



County Offices
Newland
Lincoln
LN1 1YL

19 April 2024

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 29 April 2024 at 10.00 am in the Council Chamber, County Offices, Newland, Lincoln LN1 1YL** for the transaction of the business set out on the attached Agenda.

Yours sincerely

A handwritten signature in black ink that reads 'Debbie Barnes'.

Debbie Barnes OBE
Chief Executive

Membership of the Highways and Transport Scrutiny Committee
(11 Members of the Council)

Councillors M Brookes (Chairman), A M Hall (Vice-Chairman), P Ashleigh-Morris, T R Ashton, K J Clarke, R A Gibson, Mrs S Rawlins, A N Stokes, E W Strenziel, Mrs C L E Vernon and R A Wright

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 29 APRIL 2024**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Members' Interests	
3	Minutes of the previous meeting of the Highways and Transport Scrutiny Committee held on 4 March 2024	5 - 12
4	Announcements by the Chairman, Executive Councillors and Lead Officers	
5	Bus Service Improvement Plan <i>(To receive a report from Mike Reed, Head of Transport, and Helen Reek, Support Services Manager, which presents the Refresh of the Bus Service Improvement Plan (BSIP) for Lincolnshire to the Committee for comment ahead of a decision taken by the Executive Councillor for Highways, Transport and IT between 7 and 31 May 2024)</i>	13 - 70
6	North Willingham Highways Depot - Replacement of Vehicle Store <i>(To receive a report from Matthew Stapleton, Senior Project Manager, which invites the Committee to consider a report regarding the North Willingham Highways Depot - Replacement of Vehicle Store. This decision is due to be considered by the Leader of the Council & Executive Councillor for Resources, Communications and Commissioning and the Executive Councillor for People Management, Legal and Corporate Property between 3 and 7 May 2024. The views of the Committee will be reported to the Executive Councillors as part of their consideration of this item. Note: Appendix B contains exempt information, and the press and public may be excluded for consideration of this information)</i>	71 - 88
7	Stamford Transport Strategy <i>(To receive a report from Sam Edwards, Head of Highways Infrastructure and Laboratory Services, which enables the Committee to comment on the proposed Stamford Transport Strategy)</i>	89 - 162
8	Transport Quarter 3 Performance Report 2023/24 <i>(To receive a report from Mike Reed, Head of Transport, and Helen Reek, Support Services Manager, which provides the Committee with a summary of performance for quarter 3 in relation to the Council's Transport Services including local bus services and Education Travel)</i>	163 - 168

- 9 Road Safety Partnership Annual Report** 169 - 212
(To receive a report from Steve Batchelor, LRSP Senior Manager, which provides the Committee with an update on fatal, killed and serious injury (KSI) casualty figures for Lincolnshire)
- 10 Highways and Transport Scrutiny Committee Work Programme** 213 - 220
(To receive a report from Kiara Chatziioannou, Scrutiny Officer, which enables the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit)

Democratic Services Officer Contact Details

Name: **Tom Crofts**

Direct Dial **01522 552334**

E Mail Address thomas.crofts@lincolnshire.gov.uk

Please note: for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements

Contact details set out above.

Please note: This meeting will be broadcast live on the internet and access can be sought by accessing [Agenda for Highways and Transport Scrutiny Committee on Monday, 29th April, 2024, 10.00 am \(moderngov.co.uk\)](#)

All papers for council meetings are available on:
<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



**HIGHWAYS AND TRANSPORT SCRUTINY
COMMITTEE
4 MARCH 2024**

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

Councillors A M Hall (Vice-Chairman), P Ashleigh-Morris, T R Ashton, K J Clarke, Mrs S Rawlins, A N Stokes, E W Strenziel, Mrs C L E Vernon and R A Wright

Councillor R Davies attended the meeting remotely as an observer

Officers in attendance:- Andrew Fletcher (Public Rights of Way & Access Manager), Chris Miller (Head of Environment), Jonathan Evans (Head of Highways Client and Contractual Management Services), Kiara Chatziioannou (Scrutiny Officer), Nicole Hilton (Assistant Director - Communities), Richard Fenwick (Head of Highways Asset and Local Management Services), Tim Smith (Business Change Manager), Sam Edwards (Head of Highways Infrastructure and Laboratory Services) and Thomas Crofts (Democratic Services Officer)

Karan Cassar (Assistant Director Highways) and Mike Reed (Head of Transport) attended the meeting remotely

33 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

An apology for absence was received from Councillor R A Gibson.

34 DECLARATIONS OF MEMBERS' INTERESTS

There were no declarations of interest made at this point in proceedings.

35 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE HELD ON 29 JANUARY 2024

RESOLVED

That the minutes of the meeting held on 29 January 2024 be agreed and signed by the Chairman as a correct record.

36 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS AND LEAD OFFICERS

Councillor R Davies, Executive Councillor for Highways, Transport and IT, updated the Committee on the Government's announcement that £262,000 was to be made available for Lincolnshire to invest in transport.

The Chairman welcomed Mike Reed as the new Head of Transport.

37 GRANTHAM FUTURE HIGH STREET FUND - MARKET PLACE & STATION APPROACH PROJECTS

Consideration was given to a report from Sam Edwards, Head of Highways Infrastructure and Laboratory Services, which provided the Committee with the opportunity to comment on the Grantham Future High Street Fund – market place and station approach projects, prior to a decision by the Executive for Highways, Transport and IT between 11 and 15 March 2024. The following matters were highlighted:

- The projects were being led by South Kesteven District Council.
- An £8 million bid had been secured by the District Council to fund the projects.
- The contract start date was due in April 2024.
- Contract options were outlined, as referenced within the report.
- A programme of community engagement was underway to help inform the direction of the projects.
- Contract costs had come back at less than anticipated.
- Principally, the projects sought to make Grantham's market place area a more usable space for events by lifting the carriageway and installing block paving to create a level surface.
- Works also included making the area more aesthetically pleasing by reducing the impact of former industrial structures between the station and the market place.

During consultation of the report, the following comments were raised:

- Members expressed concern about the project's costing and questioned whether there was confidence that there will be enough money to complete both projects. Officers acknowledged the difficulty in being completely certain due to the inherent risks in capital works. Officers mentioned that the initial cost is significantly less than what was in the paper, providing some room for changes, whilst also emphasising the presence of a £400,000 risk within the overall numbers.
- Officers detailed mitigation measures, including the ability to tailor the Station Approach scheme in case of cost escalation in the marketplace scheme. This included descope or non-implementation options to manage risks. It was acknowledged that while it could not be guaranteed the project would fall within the budget, experience suggested it was anticipated that it would.
- Substantial public opposition to the scheme was acknowledged, citing concerns about the extended disruption to the marketplace for perceived minimal benefit. Ongoing discussions with the District Council leadership were held seeking justification and sponsorship for the scheme, pushing for public support. Serious objections from traders were noted.
- Members expressed concerns about the disruption to traders and traffic flow in Grantham, especially during certain times of the day and when affected by issues on surrounding major routes; lack of public buy-in at the current stage of the process

was emphasised and a question was raised about what actions are being taken to address these concerns. Officers clarified that these are South Kesteven District Council-led projects, therefore communication responsibility sits with the District Council in relation to the purpose and benefits of the project to the members of the public. Officers explained further that LCC would lead the communications with regards the specific construction of the project, including traffic management, practical implications, and the day-to-day effects on businesses. LCC is looking to appoint a public liaison officer for this purpose. Further, a public engagement event was due at the end of March that was covering a wider range of Grantham projects - including reconstruction schemes and pedestrian crossing developments.

- Members, acknowledging the current lack of consensus from members of the public and business/traders for the schemes, agreed to support the Recommendations to the Executive Councillors which were pertinent to supporting taking all decisions necessary to progress these schemes as well as the “undertaking of an appropriate procurement process in relation to the delivery and construction of the Schemes”.

RESOLVED

1. That that the Committee support the report and agree the recommendations to the Executive Councillor for Highways, Transport and IT.
2. That comments raised by the Committee be shared with the Executive Councillor for Highways, Transport and IT for consideration ahead of the decision being made.

38 PUBLIC RIGHTS OF WAY FEES & CHARGES

Consideration was given to a report from Chris Miller, Head of Environment, which provided the Committee with the opportunity to comment on the public rights of way fees and charges prior to a decision by the Executive Councillor for Economic Development, Environment and Planning between 5 and 15 March 2024. The following matters were highlighted:

- Changes focused on offering greater guidance and advice to help inform applications so that they may be made more acceptable and allow more efficient service delivery – as rejections of unacceptable or incomplete applications caused the greatest workloads.
- Fees required updating since the last time they had been reviewed.
- Most costs to the service were in the form of legal and resourcing matters.
- Charges were not designed to generate profit.

During consultation of the report, the following comments were raised:

- Members welcomed the recommendations, particularly highlighting the introduction of the pre-application service where it currently did not exist. Members recognised the significance of having a comprehensive view across public rights of way processes and the benefits of streamlined contact and processes for future applications and emphasised the importance of covering the costs of administering the work as

projects progress along the track and through different phases. The following points were highlighted in discussion:

- Whilst Members were in agreement with the fixed fee approach, citing reasons discussed in the report, it was acknowledged that some charges were subject to a significant increase, recognising that this might raise concerns for service users, especially considering the lack of updates over the years. Nevertheless, Members expressed a favour of adopting a fixed fee over variable charges, recognising that this was simplifying the process and reduced the margin for error in manual fee calculations. Officers supported the notion that the charges, while seemingly high, effectively staggered the costs across different phases and maintained that the approach proposed spread the financial burden for applicants preventing a large sum being due at the end of the process. It was also noted that this was in alignment with practices of other authorities in the wider region.
- Members inquired about how the increases in charges and the annual automatic increases would be communicated to the public. Officers explained that albeit there was not a specific communication plan in place, there was intention to publish all fees and charges on the web, allowing service users to review costs before applying, giving assurance that there was great focus on transparency. Furthermore, assurance was given that the increases would not affect those with ongoing applications and clarified that the quoted cost at the start of the application process remained applicable for those.
- Members sought assurance regarding the ways in which the increased charges would be directed toward the Public Rights of Way Service and asked whether these would contribute to reducing the waiting time for people requesting diversions. Officers explained that with changes in legislation, the government anticipated an increased work volume and level of bureaucracy for the Council which in turn required additional resources. Assurances were given that increased charges would be reinvested to provide these additional resources creating thus a circular position. In relation to the pace and review of the process, these would be closely monitored which in turn was expected to potentially reduce waiting times.
- Members, acknowledging the implications for service users emerging from the increases in fees, expressed their confidence in the proposed being the optimum way forward and unanimously supported the Recommendations to the Executive Councillor.

RESOLVED

1. That that the Committee support the report and agree the recommendations to the Executive Councillor for Economic Development, Environment and Planning.
2. That comments raised by the Committee be shared with the Executive Councillor for Economic Development, Environment and Planning for consideration ahead of the decision being made.

Consideration was given to a report from Jonathan Evans, Head of Highways Client and Contractual Management Services, which provided the Committee with the performance data for the Highways service for Quarter 3. The following matters were highlighted:

- The key performance indicator data was outlined, as referenced within the report.
- Performance reporting had been interrupted by Storm Babet, and scheduled improvement works had been delayed by the additional work caused by the extreme weather events.
- Improvement plans had been issued to contractors that had underperformed, and contracts were being adjusted and extended with improvements in mind.
- A steady state approach to asset management was being pursued.
- Two new pots of funding for the service had been announced by the Government:
 - Redirected HS2 funding – Network North
 - Local Transport Fund
- £1,8 million had been allocated to repair works necessitated by storm damage.
- £2.5 million had been allocated to carriageway improvements.
- Regarding complaints received by the service, 218 contacts had been made, 111 of which were made formal complaints. This represented a decrease of 26 complaints on the previous year.
- Regarding the public satisfaction survey, the public felt that the condition of roads was worsening. Satisfaction rated had fallen from 48% to 46%, compared to the previous year; however, the gap between satisfaction rates in comparison to the national average had lessened.

During consultation of the report, the following comments were raised:

- The FixMyStreet reporting system was not intended for dealing with emergency issues caused by storm events. Work was needed to add clarity to the automated response produced by FixMyStreet in order to accommodate these types of issues.
- Members were concerned that 50% of engagement with residents was with residents over the age of 65 and that methods to improve engagement with younger demographics needed to be explored.
- Complaints concerning staff conduct were unacceptable to the Council and work with partners was underway to investigate instances.
- The service's budget for tree maintenance on highway assets was &700,000 per year. Some exceptions to the Council's responsibility for these trees existed across the county where there were local agreements. Officers welcomed intelligence from local councillors to inform the serve on problem trees.
- Improved quality checks were needed in relation to surface dressing works.
- The service did not prioritise cosmetic issues such as paint remnants on the highway and was focused on delivering functional repairs and maintenance.
- Recent storms had interrupted performance reporting due to pressures on resources.

RESOLVED

1. That the report be received, and comments made be taken under consideration by the relevant officers and executive portfolio holder.
2. That the Committee be updated on improved clarity in issues responses and processing on FixMyStreet.

40 HIGHWAYS MAJOR PROJECT UPDATE REPORT

Consideration was given to a report from Sam Edwards, Head of Highways Infrastructure and Laboratory Services, which provided the Committee with an update since the last reporting period on all aspects of the highways major project portfolio including progress made concerning the raising of the Grantham Southern Relief Road bridge.

During consultation of the report, the following comments were raised:

- Nettleham Road roundabout on the Lincoln bypass was being studied to ensure good safety and traffic flow in relation to the cycle path crossing.
- It was clarified that the northern portion of the Lincoln bypass was a council asset and that the long-term aspiration was for this section to be made a dual carriageway.
- It was clarified that the B1180 at the Spalding Greencell roundabout was a significant road despite being listed as a minor highway and that scheduled closures would have a big impact. Further analysis was to take place following the result of the contract tendering process.
- Cycle access within Lincoln was continually under review, but further projects were dependant on available funding.

RESOLVED

That the report be received, and comments made be taken under consideration by the relevant officers and executive portfolio holder.

41 ANNUAL UPDATE ON THE APPROACH TO TRANSPORT STRATEGY DEVELOPMENTS

Consideration was given to a report from Sam Edwards, Head of Highways Infrastructure and Laboratory Services, which provided the Committee with the annual update on the Council's approach to its Transport Strategy Developments.

During consultation of the report, the following comments were raised:

- Traffic modelling for Lincoln and Spalding had been updated to incorporate the North Hykeham relief road and roundabout improvements, respectively.
- Members agreed that the cycle path network required more access in the southwestern portion of Lincoln.
- Funding streams had been identified and bids would be made at the appropriate times.

RESOLVED

That the report be received, and comments made be taken under consideration by the relevant officers and executive portfolio holder.

42 HIGHWAYS - GULLY CLEANSING, DRAINAGE REPAIR SCHEMES AND SURFACE WATER FLOODING

Consideration was given to a report from Richard Fenwick, Head of Highways Asset and Local Management Services, which provided the Committee with an update on the Council's activities in relation to gully cleansing, drainage repairs and surface flooding. The following matters were highlighted:

- There had been 245 completed drainage issues undertaken since the last report.
- Issues regarding internal dwelling flooding and risk to life were prioritised over other works. Gardens, footpaths and then pooling on the highway came further down the issue hierarchy.
- Issue investigation wait times were reducing despite the added demand on the service caused by recent extreme weather events.

During consultation of the report, the following comments were raised:

- Cyclical gully cleansing as well as customer reports informed the service of areas where drains could not be accessed due to parked vehicles.
- Parked vehicles obstructing access to drains and gullies continued to present issues.
- The service was working well with partners. Successful partnership arrangements were proven during recent storms and emergency responses.
- Disputes continued in relation to culvert drainage liability. Members felt that this matter should be explored more fully at a subsequent meeting.

RESOLVED

1. That the report be received, and comments made be taken under consideration by the relevant officers and executive portfolio holder.
2. That an update on culvert drainage liability be presented at a subsequent meeting.

43 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

Consideration was given to the Committee's Work Programme, which was presented by Kiara Chatziioannou, Scrutiny Officer. It was reported that the following items had been added:

- Anglian Water Street Works Performance Improvements
- Sincil Bank Towns Fund Scheme – Lincoln Town Deal

During consultation, the following comments were raised:

- The Committee meeting in December 2024 was due to take place on 9 December, not 3 December.
- An item on the Council's partnership with Network Rail was due to come to the Committee on 10 June 2024.
- Progress in relation to Traffic Regulation Order (TRO) processing was to be added as an item.
- An update on issues concerning FixMyStreet, as discussed under item 7, was to be added as an item.
- An update on culvert drainage liability, as discussed under item 10, was to be added as an item.

RESOLVED

That the work programme presented be agreed subject to the changes above.

The meeting closed at 12.20 pm



Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Highways and Transport Scrutiny Committee
Date:	29 April 2024
Subject:	Bus Service Improvement Plan

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the Bus Service Improvement Plan.

This decision is due to be considered by the Executive Councillor for Highways, Transport and IT between 07 - 31 May 2024. The views of the Scrutiny Committee will be reported to the Executive Councillor as part of their consideration of this item.

Actions Required:

That the Highways and Transport Scrutiny Committee: -

- (1)** considers the attached report and determines whether the Committee supports the recommendations to the Executive Councillor for Highways, Transport and IT as set out in the report.
- (2)** agrees any additional comments to be passed on to the Executive Councillor in relation to this item.

1. Background

The Executive are due to consider the Bus Service Improvement Plan between 07 - 31 May 2024. The full report to the Executive Councillor for Highways, Transport and IT is attached at Appendix 1 to this report.

2. Conclusion

Following consideration of the attached report, the Committee is requested to consider whether it supports the recommendations in the report and whether it wishes to make

any additional comments to the Executive Councillor. Comments from the Committee will be reported to the Executive Councillor.

3. Consultation

The Committee is being consulted on the proposed decision of the Executive Councillor for Highways, Transport and IT between 07 - 31 May 2024.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Report to the Executive Councillor for Highways, Transport and IT on Bus Service Improvement Plan.

5. Background Papers

No background papers within the meaning of section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Helen Reek, Support Services Manager (Transport Services), who can be contacted on 01522 554545 or Helen.Reek@lincolnshire.gov.uk.



Open Report on behalf of Andy Gutherson - Executive Director - Place

Report to:	Councillor R G Davies, Executive Councillor for Highways, Transport and IT
Date:	7 - 31 May 2024
Subject:	Refresh of the Bus Service Improvement Plan (BSIP) for Lincolnshire
Decision Reference:	I032122
Key decision?	No

Summary:

In October 2021, in response to the new National Bus Strategy "Bus Back Better", the County Council submitted a Bus Service Improvement Plan (BSIP) to the Department for Transport (DfT). This detailed how the County Council would improve the bus service network in Lincolnshire. Following regular conversations with the DfT since 2021, the BSIP remains 'the shop window' of future funding opportunities. The County Council updated the BSIP in 2023 to reflect the current position and aspiration for Lincolnshire.

In late 2023, the DfT confirmed that the County Council will receive BSIP+ and Network North (BSIP Phase 3) funding thus allowing the delivery of bus improvements to be delivered as set out in both the BSIP and Enhanced Plan and Scheme.

The DfT issued revised Guidance 'National Bus Strategy: 2024 Bus Service Improvement Plan' in January 2024 asking Councils to refresh and update their BSIP to include detail on spending plans. The DfT has requested that the document be submitted by 12 June 2024.

Recommendation(s):

That the Executive Councillor for Highways, Transport and IT:

Approves the refreshed Bus Service Improvement Plan attached as Appendix A and its submission to the Department for Transport by no later than 12 June 2024.

Alternatives Considered:

1. To not approve the refreshed BSIP for Lincolnshire.

<p>The Council would fail to comply with the DfT’s guidance to refresh the BSIP and submit by 12 June 2024. The updated BSIP is required before the DfT will release additional funding. It would put us at a disadvantage for future discretionary funding opportunities for local bus services.</p>

Reasons for Recommendation:

The DfT expects all Councils to refresh the BSIP by 12 June 2024. The refreshed BSIP allows us to incorporate the excellent feedback we received from the DfT for the 2023 BSIP and comply with the additional requirements set out in the Guidance and summarised in the main body of the report.

1. Background

- 1.1 In March 2021, the Government launched “Bus Back Better”, a new National Bus Strategy (NBS) for England outside of London. The NBS sets out a vision to improve bus services through greater local leadership, to reverse the recent shift in journeys away from public transport and encourage passengers back to the bus.
- 1.2 The County Council, as the Local Transport Authority (LTA), submitted its first BSIP in October 2021. A minor update was submitted in 2022 and following bespoke feedback from the DfT a revised BSIP was agreed in 2023. This was considered by this Committee in September and agreed by the Executive Councillor before submission.
- 1.3 In late 2023, the DfT confirmed that the Council will receive BSIP+ and Network North (BSIP Phase 3) funding thus allowing the delivery of bus improvements to be delivered as set out in both the BSIP and Enhanced Plan and Scheme. The DfT subsequently issued revised Guidance on producing BSIPs in January 2024 with a requirement for all the LTAs to provide an updated BSIP by 12 June 2024. The DfT will not release any future BSIP+ funding until the document is submitted to the DfT.
- 1.4 The first BSIP in 2021 was originally a bidding document. BSIP is now the local level description of how the Council will take forward the National Bus Strategy for the area. It sets out the vision and plan for the County and will now include the ambition for post 2025. Set out in paragraphs 1.9 and 1.10 is the detail on the changes to the 2024 BSIP. The draft document meets the minimum standards required by the DfT. The submission of the BSIP will secure the additional funding allocated by the DfT referenced in paragraph 1.6.
- 1.5 The Council has commissioned Transport Focus to carry out bus passenger surveys during 2024 to update the previous survey carried out in 2018. As part of the process, we will be engaging with bus operators and utilising the engagement we undertook in 2023 and earlier.

1.6 Bus Improvement Programme for Lincolnshire

As reported in previous reports, the County Council received both BSIP+ and Network North (also known as BSIP Phases 2 &3) funding to the value of £4.2M and £4.37M respectively over the next two years. The County Council has engaged our bus operators to explore what options will provide the best improvements to bus services in the county and provide great value for money. The aim is to deliver on the proposals set out in Lincolnshire’s BSIP.

1.7 Our overarching plan is create a new baseline for bus services that creates a clear offer to the public and provides much needed services to employment, education and leisure. We will also be introducing real time display signs at key location across the county to provide live arrival and departure times of bus services.

- Increase the frequency of inter-urban services between our market towns to hourly or better
- Increase the frequency of into-town services to half hour or better
- Introduce real time information displays at key locations across the county including bus stations, hospitals, shopping centres and key strategic bus stops.
- Increase frequency on key corridors through known summer peaks to improve access to the east coast

1.7 Set out below is a summary of the new improved bus services that have or are soon to be introduced in Lincolnshire:

IntoTown Bus Services

Town	Current Frequency	New	Start Date
Gainsborough	Hourly between 8-5	15 minute frequency between 06:30 – 19:30	19 February 2024
Grantham	30 minutes	15 minutes	18 March 2024
Boston	30 minutes	Extend operational hours by 2 each end of the day	8 April 2024
Sleaford	Hourly	30 minutes	October 2023
Skegness	30 minutes	15 minutes	22 April 2024
Stamford	3 days a week	Hourly Mon-Sat	17 May2024
Lincoln		Evening services	22 April 2024

Interconnect Bus Services

Corridor	Current Frequency	New	Start Date
Lincoln – Boston (M-F)	Hourly (with 2 gaps)	Hourly – Fill gaps in Timetable and extend length of day at each end	8 April 2024
Lincoln – Boston (Sat)	3 trips per day	Every 70 minutes	1 May 2024
Spalding – Peterborough	2 hourly	Hourly	June 2024
Market Rasen – Grimsby	2 hourly	Hourly	September 2024

1.8 Marketing and publicity has been and will be undertaken to raise awareness of the changes to the services. Marketing and publicity will be ongoing and includes a number of options and working closely with the Council’s communications team:

- Press releases
- Social media
- Leaflets and booklets which are easy to read
- Updating all roadside timetable information
- Engaging with key destinations in each locality
- Asking local County Councillors to raise awareness in their area
- Parish Councils

1.9 BSIP Contents

This builds on the foundations of the previous BSIP which received excellent feedback from the DfT. The County Council’s communication team has advised on the corporate layout and compliance with the Accessibility Regulations for documents on the website. Add in summary of BSIP feedback speak to Stuart

1.10 Set out below is a summary of major changes to the refreshed BSIP as set out in the BSIP revised Guidance and bespoke feedback from the DfT.

BSIP Section	Amendments
General	<p>Updated all the tables and data to reflect the most up to date information – ideally up to 2022/23.</p> <p>Foreword from the Portfolio Holder added</p> <p>Executive Summary will be produced once the BSIP is finalised.</p>

	Obtain letters of support from bus operators and other key stakeholders.
Section 1 Overview	Reference to the Lincolnshire Devolution Deal. Added a vision on page 9.
Section 2 The Current Bus Offer in Lincs	Include reference that Lincolnshire County Council is participating in Transport Focus's 2024 Bus Passenger Survey. Results will be available early 2025.
Section 3 Targets for Improvement	Section will reference the bus improvement delivery programme for 2024/25 which can be found on in the proforma in new Section 6.
Section 4 – NEW Ambitions and proposals for 2025 and beyond	New Section included to reflect the following: <ul style="list-style-type: none"> • Bus Network planning and improvements • Bus Priority • Fares and ticketing • Bus passenger experience • Bus Fleet • Longer term transformation of the network Also included reference to the recently adopted Lincolnshire Bus Passenger Charter which was set out in the Lincolnshire Enhanced Plan and Scheme.
Section 5 Reporting	Nothing major updated.
Section 6 – NEW SECTION	The Guidance includes a template to insert in Section 6 which sets out the following and ensures consistency in presentation for all Local Transport Authorities refreshing the BSIP: <ul style="list-style-type: none"> • Information about the coverage of the BSIP document and where it is publicly available online to read and download. • Summary of 2024/25 programme • Ambitions and proposals for 2025 and beyond by topic area as set out in the guidance.

2. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
- Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.
- Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding.

Compliance with the duties in section 149 may involve treating some persons more favourably than others.

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision-making process.

An Equality Impact Analysis has been completed and there are no adverse impacts on people with a protected characteristic arising out of any actions set out in the BSIP.

Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS) in coming to a decision.

The JHWS includes a section on transport and the importance of transport.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area.

The Road Safety Partnership undertake road safety audits and advice and guidance on the installation of new bus infrastructure or to respond from observations from the public. A number of bus operators have installed safety improvements in their vehicles such as the introduction of CCTV.

3. Conclusion

3.1 The County Council has streamlined and updated its BSIP that sets out how Lincolnshire, in partnership with key stakeholders, will enhanced bus services and further improve the bus offer to local residents and visitors.

4. Legal Comments:

The Council has the power to adopt the refreshed BSIP as proposed.

The decision is consistent with the Policy Framework and within the remit of the Executive Councillor

5. Resource Comments:

Existing resources and secured additional funding are in place to meet future commitments in the plan.

6. Consultation

a) Has Local Member Been Consulted?

N/A

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The draft BSIP will be considered by the Highways and Transport Scrutiny Committee at its meeting on 29 April 2024 and the comments of the Committee will be reported to the Executive Councillor for his consideration of a decision on this matter.

d) Risks and Impact Analysis

A risk register was developed and monitored during the development of the original BSIP and Enhanced Partnership. The risk of not refreshing Lincolnshire's BSIP could result in the County Council being excluded from any future discretionary funding opportunities for transport.

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Draft refreshed BSIP

8. Background Papers

The following background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

Background Papers	Where it can be viewed
Report to Cllr R G Davies Executive Councillor for Highways, Transport and IT dated 11 September 2023.	Highways and Transport Scrutiny Committee 11 September 2023 (moderngov.co.uk)
DfT Guidance: National Bus Strategy: 2024 bus service improvement plans – guidance to local authorities and bus operators.	bus-service-improvement-plans-guidance-to-local-authorities-and-bus-operators-2024.pdf (publishing.service.gov.uk)

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Lincolnshire Bus Service Improvement Plan (BSIP)

For the county area
of Lincolnshire



Foreword

Cllr Richard Davies



Welcome to the Lincolnshire Bus Service Improvement Plan.

The 2021 'Bus Back Better' national bus strategy required Lincolnshire County Council to prepare a bus service improvement plan (BSIP). This BSIP presents our plans and strategy to support our local bus network, to ensure it is sustainable and ensure that it meets the needs of residents, visitors and local businesses.

We want to make far-reaching improvements to our local bus services. We will enhance our inter-urban services that connect our market towns and city to ensure that there will be a minimum of one bus per hour. We will enhance our Intotown services across our market towns to provide a minimum of a 30-minute service, and in many areas, more frequent than that. We will upgrade our bus stops, ensuring that the 'shop window' for bus services gives users what they need to give them the confidence to get around our county by bus. At these bus stops, we will roll out real time information displays, providing bus users with up to the minute updates of when their bus will arrive. These planned improvements will make buses more attractive, which in turn will allow our local bus operators to invest in the services they provide.

The Council is also proud of its ability to offer all residents access to a local bus service. Callconnect helps to 'reach the parts that commercial bus operators can't'. In a deeply rural county, demand responsive transport (DRT) services are essential, and Lincolnshire is delighted to have one of the most comprehensive and long-standing DRT networks in the UK. We will continue to

invest and support our DRT network, in line with the national bus strategy.

Lincolnshire's fight against climate change highlights the role that buses can play in that fight, which makes this plan all the more important to ensure services can be both sustained and improved. Buses help to reduce congestion and improve air quality in our market towns and city, and they will play an increasingly important role as we look to make Lincolnshire a greener county.

Bus services also enable the County Council to integrate our new housing developments with work, education and leisure opportunities for those without access to a car. With over 100,000 new homes being built across Greater Lincolnshire, bus services can provide access to essential goods and services for all, all the while supporting our growing economy.

This plan provides a realistic and deliverable set of schemes and outputs to support bus services. I look forward to seeing these delivered over the coming years to sustain and enhance the mobility of our residents and helping our economy to grow and make Lincolnshire a great place to live, work and play.



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Introduction

Lincolnshire has a long history of pioneering successful, high-quality bus services in challenging and deeply rural circumstances. Around 20 years ago, Lincolnshire County Council – in close partnership with bus operators – gained Rural Bus Challenge funding to develop our InterConnect (inter urban) bus network and implement Callconnect, our demand responsive network. Both of these projects were successfully delivered, achieving significant patronage growth, and not only exist today, but provide a strong foundation and structure to our entire bus network.

Our Callconnect DRT network gives every Lincolnshire resident access to a local bus service for 12 hours a day and 6 days a week. This service helps to reduce isolationism and reduce loneliness, and makes Lincolnshire an attractive place to live, work and prosper.

The success of delivering Rural Bus Challenge projects has led to a strong basis upon which the County Council and bus operators have collaborated since then, and implemented more projects which continue to show long term improvements to bus services and enhance mobility for residents. Our partnership is resourceful and efficient, finding unique solutions to the challenges we face. In a rural county where 87% of bus mileage is provided on a commercial basis, the Council and the operators together can deliver positive and long-standing improvements for bus users.

Lincolnshire's economy is growing and evolving. Our main industrial base remains strong, while we are at the forefront of emerging technologies in the agrifood sector and green energy. We have a strong tourism sector and visitor economy along our east coast towns, while the historic city of Lincoln and the Lincolnshire Wolds attract tourists from far afield. Alongside tourism, our world-class agri-food industry plays a key role in feeding the nation and provides employment for a large number of our residents. Transport plays a fundamental role in ensuring that

these industries, alongside many others, survive and thrive. It provides employees with access to employment and skills development, it enables our younger residents to access education and it helps our businesses to prosper. Investing in better bus services will help better connect our communities and make Lincolnshire a more prosperous and attractive place for people to live, work and play.






This Bus Service Improvement Plan (BSIP) sets out how Lincolnshire County Council – in partnership with local bus operators, our District Council partners, the Greater Lincolnshire LEP and other stakeholders – will enhance bus services and further improve the bus offer to local residents and visitors.

The County Council, alongside North and North East Lincolnshire Councils, are seeking to become a County Combined Authority (CCA) in 2025. In working towards becoming a CCA, a draft Greater Lincolnshire Local Transport Plan shall be prepared, in addition to a combined BSIP. This BSIP is for Lincolnshire County Council area only, and will be updated in due course if required.

