Cycle Infrastructure

There are **no designated cycle routes** within Barrowby or on routes connecting the village to Grantham.

- Shared pedestrian/cycle routes are often too narrow for joint use
- Key roads are hostile to cyclists due to speed, width, and traffic volumes
- A1 and A52 crossings present significant danger for cycle users

As a result, cycling cannot be considered a realistic or safe mode of transport for most residents, undermining the Travel Plan's modal shift assumptions.

Cycling therefore cannot reasonably be relied upon as a mode of transport for everyday journeys, contrary to the assumptions made within the Framework Residential Travel Plan.

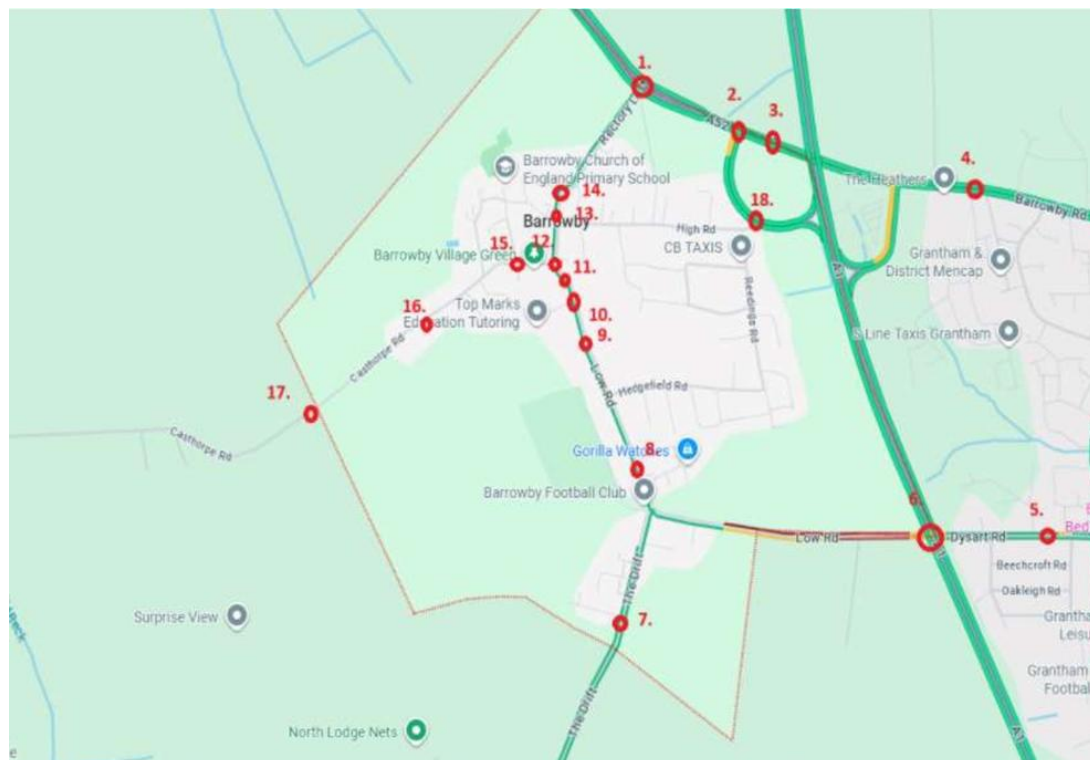
5. Site-Specific Highway, Pedestrian and Cycle Safety Issues

5.1 Main access routes into Barrowby

The following sections assess each main access route into and through Barrowby. In every case, the routes fail to provide continuous, safe, and inclusive pedestrian and cycle access.

Below is a map showing the 5 entrances to Barrowby.