87%

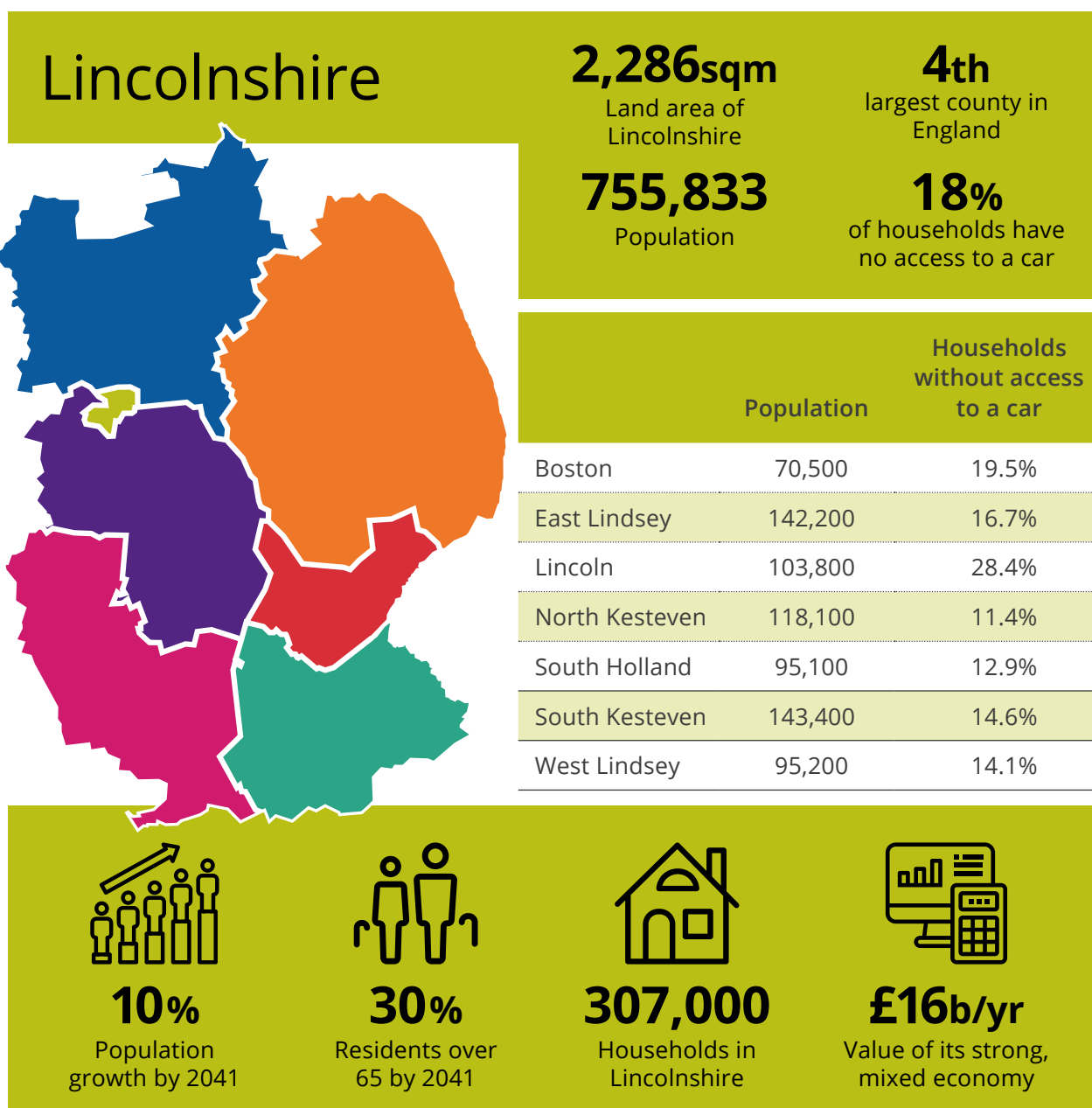
of bus mileage in Lincolnshire is provided on a commercial basis

Lincolnshire Bus Service Improvement Plan

Desired outcomes	
 Economic growth	 Future ready, green transport
 Promote thriving environments	 Support safety, security and a healthy lifestyle
 Promote high aspirations	 Improve quality of life
Objectives and deliverables	
Enhance Into Town Networks	<ul style="list-style-type: none"> Review Into Town Services Increase Frequencies More morning and evening services Modern, high quality, low emission buses Bus priority at signalised junctions Bus priority where feasible Upgrade bus stops Better bus stop information including real time information Marketing and communications plan
Upgrade Inter Connect Corridor	<ul style="list-style-type: none"> Increase Frequencies More morning, evening and weekend services Upgrade buses - next stop announcements, new flooring, liveries Bus priority at signalised junctions Upgrade bus stops - more shelters and seating Consistent, high quality information at all bus stops Real time displays Marketing and communications plan
Create Rural Interchange Hubs	<ul style="list-style-type: none"> Feasibility studies to identify optimal locations Design and construction of hubs at Northorpe, Thurlby, Baston and Langtoft Improved bus shelters, timetables and real time information Marketing and communications plan
Upgrade Bus Stop Infrastructure	<ul style="list-style-type: none"> Bus stop poles and flags at current well-used unmarked bus stops Consistent, high quality information at all bus stops Real time information provided at busy bus stops across the county More shelters at our busiest stops that currently only have a pole and flag
Bus Service Support	<ul style="list-style-type: none"> Continue to support the Lincolnshire bus network through minimum cost, minimum subsidy and de minimis contracts Expand service levels where feasible and where there is latent demand
Create Driver Training Academy	<ul style="list-style-type: none"> Implement a dedicated training course to train prospective bus drivers
Targets (by 2025-26)	
 Bus patronage 6% increase on targeted services	 Journey times 1min reduction on corridors with active bus priority
 Reliability 5% more buses on time	 Customer satisfaction 93% overall satisfaction

Section 1 Overview

This Bus Service Improvement Plan covers the county area of Lincolnshire – the entire area for which Lincolnshire County Council is the responsible Local Transport Authority. Lincolnshire is a large, very rural shire county with a low population density. Both the County and the City of Lincoln have pockets of areas with **high levels of multiple deprivation**, many of which are located in the rural, coastal district of East Lindsey.



The 2021 census highlighted:

- 15.6% of Lincolnshire's population is aged under 15
- 60.9% of Lincolnshire's population is aged 15-64
- 23.4% of Lincolnshire's population is aged 65+

Since 2011, the proportion of 65+ year olds in Lincolnshire has increased from 21% to 23.4% – **Lincolnshire has an ageing population.** This brings with it challenges, and in particular the need to provide transport services for those without access to or ability to use their own private transport.

Given the **large and very rural nature** of the County and the myriad of challenges for operating bus services across the County, it is necessary to focus on the aspects for which the Council has direct responsibility and control. This Bus Service Improvement Plan (BSIP) provides the basis for the Lincolnshire Enhanced Partnership Plan (EPP) and Scheme (EPS), both implemented in April 2023. The Council, in partnership with local bus operators and other stakeholders, developed the Enhanced Partnership because:

- We recognise that bus services need to improve and that this is our opportunity to think creatively, as we have many times in the past, for how we will make bus services a more natural modal choice
- An EPS is the optimal tool available to us at the present time to focus on improving bus services across Lincolnshire
- An EPS enables us to continue to work collaboratively in a constructive way to build on the successful delivery of bus services over the past two decades



- An EPS enables us to level up our more deprived areas, providing access to employment and education opportunities
- Franchising will likely take too long and will not achieve the improvements to bus services that an EPS can provide
- Franchising bus services requires greater levels of control over planning and car parking policy which the (upper tier) County Council doesn't have at the present time

This BSIP is a live document, is subject to change, continuing to evolve as details around funding availability, local conditions and technical appraisals become known. The end-date for delivering this BSIP is open-ended and flexible as we recognise that transforming bus services in Lincolnshire will take time and the County Council is committed to the development of an Enhanced Partnership Scheme.

23.4%
The proportion of 65+ year olds in Lincolnshire, an increase from 21% in 2011

BSIP engagement

In the preparation of this BSIP, the County Council has engaged widely with multiple internal and external stakeholders in order to incorporate their views on making bus services better. This has built upon the existing partnership approach adopted in Lincolnshire between the Council(s) and operators which includes regular multi-operator and single operator liaison meetings. The BSIP engagement process has involved:

1. One to one meetings with every local bus operator in Lincolnshire
2. All-operator meetings
3. One to one meetings with senior officers at each of Lincolnshire's District Councils
4. An all-District meeting with senior officers
5. One to one meetings with the Greater Lincolnshire LEP
6. One to one meetings with our neighbouring Local Authorities to understand their BSIP development progress and their thinking
7. Teams meetings with Transport Focus
8. One to one meetings with DfT officers
9. Regular regional meetings to share ideas and best practice and agree cross boundary and regional protocols to create a joined-up network of services
10. Public engagement survey to understand public priorities for buses across Lincolnshire and to gain feedback from businesses and representative community and user groups
11. Meetings with suppliers such as those who provide vehicle emission reducing technologies, as well as web and app developers amongst others

This BSIP aligns with Lincolnshire's Local Transport Plan, having been developed concurrently. Both of these plans demonstrate synergy and have complementary visions and objectives. This BSIP also aligns with the local transport strategies we have in place in each of our market towns.



All schemes, measures and initiatives being delivered will be monitored, measured and evaluated, using agreed data sharing, so that the Partnership of the County Council, District Councils, the Greater Lincolnshire LEP and bus operators can understand what works, what doesn't, and identify ways in which scheme delivery can evolve to ensure maximum positive impact for bus users and future bus users.





Lincolnshire Enhanced Partnership

This BSIP will be delivered through the Lincolnshire Enhanced Partnership. The governance of the EP is through an EP Board and EP Forum. The EP Board consists of:

-  Representatives from Lincolnshire County Council
-  Representatives from 7 local bus operators

Board meetings are also attended by:

- 2 District Council representatives from the City of Lincoln Council and East Lindsey District Council.
- 1 representative from the Greater Lincolnshire LEP

EP Board meetings are held at least quarterly to discuss the performance of schemes being delivered, identify any issues with operating bus services in Lincolnshire and develop new schemes to be delivered through the EP Scheme. The governance arrangements and quarterly monitoring process will allow this BSIP to be updated on an annual basis. This BSIP is therefore a flexible document that will react to future events to ensure the vision, alongside its aims and objectives, are met.

Our Bus Vision

Our vision is to maintain a local bus service for every Lincolnshire resident for 12 hours every day and for at least 6 days a week. In our market towns, we aim to provide a minimum 30 service headway for local residents, and on our inter urban corridors we will provide a minimum of a 1 hourly headway.

With a comprehensive network of services delivered through our Enhanced Partnership, we will grow bus patronage across all user groups and make our bus services more commercially sustainable.

BSIP aims and objectives

The aim of this BSIP is to deliver a network of bus services that provide a punctual, reliable and good value way to travel for our residents, visitors and businesses, to meet needs and to underpin a flourishing local economy. Alongside this, buses will support the County's ambitions to reduce, then remove carbon emissions from the transport network.

The objectives of this BSIP are:

1. Support the growing Greater Lincolnshire economy
2. Be a more credible alternative to the car
3. Be easy to understand through high quality digital information & ticketing
4. Support a sustainable & greener future
5. Be delivered in partnership between the County Council, bus operators, local businesses, bus users and potential users

Alignment of BSIP Aims and LTP Objectives

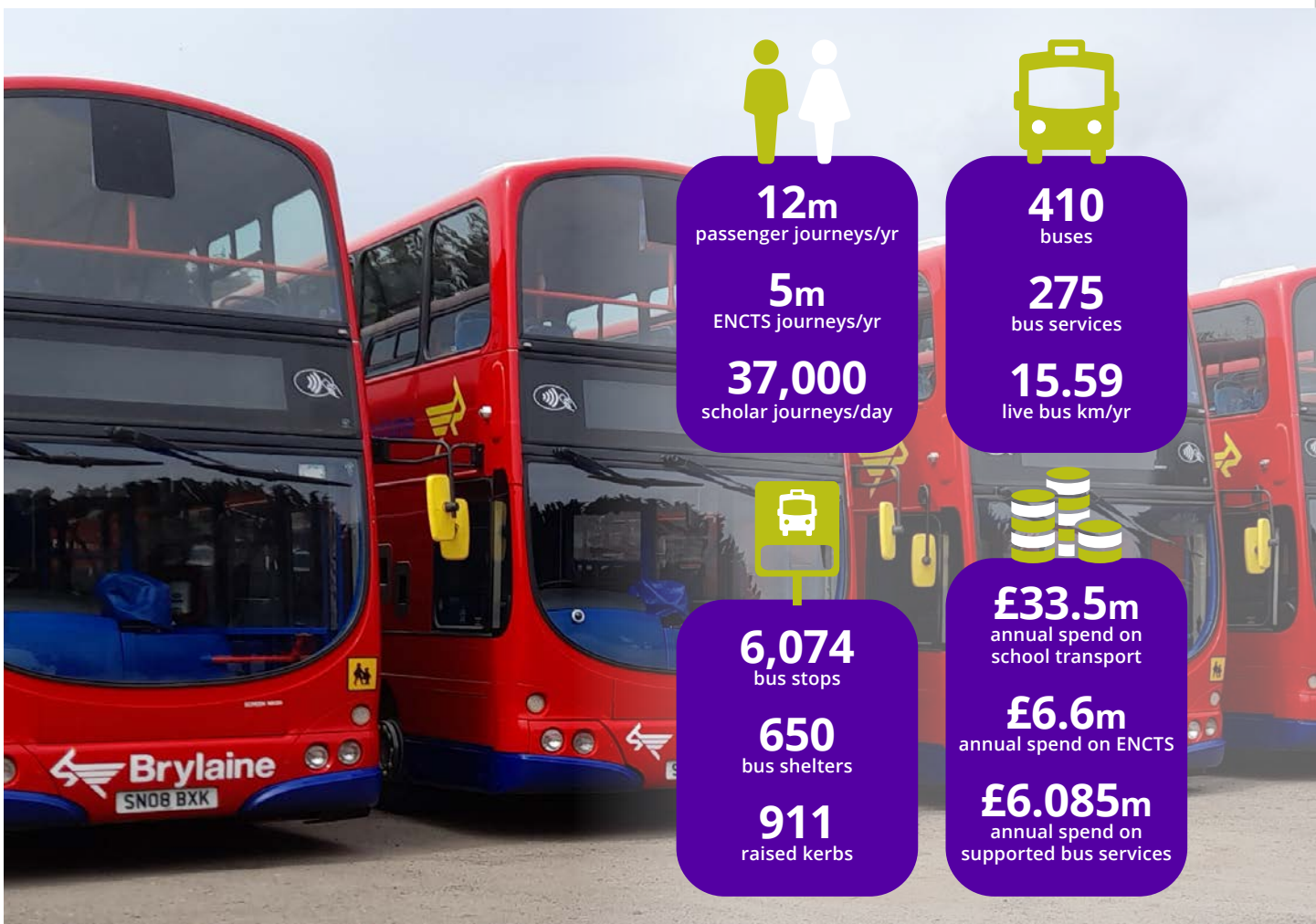
The aims and objectives align with the corporate objectives of the County Council. This table identifies the strategic objectives of our (draft) Fifth Local Transport Plan and illustrates how the BSIP objectives align with these. As the Council is working towards becoming a County Combined Authority alongside North and North East Lincolnshire Councils, we are preparing a draft LTP in 2024. This table will be updated to reflect any new LTP developed.

LTP Theme	LTP Objective	BSIP Objectives
Supporting Economic Growth	<ul style="list-style-type: none"> Improve connectivity throughout Lincolnshire and to the East Midlands, the rest of the UK and beyond Ensure a resilient and reliable transport system for the movement of people, goods and services Support the vitality and viability of our town centres and rural communities Improve connectivity to jobs and employment opportunities Provide a transport system that supports the priority sectors identified in the Local Industrial Strategy (LIS) 	<ul style="list-style-type: none"> Support the growing Greater Lincolnshire Economy Be a more credible alternative to the car Be easy to understand through high quality digital information & ticketing
Future Ready, Green Transport	<ul style="list-style-type: none"> Support the introduction of low carbon technologies reducing reliance on fossil fuels Develop and support communities to flourish locally, helping reduce the need to travel Deliver sustainable development by ensuring that new developments are designed to reduce the need to travel, minimise car use and support the use of more sustainable modes Ensure the transport network is made resilient to climate change 	<ul style="list-style-type: none"> Be a more credible alternative to the car Support a sustainable & greener future
Promote Thriving Environments	<ul style="list-style-type: none"> Develop opportunities to both protect and enhance the built and natural environment Minimise waste and make the best the use of available resources Provide sustainable access to Lincolnshire's wonderful environment and heritage 	<ul style="list-style-type: none"> Support the growing Greater Lincolnshire economy Support a sustainable & greener future
Supporting Safety, Security and a Healthy Lifestyle	<ul style="list-style-type: none"> Improve road safety Increase confidence in a safer and more secure transport network Reduce the impacts of air quality and noise and light pollution Improve the health of our communities through the provision for active travel 	<ul style="list-style-type: none"> Be a more credible alternative to the car Support a sustainable & greener future
Promoting High Aspirations	<ul style="list-style-type: none"> Improve connectivity and access to education, healthcare and leisure Improve the accessibility of the transport system and in particular access onto public transport Encourage wider community participation in developing and delivering transport services 	<ul style="list-style-type: none"> Be delivered in partnership between the County Council, bus operators, local businesses, bus users and potential users
Improve Quality of Life	<ul style="list-style-type: none"> To improve the quality of place and reduce the overall negative impacts of transport on people's lives 	<ul style="list-style-type: none"> Be a more credible alternative to the car Support a sustainable & greener future

Section 2

The Current Bus Offer in Lincolnshire

Given the rurality of the county, Lincolnshire presents a series of challenges for operating buses. Our bus services, however, 'punch above their weight' in the face of a variety of challenges – a sparse population, a high number of settlements away from high trafficked corridors (and fixed bus routes), high levels of car ownership (in certain areas, but not all), pockets of deprivation (particularly around our coastal areas) and ongoing funding constraints amongst others.





Bus Network Structure

Urban bus services

'InterConnect' (inter urban) services

Fixed route rural bus services

'Callconnect' (demand responsive) services

Identifying what Lincolnshire does well helps to provide foundations on which to develop and enhance the bus offer to encourage more people to use the bus. Equally, identifying the things that Lincolnshire does less well helps to identify those areas in which the bus offer can be greatly enhanced, and which this BSIP details.

This section documents both existing bus supply and demand in Lincolnshire and identifies the areas where there is a lack of provision or where supply could be improved.

Bus Supply

A key part of the last countywide bus strategy in Lincolnshire was to develop a clear hierarchical structure for local bus services to meet the differing needs of users in different areas. This has led to the following bus network structure that remains in place today:

- Urban bus services – including 'IntoTown' services in our market towns
- 'InterConnect' (inter urban) services to create a mostly hourly service between all towns across the county and cross boundary
- Fixed route rural bus services where there is sufficient demand
- 'Callconnect' (demand responsive) services to provide a dependable service to all rural areas of the County without an alternative conventional bus service

Complementing the above services, the County Council is responsible for providing transport for different groups – some being statutory responsibilities while others are decisions taken by the Council. Additional services funded by the Council include:

- Education Travel including Special educational needs transport
- Adult and child social care transport

The Council supports the commercial bus network by encouraging scholars to travel on the commercial network where there are suitable services, with travel funded by the County Council for entitled pupils. Where there are no suitable services, the Council funds dedicated school bus services, many of which are integrated into the commercial bus network before and after providing the school service. This is

an efficient use of vehicles and the cost of supporting school travel helps to underpin the commercial viability of services during the day.

The County Council has recently carried out a network review, assessing where there is duplication within the bus network between closed contract education services and the commercial network. Where feasible, the Council will work with operators, schools and colleges to integrate education travel services with commercially offered services.

There are 266 live local bus registrations by 20 bus operators – see Table 2. The largest operator is Stagecoach East Midlands with 77 service registrations, although this underestimates the number of services as some registrations include more than one service. 13 of the 20 operators have 8 or fewer registered services, highlighting that despite a broad operator base, the majority of services are provided by a small number of operators.

Bus operators in Lincolnshire tend to operate as ‘a series of island operations’. This results in a disconnect between different operator’s services and the lack of a ‘network effect’. There is scope to integrate ticketing between the services of different operators to develop a coherent network of services, including wider integration with the rail network.

InterConnect

The core InterConnect services are detailed in Table 3 and on illustrated on Lincsbus.info. Within the 2006 Lincolnshire Bus Strategy, the target for InterConnect services was to provide a minimum of an hourly service between our towns. These services are operated at a maximum of 60-minute headways, although early morning, evening and weekend provision varies.

There remain a small number of other inter urban services to the south of the

county. Delaine Buses provides services between Bourne and Peterborough, Bourne, Stamford and Peterborough, and Spalding and Stamford. Daytime frequencies are typically half hourly or hourly.

Fixed route rural bus services

These services provide a vital lifeline to many of our villages, connecting smaller settlements to our market towns. Services such as the B11 between Spilsby and Boston and the 96A between Mablethorpe and Spilsby are good examples of these essential rural bus services. These services complement InterConnect services.

Table 2: Number of local bus registrations by operator in Lincolnshire

Operator	Registrations
AC Williams	1
Black Cat	12
Blands	7
Brylaine Travel	24
Centrebus	15
Delaine	7
Dents	1
EYMS	1
Fowler	6
Grayscroft	8
Hunts	8
Marshalls	2
PC Coaches	38
Phil Haines	1
Sharpe & Sons	4
Sleafordian	21
Stagecoach East	3
Stagecoach East Midlands	77
TransportConnect	29
Vectare	1



IntoTown

IntoTown services are relatively short urban bus services operating in and around our market towns. These typically operate on half-hourly or hourly headways in Grantham, Spalding, Sleaford and Boston. In addition, there are 'town services' in Gainsborough and Stamford.

In Louth the 'Nipper' service provides a similar level of service to IntoTown with some services operating at hourly headways between 7am and 7pm. In addition, wholly commercial urban operations exist in Lincoln and Skegness.

Callconnect

There are 35 Callconnect Demand Responsive services providing access to essential goods and services for all those living in rural Lincolnshire without access to other local bus services. The whole of Lincolnshire is served by Callconnect, except for the city centre in Lincoln which has sufficient coverage of local bus services to provide local residents with the access they require to essential goods and services. There is also a Lincoln area Dial-a-Ride service in operation to provide door-to-door services for those with

reduced mobility. All Callconnect services are provided by operators on a minimum cost basis i.e. the County Council accepts all financial risk on these services. Through Callconnect, every resident in Lincolnshire has access to a local bus service Monday to Saturday, between 7am and 7pm. Callconnect is integrated within the wider InterConnect network with through ticketing provided to enable joined up journeys to be made.

Supported Bus Services

Lincolnshire County Council has a total of 137 supported bus contracts for providing bus services across the County. These contracts range from individual journeys receiving a small amount of de minimis support, to entire services operating on either a minimum subsidy or minimum cost basis. 15 operators provide these services on behalf of the County Council.

The annual value of supported bus services in Lincolnshire is approximately £6,375,000. This includes only a small proportion of education travel services. Spend on education travel transport for entitled scholars is c. £45,000,000, while ENCTS costs over £6,600,000pa.

Table 3: Selection of core fixed route bus services in Lincolnshire

Operator	Service	Description	Headway	1st service dep	Last service dep	Days
Stagecoach	1	Lincoln-Grantham	30 mins	0515	1915	M-Sun
Stagecoach	2	Lincoln-Branston	30 mins	0645	1915	M-Sun
Stagecoach	6 / 9	Lincoln-Birchwood/ County Hosp	10 mins	0515	2130	M-Sun
Stagecoach	9	Lincoln-Birchwood	30 mins	0530	2100	M-Sun
Stagecoach	15/16	Lincoln-N.Hykeham	10 mins	0550	2130	M-Sun
Stagecoach	53	Lincoln-Market Rasen -Grimsby	1 hour	0640	1820	M-Sat
Stagecoach	56	Lincoln-Skegness	1 hour	0600	2100	M-Sat
Stagecoach	100	Lincoln- Gainsborough- Scunthorpe	1 hour	0725	1815	M-Sat
Stagecoach	51	Louth-Grimsby	1 hour	0700	1930	M-Sat
Stagecoach	1	Skegness-Chapel	10 mins	0635	2210	M-Sun
Stagecoach	57	Skegness-Boston	1 hour	0620	1750	M-Sat
Brylaine	B5/B5X	Lincoln-Boston	1 hour	0740	1810	M-Fri
Brylaine	B7	Boston-Skegness	1 hour	0910	1640	M-Fri
Brylaine	B1A-B1D	Boston Town	1 hour	0800	1700	M-Fri
Brylaine	B3	Boston-Spalding	1 hour	0720	1720	M-Fri
Delaine	101/102	Bourne- Peterborough	30 mins	0610	1930	M-Sun
Delaine	201/202	Bourne-Stamford- Peterborough	1 hour	0610	1640	M-Sat
Delaine	301/302	Spalding-Stamford	1 hour	0715	1710	M-Sat
Centrebus	1	Grantham-Alma Park	30 mins	0710	1805	M-Sat
Centrebus	1	Grantham-Earlesfield	30 mins	0700	1735	M-Sat
Vectare	93	Grantham-Barrowby Gate	1 hour	0800	1745	M-Sat
PC Coaches	77	Lincoln-Saxilby	6 svcs/day	0645	1745	M-Sat
Hunts	7	Alford-Skegness	6 svcs/day	0645	1605	M-Sat
PC Coaches	50	Lincoln-Louth- Mablethorpe	6 svcs/day	0645	1750	M-Sat
PC Coaches	48	Lincoln-Witham St Hughs	6 svcs/day	0640	1700	M-Sat

Urban and Suburban Services

Inter-urban Services



14

The median bus age in Lincolnshire, compared with the England average of 8.8 years

Geographic Provision

Lincolnshire is wholly covered by local bus services, as illustrated in Figure 3. Urban, IntoTown and InterConnect services provide coverage countywide. Away from fixed route bus services, Callconnect provides a local on-demand service for residents that require a gate-to-gate service, or those who cannot connect with a fixed route service.

Temporal Provision

The temporal provision of bus services can vary greatly, by service and by operator. The lack of evening services in some areas is reflective of a lack of a night time or Sunday economy in many parts of the county. Urban services typically operate longer hours and over more days of the week. As shown in Table 3, services in Lincoln, Skegness and Grantham have frequent services of half hourly or better, particularly in Lincoln. These services operate every day of the week in Lincoln, although Sunday frequencies are reduced. Services in Lincoln operate into the evening, with buses departing Lincoln on services 6, 9 and 15/16 after 2100. Operators are seeking to extend these operating hours later in to the evening.

Despite this, the need to increase frequency and capacity of public transport in the evening to support the night time economy has been identified as an issue for the city in the Lincoln Transport Strategy and Town investment Plan. In other urban areas – the last service of the day is before 1800 on weekdays.

InterConnect and other inter urban services operate at hourly headways from before 0800 on weekdays (except B7). There is a mixed picture during evenings – the last departure on service 56 between Lincoln and Skegness is 2100, but for most other services, the last service of the day is before 1900.

The days operated by commercial operators has changed recently. Brylaine Travel has ceased operating on Saturdays, choosing to operate Monday to Friday only. This was largely due to driver shortages and commercial viability. All Saturday services previously operated by Brylaines are now supported by the County Council.

Callconnect services operate from 7am until 7pm Monday – Friday and 7.30am – 6.30pm Saturdays. There is currently no demand responsive offer on Sundays.

Bus Fleet

Based on data provided by our operators, the mean age of a bus in Lincolnshire is 13.34 years old, while the median bus age is 14 years. In 2019-20, the average age of the bus fleet in England was [8.8 years old](#), thus, the bus fleet in Lincolnshire is significantly older than elsewhere in the country.

As shown in Table 4, the emissions standards are towards the lower end of the Euro standard. For the 410 buses for which data was provided, 9 buses are Euro 2, while 123 adhere to Euro 3 standards, 123 Euro 4 and 120 Euro 5. Just 35 of the 410 buses operating in Lincolnshire meet Euro 6 standards. In addition to poorer air quality, the age profile and emissions standards of our local buses are likely to contribute to higher CO₂ emissions.

Table 4: Emission standards for local buses in Lincolnshire

Euro category	No. of buses
Euro 2	9
Euro 3	123
Euro 4	123
Euro 5	120
Euro 6	35



18%

Approximate fare increase between 2014-15 and 2019-20, mirrored by an RPI increase of approximately the same percentage

Bus Fares

As the fixed route bus network is commercial or supported through de minimis payments or minimum subsidy tender, operators have full control over bus fares, tickets and other fare products. Fare scales for all operators are graduated, so passengers are charged a higher fare the longer distance they travel. All local bus operators offer single and return tickets, while day, carnet and longer period tickets are typically offered by only the 'largest' operators. All operators typically have fare products for adults and children, while some have their own commercial scholar products.

Child and young persons fares differ across the bus market in Lincolnshire. Some operators do not offer child tickets before 0900 on a weekday, others offer child fares up to the age of 11 and young people fares from 11-18, while others offer child fares up to either 14, 16 or 18. The level of discount offered for children and young people also differs across Lincolnshire bus operators, ranging between 20% and 50% discount compared to the equivalent adult fare. Differences in fares policies is the result of competition law and the prevention of collusion between operators. Despite this, there is a mixed, and potentially confusing, picture for younger bus users that this BSIP and an Enhanced Partnership Scheme can help to overcome.

While operators have their own fare products, there are few examples of integrated fares across multiple operators. When using Callconnect, passengers can connect onto commercial services using the ticket purchased on Callconnect,

and vice versa. This arrangement is a 'revenue where it falls' agreement where there is an acceptance of tickets on Callconnect and other local bus services but no exchange of fare revenue between operators. Other than Callconnect, all fare products provided by operators are for those individual operator's services only, and there are no integrated fares or multi-operator ticketing schemes in place at the present time – even where there are multiple services operating along the same corridor or in the same urban areas. PlusBus does exist however, enabling rail users to make onward journeys by bus.

Table 5: Change in average ENCTS scheme bus fares in Lincolnshire

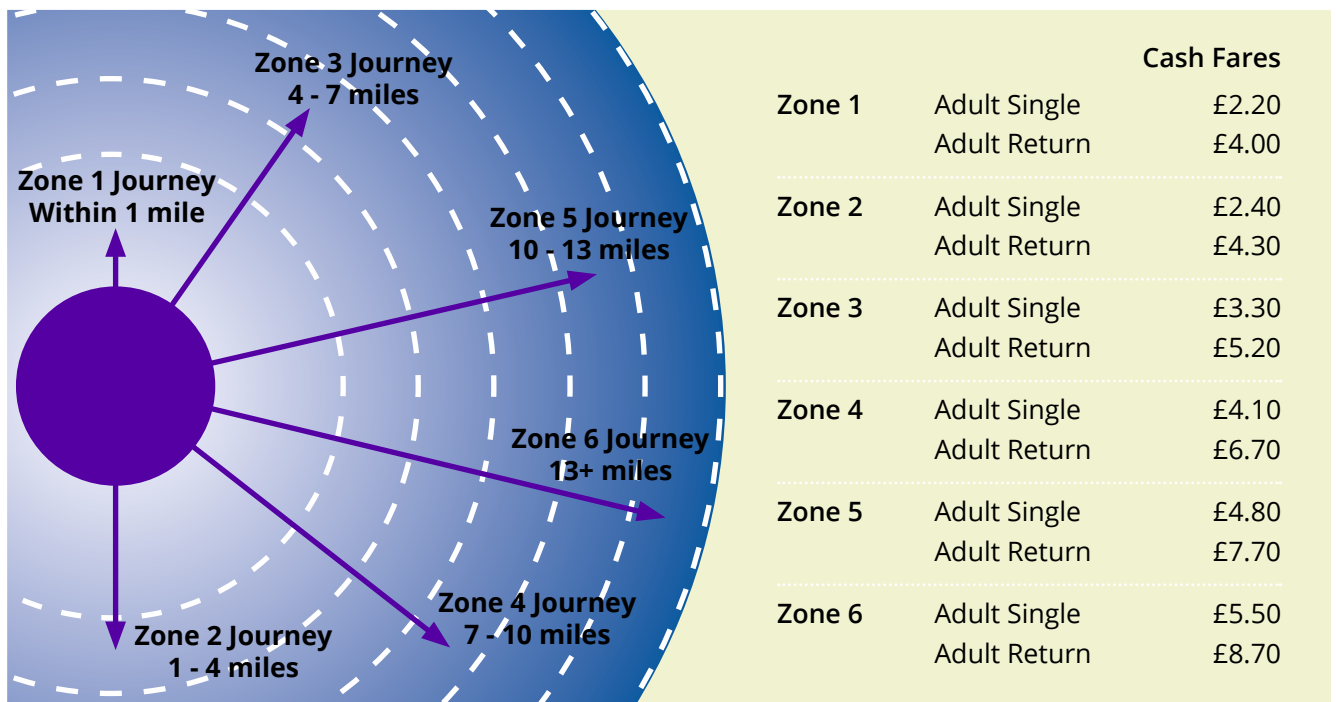
Year	Scheme ave fare	%age change	CPT Cost Index	RPI
2014-15	£2.08	-	-	-
2015-16	£2.11	1.0%	1.6%	0.7%
2016-17	£2.16	3.7%	1.6%	2.8%
2017-18	£2.29	10.1%	3.8%	6.8%
2018-19	£2.38	14.2%	5.5%	10.4%
2019-20	£2.46	18.0%	9.1%	12.7%
2020-21	£2.46	18.0%	n/a	14.2%
2021-22	£2.58	23.9%	n/a	21.1%

The price of bus travel to the passenger is an important contributory factor to bus use across the County. Table 5 shows the average 'concessionary' fare for the Lincolnshire ENCT scheme since 2014-15. This shows that fares increased by approximately 24% between 2014-15 and 2021-22. During this same period, RPI increased by approximately 21% while

Table 6: Outputs from TAS National Fares Survey 2019

	East Midlands		National	
	Urban areas	Rural areas	Urban areas	Rural areas
Single fares	£2.45	£2.62	£2.44	£2.62
Day ticket price	£5.92	£6.63	£4.75	£6.71
Week ticket price	£21.49	£23.48	£16.72	£22.56

Figure 1: Callconnect Fare Zones



operating costs for bus operators in ‘the Midlands’ increased by 9.1% according to the [Confederation of Passenger Transport cost index](#). This situation came about due to a period of declining patronage, increasing costs, and ticket prices were required to increase to bridge the gap.

The TAS National Bus Fares Survey 2019 (see Table 6) broadly accords with Lincolnshire bus fares noted above, but suggests that Lincolnshire fares are in line with (or potentially a little cheaper than) the national average, despite the deeply rural nature of the county and the high operating costs. Compared to rural areas in other parts of the country however, fares in Lincolnshire are good value. In the South East of England, a single fare of £2.90 compares to £2.46 in Lincolnshire, while fares in the North West and South West of England average £2.78.

Most of the local bus operators in Lincolnshire are participating within the national £2 flat fare scheme which helps to limit the cost of bus fares to bus users. It appears that this will remain in place until late 2024, which is beneficial.

In the case of Callconnect services, the Council determines the price of fares using a distance-based zonal structure, see Figure 1. Cash single fares range from £2.20 (2021 prices) to £4.80 for a journey between 10 and 13 miles. Discounts are offered for those purchasing a return ticket while a further discount is offered to those willing to purchase a 10-trip carnet product.

In 2024, the County Council is participating in Transport Focus’ in their 2024 Passenger Survey. We will report the finding of these surveys once they become available in an updated BSIP.

Bus Ticketing

All local bus operators have their own ticket offer, with cash options available on all operator services. Some operators provide their own proprietary smart cards to customers, notably Stagecoach and Brylaine Travel. Mobile ticketing is available on Centrebus, Stagecoach and Delaine Buses’ services, while contactless c.EMV options are available across most operators including Delaine Buses,

The Lincolnshire ETM Loan Scheme

To illustrate our long history of delivering transport projects, during 2019, the County Council implemented the 'Lincolnshire ETM loan scheme' that enabled bus operators across the County to acquire modern electronic ticket machines (ETM) and other ticketing equipment through the scheme.

The loan scheme, funded by the County Council, allows smaller operators who would typically not be able to afford a modern ETM and back-office system to acquire this equipment and pay

a loan fee each year for a period of five years. The scheme did not initially intend to include c.EMV readers, but due to COVID and the need to minimise cash handling, the scheme was enhanced to allow operators to acquire c.EMV readers through the scheme. 12 bus operators have acquired ETMs and offer c.EMV payments.

The larger operators in Lincolnshire commercially match funded through their investment in ETMs and contactless payment technologies.

Stagecoach and others, including on Callconnect services.

Contactless EMV payment options in Lincolnshire are typically 'model 1' in nature i.e. they are retail transactions of existing tickets. For the sale of single, return, day or other period tickets, the transaction is carried out once and a paper ticket issued which is used for any subsequent journeys for which the ticket is valid. There is a desire within Bus Back Better for a 'tap and cap' model to be implemented, where c.EMV card taps are aggregated at the end of the day or period and the optimal fare is determined. At the present time, this model has not been introduced due to technology limitations to allow for graduated fare scales and for capping across operators with different ETM providers and Payment Service Providers.

Bus Promotional Campaigns

In August 2022, the Lincolnshire Bus Partnership launched the 'Freedom Never Gets Old' campaign. The aim of the campaign is to encourage people entitled to an ENCTS pass to apply and use them



on local bus services. The campaign has been rolled out at bus stops and

shelters, libraries, parish noticeboards, community venues and via social media platforms. All operators throughout Lincolnshire are promoting the campaign.