1. Casthorpe Hill
2. A52/Rectory Road
3. A1/High Road
4. Dysart Road
5. The Drift



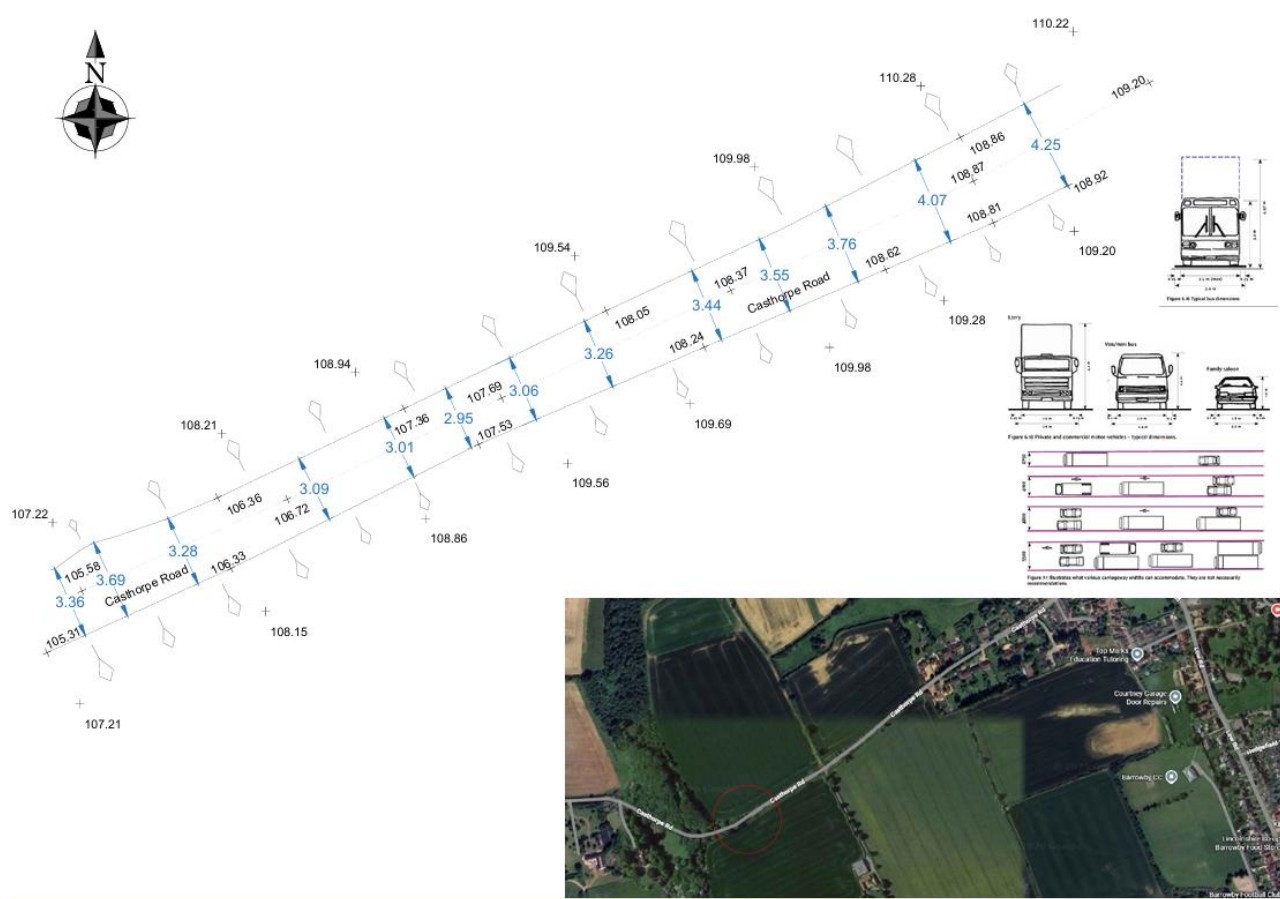
Below we have listed each entrance and the constraints to be considered

5.2 Casthorpe Hill (16)

- Casthorpe Road has only 1 pavement on the north side of the road
- The pavement stops just before the last two houses in the village



- There are no more pavements in this direction, and the speed limit changes from 30mph to 60mph
- Casthorpe Road has a steep 16% hill which has 4m high banks on either side. The road at this point is 3m wide and difficult for cars to pass bikes and pedestrians in the road safely



Improvements necessary

- There is no feasible mitigation that would achieve policy-compliant standards without land take or substantial reconstruction
- Could extend the 30mph zone further

5.3 The Drift (7)

- For the first 20 metres there are pavements on both sides, but this is reduced to just one pavement on the south side after this.
- On reaching the access to the allotments, the remaining pavement ends.
- There are then no pavements and the speed limit changes from 30mph to 60mph



5.4 Dysart Road East of A1 (6)

- There is a pavement on the north side of the road that runs down to Grantham, this has recently been improved by Taylor Wimpey
- There is a bridge on leaving the village that passes over the A1. The barriers to the sides are only 100cm high, this is a 60mph road
- This road is constrained for cycling due to lack of a cycle paths and lack of drainage which has caused erosion to the road surface. Bikes therefore often ride on the pavement over the bridge – next to the low 100cm barriers and also risking pedestrian safety



Improvements necessary

- Barrier needs to be replaced with a 1.8m high policy-compliant barrier
- Drainage infrastructure added to the road
- Dedicated cycle path created.