The core messages emanating from the campaign are:

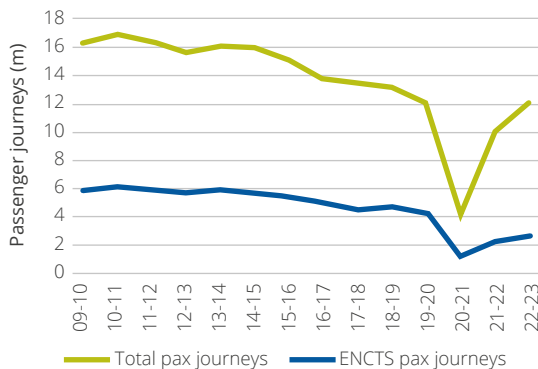
- Saving money
- Improved health and well being
- Preventing loneliness
- Access to essential services
- Sense of purpose and value to communities
- Helping to protect bus services

Bus Information and Branding

Lincolnshire County Council provides consistent bus stop information at all bus stops, shelters and stations which the Council controls. This is an example of the information provided at bus stops and at Stamford Bus Station, both of which use the LincsBus branding.



Figure 2: Local bus passenger journeys in Lincolnshire

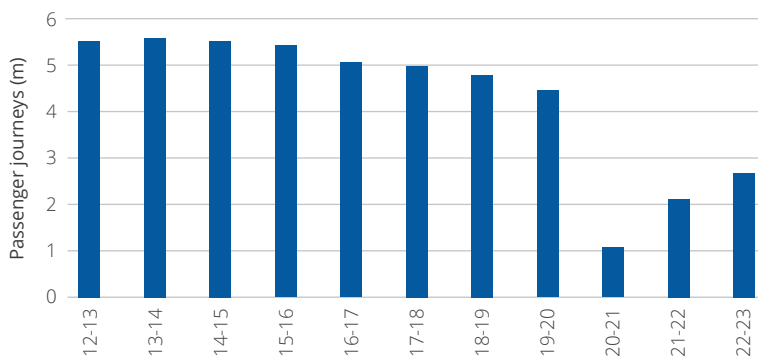


Bus Demand

Lincolnshire has had in place a structured local bus network for more than a decade. During this time, passenger journeys have been typically in decline as presented in Figure 2. Between 2010-11 and 2019-20, total bus passenger numbers in Lincolnshire declined by 28.8%. Much of that decline occurred between 2013-14 and 2019-20 as total bus passenger journeys reduced from 16.09m to 12.03m journeys. At the same time, concessionary passenger trips declined by 20.6%, suggesting that there has been a greater reduction in local bus use amongst commercial and other non-concessionary passengers.

This trend, however, follows a period pre-2010 when bus patronage on the InterConnect network increased significantly from 2001 onwards. This suggests that investment in our bus network will deliver increased patronage in the medium

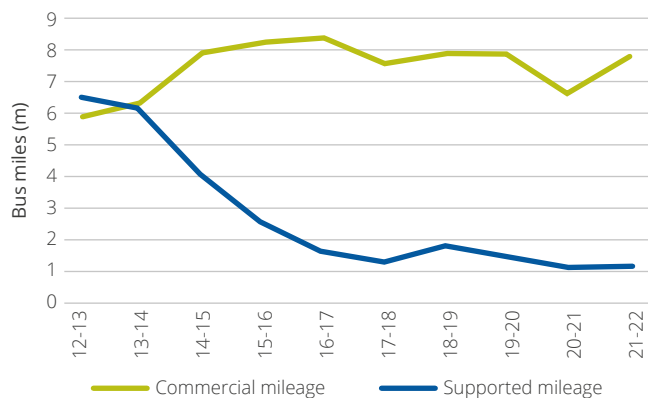
Figure 3: Concessionary Travel Passenger Journeys Per Year



term. Concessionary travel patronage was showing a declining trend up until 2019-20, then a sudden reduction in bus journeys made during COVID. Patronage has recovered since 2020-21, although it remains significantly lower than before the COVID pandemic, as shown in Figure 3.

The number of live bus miles operated in Lincolnshire has fallen from 12.375m miles in 2012-13 to 9.32m miles in 2019-20, and again to 8.92m miles in 2021-22, as shown in Figure 4. Despite maintaining funding levels, local authority supported mileage has declined around 85% from around 6.5m miles to little more than 1m miles per year in 2021-22. This reduction compares to 57% across the wider East Midlands.

Figure 4: Live local bus miles by commercial & local authority supported services

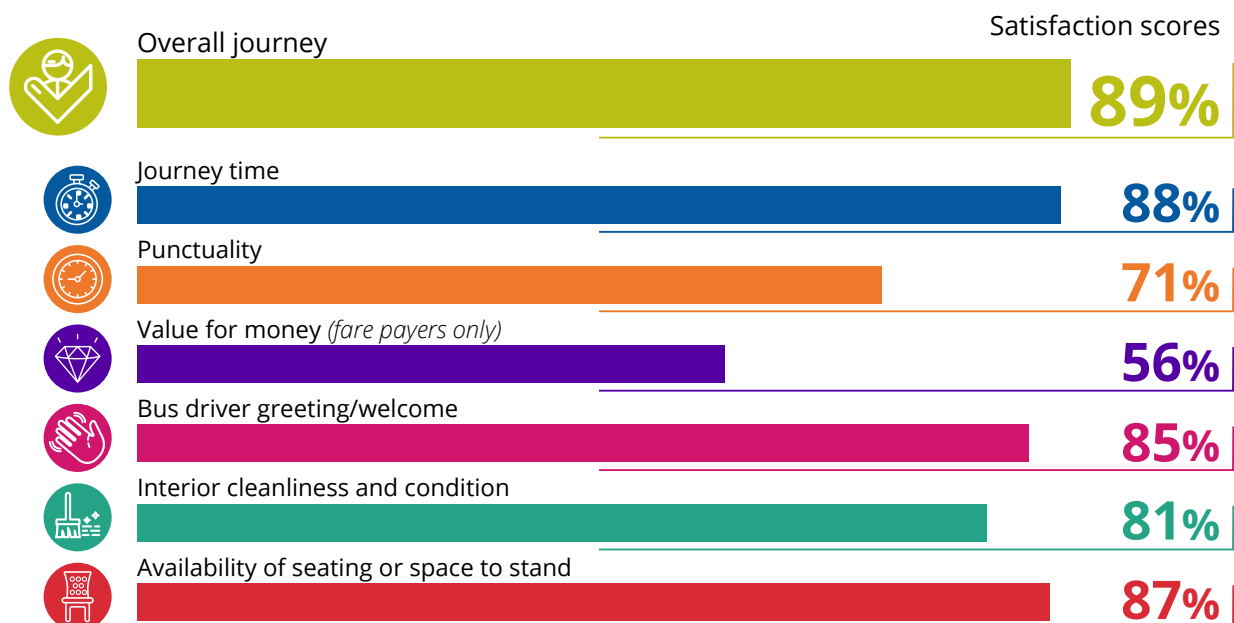


Bus user satisfaction was last surveyed in Lincolnshire in 2018. Overall satisfaction was greater than the national average at 89%, compared to 88% nationally.

Considering only fare payers, the overall journey satisfaction rating was 85% compared to 85% nationally. However, beneath those headline statistics are additional metrics that provide greater detail of passenger opinions. Journey times in Lincolnshire are rated at 88% compared to 85%

28.8%
The decline in total bus passenger numbers in Lincolnshire between 2010-11 and 2019-20

Figure 5: Extract from Passenger Focus 2018 Lincolnshire Bus Passenger Survey



nationally, while punctuality (71%) is below the national average of 74% and value for money in Lincolnshire is 56% compared to 64% nationally, as shown in Figure 5. Passenger Focus noted at the time that value for money was heavily impacted by congestion-related delays to bus services during the survey period. Overall, the survey suggests that punctuality and value for money are two areas that Lincolnshire bus operators could improve upon compared to other parts of England.

Public Engagement

During the summer of 2021, an online public engagement survey was carried out to understand perceptions of bus

services in Lincolnshire and the public's priorities for enhancing bus services. 1,705 individuals responded to the survey, and while it was a self-selecting sample, it provides a robust indication of the priorities of those respondents.

As can be seen in Table 7, better up to date information and more frequent services both scored highly. 69% of respondents suggested that more frequent services would encourage them 'a great deal' to use buses more. Buses operating later in the evening also scored highly, with 60% of respondents suggesting that it would encourage them 'a great deal' to travel by bus more often. These responses were notably higher

Table 7: Headline outputs from public engagement survey

Enhancement	A great deal, or to some extent	A great deal
Better up to date information at bus stops	91%	62%
More frequent services	90%	69%
Information on local services made easier to obtain & understand	87%	53%
Better bus stops or shelters	85%	52%
Buses operating later in the evening	81%	60%

amongst those aged 66 and under. For those respondents aged 19 and under, the vast majority (48 out of 51) stated that lower fares would encourage them to use buses more frequently. Other notable enhancements to encourage them to use buses more frequently included:

- Better and up to date information, including real time information, and
- Better bus stops and shelters

Better facilities for people with disabilities scored highly as a motivator among people with physical disabilities. Buses are already accessible, so further investigation is required to explore whether there are other areas of improvement for such groups, including bus stop infrastructure, access to information etc.

Overall, there are some clear priorities identified from the survey. More frequent services, more evening services, better information provision and better bus stop facilities accord with the general sentiments of bus operators and other stakeholders. It is therefore important that these issues are addressed in this BSIP in order to make bus services more attractive to more people and for more journeys.

New Developments and Evolving Bus Demand

Like many other parts of the UK, Lincolnshire has a significant amount of new residential and commercial developments being planned and constructed all across the County. To encourage alternative modes and offer greater travel choice, it is essential that bus services are provided from an early stage of occupation to cater for local travel demand. Understanding where these new residential developments are located is an important first step towards providing attractive bus services.

During the engagement with District Councils and operators, discussions have been held around how the Lincolnshire EPS should manage new residential and commercial developments. There was



agreement that new developments should be served by bus services from an early stage to ensure new residents do not become overly reliant on the private car from the outset of living there. In addition, there was agreement that for recently completed developments, network reviews will need to be carried out to ensure they are integrated into the bus network at the earliest opportunity.

The following sets out a description of the larger residential developments planned in the County:

- **Stamford North** – a major development with 600 houses in Rutland and 1,400 in South Kesteven. LCC Transport Services Group is currently engaged with consultants regarding the S106 Agreement.
- **Grantham Spitalgate Heath** – an application was made in 2014 for 3,700 houses. This has since been designated as one of the Garden Villages.
- **Grantham** – Prince William of Gloucester Barracks will include up to 4,000 new houses. Initial traffic modelling



60%

of respondents to our online public engagement survey said operating later in the evening would encourage them 'a great deal' to travel by bus more often



36,700

The number of houses proposed to be built in the County, plus one college

indicates that the road network cannot accommodate the forecast generated traffic flows from a standard housing development. It is therefore expected that this development will need to provide significant sustainable transport improvements to meet predicted transport demand and this would include bus services.

- **Lincoln Western Growth Corridor** – 3,200 houses proposed and allocated in the Central Lincolnshire Local Plan. The indicative masterplan with the outline application includes a spine road through the site which connects Skellingthorpe Road to Tritton Road with a new bridge over the railway. This spine road will have bus priority measures.
- **Lincoln North East Quadrant** – 1,400 houses proposed and allocated in the Central Lincolnshire Local Plan
- **Lincoln South East Quadrant** – 3,500 houses proposed and allocated in the Central Lincolnshire Local Plan (with further potential beyond that date to deliver a total of 6,000 dwellings)
- **Lincoln South Western Quadrant** – An urban extension for 3,000 houses near North Hykeham allocated in the Central Lincolnshire Local Plan but the development is

unlikely to commence until the North Hykeham Relief Road is constructed. The development is therefore likely several years away.

- **Sleaford South Quadrant (Sleaford Handley Chase)** – 1,400 houses are planned and allocated in the Central Lincolnshire Local Plan, with S106 requests of £1M to go towards bus services. This was granted outline consent in 2014 and construction has commenced. Around 50 houses are complete, and reserve matters applications for around 400 houses have been submitted in 2021.
- **Sleaford West** – 1,400 houses planned and allocated in the Central Lincolnshire Local Plan
- **Gainsborough North Neighbourhood** – 2,500 houses are planned and allocated in the Central Lincolnshire Local Plan
- **Gainsborough South Neighbourhood** – 2,500 houses are planned and allocated in the Central Lincolnshire Local Plan
- **Skegness Gateway on the A52** – new college and 900 houses planned. This is not allocated in the current Local Plan but discussions are ongoing with East Lindsey District Council and the Environment Agency due to potential coastal flood risk.



- **Spalding** – 700 houses towards the north of the town. The planned relief road is progressing, albeit slowly.
- **Gainsborough** – 500 new houses planned to the south of the town centre, close to Gainsborough Lea Road rail station

Where appropriate, we always request S106 funding towards public transport services and infrastructure. However, this ask often competes with other requests for highway enhancements, education, health and community facilities for example. S106 contributions towards public transport measures therefore cannot be guaranteed.

The Council will, however, engage with our local planning authorities when consulted upon regarding new developments to ensure that we maximise developer contributions to allocate towards local bus services. Any new services will be carefully considered to ensure that they align with and complement the current bus network.

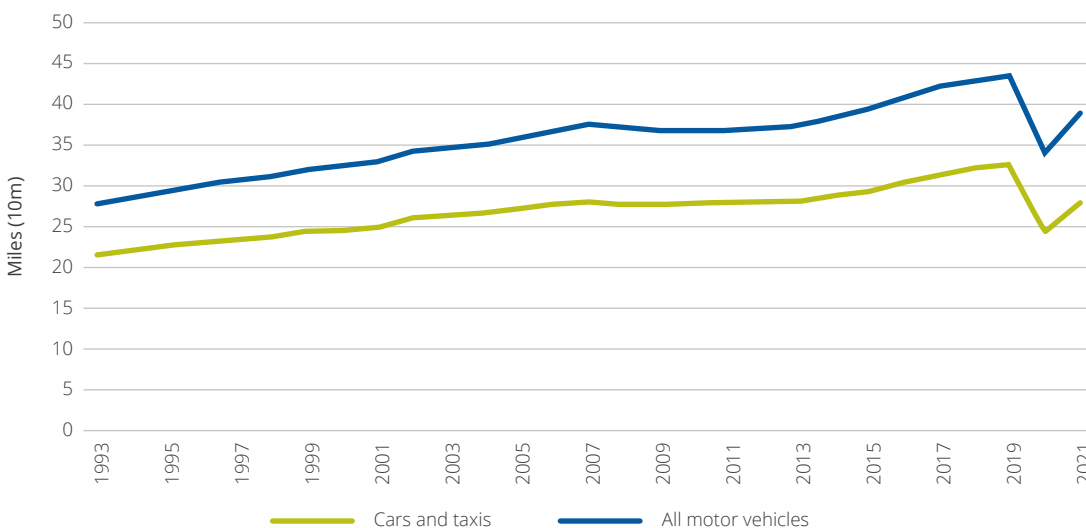

Congestion and Traffic Levels

Congestion and increasing traffic volume is a major issue for our bus services and the primary factor behind the low 'value for money' scores within the 2018 Passenger Focus survey. Traffic flow has

increased across the county over recent decades. Figure 6 highlights the increase in vehicular traffic, which up to 2019, was 60.5% greater than in 1993. During that same period, the length of Lincolnshire's roads increased by a total of just 14.74 miles, resulting in greater levels of traffic flow on existing roads and increasing the strain across the road network.

The impact of the increase in traffic levels has been seen across the county. The direct impact on bus services can be seen with service 6 between Birchwood Estate and Lincoln. In 1999, the service used to operate at 15-minute headways with a 45-minute round trip requiring 3 PVR. Today, the service operates at a 20-minute headway, with a round trip of 75 minutes and requires 5 PVR. Thus, two additional vehicles are required to maintain a slightly reduced level of service compared to a little over 20 years ago. With no other changes, it is evident that this has come about due to an increase in journey times brought about by increased traffic flows and congestion.

Figure 6: Total vehicle km travelled on Lincolnshire roads since 1993

60.5%
increase in
vehicular traffic
between 1993
and 2019



70%

of air pollution within the city comes from HGVs and buses/coaches

The nature of congestion varies between Boston, Lincoln and Grantham, although Boston and Grantham both suffer from through traffic during peak periods, while Lincoln suffers from congestion along radial routes as vehicles approach the city centre.

Traffic levels and congestion also contribute to air quality issues, particularly in our urban areas. There are a number of hotspots around the county around which there is an Air Quality Management Area established. For example, Lincoln's Air Quality Management Plan identifies that 70% of air pollution within the city comes from HGVs and buses/coaches. The highest reported annual mean NO₂ concentration in 2020 was 29.3µg/m³ at the diffusion tube site 3 (Broadgate/Monks Road junction).

Car Parking

Car parking is predominantly owned and controlled by both District Councils and private operators. Lincoln – the most populous urban area within the county – has 22 off-street car parks located on the

edge of the city centre. Approximately half of these car parks are owned by the City of Lincoln Council, while the remainder are owned by private operators.

During weekdays, there are 2,629 off-street public parking spaces available, with an additional 675 spaces provided at weekends. The pricing of car parks is targeted at different groups of car users, notably commuters (typically long stay), visitors and shoppers (typically short stay) with three pricing tiers, as presented in Table 8. The greatest proportion of parking spaces are charged at £8.50 for 4 or more hours, which includes the largest car park in the city – Lincoln Central. An annual season ticket is also available at this car park, charged at £1,261.70.

For the City of Lincoln Council in particular, car parking generates a significant amount of revenue, supporting the provision of local public services. This and the required behavioural changes makes using car park reduction as a demand management tool for increasing bus usage challenging. The Lincoln Transport Strategy recognises the need to review the City's parking strategy and rebalance movement away from car





The scale of revenues generated from car parking can vary depending on the location, and this typically influences the views of politicians over the role of parking in their local areas. During engagement with district council officers as part of the development of this BSIP, there was a mixed response to the role of car parking as a demand management tool. This presents a challenge for the successful delivery of this BSIP and highlights the need for a partnership approach.

Driver shortages

Since the autumn of 2021, bus driver shortages have had a significant impact on the delivery of bus services. Across the county, services have been reduced as operators struggle to recruit and train sufficient numbers of drivers to maintain existing service levels (which are at 100% of pre-COVID levels).

usage towards walking, cycling, shared mobility and mobility hubs and this review is identified as priority by the City Council. In Lincoln, there is an aspiration to consolidate car parking and have fewer but larger more strategic parking locations in the city centre.

In our market towns, car parks are typically owned and controlled by District Councils. In East Lindsey (our largest geographical District including many of our coastal areas), the Council operates 46 pay and display car parks. The objectives in determining parking charges are:

- To cover the costs of their maintenance, infrastructure and management, including those of associated land and facilities available to the public
- To ensure that parking is available for people using the facilities in the town and villages by ensuring a turnover of spaces in the car parks

Car parks in East Lindsey generated annual revenues of £1,798,135 in 2020-21, against costs of £1,413,695. This generated a surplus of £384,440 for the District Council.



This appears to be an issue across England as the national economy rebounds following COVID-induced travel restrictions. While prominent now, in Lincolnshire this issue has existed for a number of years. Long-term solutions are required to ensure there are sufficient drivers to transport our residents and visitors, such as the Boston College driver training programme.

Table 8: Car parking prices in Lincoln on weekdays

Tier	No. of spaces	1 hr	2 hrs	3 hrs	4 hrs	4+ hrs
1	520	£1.50	£3.00	£4.30	£6.00	£6.00
2	1,737	£1.80	£3.40	£5.00	£6.40	£8.50
3	372	£1.90	£3.20	£5.20	£6.00	£8.80

Conclusions and implications for the BSIP



Every Lincolnshire resident has access to a local bus service.

Callconnect services provide a minimum level of mobility for all, meeting the challenge of a sparsely populated county. Callconnect is one of the most successful and long-standing demand-responsive networks in the country, providing countywide services since 2001.

- The Council and our local bus operators have a long-standing history of delivering patronage growth through the delivery of a structured network of bus services that meet local needs. This gives us a robust foundation on which to improve and enhance existing services to encourage more people to use buses in Lincolnshire.
- The temporal provision of local bus services varies across the County, with evening and weekend services operating where there is a healthy night time and weekend economy.
- In rural areas local bus services typically fit around school services, suggesting an efficient use of vehicles, but shows that the contracts provided by the Council for school services underpin the commerciality of large swathes of the local bus network.
- Lincolnshire has a large number of operators (26) who are geographically spread.
- Driver availability and recruitment has historically been an issue for all operators and threatens the existence of smaller operators. Actions carried out by operators over the past two years has alleviated the issue, but work needs to continue to ensure there is a ready supply of well-trained driving professionals.
- Operational mileage across the county has declined, while bus patronage has also declined by almost 30% since 2009/10.
- The average age of local buses is 13.34 years compared to the national average of 8.8 years. This reflects the commercial reality of operating bus services as operating costs are high (due to high mileage and sparse populations) while revenues are limited (partly due to other modes being more attractive).
- Operators have graduated fare scales, with higher fares for longer distance journeys.
- Apart from the limited use of plusbus and some through-ticketing between Callconnect and Interconnect services, there is no formal integrated ticketing in Lincolnshire and very few integrated fares.

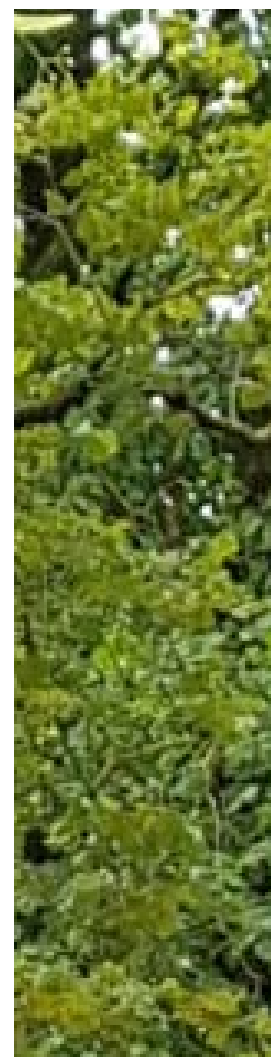


- Changes to bus fares illustrate the impact of congestion and the increased costs faced by operators just to maintain service levels. 'Making buses quicker' should help to support a long term real-terms reduction in fares.
- There is a mixed ticketing offer across bus operators, but c.EMV is available on most services now due to the Lincolnshire ETM lease scheme.
- There are relatively few day, week and other season tickets available at the current time.
- The provision of child and young people fares varies significantly. The age of eligibility for child fares can vary, the time at which child fares are available can vary and the discount compared to an adult fare can vary greatly across operators.
- Congestion impacts greatly on bus service reliability and punctuality – a solution to this is to encourage younger people to use buses before learning to drive.
- User satisfaction surveys suggest that

both punctuality and value for money are areas that Lincolnshire operators perform poorly compared to elsewhere – value for money scored low due to the effects of congestion – buses need more priority.

- It is necessary to collaborate with District Councils – the Planning Authorities – to ensure new developments are well served by public transport, that new developments are bus friendly and that they prioritise buses over cars.
- Car parking across Lincolnshire is predominantly controlled by District Council's and private operators, highlighting the need to work in partnership to use car parking as a demand management tool.

Lincolnshire has many challenges due to its rural nature. Over the past 15+ years, the Council and operators have developed a network that provides every resident with a local bus service. However, the network could be improved, and become more sustainable providing a greater level of service, and that is what this BSIP aims to provide.



Section 3

Targets for Improvement

One of the key challenges for the County Council and local bus operators is to encourage people to return to using the bus.

Bus use is still lower than pre-COVID for almost all user groups, thus increasing bus patronage is our primary target. We will look to increase patronage across the

entire county, as well as the InterConnect and Into Town

and other services that will see investment and enhancements through BSIP funding. Service availability is not the only factor that influences bus use. Journey times and journey time reliability also influence user satisfaction, all of which will be monitored. Our targets are set out in the table on page 30.



5%

increase in
countrywide
patronage targeted
by March 2026



93%

overall
satisfaction target
by 2025-26



78%

bus punctuality
satisfaction target
by 2025-26



Targets for Improvement

Measure	Target	Current	2024-25	2025-26	Method
Bus patronage	Increase countywide bus patronage by 5% by March 2026	10,100,000	10,403,000	10,605,000	Operators to provide ETM records of every passenger trip made, disaggregated by passenger type
	Increase overall patronage on service 100 between Lincoln and Gainsborough	Baseline	UP 3%	UP 6%	Operators to provide ETM records of every passenger trip made on Service 100, disaggregated by passenger type
	Increase overall patronage on Gainsborough Into Town service	Baseline	UP 3%	UP 6%	Operators to provide ETM records of every passenger trip made on Gainsborough Into Town service, disaggregated by passenger type
	Increase overall patronage on Grantham Into Town service	Baseline	UP 3%	UP 6%	Operators to provide ETM records of every passenger trip made on the Grantham Into Town service, disaggregated by passenger type
	Increase overall patronage on Boston Into Town service	Baseline	UP 3%	UP 6%	Operators to provide ETM records of every passenger trip made on the Boston Into Town service, disaggregated by passenger type
Journey times	Reduce journey times on corridors where traffic light priority is implemented	TBD	TBD	TBD	Journey time data to be obtained from real time system to assess changes to journey times over time
Reliability	99.5% of scheduled journeys operated	99.4%	99.5%	99.5%	All operators to provide percentage of scheduled journeys operated on an annual basis
Customer satisfaction	Increase overall satisfaction rate to over 90%	89%**	90%	93%	Passenger surveys to be carried out in 2025/26
	Increase 'value for money'	56%**	60%	64%	Passenger surveys to be carried out in 2025/26
	Increase satisfaction of bus punctuality	71%**	74%	78%	Passenger surveys to be carried out in 2025/26

* DfT Bus Statistics 2018-19 ** 2018 Passenger Focus surveys in Lincolnshire
NB: route data has been redacted due to commercial sensitivity

Section 4

Ambitions and Proposals for 2025 and beyond

The partnership between the County Council, bus operators and other stakeholders has a long-standing history of successfully delivering bus service enhancements and ensuring their long-term sustainability. Our plans documented in this section aim to overcome the challenges that bus users face in Lincolnshire, are realistic, deliverable and most importantly, will meet the needs of more bus users across Lincolnshire.

The primary focus of all of the projects in this BSIP – as agreed by the Lincolnshire Bus Partnership – is to **increase bus patronage**. The services, areas and corridors identified within this BSIP are those areas where it feels the greatest passenger benefits could be realised and that this would lead to increased patronage.

This section is structured around the projects that will be delivered through this BSIP – assuming funding is provided by DfT. For each project, we demonstrate how:

- It will help to overcome the challenges faced in Lincolnshire
- It will benefit bus users
- It meets the needs of Bus Back Better



Plans for 2025 and beyond

Through the Lincolnshire Enhanced Partnership, we have developed a set of proposed projects that will help overcome the challenges we face in Lincolnshire and meet the targets set out in the previous chapter to help achieve our vision. Each project that we will deliver is presented in the following pages, and these will meet the requirements of Bus Back Better as presented below. Our plan is to deliver the projects in this BSIP over the next 5-10 years to make buses in Lincolnshire attractive for users and commercially attractive for operators.

Bus Back Better Theme	Proposed Project(s)
Bus network planning, improvements to services and network coverage	<p>Intotown network enhancements – see project details below</p> <p>Interconnect corridor enhancements – see project details below</p> <p>Bus service support – see project details below</p>
Bus priority	<p>Through our Enhanced Partnership, the County Council has already delivered bus priority at signalised junctions across Lincolnshire. This had benefitted late running bus services since 2023. In addition, we have carried out a trial to reduce the required time of delay from 3 minutes to 2 and 1 minute in different areas and are monitoring the impact on both bus services and on other road users.</p> <p>The County Council continues to operate, monitor and maintain our existing bus lanes in Skegness and Lincoln. These are located in the areas of greatest need for bus priority lanes in the county. Where it is evidenced that additional bus lanes are required, we will work with Highways colleagues and look to expand our network of bus priority lanes over coming years.</p>
Fares and Ticketing	<p>Through our Enhanced Partnership, we will aim to deliver a multi-operator ticket for Lincolnshire.</p> <p>In the meantime, we will continue to engage with Project Coral and intend to launch contactless multi-operator capping on once the technology allows for capping across multiple ETM providers. Through the EP, we will ensure operators are prepared to launch the product at the earliest opportunity.</p> <p>The Council will also maintain the £2 fare cap on all Callconnect services until the national scheme ceases or changes.</p>
Bus Passenger Experience	<p>Rural interchange hub demonstration project - see project details below</p> <p>Bus stop infrastructure upgrades - see project details below</p> <p>Bus passenger charter – see project details below</p>
Improvements to Bus Fleet	<p>All of our proposed improvements set out in this BSIP aim to make operating buses more commercially viable and sustainable. Through the EP, we will ensure operators commit to renewing the Lincolnshire fleet once it is financially sustainable to do so, introducing newer fueling and charging technologies to meet their individual needs.</p>
Long Term Transformation of the Network	<p>Driver training academy - see project details below</p>

Into Town Network Enhancements

Our Into Town network expands across many of our market towns, including those to the right.

These networks are in need of enhancement for several reasons. Firstly, the networks were initially developed over 20 years ago and have seen little improvements or investment in that time. Secondly, these towns have experienced increased car use, making bus services less attractive. Finally, these market towns are continuing to see significant growth in residential development, increasing the need for significantly enhanced bus services and infrastructure.

Through discussion with bus operators, this BSIP will deliver enhancements to the Into Town networks in Boston, Grantham and Gainsborough in the first phase, with improvements in the other towns if further BSIP funding becomes available at a later stage.



What we will deliver

Our approach will adopt multiple schemes to deliver a completely refreshed and upgraded offer to the bus user in our market towns. In Boston, Gainsborough and Grantham, we will deliver the following:

1. Comprehensive review of each Into Town network, identifying areas to optimise routes and service levels based on existing demand and future demand where there is planned housing growth. This will include ways in which existing services could be re-routed or where timetables could be aligned to improve service levels for users.
2. Provide kickstart funding and financial support (through de minimis and minimum subsidy tender) to enhance services to ensure there is a minimum of an hourly service during core daytime hours, including morning and evening peaks. Where financially viable, services will be half hourly to make them an attractive option for all residents. Services will also operate at weekends and into the evening where there is demand to ensure there is access to jobs, education and leisure opportunities.
3. Engage with operators to introduce modern, high quality and low emission buses on the network. This will partly be linked to the provision of service support (see 2. above), while we will also work with operators to access Zebra funding to implement zero emission buses. We will also require all bus operators of IntoTown services benefitting from BSIP funding to provide contactless EMV payment options to simplify the payment process for the user, and work with these operators to ensure they are part of the national bus £2 fare capping scheme.
4. Activate bus priority at all of our signalised junctions. In addition, we will look to reduce the lateness trigger from 3 minutes to 1 or 2 minutes where appropriate to ensure buses have the greatest levels of priority possible. We will also explore the possibility of bus lanes where there is sufficient road space and where there is a high need for it. We have also identified additional bus priority measures in Lincoln and elsewhere, enabling buses to bypass roundabouts, bus turning only at some junctions and small sections of bus lane enabling greater priority for buses.

5. Significant investment in bus stop infrastructure. We will upgrade our bus stops to ensure we have a shelter at bus stops where there is high demand, a bus pole and flag at less frequented stops and real time information at our most popular bus stops. We will ensure that there is a consistent look and feel across all of our bus stops and provide confidence amongst users that they are part of a network of bus services in both the town, and more widely across Lincolnshire.
6. Improved information at bus stops. Alongside enhancements to bus stop infrastructure, we will implement our Lincolnshire bus stop information standards to provide consistency across the county. All bus stop poles and shelters will include 3 or 4 facing panels providing timetable information for all services stopping at that stop, a location map and information around connecting services and promotional information promoting bus services.
7. Once the above deliverables have been implemented, we will promote the enhancements in each market town to

increase awareness and drive more passengers to use the bus. We will continue the Freedom Never Gets Old campaign to encourage greater ENCTS usage, while also delivering local promotional campaigns using social media, printed media and engagement with town councils and community groups.

This multi-faceted approach aims to provide an intensive upgrade of the bus offer to drive patronage growth, enhance the commercial viability of these services and provide operators with an opportunity to invest and grow their customer base to create a sustainable level of service.



How this project benefits bus users

- ✓ More frequent services
- ✓ More areas served
- ✓ More reliable journeys
- ✓ Services easier to understand
- ✓ Greater confidence when buses will arrive

How this overcomes Lincolnshire's challenges

- Will increase patronage, making the services more financially viable and sustainable
- Increase in the number of early morning and evening services, providing better access to jobs, education and leisure opportunities
- Helps to reduce the average bus fleet age – and younger buses mean fewer emissions
- Ensures a consistent look and feel of bus stop infrastructure
- Provides services to new developments, integrating those developments into the wider town and reducing the need for car use

How this meets the needs of Bus Back Better

- ✓ Stabilises the network in our market towns
- ✓ Provides intensive and improved services
- ✓ Provides bus priority in the areas that need it
- ✓ Simple ticketing through contactless payments
- ✓ Services integrated with other bus services and rail services
- ✓ Coherent and consistent bus information at bus stops
- ✓ More modern buses

InterConnect Demonstration Corridor

Our inter-urban bus network is in need of additional support to encourage passengers to return. The national £2 fare cap launched in January 2023 has helped to reduce and simplify fares across the network, and we have seen our operators keen to take part in the scheme as it extends and evolves. However, the Lincolnshire Bus Partnership sees the InterConnect network as playing a key role in moving people between towns and around the county efficiently, and identifying one demonstration corridor to enhance services and enhance infrastructure is a key component of this BSIP.

Service 100 that operates between Lincoln, Gainsborough and on to Scunthorpe is one of our flagship InterConnect services. The service operates 7 days per week on an hourly headway, from 6am with the last midweek Lincoln departure at 9pm. The corridor was last upgraded around 20 years ago, and is need of further investment in vehicles, service levels, bus stop infrastructure and information provision.



What we will deliver

We will carry out a significant upgrade along the entire service 100 corridor. There will be three parts to this: Infrastructure enhancements, service enhancements and improved information provision. In terms of infrastructure enhancements, we will:

1. Upgrade the most popular bus stops to bus shelters. This will seek to make the bus more attractive through the provision of shelter from the elements throughout the year.
2. At the most popular bus stops we will introduce real time information displays, integrated into the design of the bus stop. Providing live information for bus arrival times will help to increase confidence in services and drive patronage growth.

3. Upgrade unmarked bus stops to ensure they have a flag and pole and hard standing (as a minimum) or a raised kerb (where necessary). It is essential that there is a consistency in the look and feel of the bus stop infrastructure along the entire corridor and that bus users feel confident that once within the 'network', it will enable them to get around as they wish.

In terms of enhancing services, we will:

1. Provide financial support to significantly enhance the timetable to include more early morning, evening and weekend services.
2. The operator will provide upgraded vehicles to include refreshed livery, next stop announcements and new flooring, significantly enhancing the interior and

exterior of the existing buses (which are around 6 years old on this corridor). We will explore whether ZEBRA funding may be available to trial alternative zero emission fuel sources.