5.5 Rectory Lane/A52(14 and 1)

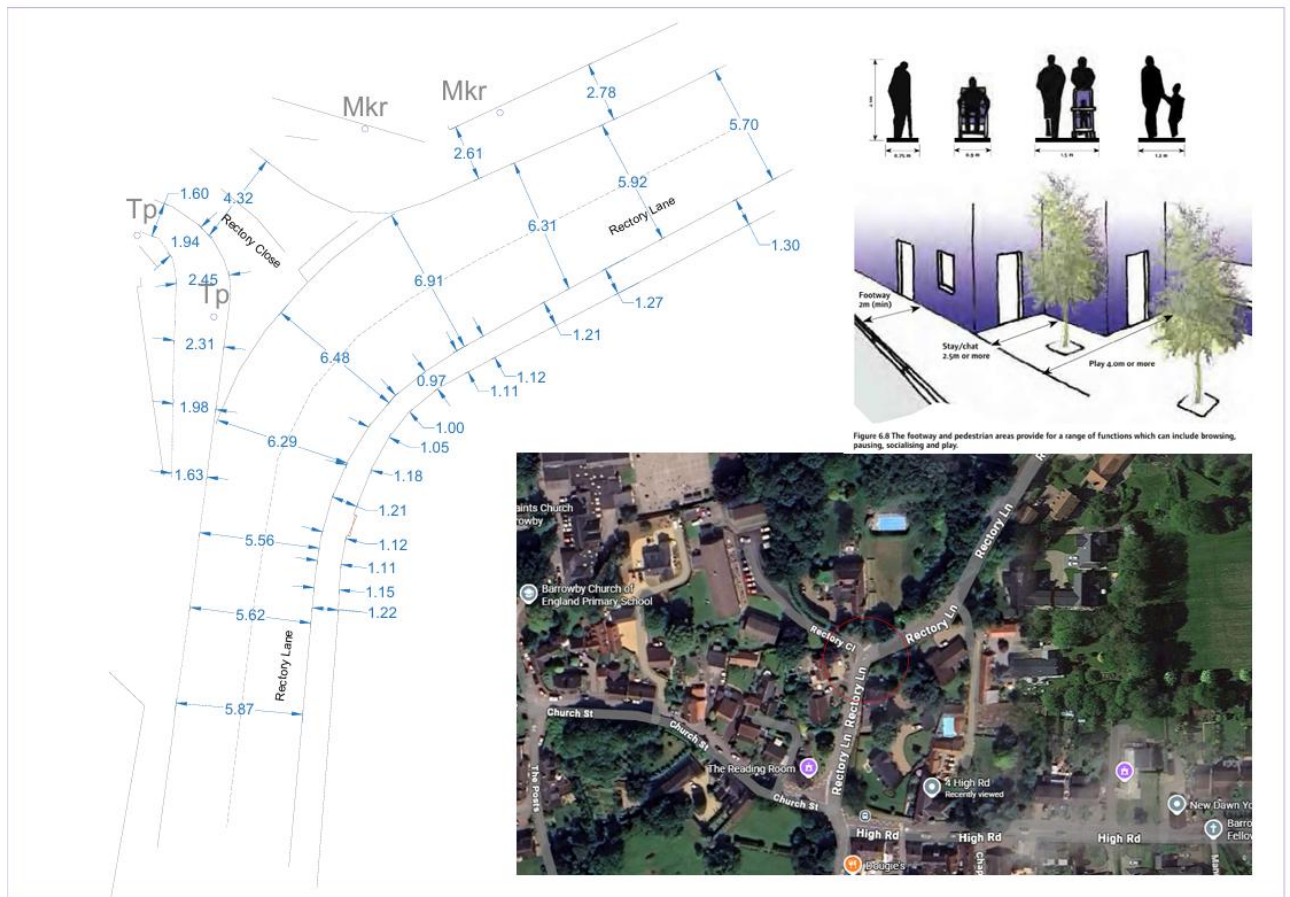
- There are pavements on both sides of the road until past the Reading Room in the centre of the village



- There is 1 pavement that is 97cm wide in places on the south side of the road which leads out of the village



- The road then changes from 30mph to 60mph and the pavement continues on 1 side of the road. The pavement along this stretch is in very poor repair and is 60cm wide at points



- At the end of the road there is the junction with the A52. To continue south down the A52 you will need to cross the A52. The crossing at this point fails to meet basic pedestrian safety standards and there is not a drop kerb on the opposite side indicating the crossing



- Visibility at this point is difficult as traffic traveling towards Nottingham is moving quickly over a hill. The traffic is dual carriageway at this point
- Traffic moving towards Grantham is also on a dual carriageway and visibility is made harder for pedestrians and car users as traffic waiting to turn into Barrowby is positioned in the middle of the road



- Traffic is moving quickly in all 4 lanes and finding a crossing point for pedestrians is not clearly identified
- The pedestrian pathway is meant to be for pedestrians and cyclists however there is no division, and it is not wide enough for both





Improvements necessary

- Pedestrian bridges or grade-separated crossings are required to ensure compliance with safety standards

5.6 A1 slip road/High Road (18)

- High Road is accessed from Grantham down the A52
- The slip road pavement stops on this side to prevent access to the A1 and the road must be crossed, The crossing here is difficult as traffic coming off and on to the A1 is moving quickly
- On the South side of the A52 the slip road can be crossed. This leads to a footpath across a field. The crossing is very difficult as traffic is traveling at 60mph and the opposite side of the road is blocked by turning traffic. The pathway on this side of the A52 is poor quality and very narrow





Improvements necessary

- Pedestrian bridge over the slip road

5.7 A52-The Colleys and Barrowby Place (4)

- The Colleys has recently been built with 330 dwellings on the south side of the road. Residents are now crossing the A52 to walk their dogs and walk to school
- Barrowby Place is currently building 220 dwellings with another 1150 in the draft local plan for phase 2 and 400 in Phase 3
- Shopping units have been planned for the south side of the A52 encouraging pedestrians to cross the A52



(Dangerous A52 crossings shown)