3. To improve reliability, we will ensure that traffic light priority is given to all late running bus services along the entire corridor to provide greater reliability for bus users. We will also explore extending the route to serve popular trip attractors on the outskirts of Scunthorpe to provide better access to retail and leisure opportunities. We will also look to introduce other priority measures where appropriate. In Lincoln, priority measures identified include: a traffic light priority trigger for buses joining Lindum Hill from Pottergate bus gate and the extension of the bus lane on the High Street amongst other options.

In terms of upgrading information, we will:

1. Ensure all bus stops and shelters along the corridor have double, triple or quadruple information displays.
2. Enhance all bus stop information to include the latest timetables and other information to promote the service to drive up patronage growth.
3. Promote widely the enhancements made to the service in Lincoln,



Gainsborough, and all locations along the corridor to encourage greater use of the service. We will use social media, Council media platforms as well as operator-own media platforms.

In the short term, we will not look to introduce fare or ticket promotions due to the national £2 flat fare scheme. While this will change to £2.50 in November 2023, we expect it to last for at least 12 months after that date, thus any fare promotions will be included within our 2024 BSIP.

How this project benefits bus users

- ✓ More frequent services
- ✓ More reliable journeys
- ✓ Services easier to understand
- ✓ Greater confidence when buses will arrive

How this overcomes Lincolnshire's challenges

- Increases patronage, making services more financially sustainable
- Increase in early morning and evening services – better access to jobs, education and leisure
- Reduces the average bus fleet age – younger buses = fewer emissions
- Consistent look and feel of bus stop infrastructure

How this meets the needs of Bus Back Better

- ✓ Stabilises a core part of the InterConnect network
- ✓ Provides intensive and improved services
- ✓ Provides bus priority in the areas that need it
- ✓ Services integrated with other bus services and rail services
- ✓ Coherent and consistent bus information at bus stops
- ✓ More modern buses

Rural Interchange Hub Demonstration Corridor

Lincolnshire has seen significant residential development, with many more planned across our county. Where these developments take place in our more rural villages, we find that our villages are growing away from the main bus stop(s) in the centre of the village. This is particularly noticeable in areas to the south of the county along the corridor between Bourne and Peterborough in villages such as Thurlby and Langtoft. The image below highlights the main A15 corridor running north to south, while the village of Thurlby is growing increasingly to the west of the main road and bus corridor.



To encourage bus use, either the bus can be made to come closer to the new residential developments – which costs time and resources as additional vehicles would be needed – or the new residential developments could be made to be more accessible to the local bus stop(s). Meeting the ‘1st and last mile’ challenge could make bus services more attractive to more people.

What we will deliver

Through discussion with the Lincolnshire Enhanced Partnership, it has been agreed to trial rural interchange hubs in our growing villages along the A15 corridor between Bourne and Peterborough to enable people to access the bus stops. This will involve:

1. Feasibility studies to determine the most appropriate modal hub for the village. This could range from a simple Sheffield cycle stand to enable people to cycle to the local bus stop, to more secure cycle storage with CCTV cameras, to car parking near the bus stops to enable pocket park and ride systems to develop.
2. Design and construction of the hub(s) in and around Northorpe, Thurlby, Baston and Langtoft.
3. Within the design, we will look to develop the bus stop infrastructure to provide shelters instead of poles and flags at busier stops, and incorporate real-time information into the bus stop design to give greater user confidence and provide high-quality bus stop information.
4. Promote and raise awareness of the new infrastructure to encourage its use. This will involve targeted mail shots in the target villages, as well as wider social media promotion to ensure local residents are aware. The local bus operator (Delaine Buses) will also look to promote the infrastructure enhancements amongst its customers and across the local area.

How this project benefits bus users	How this overcomes Lincolnshire’s challenges	How this meets the needs of Bus Back Better
<ul style="list-style-type: none"> ✓ Easier access to bus stops ✓ Greater confidence in using the bus 	<ul style="list-style-type: none"> ■ Increases patronage, making services more financially sustainable ■ Integrates new residential developments into the bus network 	<ul style="list-style-type: none"> ✓ Services integrated with new residential developments ✓ Coherent and consistent bus information at bus stops

Upgrade of Bus Stop Infrastructure

While the three projects above will all include upgrading bus stop infrastructure in those specific areas, Lincolnshire County Council has carried out a thorough review of its bus stop infrastructure estate and identified a number of inconsistencies and deficiencies. A key part of this BSIP is therefore to upgrade bus stop infrastructure where it is required based on need.

What we will deliver

In Lincolnshire, we have many bus stops that do not have hard standing. We have identified the 35 most used bus stops without this most basic of infrastructure and, where physically viable, install hard standing to enable bus users to board and alight buses more easily.

In areas of high footfall and bus use – as well as sufficient roadside space – we will upgrade bus stops to bus shelters to provide shelter from the elements. This

will provide a more prominent image of the bus network in areas of higher footfall and raise the profile of bus use, as well as making it easier to use the bus.

Where we introduce shelters, we will incorporate real time information to provide bus users with better and more reliable information. Alongside this, upgrading all bus stop information will be carried out to provide a consistent and high-quality approach across the county. This will include all timetables operating at that bus stop, in addition to further information about making connecting and onward journeys.

We have identified the following selected bus stops for upgrades to infrastructure, and will continue to identify further stops in discussion with the Enhanced Bus Partnership.

1. **Bus Stop A** – Lincoln Road, Skegness – introduction of hard standing on the southbound carriageway from current grass verge.
2. **Bus Stop B** – Station Road, Waddington – upgrade from a pole and flag to a bus shelter.
3. **Bus stop C** – Methodist Church, High Street, Lincoln – introduction of real-time information display.



How this project benefits bus users

- ✓ Easier access to bus stops
- ✓ Greater confidence in using the bus

How this overcomes Lincolnshire's challenges

- Increases patronage, making services more financially sustainable

How this meets the needs of Bus Back Better

- ✓ Coherent and consistent bus information at bus stops

Bus Service Support

COVID-19 continues to have a significant impact on bus patronage in Lincolnshire. Revenues have not recovered for bus operators as they would have hoped or expected, thus many of our services are becoming increasingly challenging to sustain for commercial operators. Lincolnshire already has an extensive network of supported bus services, often aligned with school services, however, we recognise that there is more support that can be given.

The County Council will look to provide additional support to local bus operators – where BSIP funding is available – to sustain services at 2023 levels where possible. Funding will be targeted at those services using the following supported service decision making matrix. This presents the Council’s priorities for ensuring that all local residents have access to a local bus service first and foremost, followed by a prioritisation of the types of service required to maintain a robust network across the county.



However, the Council will continue to engage with operators on an individual basis – as it has for many years, and particularly during the COVID pandemic – and assess operator requests for support using the following principles:

- Ensure every resident has access to a local bus service 6 days a week
- Provide for essential journeys accessing education and employment opportunities
- Maintain a countywide network of frequent Inter Connect services, operating 6 days a week
- Maintain a network of Into Town networks operating 6 days a week
- Maintain a network of Call Connect services providing demand responsive services for residents
- Identification of best value local bus options based on demand and assessment of costs

How this project benefits bus users and overcomes Lincolnshire’s challenges

- ✓ Ensures stability in the bus network
- ✓ Greater confidence in using the bus

How this meets the needs of Bus Back Better

- ✓ Stabilises the bus network



Boston College Bus Driver Training Academy

All bus operators in Lincolnshire have identified a lack of qualified drivers as a significant challenge for their business and training and recruiting new drivers is carried out at a significant cost. This is a long-standing issue, and not just one that is being seen nationally at this moment in time. This BSIP identifies a long-term solution to these challenges.

In January 2021, the government announced a new White Paper – Skills for Jobs – which outlines the ambition of strengthened, purposeful links between employers and further education providers. By positioning employers from the transport industry at the heart of defining local skills needs, Boston College is well-placed to deliver on this promise for the benefit of Lincolnshire’s transport infrastructure. The proposal in partnership with the County Council is to develop and provide a bespoke and holistic training

academy to meet the skills shortage in a variety of roles from driving and passenger assistance to maintenance incorporating electric and hybrid electric vehicle technologies. From September 2023, Boston College started training HGV and bus drivers, but has only produced a small number of bus drivers to date.

It is necessary to provide additional financial support to increase the number of students attending and successfully completing their PCV (Passenger Carrying Vehicle) licence. Additional funding shall be spent on promotion and recruitment of more suitable students, as well as supporting the College to continue to provide the course in the medium term to train more bus drivers.

We will also work with the College to develop courses such as mechanical and digital maintenance to passenger



assistance, not only providing core elements of compliance but crucially, an enhanced offer to ensure that Lincolnshire’s operatives are considered the ‘best in class’ for passenger safety, service and support.

As an example, the driver training programme will commence with a ‘Ready to Roll’ course designed to determine an applicant’s appropriateness for the job and their ‘drive to drive’ using an intensive ‘sector skills work academy’ approach. This will test a candidate not only on their driving abilities but also their individual aptitude for the role in terms of responses to professionalism and personal performance. The academy will also offer bespoke commercial training, apprenticeships for drivers and maintenance crew and short courses aimed at passenger support assistants.

By harnessing the strong synergies between existing courses and those that could meet the needs of the bus services in Lincolnshire, the partnership proposal will provide our workforce, including young people, with relevant and much-needed skills alongside a rich source of workplace opportunities during or once their courses are complete. In addition, it provides our bus operators with a pool of potential drivers, passenger assistants and other qualified roles within the local bus industry thereby reducing disruptions to service and providing a consistently first-class offer to all customers.

The unwavering training standard for staff emerging from the academy will be a critical factor in achieving a key outcome of the bid – to encourage consumers to return to and use public transport through meeting exacting expectations of service.

How this project benefits bus users

- ✓ Operators will have drivers to maintain or expand existing bus network

How this overcomes Lincolnshire’s challenges

- Increased pool of drivers for operators to employ
- Enables scope to increase service provision

How this meets the needs of Bus Back Better

- ✓ Stabilises the bus network
- ✓ More socially necessary bus services

LINCOLN CENTRAL BUS STATION



Lincolnshire Passenger Charter

In April 2024, Lincolnshire County Council and local bus operators launched the Bus Passenger Charter. This is a key deliverable of the Enhanced Partnership Scheme launched in April 2023. The Passenger Charter aims to provide bus users in Lincolnshire with what they can expect from bus operators, and what they can do about it if their expectations are not met. Bus operators and the County Council have developed this BSIP in order to drive patronage growth, and the passenger charter helps to provide greater confidence in the service they can expect to receive.

Lincolnshire County Council (LCC) is your Local Transport Authority. LCC works to co-ordinate and improve all public transport within its borders.

All operators of bus services running within Lincolnshire have adopted this passenger charter, which does not affect your legal rights.

All our bus passengers can expect:

- you can expect at least 99% of journeys to be operated each week unless there are exceptional circumstances beyond the operator's control
- a clean bus – your vehicle will be cleaned internally and externally at least once every day
- a friendly and helpful driver
- CCTV in operation on an increasing number of buses for your security
- a range of value for money tickets and passes that are easy to understand and purchase
- a day rover ticket valid on all buses running in the Authority area
- your bus will normally arrive at your starting point within five minutes of the scheduled time
- your driver will keep you informed if your bus is seriously delayed

Single fares on some services are capped at a wallet-friendly £2



- a network of bus routes connecting our towns, and Lincoln, and running along all our major roads
- real-time next bus displays at major stops, and also on our smartphone app
- up-to-date timetable and fare information available online
- a space on every bus large enough to take one wheelchair or two buggies
- timetable changes to be restricted to six times per year

Performance against operational targets will be published monthly on the Linbus.info website.

Customer feedback and queries

If you feel we have not met your expectations, please let us know – we actively welcome comments and

suggestions as well as complaints. Please complain directly to us, your bus operator, in writing. Details of how to do so can be found on each operator's website, or Linbus.info where contact details for all operators can be found.

We commit to responding to all complaints within 7 days.

If you are dissatisfied with the operator's response, you can escalate the issue to Bus Users UK who are the only Dispute Resolution Body for bus and coach services. You can contact Bus Users UK as follows:

Post: Bus Users, 22 Greencoat Place
London, SW1P 1PR

Telephone: 0300 111 0001

Email: complaints@bususers.org

Web: <http://www.bususers.org/complaints>

How this project benefits bus users

- ✓ Bus users will be more aware of what to expect and what to do if the standards of local bus services does not meet their expectations

How this overcomes Lincolnshire's challenges

- It helps to make bus users more aware of local bus services, and makes bus operators more accountable to users, driving up the standards of bus services countywide

How this meets the needs of Bus Back Better

- ✓ A Bus Passenger Charter is a requirement of the Lincolnshire Enhanced Partnership and was strongly encouraged within Bus Back Better and later DfT guidance on delivering Enhanced Partnerships

Section 5

Reporting

Each project/workstream will have its own implementation plan, with a designated project lead to coordinate and oversee progress. The Lincolnshire Enhanced Partnership Board meets on a quarterly basis, monitors progress and takes responsibility for the development and agreement of schemes that will be part of the EP Plan.

Lincolnshire County Council’s BSIP officer will be responsible for overall monitoring, collection and collation of data, to assess progress with expected outputs/outcomes and towards targets. Progress and performance towards targets to be reported in a performance report published every 6 months.

The Lincolnshire Enhanced Partnership Board will be responsible for updating the BSIP on an annual basis as the Board learns from the delivery of different schemes and the impact of those.

[The 6-monthly performance reports will be published on Lincolnshire County Council’s website.](#)



Overview Table

Name of authority or authorities	Lincolnshire County Council
Franchising or Enhanced Partnership	Enhanced Partnership
Date of re-publication	12 June 2024
Date of next annual update	2025
Published report	View the published report

Image: Erhan Inga / Shutterstock.com

Section 6

Summary of BSIP Scheme Delivery

Name of local authority	Lincolnshire County Council
Enhanced Partnership(s) Scheme covered by the BSIP	Lincolnshire Enhanced Partnership Scheme
Date of publication	30 June 2024
Web address (URL) of the published BSIP	www.lincolnshire.gov.uk/bus_service_improvement_plan

Improvements Programme to 2025

Improvements Programme	List of names schemes and measures	Budget/cost (£)
Bus priority infrastructure	Traffic light priority at signalised intersections across Lincolnshire.	£0
	Trial the reduction of required delay to trigger bus priority from 3 minutes to 2 minutes and 1 minute	£0
Other bus infrastructure	Roll out of real time displays across Lincolnshire	£1,000,000
	Audit of all bus stop infrastructure in Lincolnshire	£82,000
	Repair and upgrade bus stop infrastructure	£1,200,000
Fares support	£2 capped fare scheme on Callconnect until December 2024	£84,000
	Sleaford Intotown £1.00 fare scheme	£10,000
Ticketing reform	N/A	£0
Other schemes and measures	Intotown service enhancements in Gainsborough, Grantham, Sleaford, Skegness, Boston, Stamford	£2,432,149
	Interconnect and other inter-urban service enhancements	£2,837,399

Ambitions & proposals for 2025 & beyond

Ambitions & proposals	Description	Estimated cost (£)
Service level and network coverage	<p>Evening bus services will be introduced where there is demand in our market towns, Lincoln and in tourist areas during peak season. Our aim is to provide services to 11pm (or beyond where there is demand) throughout the week.</p> <p>We will enhance Sunday services on IntoTown and InterConnect routes where there is local demand.</p>	<p>£500k/yr</p> <p>£850k/yr</p>
Bus priority	<p>We will maintain traffic light priority at all signalised junctions, and continue to reduce the lateness requirement to trigger the priority.</p> <p>We will maintain existing bus lanes and priority infrastructure, but continue to monitor where additional bus priority may be required.</p>	£0
Lower and simpler fares	<p>We will maintain the £2 fare cap on CallConnect services until December 2024. We will then seek to match the national fare cap offer from 2025 and beyond.</p>	£84,000/yr
Ticketing	<p>We will introduce c.EMV multi-operator capping once technology allows. We will continue to work with Midlands Connect to ensure we are in a position to roll out the capping technology once it has been proven.</p>	£0/yr
Waiting and interchange facilities	<p>We will continue to upgrade bus stops and waiting infrastructure, providing real time information at our more of our popular bus stops.</p> <p>At bus stations we will introduce totems and real time displays to provide high quality information</p>	£250k/yr
Bus information and network identity	<p>All marketing and publicity now has a consistent brand and message, providing a Lincolnshire-wide standard. This provides users with a consistent identity to know that they are at a Lincolnshire bus stop, or looking at information for a Lincolnshire bus service.</p>	£50k/yr
Bus passenger experience	<p>We will continue to monitor the passenger experience through Transport Focus surveys. We will respond to common themes and issues that arise from 2025 and beyond.</p>	£25k/yr
Bus fleet	<p>We want our operators to improve and renew their bus fleets. Our aspiration is that by 2030, operators will be operating all Euro VI buses, but improved bus fleets can only be realised if the bus network is commercially attractive. All the plans identified within this BSIP should support the commercial viability of the Lincolnshire bus network, which will feed throughout in to newer buses.</p>	£0/yr
Accessibility and inclusion	<p>We will upgrade our bus stops so more have hard standing and level boarding.</p> <p>We will introduce audio announcements through real time displays to enable those partially sighted to have access to bus information.</p>	£150k/yr
Longer term transformation of the network	<p>Lincolnshire has a strong foundation of a network upon which to build. Incremental improvements to bus stop infrastructure, to bus service provision, to information and fares and ticketing, will provide a reliable and sustainable bus network to enable all Lincolnshire residents to use the bus if they want to. An 'evolution not revolution' approach is what is needed and will be delivered.</p>	£0/yr

This BSIP is supported by our local bus operators and our local partners:



Lincs District Authorities





Lincolnshire County Council, County Offices, Newland, Lincoln, LN1 1YL

T: 01522 552222 www.lincolnshire.gov.uk



Open Report on behalf of Andy Gutherson, Executive Director – Place

Report to:	Highways and Transport Scrutiny Committee
Date:	29 April 2024
Subject:	North Willingham Highways Depot - Replacement of Vehicle Store

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the North Willingham Highways Depot - Replacement of Vehicle Store.

This decision is due to be considered by the Leader of the Council Executive Councillor: Resources, Communications and Commissioning and the Executive Councillor: People Management, Legal and Corporate Property between 03 - 07 May 2024. The views of the Scrutiny Committee will be reported to the Executive Councillors as part of their consideration of this item.

Actions Required:

That the Highways and Transport Scrutiny Committee: -

- (1)** considers the attached report and determines whether the Committee supports the recommendations to the Leader of the Council Executive Councillor: Resources, Communications and Commissioning and the Executive Councillor: People Management, Legal and Corporate Property as set out in the report.
- (2)** agrees any additional comments to be passed on to the Executive Councillors in relation to this item.

1. Background

The Executive Councillors are due to consider the North Willingham Highways Depot - Replacement of Vehicle Store between 03 - 07 May 2024. The full report to the Leader of the Council Executive Councillor: Resources, Communications and Commissioning and the Executive Councillor: People Management, Legal and Corporate Property is attached at Appendix A to this report.

2. Conclusion

Following consideration of the attached report, the Committee is requested to consider whether it supports the recommendations in the report and whether it wishes to make any additional comments to the Executive Councillors. Comments from the Committee will be reported to the Executive Councillors.

3. Consultation

The Committee is being consulted on the proposed decision of the Leader of the Council Executive Councillor: Resources, Communications and Commissioning and the Executive Councillor: People Management, Legal and Corporate Property between 03 - 07 May 2024.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Report to the Leader of the Council Executive Councillor: Resources, Communications and Commissioning and the Executive Councillor: People Management, Legal and Corporate Property on North Willingham Highways Depot - Replacement of Vehicle Store.
Appendix B	Breakdown of Project Costs (Exempt from publication by virtue of paragraph 3 of part I of Schedule 12A of the Local Government Act 1972)
Appendix C	North Willingham Highways Depot – Proposed Block Plan
Appendix D	North Willingham Highways Depot – proposed ground floor general arrangement

5. Background Papers

No background papers within the meaning of section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Matthew Stapleton Senior Project Manager, Corporate Property who can be contacted by e-mail at matthew.stapleton@lincolnshire.gov.uk.



Open Report on behalf of Andrew Crookham, Deputy Chief Executive & Executive Director - Resources

Report to:	Councillor M J Hill OBE, Leader of the Council and Executive Councillor for Resources, Communications and Commissioning Councillor R Butroid, Executive Councillor for People Management, Legal and Corporate Property
Date:	3 - 7 May 2024
Subject:	North Willingham Highways Depot, Replacement of Vehicle Store
Decision Reference:	I032312
Key decision?	Yes

Summary:

As part of Lincolnshire County Council Highways' responsibility to treat the county's roads in winter and keep residents safe, it is essential to provide adequate storage for gritting and ploughing vehicles.

The current vehicle store at North Willingham Highways Depot is no longer fit for purpose and is only usable due to temporary repair works which were carried out in mid-2023. It is in need of removal and replacement with a new, larger store which can accommodate the newer vehicles and their snowplough attachments.

This report provides a scheme appraisal and recommendation for the procurement of the design of a new store, demolition and removal of the existing building and construction of the new store, with associated electrical works and ground works.

Recommendation(s):

- (1) That the Leader of the Council approves the procurement of the removal and replacement of the vehicle store at the North Willingham Highways Depot (Scheme) as detailed in the report.
- (2) That the Executive Councillor for People Management, Legal and Corporate Property approves:
 - (a) The carrying out of the procurement process for delivery of the Scheme; and

(b) Delegates to the Executive Director of Resources in consultation with Executive Councillor for People Management, Legal and Corporate Property authority to take all decisions necessary to progress the Scheme up to and including the determination of the final form contracts and award and execution of those contracts and any other documentation necessary to deliver the Scheme resulting from the procurement process.

Alternatives Considered:

1.	Do nothing - This option is not recommended as further deterioration of the current vehicle store, already in an unacceptable condition, will negatively impact on service provision and public safety if vehicles cannot be properly stored and maintained.
2.	Traditional procurement – This option is not recommended as we are procuring this project through a framework to achieve time, cost and quality efficiencies required for the project in line with the Council’s procurement strategy.

Reasons for Recommendation:

Approval is sought for the replacement of the vehicle store at North Willingham Depot because:

1. The project will deliver the replacement building which will enable gritting works to continue across this area of Lincolnshire.
2. The existing building is in a dangerous condition and only supported by temporary repairs. Replacing it will improve the safety of the site and the staff who work there.
3. Funding for the project is already committed within the Repair & Maintenance programme.

1. Background

- 1.1 The Highways depot at North Willingham provides a base for part of LCC’s gritter fleet, which helps ensure the County’s roads are safe during the winter. The current store for these gritter vehicles is in an extremely poor state of repair and temporary measures have been introduced to ensure it remained operational through the last gritting season.
- 1.2 In order to ensure that the gritter vehicles are adequately protected and can continue to operate, it is essential to replace the existing store with a new, larger building.
- 1.3 The work for this has to be carried out during the closed season for the gritter vehicles, which runs from May to the end of September. This is the only time that the depot is quiet enough to allow works to take place and when the vehicles can be relocated to another site.

2. Procurement

- 2.1 The construction of the Scheme will be procured in accordance with the Council's Contract Procedure Rules and Public Contracts Regulations 2015 using a Design and Build Contract procured through the Pagabo Framework for Medium Works. This is an EU compliant framework which the Council is eligible to access and permits the direct award of contract or award of contract via further competition of those contractors admitted to the Framework.
- 2.2 The use of construction frameworks to procure construction work is well established with the following benefits:
- Improved predictability of outcome in terms of time, cost and quality
 - Efficiency savings achieved through aggregating work
 - Early engagement of the supply chain in the project
 - Continuous improvement
 - Provides employment opportunities and skills development to the construction market
 - Provides greater value for money

3. Scope of Works

- 3.1. The existing vehicle store, which is largely constructed of asbestos sheeting, will be dismantled and removed by a specialist contractor.
- 3.2. Electrical supplies to the offices on site and other store buildings will be disconnected from the existing building and relocated into a new, standalone enclosure.
- 3.3. An existing vehicle inspection pit, that is now redundant, will be filled in and concreted over to provide a safe surface for the vehicles and staff.
- 3.4. New pad foundations for a larger steel framed building will be created by removing sections of the existing concrete apron.
- 3.5. A new steel framed building will be constructed to house the gritter vehicles. This building will be an open fronted store, clad in profile sheeting, with rooflights, new low-power LED lighting and small power for handheld equipment.
- 3.6. The intention is for construction to mobilise in late May 2024 for completion in September 2024.
- 3.7. The total project cost is to be funded through Corporate Property's Repair and Maintenance budget.

4. Project Cost

- 4.1 The project cost for the works is approximately £725,000 inc risk budgets.
- 4.2 For details of how this is broken down and anticipated contract cost please see exempt appendix A.

5. Value for money

- 5.1. Using technical expertise via the Council's partnership with Kier ensures that all costs are consistent with industry averages. Corporate Property refers to the Building Cost Information Service (BCIS). The BCIS is part of the Royal Institution of Chartered Surveyors and is a provider of cost and price information for the UK construction industry.
- 5.2. The project at North Willingham Depot is a replacement steel framed building. For comparison purposes the replacement has been compared to BCIS independently.
- 5.3 The construction budget for North Willingham Highways Depot, without fees, employer's risk allowance and external works is approximately £684,000. This represents a cost of £1,425 per m² for the new building.
- 5.4 The cost of the refurbishment project is below the mean value of the BCIS comparison of similar projects, when issues such as the removal of asbestos, diversion of electrical supply and enhancement of the building foundations is taken into account. 'This means that the project, when benchmarked against similar projects in the BCIS database, represents good value for money'.

6. Design approval process:

- 6.1. In keeping with other schemes carried out by Corporate Property, a series of meetings were held with representatives from the service to agree the baseline schedule of accommodation. The final schedule of accommodation is based on the current building, updated statutory guidance and service feedback around the requirements for the new store.
- 6.2. Overall design principles were discussed to identify what the specification for the new store should be. This ensured that specialist knowledge and needs of the team operating the site were used to define the accommodation requirements and the external areas of the site.
- 6.3. Members of the Project and Design Teams were fully aware of the need to ensure that best value for money was achieved and of the likely financial pressures to the Scheme. Regard to value for money was given at all stages of the design process and the scope and some design solutions were revised several times to achieve the best compromise between service outcomes and the affordability of the build project.

7. Cost Control

7.1 Given the level of uncertainty within the construction industry, Corporate Property, alongside Kier project managers and quantity surveyors actively manage all contractors delivering the capital programme and have sought opportunities to control costs in the design process, whilst meeting all essential requirements. Various measures have been undertaken:

(a) The specification for the new store has been developed with input from both Corporate Property's Delivery team, Facilities Management and the service operating the site. By taking this approach the Council is only meeting the priority requirements for delivering the gritter service in this area of Lincolnshire.

7.2 By only replacing the existing building with a like-for-like facility and consistently challenging costs, Corporate Property can provide assurance that the capital build will meet all needs in an appropriate and cost-effective manner.

8. Inflationary pressures driving cost increases

8.1 Inflation within the construction industry outstrips inflation across the wider economy.

8.2 As reported in trade press and according to the Office of National Statistics, in February 2023 inflation added £23bn to the cost of the sector's output when compared to pre-pandemic levels.

8.3 During the summer of 2022 many goods within construction were experiencing a staggering (average) price increase of 25%, for 2023 (so far) this has dropped to 15% but some products are still running at 20% whilst insulation is experiencing an inflationary rate of 50%.

8.4 It has been widely reported in the national press, by central government and in previous Executive reports the main drivers for the inflationary increases.

In summary, global supply chains are still recovering from the pandemic, the supply chain shocks of the war in Ukraine are felt in terms of raw material cost increases (gas, electricity, oil) and additional demand pressure on existing supply chains, changes to the regulatory environment (red diesel can no longer be used on construction sites), labour shortages and inflationary pressure on wages, to name a few factors.

8.5. Notwithstanding the information presented above, this project compares favourably with BCIS and is felt to represent good value for money against industry benchmarks.

9. Supply Chain mitigation

9.1 The Local Authority has limited scope to mitigate the issues outlined in Section 8 due to the international nature of the problem. However, Corporate Property is active in pursuing marginal gains and exploiting opportunities (where they exist) to ensure best value for the local authority. The following is being pursued:

- (a) The procurement activities will be monitored on a monthly basis given the significant rise in costs in a short space of time.
- (b) The team are constantly assessing if alternative (cheaper and lower quality) materials can be used.
- (c) Where practicable, ensure work packages (e.g. steel, concrete, cladding) costs are tested within the market, and that 3 quotes are achieved which evidence value for money (in today's extreme market this may not be possible because some supply chain partners are not always submitting prices).
- (d) Costs continue to be robustly challenged, all costs submitted by contractors using client or partner expertise (e.g. quantity surveyor, cost management consultant).
- (e) During contract negotiations it is ensured that Council's position is protected by establishing that risk is dealt with appropriately, e.g. ensure that the contractor does not unreasonably price-in inflationary cost pressures resulting in an artificially high contract price, or to actively discuss with the contractor where the Council may decide to 'own' the risk.
- (f) Consider buying materials in bulk and/or place early orders, either directly as the client or by underwriting the contractor to do so.

10. Legal Issues

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
- Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.
- Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding.

Compliance with the duties in section 149 may involve treating some persons more favourably than others.

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision-making process.

An Equality Impact Analysis has not been completed given the nature of the site, which does not allow public access.
--

Joint Strategic Needs Assessment (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS) in coming to a decision.

The proposed project is felt to contribute to the aims of the JSNA and JHWS by helping to safeguard the health of Lincolnshire residents.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the

need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area.

The section 17 matters have been taken into account but there are not considered to be any implications for the section 17 matters arising out of the decision.

11. Conclusion

- 11.1 Lincolnshire County Council has identified a need to replace the current vehicle store at North Willingham Highways depot, in order to protect the gritter vehicles and ensure Lincolnshire's roads are safe in the winter.
- 11.2 Executive Councillor for People Management, Legal and Corporate Property is therefore requested to approve the carrying out of the project and the award of a contract for construction of the new vehicle store, through a Design and Build contract under the Pagabo Framework, to RG Carter Construction Limited.

12. Legal Comments:

The proposal to procure the removal and replacement of the vehicle store as detailed in this report is within the Council's powers and by virtue of The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended) and is an executive function and within the remit of the Executive Councillor to consider and determine.

13. Resource Comments:

The estimated cost of £725,400 is allocated within the 2024/25 Corporate Repairs and Maintenance block budget held within the existing capital Investment programme. Subject to approval, the cost will be monitored in year within the corporate repairs budget and be reported on throughout the year as part of monthly Resources DLT updates and as part of the wider repairs programme via the Capital Review Group.

14. Consultation

a) Has Local Member Been Consulted?

No

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The decision will be considered by the Highways and Traffic Scrutiny Committee at its meeting on 29 April 2024 and the comments of the Committee will be provided to the Executive Councillor.

d) Risks and Impact Analysis -

	Impact	Likelihood	Rating	Mitigation	Category
Scope unaffordable, project does not proceed without value engineering.	Critical	Possible	6	Undertake detailed surveys/investigations to inform risk allowances at feasibility.	Economic / Financial
Further Asbestos-containing materials found in the vicinity of the works	Critical	Possible	6	Seek Asbestos Management Plan and undertake Refurbishment and Demolition survey	Legal / Regulatory
Poor or unknown condition of existing drainage.	Critical	Possible	6	A drainage CCTV survey to confirm the condition of the existing infrastructure.	Technical / Operational
Unexpected ground conditions, obstructions, soft spots, voids, contaminated material and contaminated groundwater	Critical	Probable	7	Phase 2 Soil Investigation Report to cover all the areas where excavation will be required.	Economic / Financial
Unexpected additional constraints on live site environment (limited working space/ access/ craneage etc)	Major	Possible	6	Site logistics plan to be determined once the building/site design is known.	Economic / Financial

15. Appendices

These are listed below and attached at the back of the report	
Appendix A	Breakdown of Project Costs (Exempt from publication by virtue of paragraph 3 of part I of Schedule 12A of the Local Government Act 1972)
Appendix B	North Willingham Highways Depot – Proposed Block Plan
Appendix C	North Willingham Highways Depot – proposed ground floor general arrangement

16. Background Papers

No background papers, as defined in the Local Government Act 1972, were relied upon in the writing of this report.