Improvements necessary

- Pedestrian crossing required

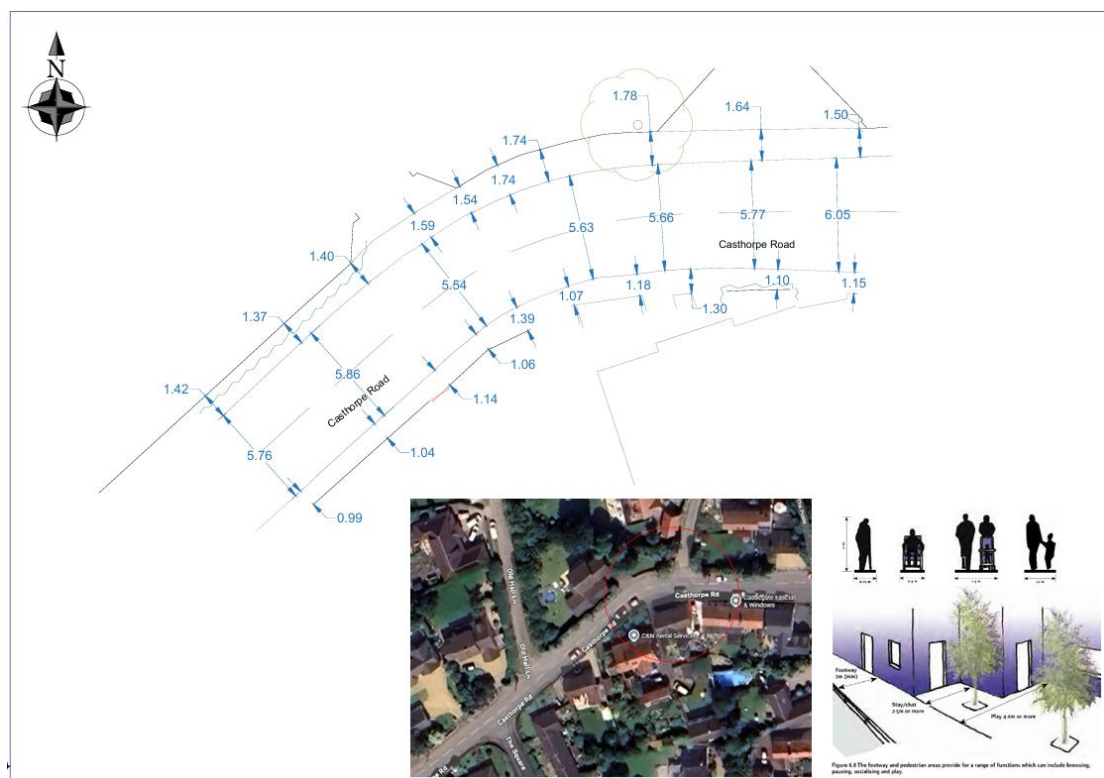
5.8 Dysart Road West of A1 (5)

- A new development is currently being built for 230 dwellings 36 of which have been built.
- This is a residential area and a safe crossing point for residents is required to safely travel to the leisure centre and corner shops as there are many parked cars and no clear crossing point.

6.The Main Points of Access to the Development

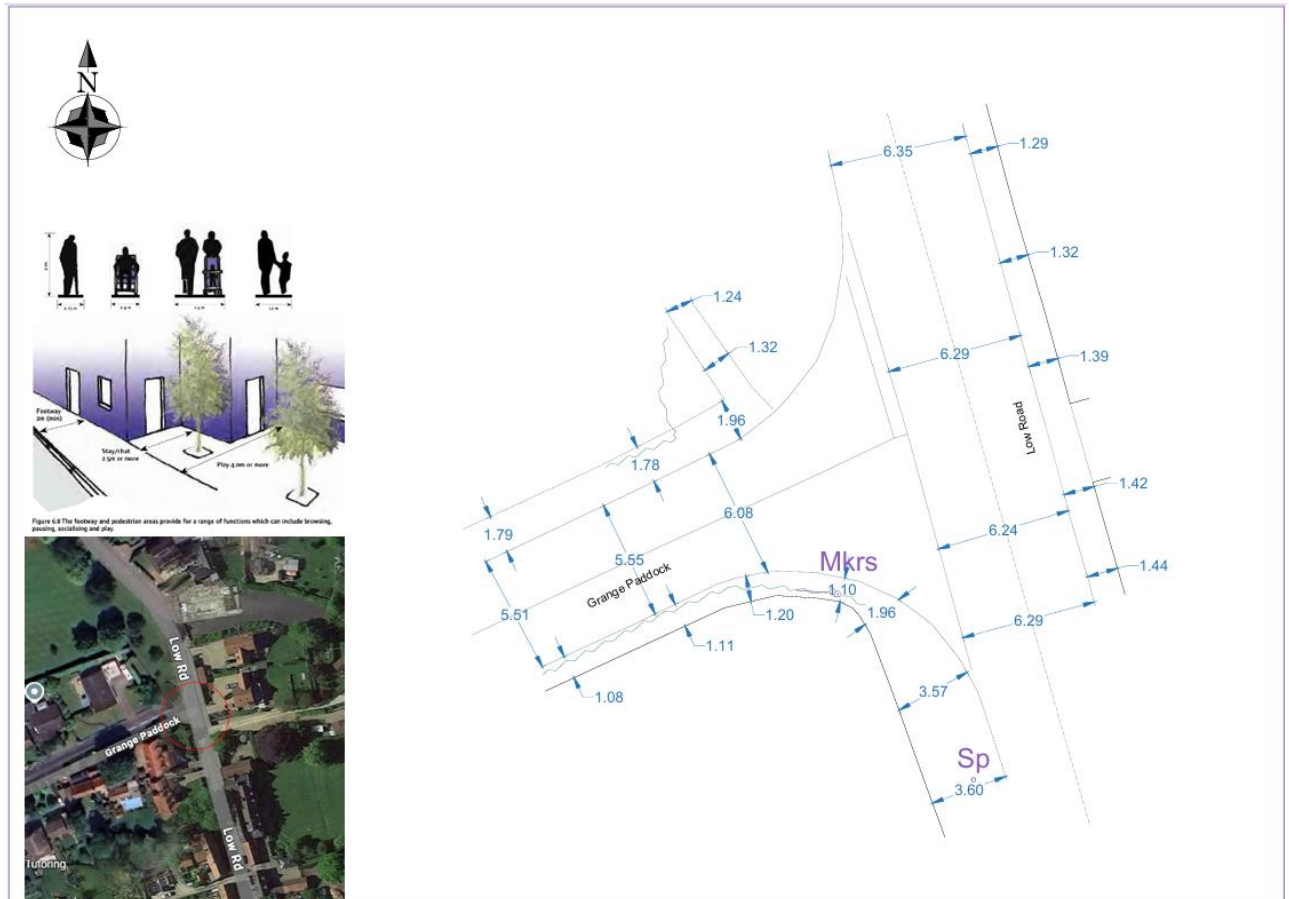
6.1 Casthorpe Road/ The Paddock (16)

- This is the proposed emergency access
- There is no pavement on this side of the road and therefore all pedestrians need to cross the road.
- The reason this site has historically been rejected is because of the constraints of Casthorpe Road - These access arrangements would direct new residents onto routes already identified as substandard and unsafe



6.2 Low Road/Grange Paddock (11)

- This is the proposed primary access to the site
- There are no pavements exiting Grange Paddock and all pedestrians would be required to cross busy roads.
- Grange Paddock does not have pavements on both sides for its whole length and the pavement it does have narrows to 1.78m
- The pavement on Low Road directly opposite Grange Paddock is only 1.29m wide.



6.3 Low Road-Westry Corner (8)

- Main Pedestrian route and access to Gingerbread Way



- The Gingerbread Way does not have a constructed footpath and consists only of a dirt trail. This often gets very muddy and becomes inaccessible for wheelchairs, buggies or cycling
- The entrance to the Lowfields playing fields cannot be an official pathway as it has restricted access. The gate is only open certain hours of the day



- On Low Road, pavement is only accessible on the South side, so pedestrians from the field need to cross the road to access pavement
- The blind corner on Low Road makes crossing the road difficult

7. Pedestrian Footpaths from Proposed Development

7.1 Casthorpe Road/The Posts/Mill Row (15)

- A PROW ends on Mill Row however this is a difficult junction for Pedestrians and Cyclists as the width of the road, the lack of pavements and the blind corner caused by a listed building prevents visibility for pedestrians and road users.

- Pavement is only on one side of Casthorpe Road and so all school children using this route would need to cross through parked cars when leaving the posts alley to reach the ROW or crossing to get to the park,
- This development would increase this dangerous route currently used by a few school children, to one used by many.



7.2 Low Road-Access to playing fields (10)

- There is no pavement or dropped kerb at this busy crossing
- Gates prevent bikes and buggies easily accessing routes
- All Car parking is on-road and on the opposite side to park. Therefore, all pedestrians and children need to cross the road to access the playing fields
- The pavement at this point is only 120cm-150cm



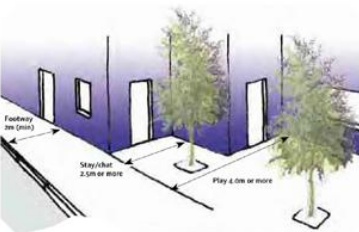
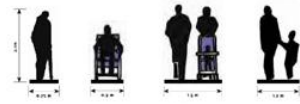
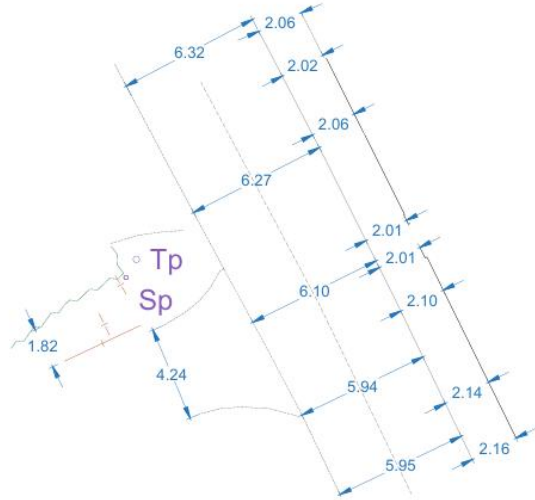


Figure 6.8 The footway and pedestrian areas provide for a range of functions which can include browsing, passing, socialising and play.



7.3 Casthorpe Road/Main Street (12)

- This junction has a very narrow pavement that stops just around the corner at which point you need to cross to the opposite side where the pavement runs the length but again it is very narrow
- Cars are permanently parked on Main Street reducing it to a single lane and meaning all pedestrians must cross between cars when crossing the road reducing visibility further
- There is difficult visibility for traffic turning out of Casthorpe Road onto Main Street