This report was written by Matthew Stapleton, Senior Project Manager, Corporate Property, who can be contacted on 07766 384257 or matthew.stapleton@lincolnshire.gov.uk

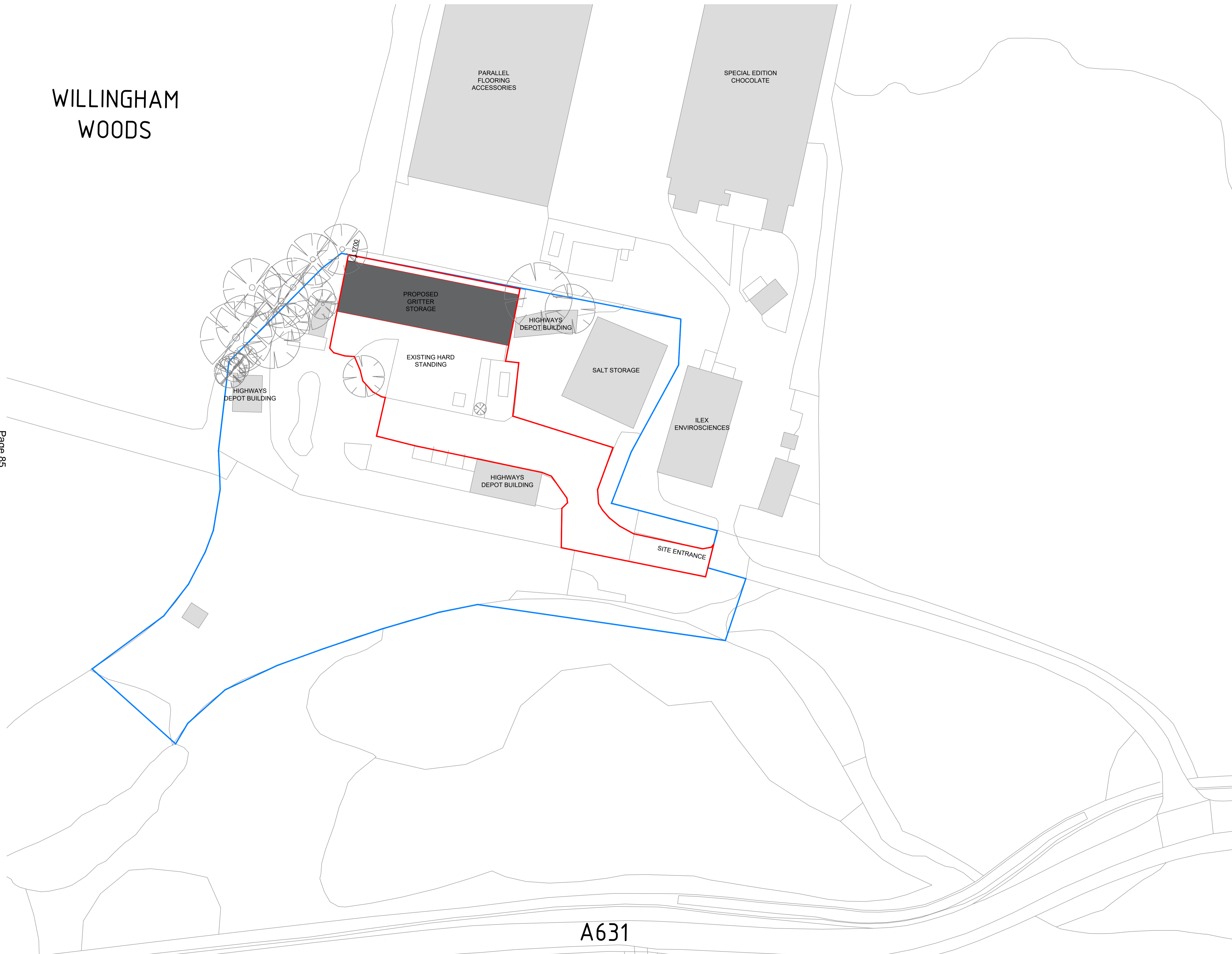
By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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WILLINGHAM WOODS

Page 85



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— LINE OF OWNERSHIP

— SITE BOUNDARY

NO	REVISIONS	DATE	BY	APP	STATUS

PLANNING

PROJECT:
NORTH WILLINGHAM
HIGHWAYS DEPOT
NEW GRITTER STORAGE
DRAWING TITLE:
PROPOSED BLOCK PLAN



drawn: BM checked: AG date: 26/02/2024 scale: 1:500/A1

project	originator	volume	level	type	number	status	revision
8646.CDG.XX.XX.DR.A.0006							S0.P00

VICTORY PARK, LONDON ROAD, ATTLEBOROUGH, NORFOLK, NR11 2JA. TEL: 01553 767788. E-MAIL: sales@cdg.co.uk

PROPOSED BLOCK PLAN SCALE: 1:500 @ A1

Appendix C

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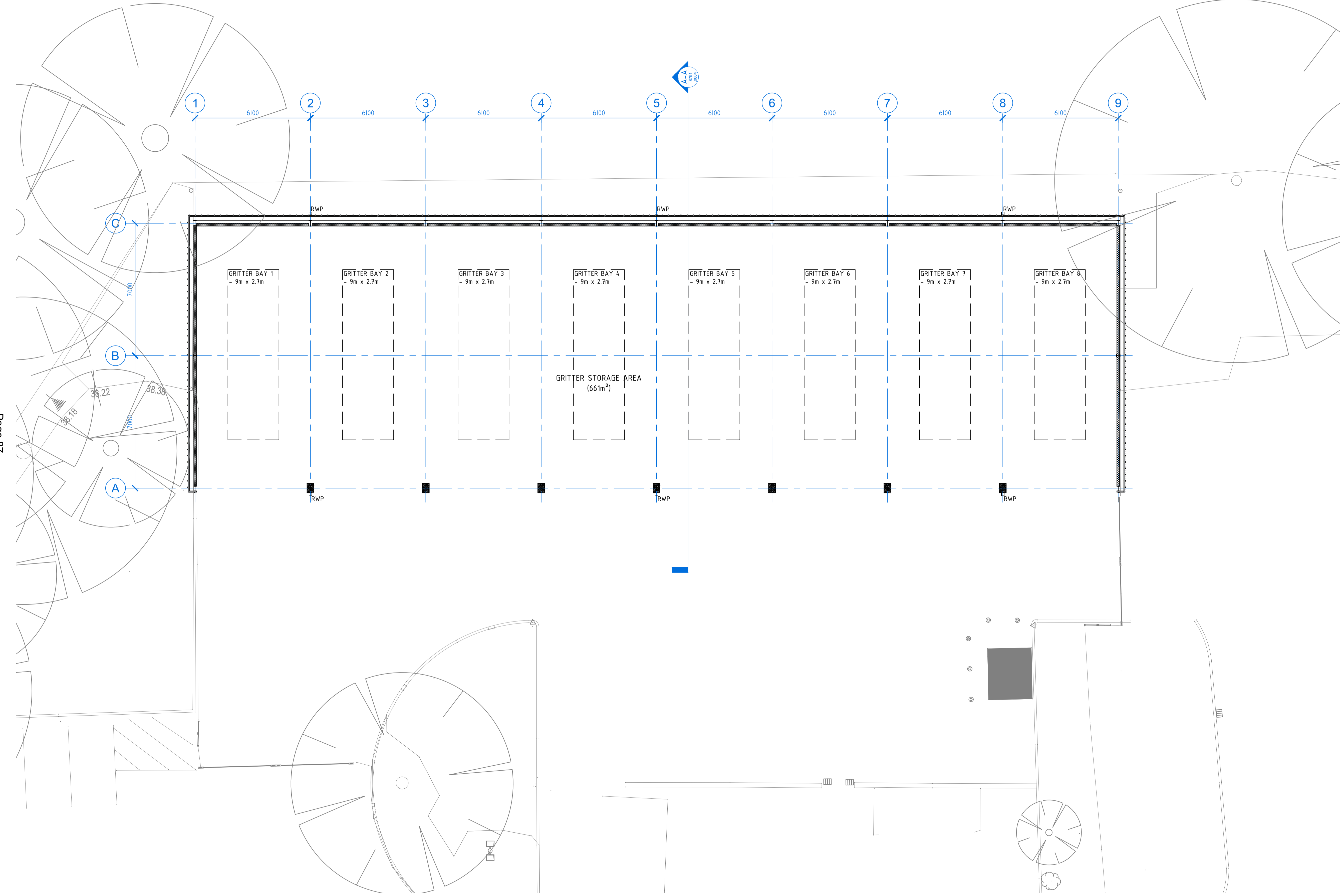
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NO	revisions	DATE	BY	REVISION

PLANNING

PROJECT
NORTH WILLINGHAM
HIGHWAYS DEPOT
NEW GRITTER STORAGE

DRAWING TITLE
PROPOSED GROUND FLOOR
GENERAL ARRANGEMENT

CDG
carter design group

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	NUMBER	STATUS	REVISION
8791.CDG.XX.00.DR.A.0001							S0.P00

VICTORY PARK, LONDON ROAD, ATTLEBOROUGH, NORFOLK, NR11 1DA. TEL: 01553 767788. E-MAIL: sales@cdg.co.uk

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Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to: **Highways and Transport Scrutiny Committee**

Date: **29 April 2024**

Subject: **Stamford Transport Strategy**

Summary:

Lincolnshire County Council is seeking to publish a new Stamford Transport Strategy. The strategy provides a place-based vision for the future of transport and travel in and around Stamford up to 2038.

Actions Required:

That the Highways and Transport Scrutiny Committee is invited to consider and comment on the proposed Stamford Transport Strategy.

1. Background

- 1.1 Lincolnshire County Council is seeking to publish a new Stamford Transport Strategy. The strategy provides a place-based vision for the future of transport and travel in and around Stamford up to 2038.
- 1.2 The transport strategy seeks to increase travel choices and improve the transport network for those living, working, and visiting Stamford. It aims to tackle congestion in the town centre, improve accessibility from more rural areas, deliver more sustainable and lower carbon travel options, and help the town grow, adapt and be resilient to wider challenges over the next 15 years and beyond.
- 1.3 Alongside protecting Stamford's unique character and historic core, it aims to provide a transport network that helps to deliver a vibrant town and thriving high street, improve access to local services and provide the infrastructure that allows the town to grow sustainably.
- 1.4 The strategy area covers the historic town of Stamford and its wider hinterlands extending to Uffington and Newstead in the east and is bordered by the A1 along the western edge.

2. Consultation

- 2.1 To ensure that the strategy was developed in a collaborative way, a range of engagement activities were undertaken. Members of the public and stakeholders were invited to comment on the transport and accessibility issues and challenges in Stamford by attending workshops and drop in events and by completing an on-line questionnaire. This process has helped shape what the strategy needs to achieve and has ensured that the key local issues were identified and fully understood. The engagement was undertaken with:

- elected members at key stages of the process to steer decision-making
- stakeholders at a series of workshops to help identify the specific travel needs, challenges and opportunities for improvements
- the general public to identify the transport challenges and to support the development of possible options/solutions - a total of 512 public survey responses were received as well as several hundred members of the public attending two drop-in sessions to provide their views.

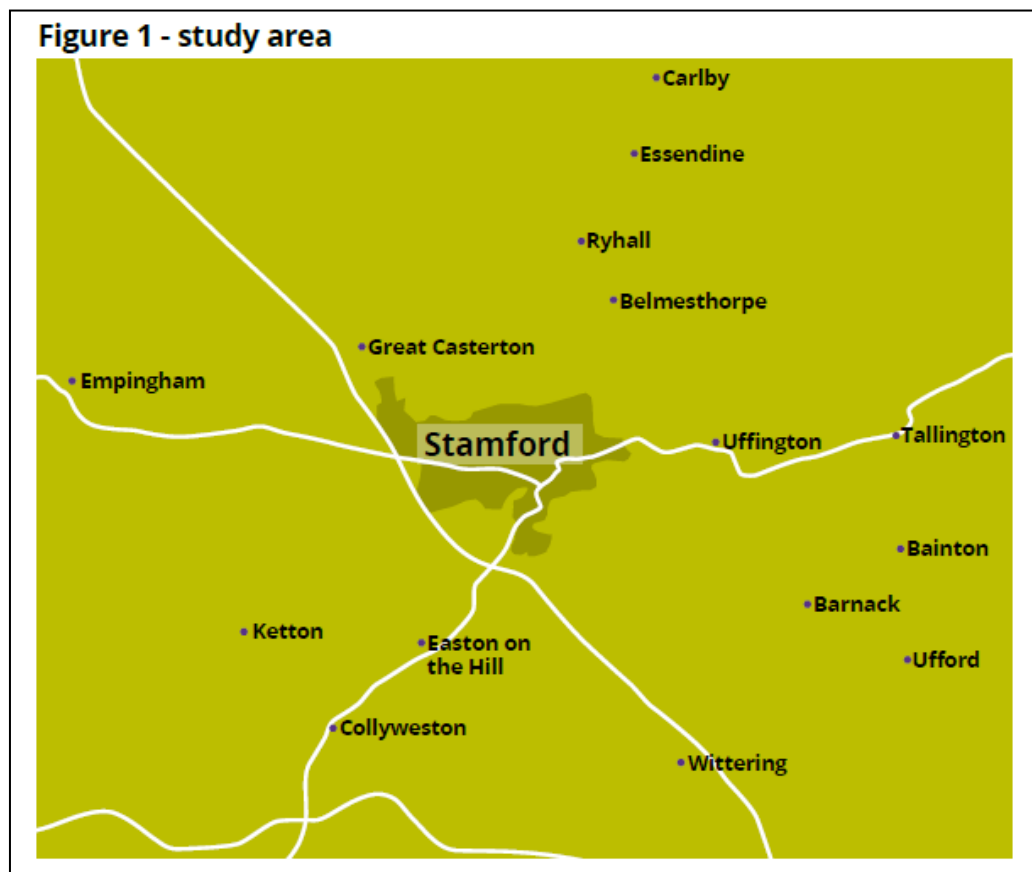
3. Stamford Transport Board

3.1 In addition to the above engagement, the Stamford Transport Strategy is underpinned by the Stamford Transport Board that meets quarterly and has been involved in each stage of the strategy development.

3.2 Moving forwards the Board would review any options that are taken forwards from the strategy.

4. Study Area

4.1 Figure 1 shows the study area for the strategy.



4.2 The final Stamford Transport Strategy attached at Appendix A has been developed by Lincolnshire County Council and South Kesteven District Council.

5. Supporting Slide Pack

5.1 Please see accompanying slide pack that provides an overview of the following aspects of the Stamford Transport Strategy:

- Strategy Process
- Evidence, Engagement and Opportunities
- What are the Challenges
- Vision of the Strategy
- Strategy Components
- Key Pillars
- Supporting Infrastructure

6. Conclusion

6.1 The Stamford Transport Strategy has been developed using an established process that mirrors those across the rest of the county and is grounded in technical evidence and public opinions. It has been delivered in conjunction with the Stamford Transport Board which has representative from Member and Officers from both the County Council and the District Council. The Transport Strategy accurately reflects the challenges identified and then poses a selection of interventions that can assist in helping address those challenges.

6.2 The Highways and Transport Scrutiny Committee are requested to note the information contained in the paper and offer any views or insights to the development or resultant product.

7. Consultation

a) Risks and Impact Analysis

Risks and Impact Analysis activities will be considered at the time that individual proposals within the strategy are progressed.

8. Appendices

These are listed below and attached at the back of the report	
Appendix A	Stamford Transport Strategy - Summary
Appendix B	Stamford Transport Strategy - Full Report
Appendix C	Stamford Transport Strategy - Presentation

9. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Sam Edwards, Head of Highways Infrastructure and Laboratory Services who can be contacted via email at sam.edwards@lincolnshire.gov.uk.

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Stamford Transport Strategy Summary

October 2023



Foreword

“Home to a collection of beautifully picturesque buildings, medieval churches and a historic charm that sits among the very best in England, Stamford is one of Lincolnshire’s most treasured gems.

Stamford welcomes hundreds of thousands of visitors every year and plays a very important role in the county’s economy. That’s why we’re committed to improving and investing in its local infrastructure and transport services to meet the daily needs of everyone that uses them, both now and in the future.

And this strategy will help achieve just that.

As part of its development, we spoke to residents, businesses, schools and other important local groups and organisations because the new Stamford Transport Strategy will affect every single person that lives, works and learns in the town.



Our main goals for this new strategy are to:

- protect and enhance Stamford’s historic core and vibrant town centre
- work towards transitioning to low carbon travel and low emission vehicles
- support the development in the local area
- improve connectivity and journey time reliability for central Stamford and the surrounding rural areas
- offer a wider range of affordable, reliable and environmentally-friendly travel options for people

In the end, we want to help make Stamford a more prosperous, attractive and healthier place to live, learn, work and visit – all while supporting planned economic growth for the area.

Within this document, you’ll find a number of proposals for us, the district council and developers to consider over the next twenty years, including enhancements to the town centre; the area’s roads; and its cycling and walking infrastructure.

Combined with other measures, like improving bus and rail services, the strategy aims to ensure that Stamford has the infrastructure it needs to meet travel demands over the coming decades.

The challenge now is finding the funding needed to make these improvements a reality. And the only way we’re going to be able to do that is if everyone gets behind the plan and works together.”

Cllr Richard Davies

Executive Member for Highways & Transport at Lincolnshire County Council



Overview

The Stamford Transport Strategy has been developed by Lincolnshire County Council (LCC) and provides a place-based vision for the future of transport and travel in and around Stamford up to 2038.

The transport strategy seeks to increase travel choices and improve the transport network for those living, working, and visiting Stamford. It aims to tackle congestion in the town centre, improve accessibility from more rural areas, deliver more sustainable and lower carbon travel options, and help the town grow, adapt and be resilient to wider challenges over the next 15 years and beyond.

Alongside protecting Stamford's unique character and historic core, it aims to provide a transport network that helps to deliver a vibrant town and thriving high street, improve access to local services and provide the infrastructure that allows the town to grow sustainably.

Figure 1 - study area



The strategy area covers the historic town of Stamford and its wider hinterlands extending to Uffington and Newstead in the east and is bordered by the A1 along the western edge.

What is the purpose of the strategy?



The strategy aims to provide the framework for improving the travel choices and everyday journeys for people living, working, and visiting Stamford over the short, medium, and longer term.

Sitting alongside the County Council Corporate Plan, The Green Masterplan and Lincolnshire's Local Transport Plan, the strategy will have an important role to play in helping to address a range of transport challenges that will affect Stamford over the coming years. These include:

- the need to protect and enhance Stamford's historic core and vibrant town centre
- the significant environmental challenges resulting from transport and travel and the transition to low carbon travel and low emission vehicles
- supporting the sustainable roll out of the town's planned housing and urban extension
- the need to provide a more connected and reliable transport network which serves both central Stamford and surrounding rural areas
- the need for improved travel choice and flexibility across different and changing travel patterns, including how people access different activities such as employment, education, healthcare, retail, leisure, and tourism

In developing this strategy, consideration has been given to a wide range of themes and issues including:

- the national and regional policy and strategic context and direction, including the transition to low carbon places, supporting economic growth and the wider trends which have an influence on Stamford
- the views and experiences of the public and stakeholders
- the changing way transport is provided and accessed, and the new challenges and opportunities presented by technology
- improving travel choice, as well as increasing opportunities to do things digitally
- the plans for new housing and the urban extension on the northern edge of Stamford
- the need to improve the links to the surrounding rural areas and villages



Vision



Stamford – A connected, vibrant and inclusive town.

Improving travel choice and enhancing public transport, walking, and cycling access to help protect the town's historic core and deliver a thriving, connected and future ready Stamford.

By 2038, Stamford will have continued to capitalise on its unique character and historic environment to deliver a vibrant and thriving town centre.

Enhancements to the public transport, walking and cycling network have helped to reduce congestion around the town centre, improve accessibility and protect the town's historic core and its cultural and heritage assets. Improved footways and crossings and targeted cycle improvements mean that walking and cycling is the natural choice for shorter journeys to and from the town centre and surrounding residential areas.

Rural-urban travel has also been improved through a combination of more frequent, reliable, and flexible local bus services and improvements to the highway network. Enhanced local bus stop facilities will have been delivered across Stamford, and in the surrounding villages, which will improve the customer experience and help to make bus travel a more attractive, inclusive, and viable option.

Improvements to the rail station have improved access for all and helped to turn it into a key transport hub for the town and gateway to the wider rail network. Importantly this has improved the experience for those travelling from outside of Stamford further supporting the town's visitor economy.

The high-quality walking, cycling, and public transport infrastructure has enabled the Stamford north and east developments to come forward in a sustainable way, minimising the impacts on the local road network. This has been embedded within both developments from the start and links into the wider improvements delivered across the town.

Strategic and local access to the town has also been complemented by a comprehensive network of electric and low emission charging infrastructure and a range of shared transport opportunities accessed through digital mobility platforms. This has included electric vehicle car clubs and e-bike hire.

Objectives

Objective theme	Objective
Protecting and celebrating heritage	To protect and enhance Stamford's unique historic core and heritage assets through reducing the impact of vehicular traffic and improving the public transport, walking, and cycling network
Thriving and vibrant high street	To improve access to Stamford's historic core for residents and visitors helping to increase footfall within the town centre and create a more people centric environment.
Economy and tourism	Strengthen Stamford's position as a key market town and visitor destination by improving strategic connectivity, public transport connectivity and network resilience.
Walking and cycling	To make walking and cycling the natural first choice for shorter journeys by improving the pedestrian environment in and around the town centre and cycle routes to the centre of Stamford.
Health and well being	To enhance the health and wellbeing of Stamford by improved air quality, reduced noise levels and increased physical activity and safety.
Sustainable urban extensions	To support the sustainable delivery of new housing and employment sites, including the Stamford North development, through integrating sustainable transport infrastructure and delivering strong walking, and cycling and public transport connectivity.
Rural connectivity	To increase the accessibility of the town centre and rail hub from more rural areas by increasing multi-occupancy, shared mobility, local bus, and passenger transport options.
Strategic connections	To ensure Stamford's key strategic links, including the A1, operate efficiently and effectively and continue to support sustainable economic growth.
Improved travel choice	To provide a flexible and resilient transport network that improves choice and supports the needs of residents whilst also catering for the demands from visitors and tourism.
Climate change and carbon net zero	To support the Net Zero 2050 carbon reduction targets through reducing the impact of travel and providing the infrastructure to increase the numbers of people walking, cycling, and travelling by public transport.
Future mobility ready	To ensure the strategy area is future mobility ready, facilitating the use of electric, shared, connected, alternative fuelled and automated transport as well as the business models that support them.



What are the challenges?



A focus on the environment

The focus is on reducing the environmental impact of transport, particularly on cleaner, more sustainable modes of transportation. This includes reducing congestion and air pollution, traffic noise, road safety, and climate change. Additionally, the preservation of Stamford's cultural and heritage assets is crucial, as the high volume of motorized vehicles passing through the town centre negatively impacts the town's environment.



Enabling sustainable economic growth

Stamford's economic growth will be primarily driven by an expanding population and new housing, and it is crucial that this is supported by a sustainable and inclusive transport network. As new housing brings more people, businesses, and opportunities, the demand for travel will increase, and further investment in infrastructure and services will be needed to support more journeys on foot, bicycle, and public transport, improving travel choice and providing alternatives to private cars.



Improving access

Stamford's walking and cycling network is fragmented and varies in quality, with narrow pedestrian footways and limited designated cycling facilities. This can make walking around Stamford difficult and there is a need for a more accessible and safer pedestrian network that better caters for those with differing mobility needs.

The town's physical constraints also have an impact on accessibility, with several main roads passing through the town centre and only one crossing of the River Welland. This results in high volumes of traffic converging on a relatively small area, causing congestion during peak travel periods and affecting other users' movement. Opportunities to improve travel choice and reduce the reliance on the private car will help to improve conditions in the centre of Stamford.

The town's bus network has a limited service, with few having a 30-minute or better frequency or operating in the evenings or at weekends. Stamford currently has few publicly available charging points and there is also an urgent need to provide infrastructure to support the uptake of electric vehicles both for residents and visitors.



Improving health and wellbeing

Road traffic accidents are an issue at various locations in Stamford, including along the A1 and within the town centre, and they often have a greater impact on more vulnerable groups including pedestrians and cyclists. There is a need to take forward schemes that help to address the existing issues and to promote an environment in which people feel safe to travel.



A changing society

There are a wide range of societal changes that are also having a big impact on how and when we travel.

- the retail sector is experiencing significant changes which are having a visible impact on the 'high street'.
- online shopping has increased the number of delivery vehicles on our roads.
- home working and co-working hubs are becoming the new normal for businesses.
- we have an ageing population which will have an impact on how we access health and care services.
- walking and cycling is travel is playing an increasingly important role in encouraging healthier lifestyles, reducing sickness and ill health and enabling people to stay active longer.



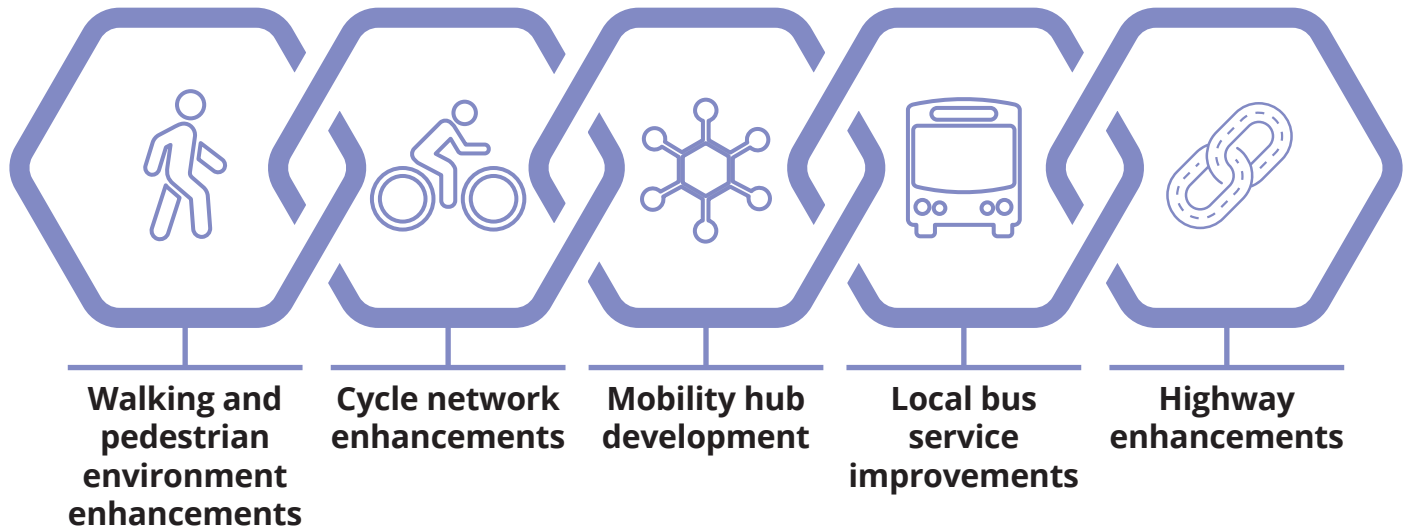
How we travel

The way we travel is rapidly changing due to advancements in digital connectivity and new emerging technology. There is a focus is on walking and cycling for shorter journeys, which can reduce traffic, improve travel choices, and support healthier lifestyles. Public transport plays a crucial role in improving access and travel choice, especially in rural areas and for those without private cars. Contributing to the national net zero carbon emissions targets requires investment in walking and cycling infrastructure and low carbon public transport, support to the use of electric and lower emission vehicles and associated infrastructure. The future of mobility is uncertain and influenced by factors such as behaviour change, electrification, sharing, automation, and new business models. However, the pace of change is uncertain, making it difficult to predict when certain technologies will appear and when the right time to adopt them is.





Key pillars



Walking and pedestrian environment enhancements

The walking and pedestrian environment enhancements include footway widening and wayfinding improvements, pedestrian crossing enhancements and assessing the feasibility of changing the operation of the highway network to improve safety and better support other users.

Cycle network enhancements

The cycle enhancements are focused on targeted network improvements, cycle hire and improving cycle parking within Stamford. The aim is to provide high quality infrastructure to encourage more people to travel by bike.

Mobility hub development

The mobility hub package will look at opportunities to develop a series of enhanced transport hubs across the town to improve how people access to different modes of travel. These will be adapted to each location and could include enhancements to the railway station and bus station.

Local bus and public transport enhancements

The public transport interventions focus on improving the frequency of local bus services, extending CallConnect services to Peterborough and working with providers to introduce smarter ticketing arrangements.

Highway enhancements

To support the delivery of the town's urban extensions we will work with partners to deliver the Stamford North link road which will link the B1081 Old Great North Road to A6121 Ryhall Road.

Supporting infrastructure



Electric vehicle charging infrastructure

This package aims to support the uptake of electric vehicles by increasing the availability of public charging points and working with providers to roll out Electric Vehicle car clubs across Stamford.

Speed limit review

To improve safety and the town centre environment the strategy proposes to look at opportunities to change the speed limits in the town centre, around schools and in the surrounding residential areas.

Parking package

This package will consider the feasibility of implementing parking restrictions; residents parking schemes; and removing some public on street parking within the town centre.

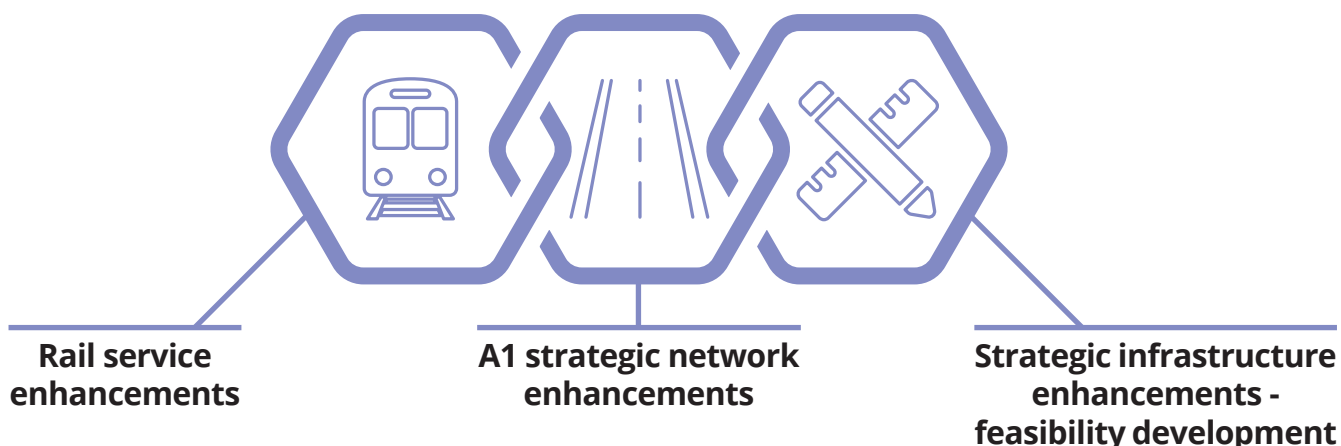
Park and stride package

To help manage traffic demand within the centre of Stamford we will look at opportunities to create a series of park and ride and park and stride services and sites to allow visitors and residents to park on the edge of the town centre and use either a local bus service or walk into the centre of Stamford.

Behaviour change and demand management

The behaviour change and demand management package is focused on reducing the impact of vehicular traffic at peak periods and encouraging more sustainable travel through the development of travel plans and travel management strategies.

Strategic network enhancements



Rail service enhancements

We will work with the train operating companies and Network Rail to improve facilities at the station and increase the frequency of services.

A1 strategic network enhancements

We will look at opportunities to work with partners to support ongoing assessments and schemes that will improve the operation, capacity and safety of the A1 junctions close to Stamford.

Strategic infrastructure enhancements – feasibility development

We will look to assess and consider the benefits, impacts, and feasibility of bypasses to the north, south or east of Stamford; replacing the Tallington level crossing with a new overbridge; and providing a second River Welland road crossing.

Delivering the strategy



Collaborative approach

The Stamford Transport Strategy Board will manage and own the strategy. Led by the Executive Member for Highways and Transport and formed by Members and Officers of Lincolnshire County Council and South Kesteven District Council, the strategy board will bring together stakeholders from a wide range of different disciplines to review the delivery of the proposals contained within the strategy.

It is important to understand that no single organisation can deliver the whole strategy and its success will be dependent on the support, funding, and resources from a range of stakeholders. A partnership approach will be vital, and the strategy board will take the lead in identifying potential partners and bringing these groups together as needed to progress each element of the strategy.

Funding will also be vital in enabling the strategy to achieve its vision and objectives. This will continue to be challenging and the board will take the lead in identifying funding routes and securing the investment needed to support the delivery of the schemes and enhancements contained within the strategy.

Programming the strategy

The strategy sets out the long-term vision for transport across Stamford up to 2038 and it is aligned with the policies in the Local Plan and the Lincolnshire Local Transport Plan.

The timescales for delivering the interventions will vary and will be linked to the availability of funding and the complexity and scale of the schemes. Some elements will be delivered in the short to medium term whilst others are likely to remain ongoing throughout the strategy period. The timescales will be set by the board and each scheme will be brought forward as soon as feasible and affordable.

Monitoring the strategy

Continuously monitoring and reviewing the strategy is vitally important to ensure progress is being made. The transport strategy board will be responsible for monitoring the strategy and ensuring that progress is being made. As part of this, the board will provide a progress report at a minimum of two-year intervals that assesses progress against the following outcomes:

- **reduced traffic in the urban area** and an increase in the number of journeys being made by walking, cycling and public transport
- **improved access to Stamford's historic core** and increased footfall within the town centre through the creation of a more people centric environment
- **enhanced the health and wellbeing of Stamford** through improved air quality, reduced noise levels and safety
- **the sustainable delivery of the Stamford North development**, through the integration of sustainable transport infrastructure and delivery of strong walking and cycling and public transport connectivity
- **increased accessibility of the town centre** and rail hub from more rural areas through improved rail and local bus services
- **continued growth of Stamford's economy** and visitor economy through improvements to its strategic transport infrastructure including the highway and rail networks leading to improved journey times and reliability
- **delivery of a flexible and resilient transport network** that has improved travel choice for residents and visitors
- **reduced carbon emissions** from transport to enable the county council to reach its net zero emission target in 2050 and mitigate the impacts of climate change
- **delivery of infrastructure that supports the uptake of electric, shared, connected, alternative fuelled transport** as well as the business models that support them



Stamford Transport Strategy

October 2023



Foreword

“Home to a collection of beautifully picturesque buildings, medieval churches and a historic charm that sits among the very best in England, Stamford is one of Lincolnshire’s most treasured gems.

Stamford welcomes hundreds of thousands of visitors every year and plays a very important role in the county’s economy. That’s why we’re committed to improving and investing in its local infrastructure and transport services to meet the daily needs of everyone that uses them, both now and in the future.

And this strategy will help achieve just that.

As part of its development, we spoke to residents, businesses, schools and other important local groups and organisations because the new Stamford Transport Strategy will affect every single person that lives, works and learns in town.



Our main goals for this new strategy are to:

- protect and enhance Stamford’s historic core and vibrant town centre
- work towards transitioning to low carbon travel and low emission vehicles
- support the development in the local area
- improve connectivity and journey time reliability for central Stamford and the surrounding rural areas
- offer a wider range of affordable, reliable and environmentally-friendly travel options for people

In the end, we want to help make Stamford a more prosperous, attractive and healthier place to live, learn, work and visit – all while supporting planned economic growth for the area.

Within this document, you’ll find a number of proposals for us, the district council and developers to consider over the next twenty years, including enhancements to the town centre; the area’s roads; and its cycling and walking infrastructure.

Combined with other measures, like improving bus and rail services, the strategy aims to ensure that Stamford has the infrastructure it needs to meet travel demands over the coming decades.

The challenge now is finding the funding needed to make these improvements a reality. And the only way we’re going to be able to do that is if everyone gets behind the plan and works together.”

Cllr Richard Davies

Executive Member for Highways & Transport at Lincolnshire County Council

Stamford Transport Strategy

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1

Introducing the strategy



Overview



The Stamford Transport Strategy has been developed by Lincolnshire County Council (LCC) and provides a place-based vision for the future of transport and travel in and around Stamford up to 2038.

The transport strategy seeks to increase travel choices and improve the transport network for those living, working, and visiting Stamford. It aims to tackle congestion in the town centre, improve accessibility from more rural areas, deliver more sustainable and lower carbon travel options, and help the town grow, adapt and be resilient to wider challenges over the next 15 years and beyond.

Alongside protecting Stamford's unique character and historic core, it aims to provide a transport network that helps to deliver a vibrant town and thriving high street, improve access to local services and provide the infrastructure that allows the town to grow sustainably.

The strategy area covers the historic town of Stamford and its wider hinterlands extending to Uffington and Newstead in the east and is bordered by the A1 along the western edge.

Figure 1 - study area



Understanding Stamford

Located on the edge of South Kesteven within Lincolnshire, Stamford is an important service and retail centre for residents and the surrounding villages.

As a growing town with plans to deliver the Stamford North and East developments, its number one asset is its historic core. With over 600 listed buildings, thirteen scheduled monuments and three conservation areas, the town's narrow streets, seventeenth- and eighteenth-century stone and timber framed buildings and medieval churches provide a unique setting and are central to its character as well as being an important visitor attraction.

The bustling town centre is constrained by the town's historic buildings and the different competing travel demands, which puts pressure on the historic environment. Travelling through Stamford can be difficult, particularly during the morning and evening peak travel periods. Despite benefiting from having a vibrant pedestrianised high street, many of Stamford's streets suffer from being car-focused to the detriment of pedestrians and other users.

Tourism is an important part of the local economy and the town centre and events at Burghley House attract large numbers of people. Sitting just thirteen minutes by train from Peterborough and the East Coast Mainline, and alongside the A1 – one of the most strategically important roads in the UK, the town is also well placed for direct onward travel to London and north towards Edinburgh, York, and Newcastle.

Several important local routes also pass through the centre of the town and with the limited number of crossings over the River Welland, this results in higher levels of traffic affecting noise levels and air quality.



What is the purpose of the strategy?



The strategy aims to provide the framework for improving the travel choices and everyday journeys for people living, working, and visiting Stamford over the short, medium, and longer term.

Sitting alongside the Lincolnshire County Council Corporate Plan, The Green Masterplan and Lincolnshire's Local Transport Plan, the strategy will have a significant role to play in helping to address a range of transport challenges that will affect Stamford over the coming years. These include:

- the need to protect and enhance Stamford's historic core and vibrant town centre
- the significant environmental challenges resulting from transport and travel and the transition to low carbon travel and low emission vehicles
- supporting the sustainable roll out of the town's planned housing and urban extension
- the need to provide a more connected and reliable transport network which serves both central Stamford and surrounding rural areas
- the need for improved travel choice and flexibility across different and changing travel patterns, including how people access different activities such as employment, education, healthcare, retail, leisure, and tourism

In developing this strategy, consideration has been given to a wide range of themes and issues including:

- the national and regional policy and strategic context and direction, including the transition to low carbon places, supporting economic growth and the wider trends which have an influence on Stamford
- the views and experiences of the public and stakeholders
- the changing way transport is provided and accessed, and the new challenges and opportunities presented by technology
- improving travel choice, as well as increasing opportunities to do things digitally
- the plans for new housing and the urban extension on the northern edge of Stamford
- the need to improve the links to the surrounding rural areas and villages

2

The strategy process



The process



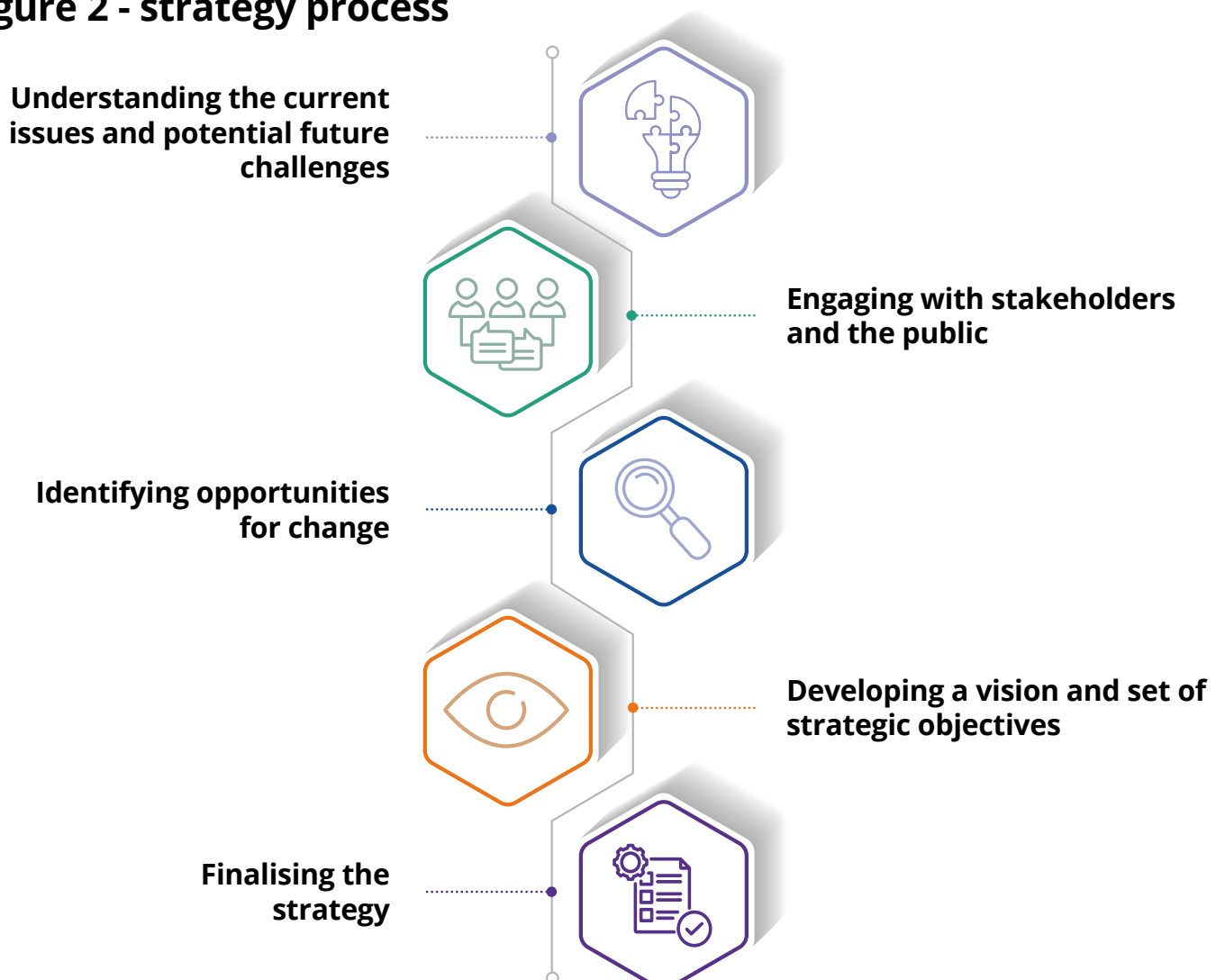
This strategy has taken into account local policy and strategy, public and stakeholder views. It has also used transport and travel data to inform the evidence base and the development of its aims and objectives.

A robust and comprehensive process has been used which has been overseen by representatives from Lincolnshire County Council. This has involved using a logical and stepped process to shape the strategy ensure that there are clear links between the following elements:

- the issues and opportunities to be addressed
- the investments that need to be made
- the outputs to be delivered
- the short to medium-term outcomes
- the overall impact of the proposals

The diagram below illustrates the steps that have been taken in producing the strategy.

Figure 2 - strategy process



3

Informing the strategy



Evidence, engagement and opportunities

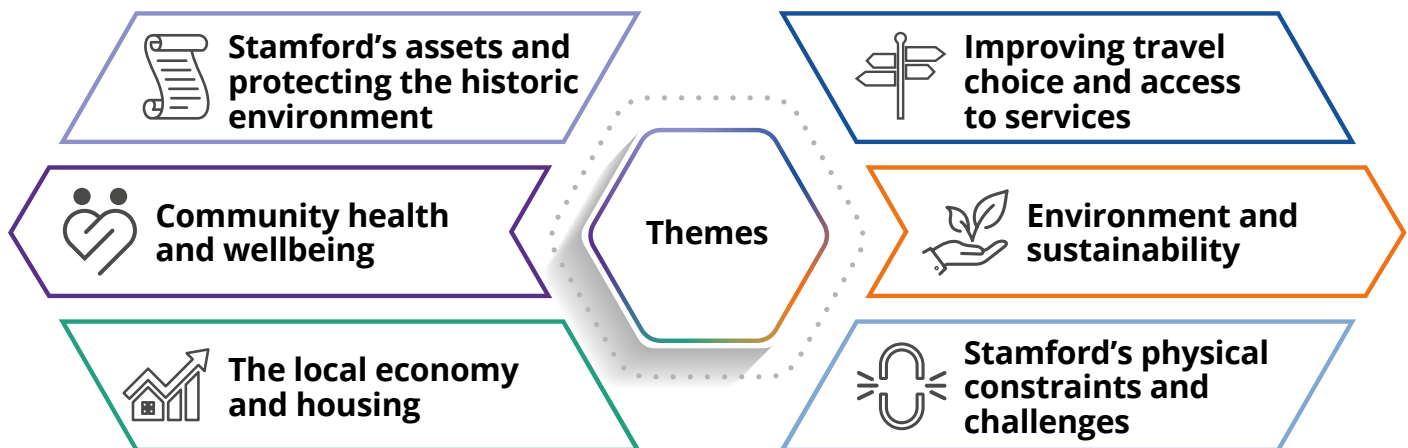


To ensure that the strategy was developed in a collaborative way, a range of engagement activities were undertaken. Members of the public and stakeholders were invited to comment on the transport and accessibility issues and challenges in Stamford by attending workshops and drop in events and by completing an on-line questionnaire. This process has helped shape what the strategy needs to achieve and has ensured that the key local issues were identified and fully understood. The engagement was undertaken with:

- elected members at key stages of the process to steer decision-making
- stakeholders at a series of workshops to help identify the specific travel needs, challenges and opportunities for improvements
- the general public to identify the transport challenges and to support the development of possible options/solutions - a total of 512 public survey responses were received as well as several hundred members of the public attending two drop-in sessions to provide their views

The strategy is also supported by comprehensive evidence gathering and analysis that has focused on a series of themes:

Figure 3 - strategy themes



This has helped to reveal the current challenges faced by Stamford and the surrounding area and to gauge what the key trends and challenges are likely to be in the coming years. The detailed evidence gathering, and analysis has included a range of national and regional data and information sources including traffic modelling and data, economic and land use planning policy and plans and inputs from stakeholders and the public.

What are the challenges?



A focus on the environment



Reducing the impact of transport

There is a clear need to support the move towards cleaner, more sustainable transport, reduce congestion and reduce the environmental impacts of transport and travel. Transport can have a significant negative impact on our communities through air pollution, traffic noise and road safety, not to mention the impact on climate change.



Historic and built environment

There is a desire to celebrate, enhance, and protect Stamford's cultural and heritage assets. High volumes of motorised vehicles currently pass through Stamford's historic core which has a negative impact on the town centre environment.

Enabling sustainable economic growth



New development

The economic growth of Stamford will be, in part, delivered through an expanding population and the delivery of new housing. This will have clear benefits for the town; however, it is vital that growth must be focused around the development of a sustainable and inclusive transport network.



Need for investment in infrastructure and services

As the delivery of new housing brings in more people, businesses and opportunities, the demand for travel will increase across the town. It is evident that the existing network does not fully meet the needs of the existing community. As such, investment is needed in the transport network and schemes to support more journeys on foot, by bicycle and by public transport to improve travel choice and provide alternatives to the private car.

Improving access



Fragmented active travel network

Footways and pedestrian routes vary in quality, with many in the town centre being very narrow, making walking around the town difficult particularly for those with different mobility needs. There is a need to provide a more accessible and safer pedestrian network that better caters for people with varying mobility needs and connects people to the places they want to go to. Designated cycling facilities and routes across Stamford are also currently very limited and do not encourage people to cycle. Again, there is an opportunity to improve cycle facilities across the town to encourage more people to cycle for shorter journeys.



Bus provision and rural accessibility

Stamford's bus network has a varying level of service, with very few services consisting of a 30-minute or better frequency. Evening and weekend services are also very limited with passengers being unable to know whether they are running and on time.



Electric vehicle infrastructure

There is an increasingly urgent need to provide infrastructure to support the uptake of electric vehicles. Stamford has very few publicly available electric vehicle charging points and it will be important to support the transition to electric and low emission vehicles within the town both for visitors and residents.



Physical constraints

Stamford has several physical barriers and constraints which have an impact on how easily people can move around the town. Several main roads pass through the town centre and there is only one crossing of the River Welland which results in traffic converging in a small area. This results in congestion during the peak travel periods and affects how other users move around the town.



Improving health and wellbeing

Improving safety

Road traffic accidents are an issue at various locations in Stamford, including along the A1 and within the town centre, and they often have a greater impact on more vulnerable groups including pedestrians and cyclists. There is a need to take forward schemes that help to address the existing issues and to promote an environment in which people feel safe to travel.



A changing society

Retail

There are ongoing changes to the retail sector that are continuing to have visible impact on the 'high street'. Transport and the public realm have an important role to play in enabling town centres to adapt to the wider changes.



Freight

Alongside the changes to the retail sector, online shopping means more goods are being moved around than ever before. This has resulted in an increase in delivery vehicles on the roads.



Access to employment

Workplaces are changing with home working and co-working hubs becoming the new normal for many businesses. This has resulted in changes in commuter patterns.



Access to health and care services

An ageing population will mean that how we access health and care services will be of a growing importance. Active travel is also likely to have an important role in encouraging healthier lifestyles - which in turn reduces sickness and ill health and enables people to stay active for longer.

How we travel



How we travel is rapidly changing, with alternatives in how we move, how we power our vehicles, how we pay for our journeys and whether we need to travel at all due to improvements in digital connectivity and emerging technology.



Walking and cycling

There is a focus on walking and cycling for shorter journeys. It is recognised that this can help to reduce traffic and its negative impacts, improve travel choice and support healthier lifestyles.



Public and shared transport

Public transport has an important role to play in helping to improve access and travel choice, particularly in more rural areas and for those without access to a private car.



Decarbonising transport

There is a need to contribute to the national net zero carbon emissions targets. Transport has a vital role to play through investing in other modes like active travel and 'clean' public transport, supporting the increased use of electric and lower emission vehicles and associated infrastructure.



Future of mobility

The way we make trips is changing rapidly and is influenced by a wide range of factors including behaviour change through new technologies, electrification, sharing, automation, and new models of business. However, the pace of change is uncertain, and it is difficult to predict when some technologies will appear and when the right time to adopt them is.



4

What does the strategy aim to achieve?



The strategy aims to improve accessibility and travel across Stamford. It aims to help build a more inclusive transport network that improves travel choice, supports the build out of the town's urban extensions and protects and enhances the historic parts of the town.

It also focuses on delivering a more resilient and sustainable network that helps to improve the quality of life for residents and enables Stamford to deal with the emerging technology trends and likely future challenges.

Vision



Stamford – A connected, vibrant and inclusive town.

Improving travel choice and enhancing public transport, walking, and cycling access to help protect the town's historic core and deliver a thriving, connected and future ready Stamford.

By 2038, Stamford will have continued to capitalise on its unique character and historic environment to deliver a vibrant and thriving town centre.

Enhancements to the public transport, walking and cycling network have helped to reduce congestion around the town centre, improve accessibility and protect the town's historic core and its cultural and heritage assets. Improved footways and crossings and targeted cycle improvements mean that walking and cycling is the natural choice for shorter journeys to and from the town centre and surrounding residential areas.

Rural-urban travel has also been improved through a combination of more frequent, reliable, and flexible local bus services and improvements to the highway network. Enhanced local bus stop facilities will have been delivered across Stamford, and in the surrounding villages, which will improve the customer experience and help to make bus travel a more attractive, inclusive, and viable option.

Improvements to the rail station have improved access for all and helped to turn it into a key transport hub for the town and gateway to the wider rail network. Importantly this has improved the experience for those travelling from outside of Stamford further supporting the town's visitor economy.

The high-quality walking, cycling, and public transport infrastructure has enabled the Stamford north and east developments to come forward in a sustainable way, minimising the impacts on the local road network. This has been embedded within both developments from the start and links into the wider improvements delivered across the town.

Strategic and local access to the town has also been complemented by a comprehensive network of electric and low emission charging infrastructure and a range of shared transport opportunities accessed through digital mobility platforms. This has included electric vehicle car clubs and e-bike hire.

Objectives



The strategy's objectives are shaped around addressing the town's existing challenges and ensuring that Stamford is able deal with the changing way in which we travel, the new technologies and differing demands.

Objective theme	Objective
Protecting and celebrating heritage	To protect and enhance Stamford's unique historic core and heritage assets through reducing the impact of vehicular traffic and improving the public transport, walking, and cycling network
Thriving and vibrant high street	To improve access to Stamford's historic core for residents and visitors helping to increase footfall within the town centre and create a more people centric environment.
Economy and tourism	Strengthen Stamford's position as a key market town and visitor destination by improving strategic connectivity, public transport connectivity and network resilience.
Walking and cycling	To make walking and cycling the natural first choice for shorter journeys by improving the pedestrian environment in and around the town centre and cycle routes to the centre of Stamford.
Health and wellbeing	To enhance the health and wellbeing of Stamford by improved air quality, reduced noise levels and increased physical activity and safety.
Sustainable urban extensions	To support the sustainable delivery of new housing and employment sites, including the Stamford North development, through integrating sustainable transport infrastructure and delivering strong walking, and cycling and public transport connectivity.
Rural connectivity	To increase the accessibility of the town centre and rail hub from more rural areas by increasing multi-occupancy, shared mobility, local bus, and passenger transport options.

Objective theme	Objective
<p>Strategic connections</p>	<p>To ensure Stamford’s key strategic links, including the A1, operate efficiently and effectively and continue to support sustainable economic growth.</p>
<p>Improved travel choice</p>	<p>To provide a flexible and resilient transport network that improves choice and supports the needs of residents whilst also catering for the demands from visitors and tourism.</p>
<p>Climate change and carbon net zero</p>	<p>To support the Net Zero 2050 carbon reduction targets through reducing the impact of travel and providing the infrastructure to increase the numbers of people walking, cycling, and travelling by public transport.</p>
<p>Future mobility ready</p>	<p>To ensure the strategy area is future mobility ready, facilitating the use of electric, shared, connected, alternative fuelled and automated transport as well as the business models that support them.</p>



5

Defining the priorities



This strategy proposes a hierarchical approach to improving the transport network across Stamford. This is built around addressing the big challenges and developing a more reliable, connected and less congested network that improves access for all whilst reducing the impact of travel.

Improving choice, influencing travel behaviour and making journeys more reliable and connected and inclusive are important parts of the strategy. There is a focus on walking and cycling within the town centre to help provide a more people centric environment and enhance the town's historic and vibrant centre. There is also a focus on public transport and the local bus network to help improve connectivity from more rural areas and provide viable alternatives to the private car.

Underpinning all of this are targeted highway improvements that help improve the operation and efficiency of the network and support the transition to electric and low emission vehicles.



Influencing travel behaviour

Influencing how and when people travel - both residents and visitors, to reduce the impact of travel during peak times



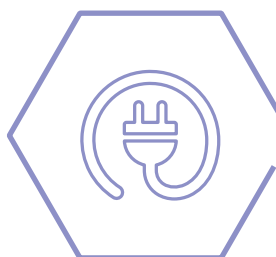
Enhancing choice and prioritising active travel

Making cycling and walking the preferred option for shorter journeys.



Promoting shared and public transport

Encouraging public transport use for longer journeys



Mitigating the residual impacts of traffic

Reducing the impact of traffic through supporting the switch to electric and low carbon vehicles and delivering targeted enhancements to the highway network.

6

The strategy

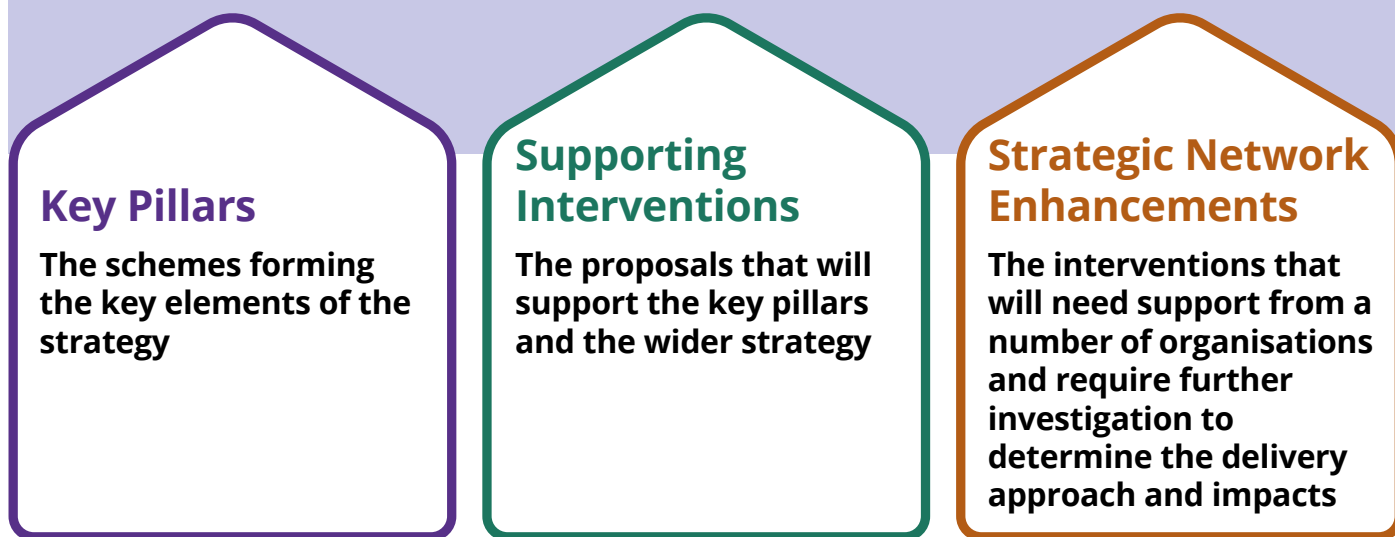


Strategy components



The strategy and the proposals aim to address the big travel and movement problems that currently affect Stamford, improve travel choice, and enhance the town’s historic core – its number one asset. The strategy and the proposals are structured under several different themes that when brought together will help to deliver its aims and objectives. These are:

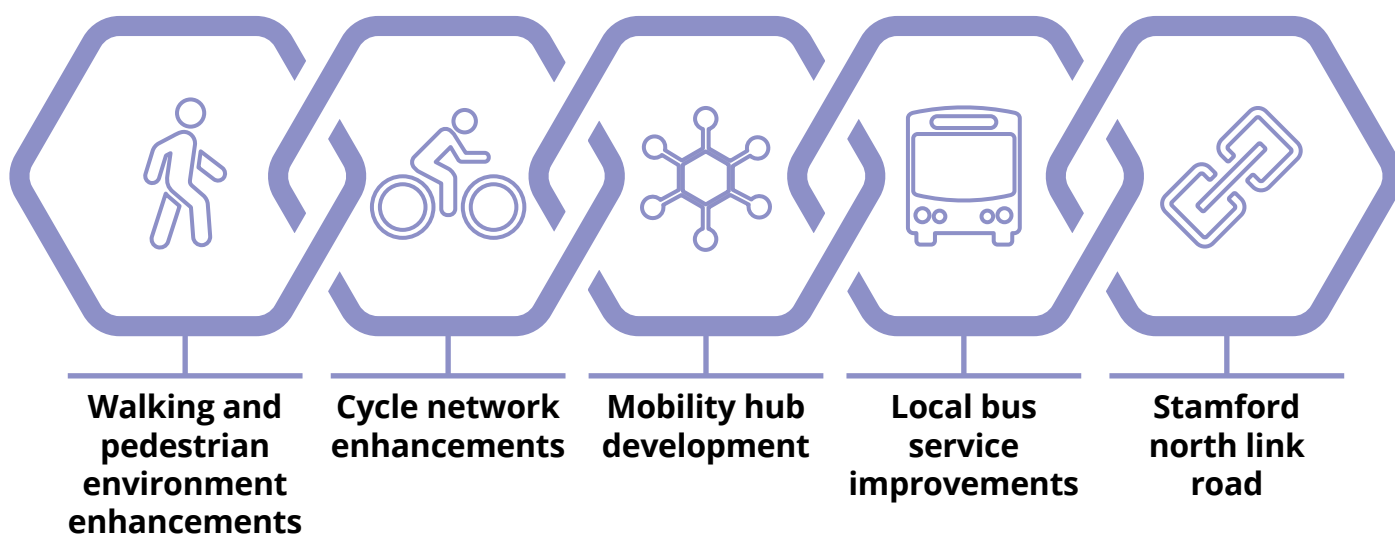
Stamford Transport Strategy



Key pillars of the strategy



The key pillars of the strategy are the interventions which will form the priority infrastructure and service changes. These will provide the key schemes that will help to deliver the vision and objectives. These are focused around enhancing the town centre environment for pedestrians, improving the cycling infrastructure within Stamford, and increasing travel choice.



Walking and pedestrian enhancements

The walking and pedestrian environment enhancements are focused on enhancing the town centre environment for pedestrians and those with different mobility needs including mobility scooter users, those with a visual impairment or those with buggies as well as helping to protect Stamford's historic core. It includes footway widening and wayfinding improvements, pedestrian crossing enhancements and assessing the feasibility of changing the operation of the highway network to improve safety and enhance the town centre environment.



Town centre footway enhancements

In combination with some of the other schemes contained within the strategy we will consider opportunities to widen and improve the existing footways in Stamford's centre including along St. Mary's Hill, St. Mary's Street, Castle Street, St. George's Street, St. Leonards Street, St. Paul's Street, Broad Street, All Saints Street, and St. Peter's Street.



Pedestrian footpath on Kettering Road

We will look to create a pedestrian footpath on the south side of Kettering Road between the junction with B1081 and Second Drift.



Pedestrian crossing enhancements

We will consider improving the pedestrian crossings at a number of locations across the town centre, subject to a feasibility assessment this may include:

- **Morrisons roundabout pedestrian facilities:** To include improving the pedestrian crossing facilities across all arms of the Priory Road/Uffington Road roundabout
- **Recreation Ground Road pedestrian crossing:** To include the installation of pedestrian crossing facilities across Recreation Ground Road to improve access to the Recreation Ground
- **Wharf Road zebra crossing:** Reviewing the location of the pedestrian crossings on Wharf Road and identify opportunities to better cater for the existing desire lines
- **Barnack Road pedestrian crossing:** Considering adding a crossing facility on Barnack Road adjacent to the entrance to Burghley Park



Improved wayfinding

In addition to the footway enhancements, we will improve wayfinding from the railway and bus stations, town centre and Burghley Park through the provision of enhanced signing and information points.



Town centre traffic operation

We will consider opportunities to change the operation of the town centre road network to help improve safety and how pedestrians move around the centre of Stamford. As part of this we will look at the following:

- **town centre one way system with footway widening:** Assessing the feasibility and benefits of developing a one-way system and widening footways incorporating: Broad Street, Star Lane, St. George's Street, St Mary's Street, St. John's Street, Red Lion Square, and Red Lion Street one-way system. This could also include looking at opportunities to pedestrianise parts or all of Broad Street.
- **Scotgate one way:** Assess the feasibility of making the eastern end of Scotgate one-way and widening the footways
- **Maiden Lane pedestrianisation:** Assess feasibility of pedestrianising Maiden Lane from High Street to St. Mary's Street

Cycle network and infrastructure enhancements

The cycle enhancements are focused on targeted network improvements, cycle hire and improving cycle parking within Stamford. The aim is to provide high quality cycle infrastructure to help encourage more people to cycle for shorter journeys in and around the town. We will do this through the following:



Cycle hire package

We will consider creating a series of cycle hire hubs within Stamford which will include the rail station, town centre, Stamford north, and the proposed mobility hubs. As part of this we will also provide a pool of cargo bikes to provide an alternative to cars for town centre deliveries and carrying heavier items over shorter distances.



Cycle hubs and supporting infrastructure

To help encourage more people to cycle we will install more bike racks on High Street and in the town centre and create a secure covered cycle parking hub at the railway station.



Cycle network enhancements

We will look at opportunities to take forward the priority routes identified in the Stamford cycling and walking network plan. This includes delivering the junction and link improvements on the following routes:

- **Ryhall Road to St. George Street:** including along Ryhall Road, Pinfold Lane, Priory Road, St. Leonard's Street and St. George Street
- **signed cycling route** on Radcliffe Road and Little Casterton Road
- **Great Casterton to Stamford town centre:** incorporating B1081 Casterton Road, Arran Road, A606 Empingham Road, Roman Bank, A6121 Tinwell Road, and St. Peter's Street

- **Stamford town centre to Burghley Park** incorporating B1443 Barnack Road, Water St, Station Road, Gresley Drive, Town Meadows, and Castle Dyke
- **Uffington to Stamford town centre** incorporating enhancements along the A1175 and Priory Road
- **an east west route to the north of the town centre** improving access to the local schools and incorporating Cambridge Road, Mountbatten Ave, Elizabeth Road, Bluecoat Primary School, Holland Road, Drift Road, and Edmonds Close

In addition, we will also look to develop the following:



Stamford Green Wheel cycle route

We will work with Connect Stamford to help develop the Green Wheel proposals which will use a combination of existing public rights of way and new cycle routes to provide a new orbital leisure route around the town.



Rutland Water cycle route

We will work with partners to look at opportunities to develop a new cycle route from Stamford to Rutland Water along the A6121 Stamford Road, Empingham Road and Wytchley Road.



Casterton Road

Creation of a cycle route along the B1081 Casterton Road linking to the existing cycle friendly route along Empingham Lane towards Rutland Water.

Mobility hubs

The mobility hub package is focused on improving and increasing the facilities and opportunities to access different modes of travel from the town's existing transport hubs and residential areas. The aim is to look at opportunities to develop a series of transport hubs across the town which will provide access to different modes of travel. They will be adapted to each location and developed across the town and help to better integrate bus and rail services within Stamford with the aim of improving connections between the two. These could include:



Railway station mobility hub

We will consider enhancing and increasing facilities at the railway station to include a cycle hub (cycle hire and secured parking), improved access to the local bus network, EV charging hub (potentially to include the railway station car park and long stay Cattlemarket Car Park), EV taxi charging, enhanced information and signage and delivery lockers.



Local bus station mobility hub

We will also consider enhancing facilities at the town centre bus station to include improved waiting facilities, signage and wayfinding, a cycle hub and delivery lockers. Subject to a detailed feasibility assessment this may include looking at opportunities to move the bus station to the Cattle Market to help better integrate the bus and rail networks.



Stamford north mobility hub

We will look to work with the Stamford North development to create a mobility hub that includes local bus waiting facilities, EV charging hub, EV car share, cycle hub (cycle parking, hire and cargo bike hire), delivery lockers, signage, and wayfinding.



Residential areas

We will look at opportunities to develop a series of small mobility hubs based in Stamford's residential areas and surrounding villages. The hubs could include enhanced local bus waiting facilities EV charging hub, EV car share, a cycle hub (cycle parking, hire and cargo bike hire) and delivery lockers.

Local bus and public transport enhancements

An enhanced public transport network will form a vital part of improving travel choice, accessibility and reducing the need to travel by car. The public transport interventions focus on improving the frequency of local bus services, extending Call Connect services to Peterborough and working with providers to introduce smarter ticketing arrangements.



Local bus service frequency

We will work with operators to increase frequency of all buses to at least one per hour. This will include evening and weekend services alongside enhancements to day-time services and the links between the bus, railway station and the Stamford North development.



Smarter ticketing

Provision of a cross mode, cross operators, standardised smart ticketing, and payment services potentially including tap on / tap off payments with an aim of developing a consistent approach to ticketing and payments across all public transport operators. This will also include the development of a smarter ticketing strategy, looking ahead to how ticketing may develop over the longer term.

Highway enhancements



Stamford North link road

To support the delivery of the town's urban extensions, we will work with partners to deliver the Stamford North link road which will link the B1081 Old Great North Road to A6121 Ryhall Road. In addition to providing a new vehicular route, the link road may also provide a new segregated cycle route to help improve east west access to the north of the town.

Supporting infrastructure



Electric vehicle charging infrastructure enhancements



Developing a comprehensive network of electric vehicle charging infrastructure

There is an increasingly urgent need to provide infrastructure to support the uptake of electric vehicles. The transition to electric vehicles continues to gather pace and the strategy aims to support this through increasing the availability of public charging points and working with providers to roll out EV car clubs across Stamford - including within the new developments such as Stamford North. As part of this we will consider the following:

- **Increasing public car park EV charge points** provide up-to-standard (rapid) charge points in all public car parks in Stamford (Scotgate Carpark, Bath Row Carpark, Cattlemarket Carpark, Wharf Road Carpark, North Street Carpark, and St. Leonards Street Carpark).
- **A1 EV charging hub** to support the town's visitor economy and longer distance journeys on the strategic network, we will work with partners to look at opportunities to provide an A1 EV charging hub at the A1 and A606 junction or A1 and A6121 junction.
- **Stamford EV car clubs:** working with third party providers, we will look to deliver a series of EV car club locations across Stamford's residential areas.

Speed limit review

Higher speeds can increase the risk of conflicts between different road users and in a constrained environment like Stamford town centre, higher speeds can have a big impact on the environment, making it less pleasant for people and affecting the town centre environment. We propose to look at opportunities to change the speed limits in the town centre, around schools and in the surrounding residential areas:



Town centre 20mph zone

Implement a 20mph zone around the town centre, to include Scotgate, Broad Street, St. Mary's Street, St. Mary's Hill, Wharf Road, St. Leonard's Street and St. Paul's Street.



Kings Road 20mph

Enforcing a 20mph speed limit along Kings Road.



20mph zones on school streets and residential areas

Make all streets and zones around schools and residential areas 20mph.



Little Casterton Road speed limit change

Enforce the 30mph speed limit along Little Casterton Road (between Fitzwilliam Road and Casterton Road).



Reduce speed limit on Little Casterton Road

Reduce from the national speed limit between Tolethorpe and Fitzwilliam Road to a more appropriate speed limit.



Parking package

Improving and streamlining parking in Stamford

Motorists choose to drive into the centre based on the availability and cost of parking near to key destinations. The location of car parks can contribute towards congestion in the town centre due to the circulation of vehicles affecting the town's historic core, safety, and pedestrian access. More widely, traffic impacts on the quality and appeal of the streetscape, contributes towards noise pollution, carbon emissions and poorer air quality.

As part of this package, we will consider the following:

- implementing parking restrictions on Roman Bank
- adopting a residents parking scheme at the east end of Empingham Road and Scotgate Road
- implementing parking restrictions along Little Casterton Road
- the feasibility of removing the remaining public on-street parking in town centre (considering residents parking needs) and consider using the space for widening footways and improving the public realm - where feasible this could include All Saints Place, Broad Street, St. Mary's Street, and St. Leonards Street

Park and Stride package

To help manage traffic demand within the centre of Stamford we will look at opportunities to create a series of park and ride and park and stride services and sites. These will allow visitors and residents to park on the edge of the town centre and use either a local bus service to travel into the centre of Stamford or walk via a series of well signed high quality walking routes.



Park-and-Cycle and Park-and-Stride

We will look at opportunities to create a series of park-and-cycle and park-and-stride sites on the edge of the town centre aimed at reducing the number of vehicles travelling into the centre of Stamford and to the town centre schools. This could include along Ryhall Road, A43 Kettering Road, A6121 Tinwell Road and A606 Empingham Road. Linked to our school travel plans proposals the aim is to help reduce the impacts of peak period travel and encourage more people to walk or cycle for the final part of their journey.



Park and Ride

Linked to the local bus network we will assess the feasibility of developing a series of park-and-ride services at the following locations:

- Ryhall Road adjacent to Stamford Football Club
- A6121 Tinwell Road adjacent to the junction with the A1
- Uffington Road adjacent to Stamford Cricket Club



Behaviour change and demand management package



Reducing the impact of peak period travel

Managing travel and traffic during peak periods continues to be a challenge and in Stamford it is no different. The behaviour change and demand management package is focused on reducing the impact of vehicular traffic at peak periods and encouraging more sustainable travel. To do this we propose to take forward the following:



Stamford school travel plans

Working with schools across Stamford we will implement a travel plan programme to manage travel to and from Stamford's schools. The aim being to develop a consistent approach for managing school travel across all schools.