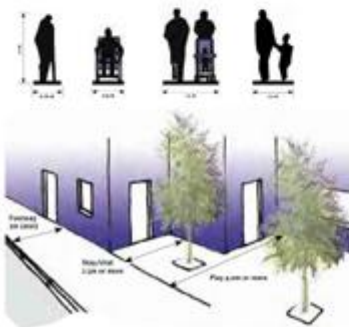
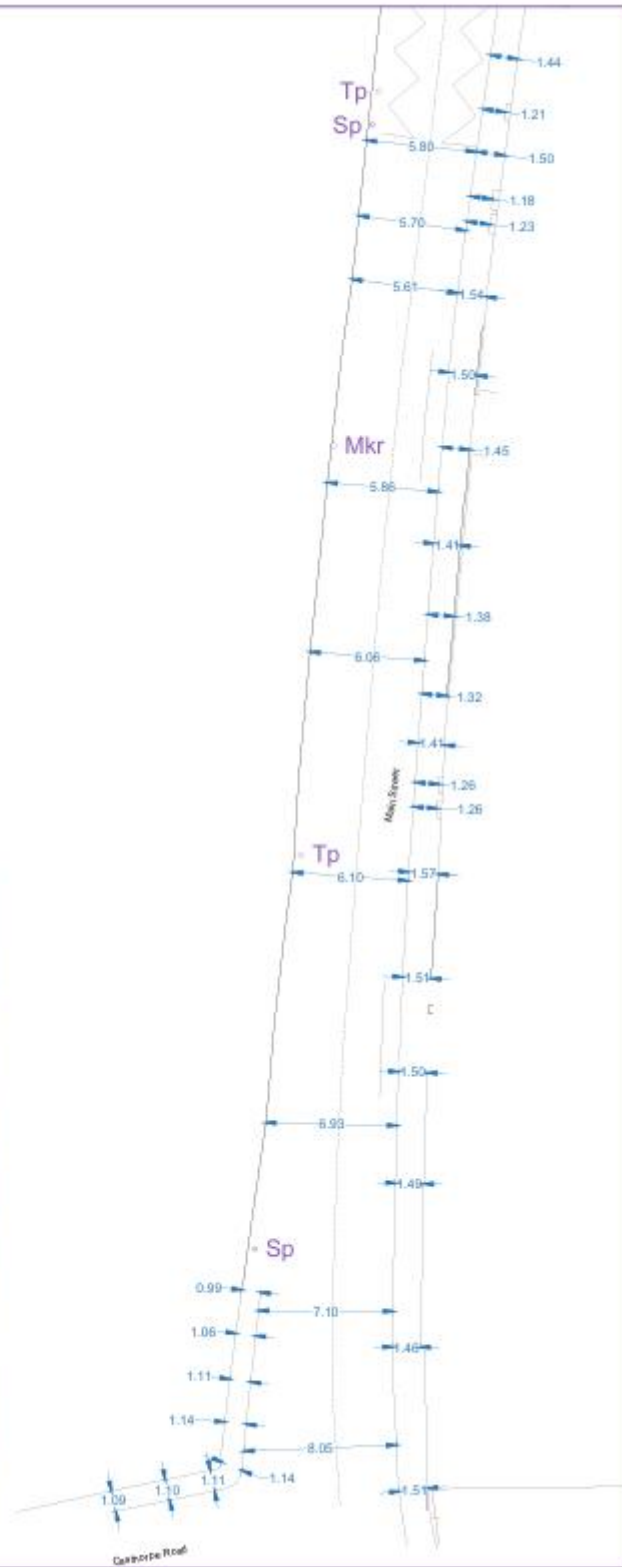


Figure 3.8 The features and pedestrian zones provide for a range of functions which can include walking, pushing, recycling and play.



7.4 Low Road (9)

- Pavement only on one side of the road. Very narrow at points
- This is the main walking route between Grange Paddock and the Co-op Store
- This is the main road through the village, the pedestrian access is narrow meaning pedestrians step into the road to pass each other



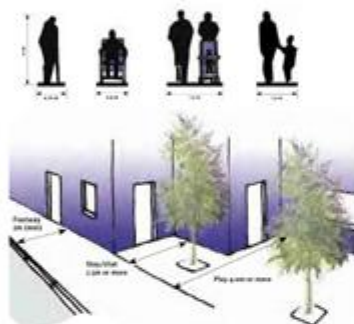


Figure 4.6 The footway and pedestrian areas provide for a range of functions which can include browsing, waiting, socialising and play.