Visitor travel management

We will work with partners to promote and encourage sustainable travel to Stamford's tourist attractions and events. This would include enhanced visitor travel information and digital hub to help manage demand, promote public transport, improve access, and protect the town's historic core.



High Street deliveries

To help reduce the risk of conflicts on High Street we will enforce the existing vehicle restrictions.



Strategic Signage Review

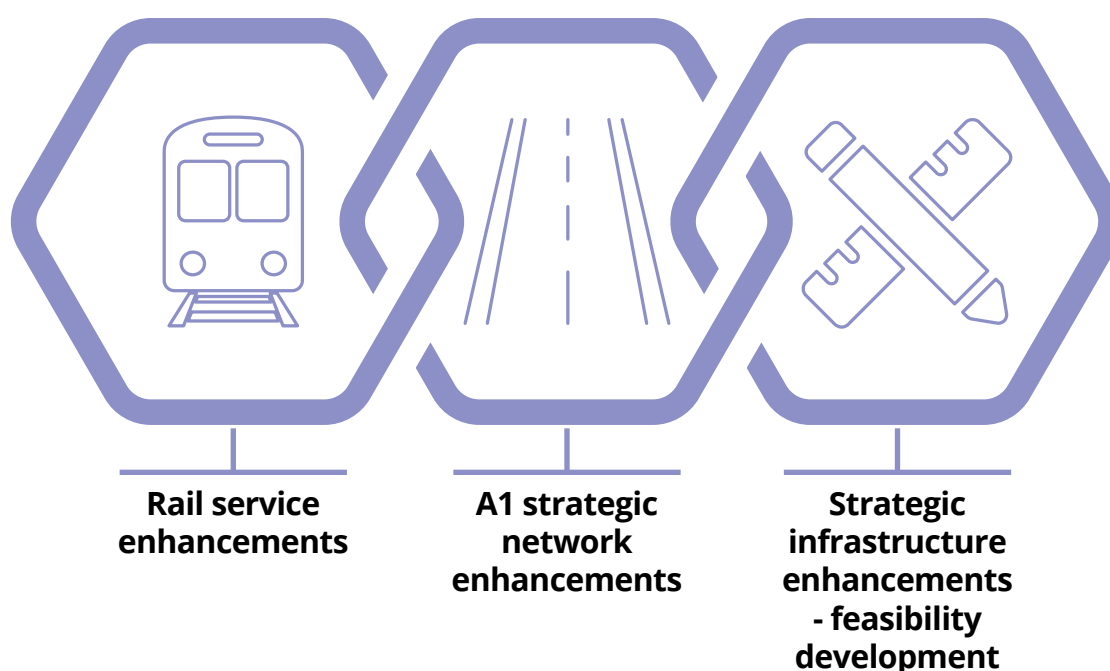
To help better manage traffic movements through the town and help reduce the impacts of larger vehicles and HGVs on central Stamford we will review the strategic signage and access. This may include restricting HGV access to off-peak periods and better signing the routes through the town.



Strategic network enhancements



The strategic network enhancements are those elements of the strategy that will need support from several organisations and require further investigation to determine the delivery approach and impacts. We will work with partners to assess the feasibility, impacts, and benefits of a range of potential infrastructure improvements. These are:



Rail service enhancements



Enhancing rail services and access

Improving rail services and facilities at Stamford rail station forms an important part of the strategy and will help those commuting to work and visitors to the town. We will work with the train operating companies and Network Rail to improve facilities at the station and increase the frequency of services. This will include:

- **Step-free access to platform 2**
We will work with the station operator to provide step-free access to Platform 2
- **Increase train frequency**
We will work with the train operating companies to add an extra train an hour serving Stamford in both directions

Strategic network enhancements

We recognise that there are opportunities for further improving and developing the highway network close to Stamford to help reduce congestion and improve the operation of the network. The scale and size of these infrastructure improvements are such that they may fall outside of the strategy period and need further work to understand the likely impacts and benefits. We propose to assess and understand how feasible they are and what the benefits are likely to be and further develop the proposals.



A1 junction improvements

We will look at opportunities to work with partners to support ongoing assessments and schemes that improve the operation, capacity and safety of the A1 junctions close to Stamford. These include the junctions with the B1081, A606, A6121 and A43.



Strategic network enhancements

We will look to assess and consider the benefits, impacts, and feasibility of following:

- **Northern bypass** - providing a new east west link from the A1 north of Stamford to Uffington Road
- **Southern bypass** - providing a new east west link from the A1 south of Stamford to Uffington Road
- **Eastern bypass** - to the east of the town linking B1443 Barnack Road and A6121 Ryhall Road
- **Tallington railway overbridge** - replacing the Tallington railway level crossing with a new overbridge
- **River Welland crossing** - provision of an additional river crossing to the east of the existing River Welland bridge between B1143 Barnack Road and A1175 Uffington Road

7

Delivering the strategy



Collaborative approach

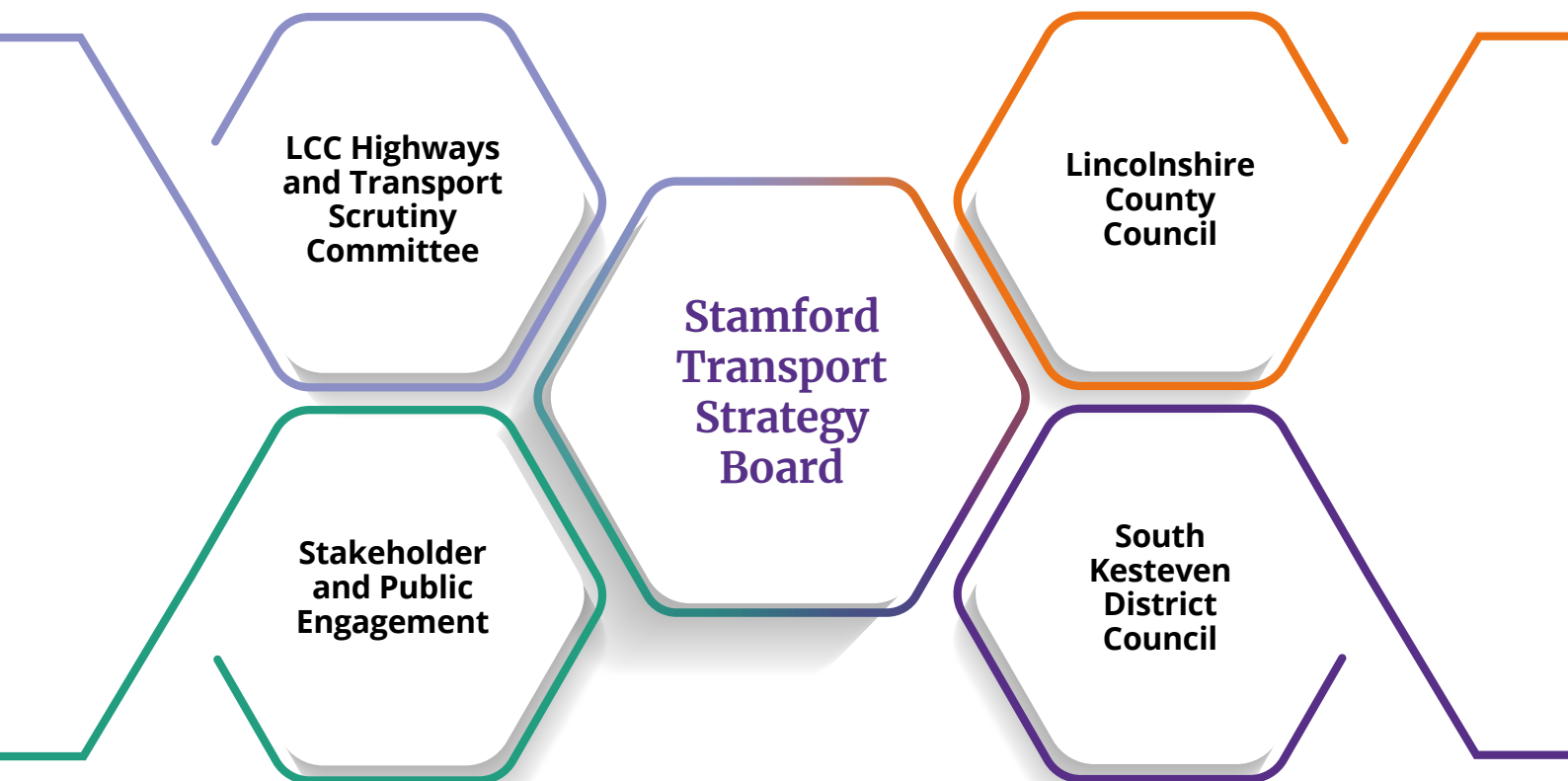


The Stamford Transport Strategy Board will manage and own the strategy. Led by the Executive Member for Highways and Transport and formed by members and officers of Lincolnshire County Council and South Kesteven District Council, the strategy board will bring together stakeholders from a wide range of different disciplines to help deliver the proposals contained within the strategy.

It is important to understand that no single organisation can deliver the whole strategy and its success will be dependent on the support, funding, and resources from a range of stakeholders. A partnership approach will be vital, and inputs and help from a range of organisations and groups will play an important role in delivering the proposals and the individual components of the strategy. The strategy board will take the lead in identifying potential partners and bringing these groups together as needed to progress each element of the strategy.

Funding will also be vital in enabling the strategy to achieve its vision and objectives. This will continue to be challenging and identifying funding routes and securing investment will be a central role of the strategy board. The board will take the lead in identifying funding routes and securing the investment needed to support the delivery of the schemes and enhancements contained within the strategy.

Figure 4 - Stamford Transport Strategy board



Programming the strategy



The strategy sets out the long-term vision for transport across Stamford up to 2038 and it is aligned with the policies in the Local Plan and the Lincolnshire Local Transport Plan.

The timescales for delivering the interventions will vary and will be linked to the availability of funding and the complexity and scale of the schemes. Some elements will be delivered in the short to medium term whilst others are likely to remain ongoing throughout the strategy period. The timescales will be set by the board and each scheme will be brought forward as soon as feasible and affordable.

Monitoring the strategy



Continuously monitoring and reviewing the strategy is vitally important to ensure progress is being made. The transport strategy board will be responsible for monitoring the strategy and ensuring that progress is being made. As part of this, the board will provide a progress report at a minimum of two-year intervals that assesses progress against the following outcomes:

- reduced traffic in the urban area and an increase in the number of journeys being made by walking, cycling and public transport
- improved access to Stamford's historic core and increased footfall within the town centre through the creation of a more people centric environment
- enhanced the health and wellbeing of Stamford through improved air quality, reduced noise levels and safety
- the sustainable delivery of the Stamford North development, through the integration of sustainable transport infrastructure and delivery of strong walking and cycling and public transport connectivity
- increased accessibility of the town centre and rail hub from more rural areas through improved rail and local bus services
- continued growth of Stamford's economy and visitor economy through improvements to its strategic transport infrastructure including the highway and rail networks leading to improved journey times and reliability
- delivery of a flexible and resilient transport network that has improved travel choice for residents and visitors
- reduced carbon emissions from transport to enable the county council to reach its net zero emission target in 2050 and mitigate the impacts of climate change
- delivery of infrastructure that supports the uptake of electric, shared, connected, alternative fuelled transport as well as the business models that support them



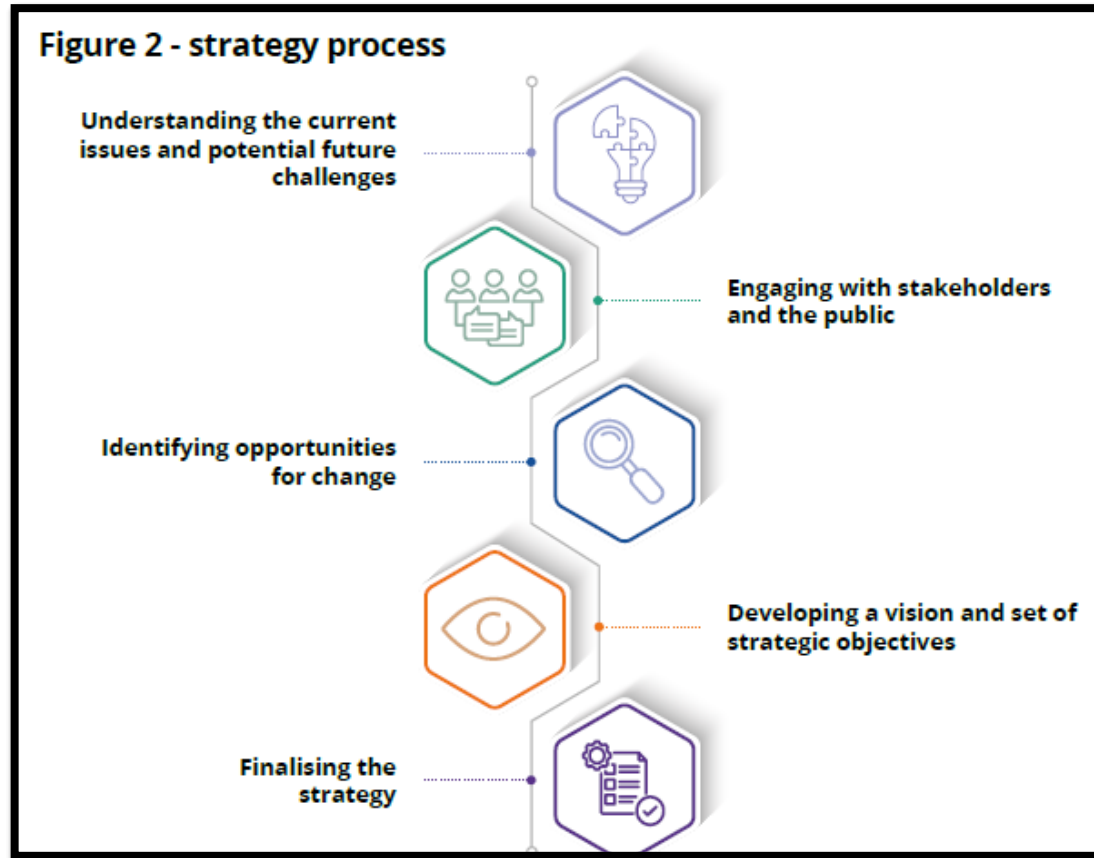
Lancaster House, 36 Orchard Street,
Lincoln, LN1 1XX

Stamford Transport Strategy

April 2024

Strategy Process

The diagram below illustrates the steps that have been taken in producing the strategy:



Evidence, engagement and opportunities

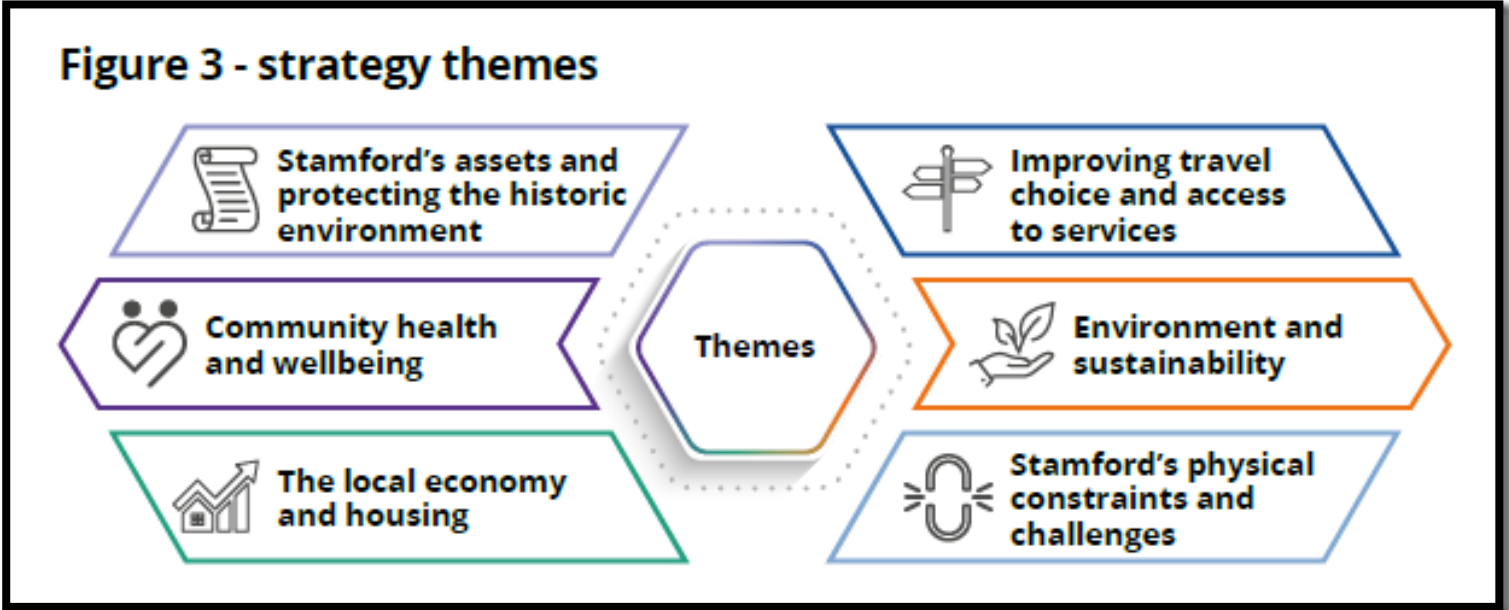
The engagement was undertaken with:

- Elected members at key stages of the process to steer decision-making
- Stakeholders at a series of workshops to help identify the specific travel needs, challenges and opportunities for improvements
- The general public to identify the transport challenges and to support the development of possible options/solutions

A total of 512 public survey responses were received as well as several hundred members of the public attending two drop-in sessions to provide their views

Evidence, engagement and opportunities

The strategy is also supported by comprehensive evidence gathering and analysis that has focused on a series of themes:



This has helped to reveal the current challenges faced by Stamford and the surrounding area and to gauge what the key trends and challenges are likely to be in the coming years

What are the challenges?

The following are the challenges of the strategy:

1. A focus on the environment

- Reducing the impact of transport
- Historic and built environment

2. Enabling sustainable economic growth

- New development
- Need for investment in infrastructure and services

3. Improving access

- Fragmented active travel network
- Bus provision and rural accessibility
- Electric vehicle infrastructure

4. A changing society

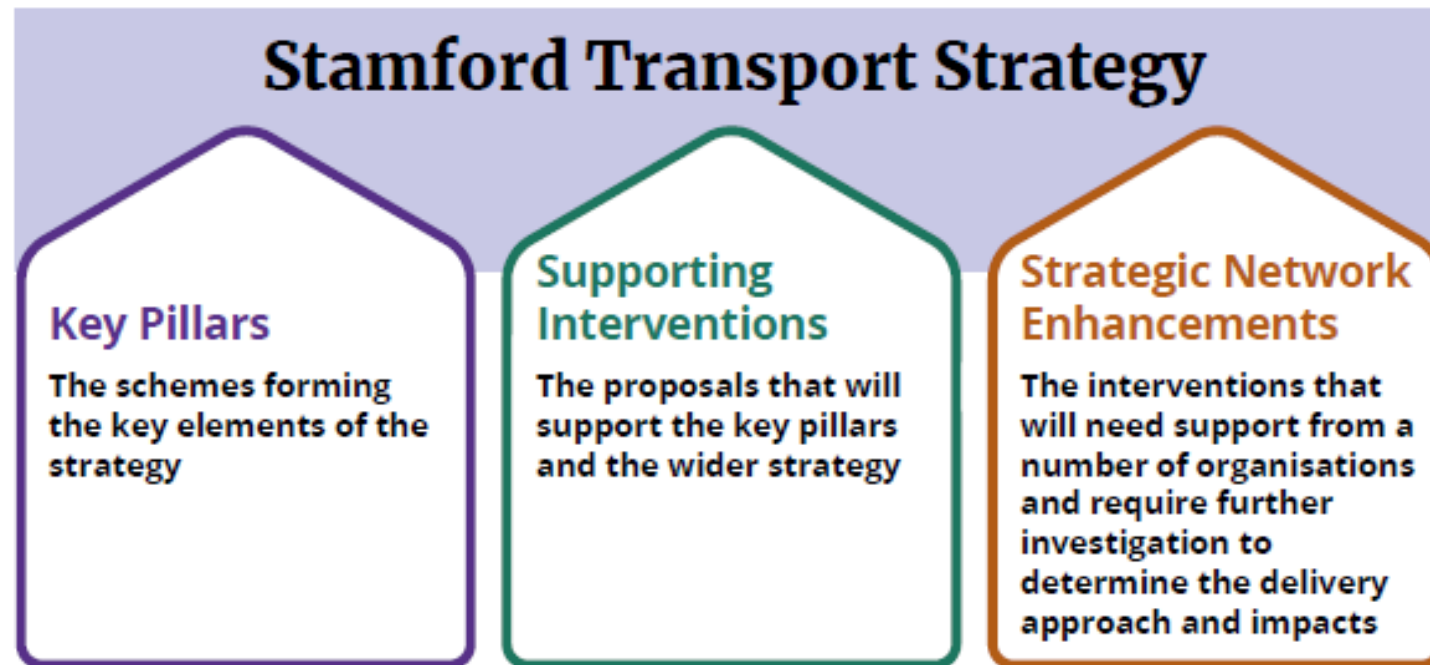
- Retail, Freight and access to employment and health care

Vision of the Strategy?

Stamford - A connected, vibrant and inclusive town: Improving travel choice and enhancing public transport, walking and cycling access to help protect the town's historic core and deliver a thriving, connected and future ready Stamford.

Strategy components

The strategy and the proposals are structured under several different themes that when brought together will help to deliver its aims and objectives. These are:



Strategy Key Pillars

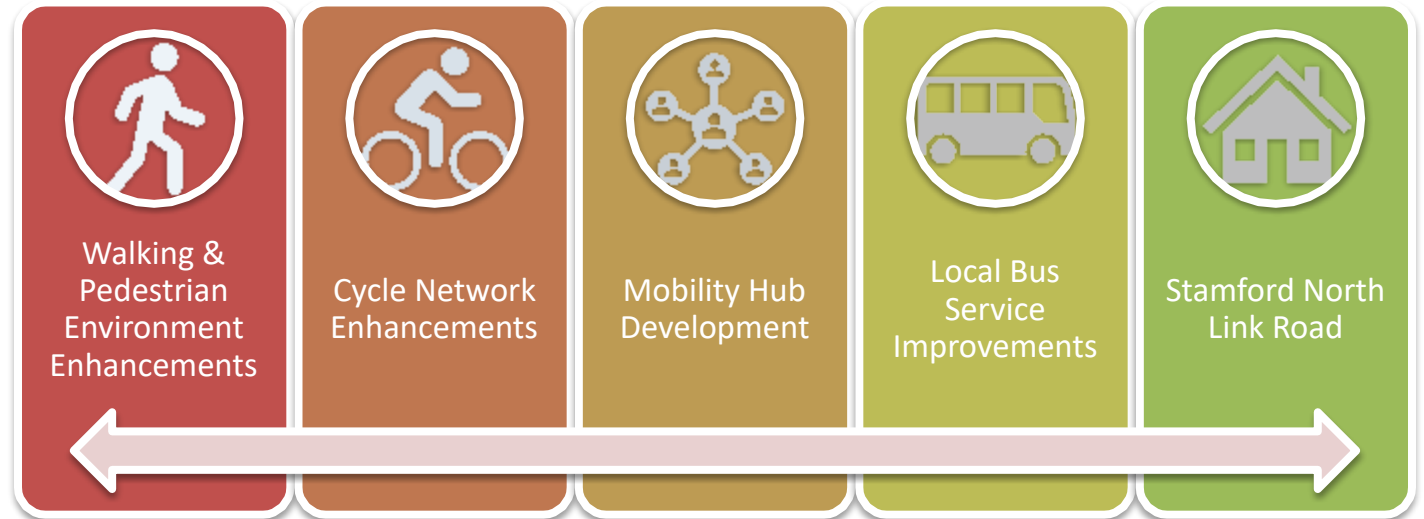
Key Pillars of the Strategy

The key pillars of the strategy are the interventions which will form the priority infrastructure and service changes.

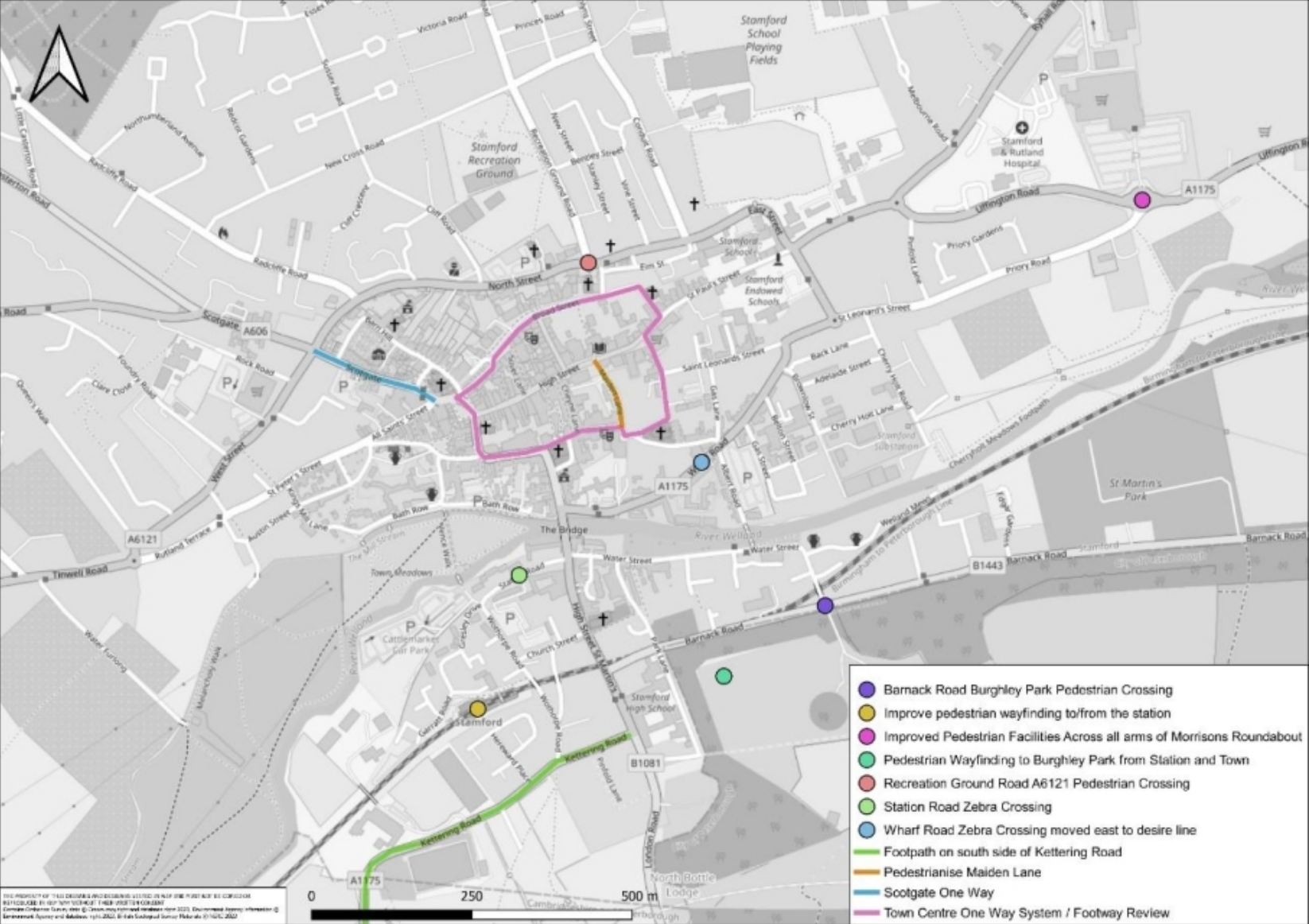
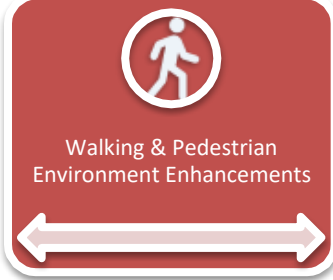
These will provide the key schemes that will help to deliver the vision and objectives.

These are focussed around enhancing the town centre environment for pedestrians, improving the cycling infrastructure within Stamford and increasing travel choice.

The core elements of the strategy are opposite:



Key Pillars of the Strategy



Key Pillars of the Strategy



Improving the cycle infrastructure

The cycle enhancements are focussed on targeted network improvements, cycle hire and improving cycle parking within Stamford. The aim is to provide high quality cycle infrastructure to help encourage more people to cycle for shorter journeys in and around the town.

Cycle Hire Package

This package considers the following:

- Creating a series of cycle hire hubs at the rail station, town centre, Stamford North and the Mobility Hubs.
- Providing a pool of cargo bikes for town centre deliveries and carrying heavier items over shorter distances.

Cycle Hubs & Supporting Infrastructure

This package will help to encourage more people to cycle through installing more bike racks on High Street and in the town centre and creating a secure covered cycle parking hub at the railway station.

Cycle Network Development

As part of this package the following will be developed:

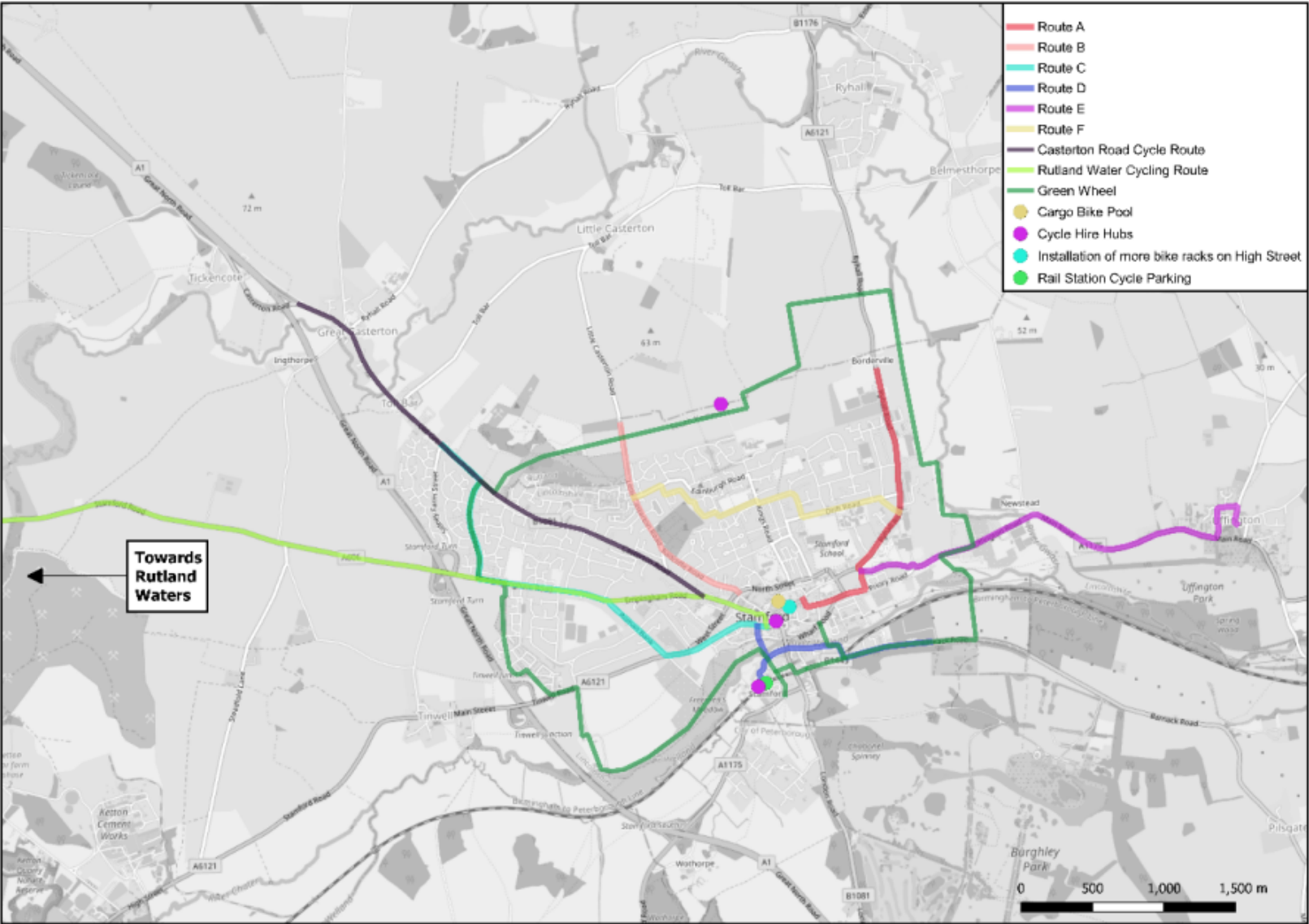
- Stamford Green Wheel Cycle Route
- Rutland Water Cycle Route
- Casterton Road cycle route

Cycle Network Enhancements

This package will consider opportunities to take forward the priority routes identified in the Stamford cycling and walking network plan, these are:

- Ryhall Road to St George Street
- Great Casterton to Stamford town centre
- Stamford town centre to Burghley Park
- Uffington to Stamford town centre.
- An east west route to the north of the town centre improving access to the local schools

Key Pillars of the Strategy



Key Pillars of the Strategy



Mobility Hub
Development

Improvement transport choice and connectivity

The mobility hub package is focussed on improving and increasing the facilities and opportunities to access different modes of travel from the town's existing transport hubs and residential areas. The aim is to look at opportunities to develop a series of transport hubs across the town which provide access to different modes of travel.

Railway Station Mobility Hub:

This package considers enhancing and increasing facilities at the railway station. To include a cycle hub (cycle hire and secured parking), improved access to the local bus network, EV charging hub (potentially to include the railway station car park and long stay Cattlemarket Car Park), EV taxi charging, enhanced information and signage and delivery lockers.