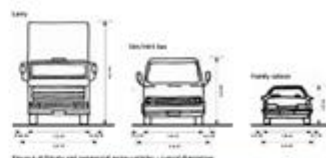
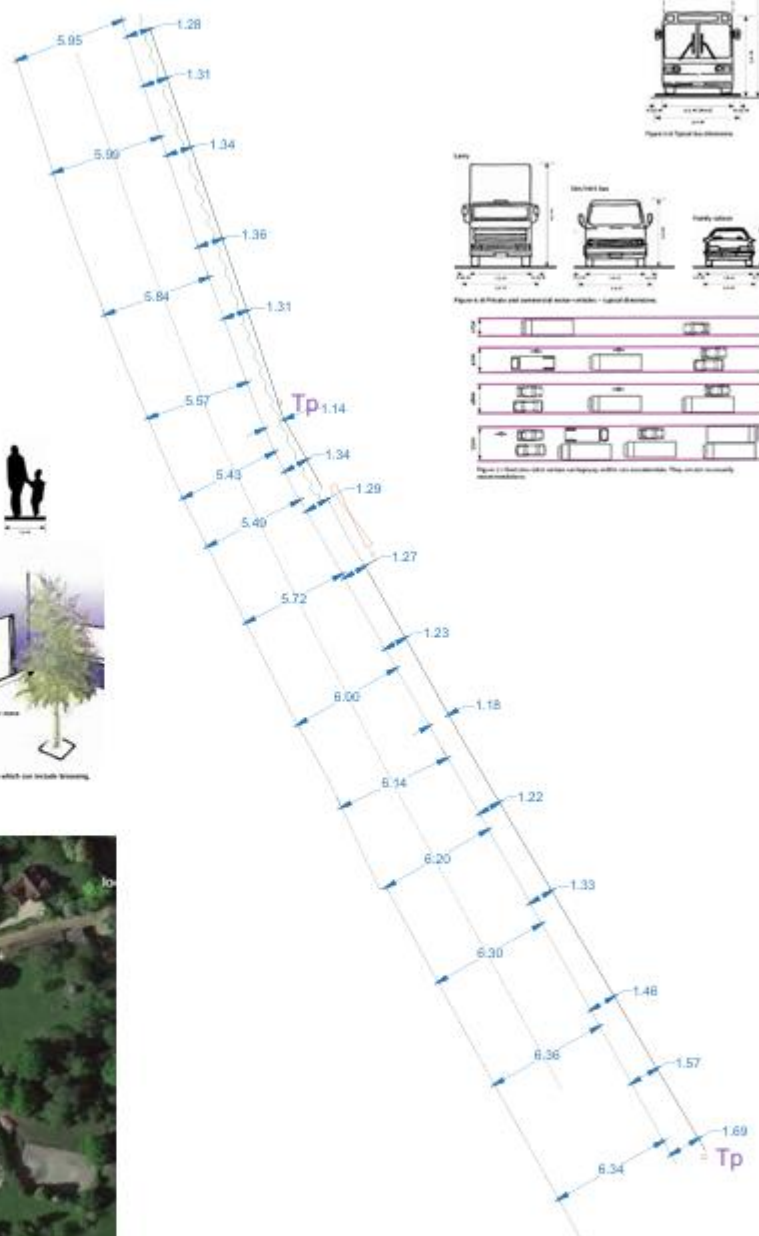


Figure 4.8 Typical dimensions of vehicles.



Figure 4.9 Typical dimensions of vehicles.

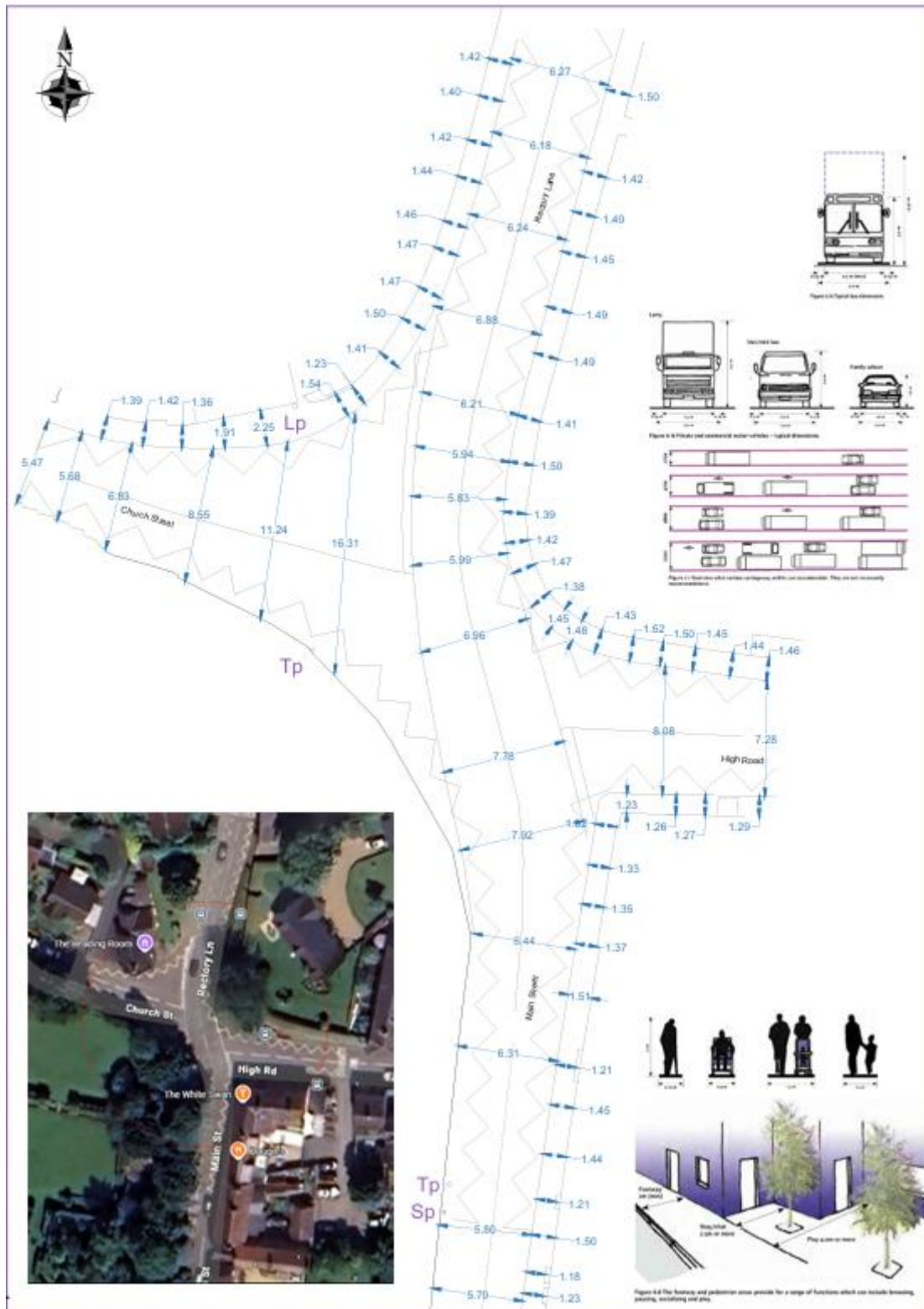
7.5 Main Street (13)

- This road has an extremely narrow pavement on one side only
- On the opposite side is the boundary wall of Barrowby House which is Grade II listed
- There are parked cars permanently along the length of this street owing to the houses not having off-street parking as well as café, pub and reading room visitors. Therefore this is an extreme pinchpoint in the village where traffic is one lane and must take turns to pass the parked cars



7.6 Cross roads at High Road / Rectory Lane/ Church Street and Main Street (13)

- Parked cars make turning from High Road to Main Street difficult due to visibility
- Two roads need to be crossed to enter church street from the main road. There are no crossing points, and the dropped kerb encourages crossing in junction
- Previous discussions of a pedestrian crossing being placed at this junction has proven not possible due to the positioning of the dropped Kerb into the road, the proximity to the junction and the blind corner on Rectory Lane



7.7 Rectory lane – blind corner (14)

- Rectory Lane has narrow pavements along its length
- This is a blind corner
- Parked cars mean traffic moves into the centre of the road as it navigates the corner and into the path of oncoming traffic



8. Cumulative Development Impact

The F RTP fails to properly account for cumulative impacts arising from:

- The Colleys (300 dwellings);
- Barrowby Place (220 dwellings under construction);
- Low Road Barrowby (291 dwellings)
- Draft Local Plan allocations (1,400+ dwellings including an additional 450 in Barrowby Village);
- Dysart Road developments (230 dwellings).

These schemes collectively: - Increase pedestrian crossings of the A52; - Add school, leisure, and shopping trips; - Exacerbate existing safety issues; - Increase pressure on already inadequate infrastructure.

When considered cumulatively, these developments fundamentally alter travel patterns and pedestrian movements, yet no strategic mitigation has been secured.

This failure conflicts with **NPPF paragraph 109(c)** and **115(d)**.

9. Improvements in Infrastructure Required

9.1 Public Transport

- Secured, funded, long-term bus service serving Barrowby
- Travel Plan targets revised to reflect actual service availability

9.2 Safe Crossings

- Grade-separated pedestrian/cycle crossing of the A52 at Rectory Lane
- Safe crossing of the A52 slip road near High Road
- Formal pedestrian crossings at
 - Low Road (park access)
 - Casthorpe Road (The Posts)
 - Co-op / recreational facilities
 - Dysart Road (west of A1)

9.3 Pedestrian Infrastructure

- Continuous pavements on key routes
- Widening and resurfacing of substandard pavements
- Improved lighting

- Redesign of restrictive gates where possible, whilst keeping the security of prohibiting motor bikes from entering the fields

9.4 Cycling Infrastructure

- Dedicated, protected cycle routes linking Barrowby to Grantham;
- Improvements to Dysart Road including drainage and cycle provision.

Many of these measures would require third party land, major highway works, or strategic funding and cannot reasonably be secured through this application.

10. Strategic Infrastructure Issues (Beyond This Application)

- Barrowby Action Group also highlights the need for:
- A52 strategic cycling corridor (Bottesford–Grantham);
- Village-wide speed management;
- Integrated planning across multiple developments.

These issues, while strategic, are being materially worsened by the proposed development and must be acknowledged.

11. Conclusion

The Framework Residential Travel Plan is factually inaccurate, relies on undeliverable assumptions, and fails to demonstrate safe and suitable access for pedestrians, cyclists, and public transport users. The scale of mitigation required is substantial, and in many cases not feasible. As such, the proposal is not sustainable in transport terms and conflicts with national and local planning policy and therefore planning permission should be refused.

Appendix attached shows traffic parking issues around the village, reducing much of our roads to single track useability.

All Village Constraints illustrations are measured and provided by Edwards and Edwards Consultancy Ltd

Submitted on behalf of Barrowby Action Group

Appendix



Rectory lane/Church Street/High Road/High Street cross roads. This is a dangerous crossing place for the school children who use it daily. As you can see the dropped kerb outside the Reading Room takes you into the road of Church Street leaving you standing on a road to cross the busy Rectory Lane.



Casthorpe Hill is single track with a steep hill and becomes congested when the A52 is closed



Casthorpe/ Road/High Street/Low Road T junction during school traffic



Low road, traffic parked during school pick up and also when Barrowby Football Club plays.



High Street – Cars are always parked on the left and a listed high wall is on the right making it a tight squeeze for many vehicles, as well as being functionally a single track road in the centre of the village.



On Casthorpe Road the residential cars parking for houses without drives make this corner a single track as well as being a blind bend. This often results in cars mounting pavements or blocked traffic as is shown here. There is also access to a working farm half way down Casthorpe Road adding agricultural vehicles into the mix.



Queues along Casthorpe Road to the Junction with High Street/Low Road are a regular occurrence, and having to manoeuvre around the parked cars means the queue can block the opposite side of the road also.

-Ends-