Bus Station Mobility Hub:

This package will consider enhancing and increasing facilities at the town centre bus station. To include improved waiting facilities, signage and wayfinding, cycle hub, delivery lockers

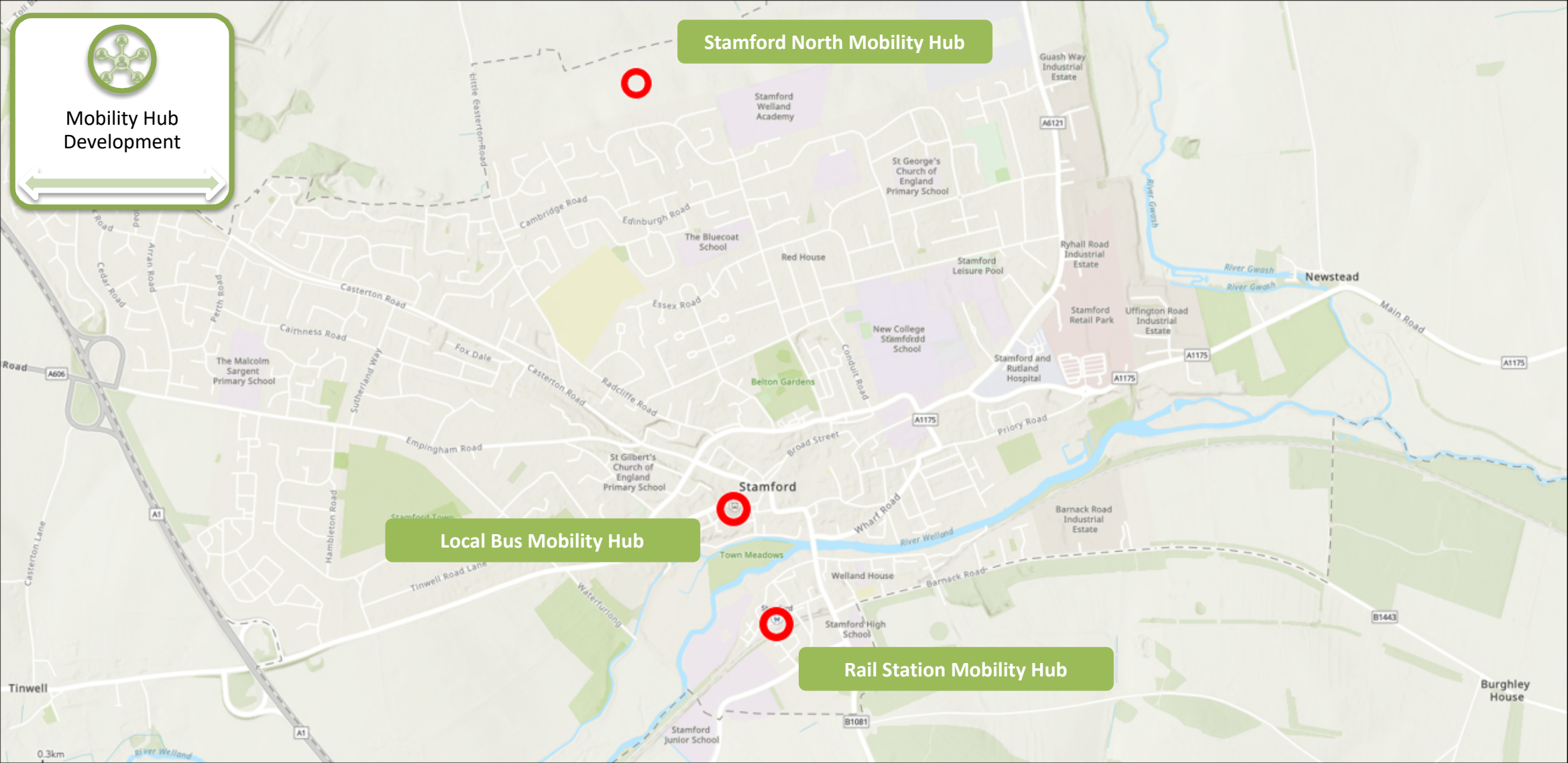
Stamford North Mobility Hub:

This package contains ideas to work with the Stamford North development to create a mobility hub. To include local bus waiting facilities, EV charging hub, EV car share, cycle hub (cycle parking, hire and cargo bike hire), delivery lockers, signage and wayfinding.

Residential Areas:

This package considers the development of a series of small mobility hubs based in Stamford's residential areas and surrounding villages. The hubs to include enhanced local bus waiting facilities EV charging hub, EV car share, cycle hub (cycle parking, hire and cargo bike hire) and delivery lockers.

Key Pillars of the Strategy



Key Pillars of the Strategy



Improving travel choice and rural connectivity

Public transport will form a vital part of improving travel choice, accessibility and reducing the need to travel by car. The public transport interventions focus on improving the frequency of local bus services and working with providers to introduce smarter ticketing arrangements.

Local Bus Service Frequency:

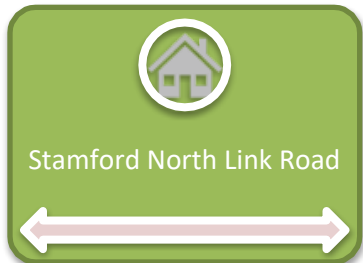
This package involves working with operators to increase the frequency of all buses to at least one per hour. To include evening and weekend services alongside enhancements to day-time services.

Smarter Ticketing:

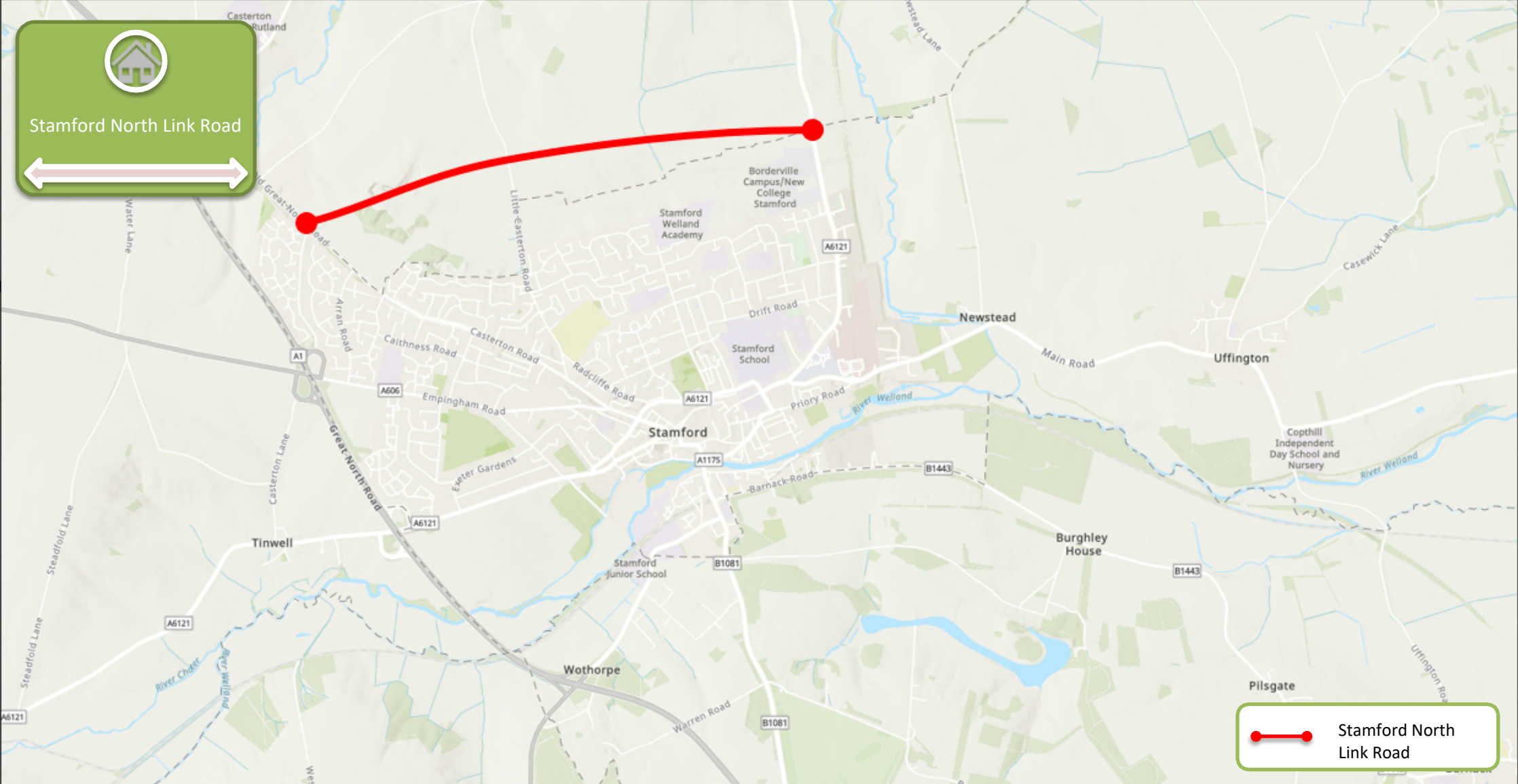
This package considers the provision of a cross mode, cross operators, standardised smart ticketing and payment services. The aim is to develop a consistent approach to ticketing and payments across all public transport operators. It also considers the development of a smarter ticketing strategy looking ahead to how ticketing may develop over the longer term.

Stamford North Link Road

To support the delivery of the town's urban extensions this package of work will consider options to deliver the Stamford North Link Road which will link the B1081 Old Great North Road to A6121 Ryhall Road. In addition to providing a new vehicular route, the link road may also provide a new segregated cycle route to help improve east west access to the north of the town.



Key Pillars of the Strategy



Supporting Infrastructure



Electric Vehicle Charging Infrastructure



Speed Limit Review



Parking Package



Park & Stride Package



Behaviour Change & Demand Management

This package considers the development of a comprehensive network of electric charging points:

- **EV Charge Points:** Provide (rapid) charge points in all public car parks in Stamford
- **A1 EV Charging Hub:** To support the town's visitor economy and longer distance journeys and consider working with partners to look at opportunities to provide an A1 EV charging hub.
- **Stamford EV Car Clubs:** Working with third party providers to consider the delivery of a series of EV car club locations across Stamford.

This package considers targeted speed limit changes:

- **Town Centre 20mph zone:** To include Scotgate, Broad Street, St Mary's Street, St Mary's Hill, Wharf Road, St Leonard's Street and St Paul's Street.
- **Kings Road 20mph Speed Limit**
- **20mph zones on school streets and residential areas**
- **Little Casterton Road speed limit change:** Enforce the 30mph speed limit.
- **Reduce speed limit on Little Casterton Road** from national speed limit

This package considers improving and streamlining parking in Stamford:

- Introduce parking restrictions on Roman Bank.
- Implement a residents parking scheme at the east end of Empingham Road / Scotgate Road.
- Introduce parking restrictions along Little Casterton Road.
- Assess the feasibility of removing the remaining public on-street parking in town centre (considering residents parking needs). Potentially including All Saints Place, Broad Street, St Mary's Street, St Leonards Street.

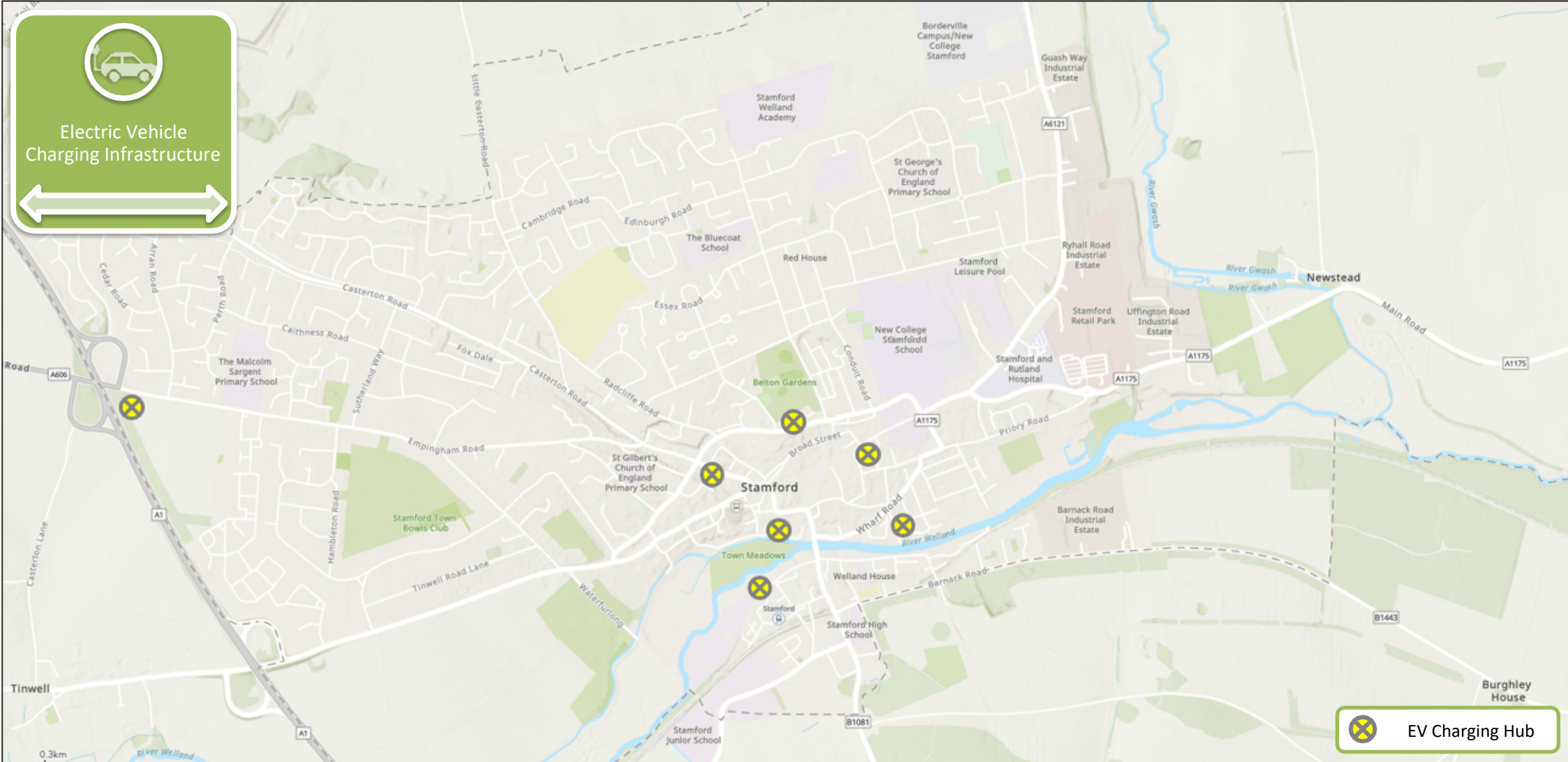
This package considers options to reduce traffic in the centre of Stamford:


- **Park & Stride:** This package contains a series of park and cycle / park and stride sites including Ryhall Road, A43 Kettering Road, A6121 Tinwell Road and A606 Empingham Road.
- **Park & Ride:** Linked to the local bus network to assess the feasibility of developing park and ride services at the following locations:
 - Ryhall Road
 - A6121 Tinwell
 - Uffington Road.

Reducing the impact of peak period travel:

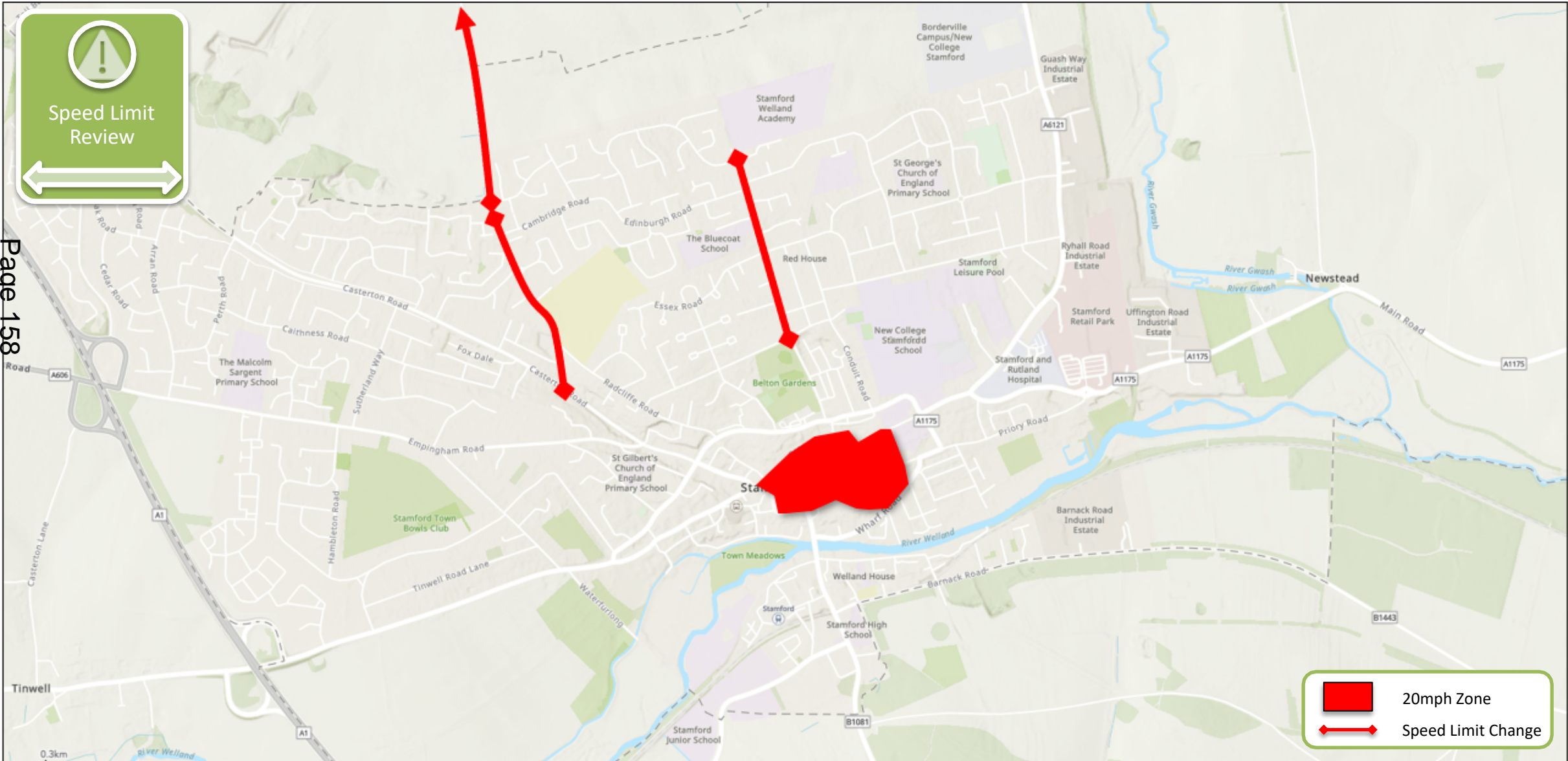
- **Stamford School Travel Plans:** Working with schools across Stamford the package considers introducing a travel plan programme.
- **Visitor Travel Management:** Working with partners to encourage sustainable travel to Stamford's tourist attractions and events. To include enhanced visitor travel information and a digital hub.
- **High Street Deliveries:** To help reduce the risk of conflicts on High Street we will consider a vehicle ban outside of loading time.

Supporting Infrastructure

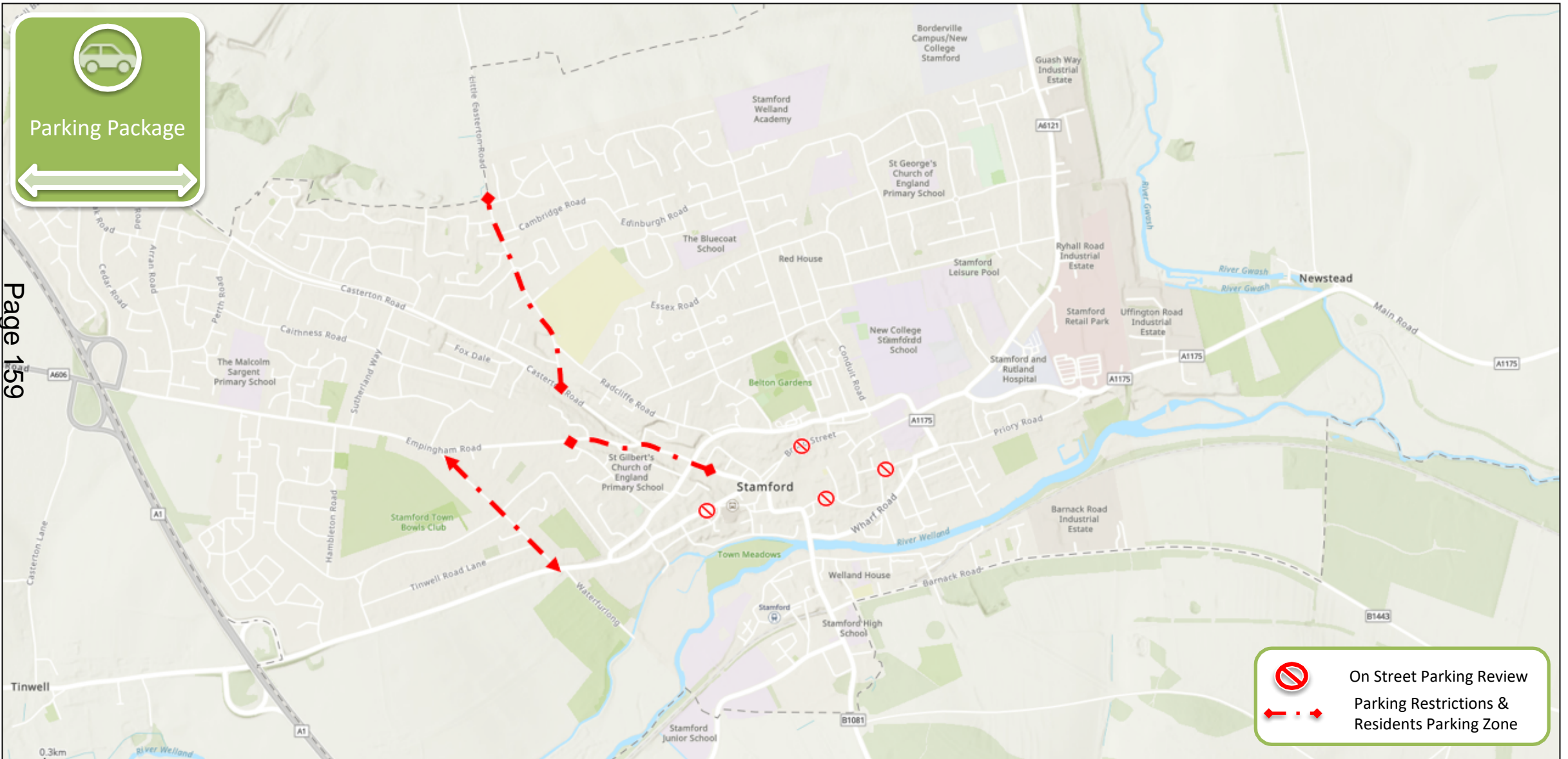


 EV Charging Hub

Supporting Infrastructure

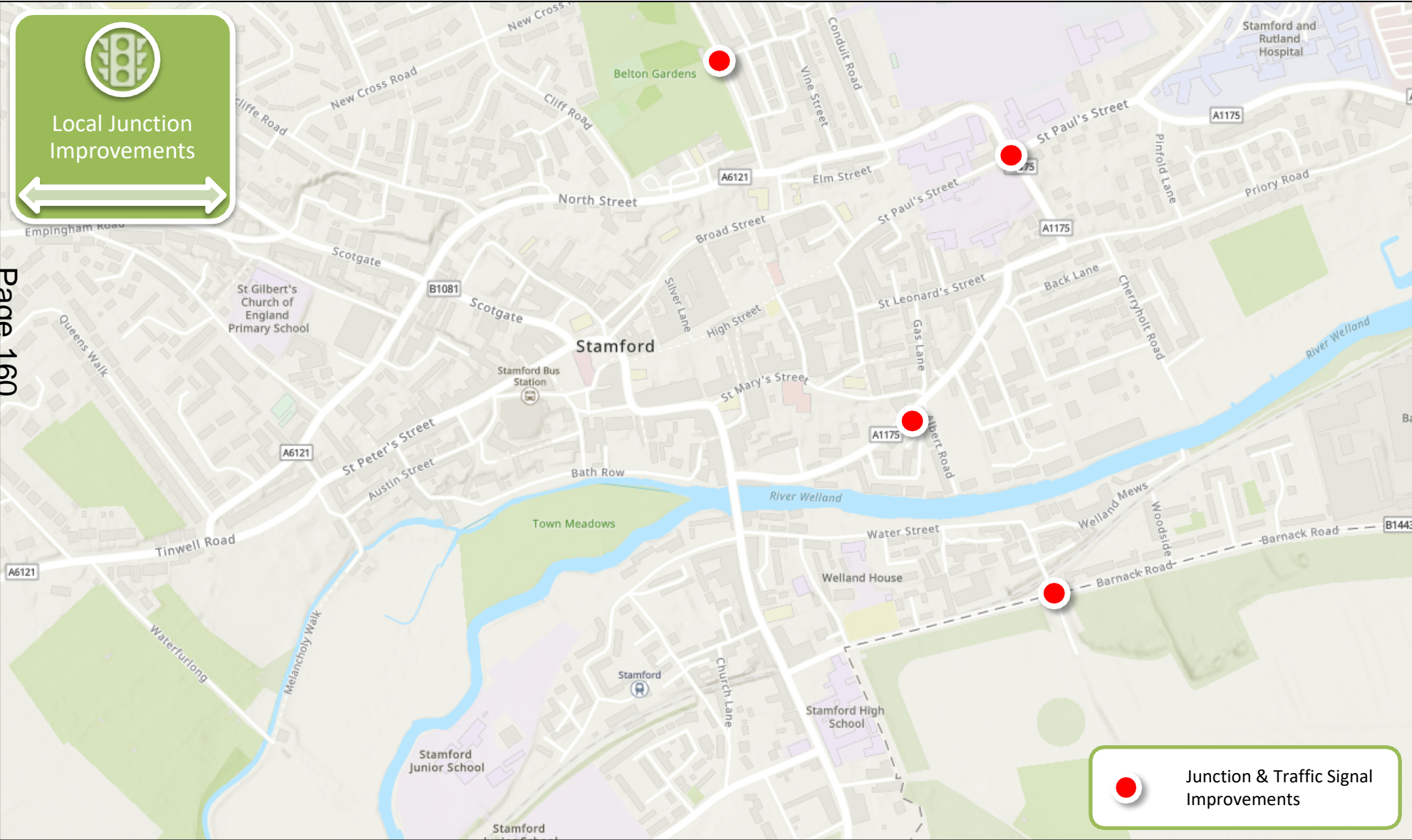


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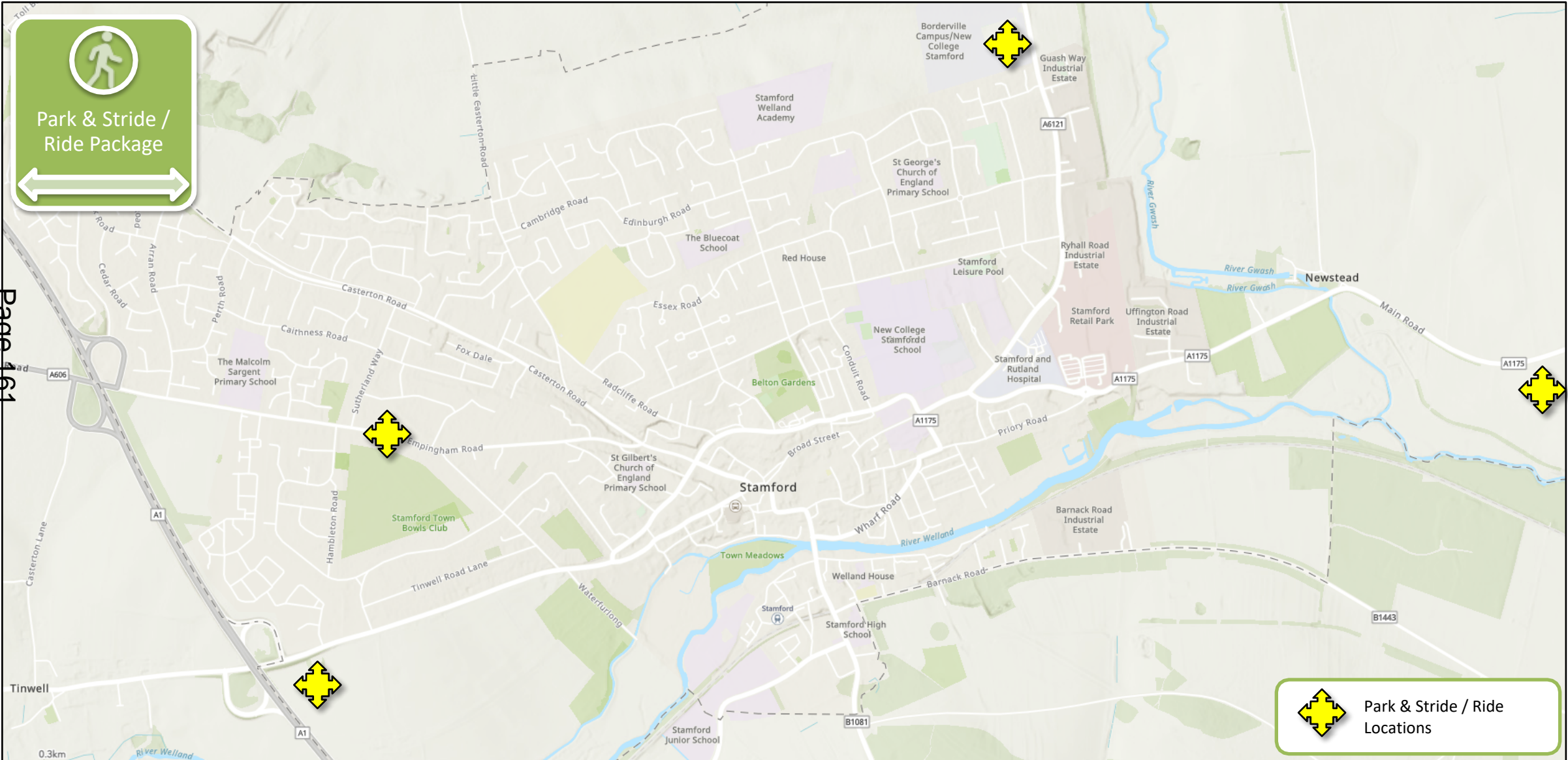


 On Street Parking Review
 Parking Restrictions & Residents Parking Zone

Supporting Infrastructure



Supporting Infrastructure



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Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Highways and Transport Scrutiny Committee
Date:	29 April 2024
Subject:	Transport Quarter 3 Performance Report 2023/24

Summary:

The purpose of this report is to provide the Committee with a summary of performance for quarter 3 in relation to the Council’s Transport Services including local bus services and Education Travel.

The Council’s integrated service contracts and manages passenger transport on behalf of the Place, Children’s Services and Adult Care Directorates and local bus transport – supported routes, fully funded fixed routes and demand responsive routes using the Callconnect service. Transport Services serves the people of Lincolnshire by enabling them to travel to access their requirements.

As a local transport authority (LTA), the Council has statutory obligations to provide educational travel and social care transport and to secure local bus services where none are provided commercially and which the Council determines socially necessary. Local bus services have been deregulated since the mid -1980s and as such bus companies can operate bus services on a commercial basis.

This report provides an update on the key priorities of Transport Services, which were highlighted in the previous report, including the Educational Travel Transformation Programme.

Actions Required:

The Highways and Transport Scrutiny Committee is requested to consider and comment on the detail of the report and recommend any changes or actions to the Executive Member for Highways, Transport and IT.

1. Background

1.1 Overview of Lincolnshire's Passenger Transport

- 1.1.1 The passenger transport industry continues to face numerous pressures, for both bus and taxi suppliers. Whilst driver availability remains less of an issue, fuel prices have increased.
- 1.1.2 New taxi operators have been accepted onto the Transport Dynamic Purchasing System. No new bus operators have entered the Lincolnshire market. Any operator who meets the threshold is then able to tender for Education Travel and Social Care contracts. We now have a total of 398 operators with whom we contract with through our dynamic purchasing system – an increase of 23 taxi operators since the previous quarter.
- 1.1.3 This quarter the Educational Travel team have started to prepare for the new intake for September 2024 and the tendering activity for new contracts commencing April 24 has been completed with a number of contracts being reviewed. The number of passengers continues to be around 19,000 per day with around 1,800 contracts. We are working closely with the Corporate Transformation Team to reduce the number of calls and emails into the team by improving the communication with parents and schools.
- 1.1.4 The local authority continues to work in partnership with public transport operators to sustain services where possible, and the Council is supporting operators through developing promotional material and undertaking related activity to promote bus services and increase patronage levels. Some of the recent activity utilising BSIP+ funding is listed below with more detail in the BSIP report that is being considered at this Scrutiny meeting:
- Gainsborough Into Town enhancements commenced on 19 February 2024 and the Grantham Into Town on 18 March 2024. Both towns now have 15 minute frequencies.
 - Skegness IntoTown Service changes to frequency will commence on 22 April 2024.
 - Extended Lincoln evening services also commence on 22 April 2024.
 - Real Time Information to be introduced in key locations around the County.
 - The £2 adult single fare cap remains popular has been introduced on Callconnect services to bring this scheme in line with the national strategy. This has proved very popular amongst its passenger base to date;

1.2 Progress on Transport Services' Medium to Long Term Priorities

- 1.2.1 Transport Services is working on the following key priorities, in order to maximise opportunities, manage risks and in order to work towards establishing a Lincolnshire passenger transport strategy.

- 1.2.2 **BSIP+ funding** – There are clear plans for the BSIP+ Phase 2 spend for this and the following year. The Council has also been awarded Network North Funding (BSIP Phase 3). Again more detail is included in the BSIP report.
- 1.2.3 **Rollout of an app-based booking system for Callconnect services** – The callconnect Via app has now been rolled out across Lincolnshire with no delays. *To add some stats before final report.*
- 1.2.4 **Educational Travel Transformation Programme** – work continues to transform the transport service, making it fit for purpose, and to maximise process efficiency and route optimisation to ultimately deliver significant cost avoidance savings and improve value for money. Activity continues across a number of themed elements, including the following:
- **Staffing:** Following a successful recruitment drive, the Education Operations team will no longer be operating under template, as key vacant G7 and G8 roles have been filled with strong candidates, the majority coming from the external market. An intensive training programme for the Educations Operations team for both existing and also new recruits has been created. This will establish a baseline of knowledge and adherence to processes. The scope of the training will continue to be re-visited as new software functionality is embedded within operating processes. Training has already commenced and is focusing on the most impactful areas on a priority basis. New starters joining the team following the recruitment exercise will also undertake an intensive induction and training programme and will not commence operational responsibility until they have reached the required knowledge and understanding. This will ensure high standards of compliance with process.
 - **Systems:** Recognising potential issues with the way operating systems talk to each other and therefore ability to interrogate data with confidence, the development of a performance lead role who will lead on liaison between Serco, MTC (operating software) and Finance and Performance teams. Forecasting exercise has identified multiple issues with the way the systems talk to each other and the way we interrogate the date and the confidence derived from outputs.
 - Action has been taken to ensure that MTC is the “single point of truth”, and to maximise use of the software to improve Route Optimisation and Scheduling, to drive BAU cost savings. Closer links with DDS (provider of Operating Software MTC) have been established with the aim to better utilise current functionality, with particular focus on improving operating effectiveness as well as a contract optimisation. A series of workshops have been established to create an action plan to put in place all identified short- and long-term improvements.
 - To improve MTC operating performance and platform stability, a move to a new server and Oracle database is being finalised is expected to conclude by mid-April 2024. Immediately following the server upgrade the latest version of the software will also be adopted, which offers improved route optimisation and process efficiency functionality. This improved hosting environment then offers the ability to connect to and then interrogate the database for Power BI dashboard development and improved reporting.
 - **Contracts:** During 2024/25, the following are key focus areas for savings:
 - Single occupancy contract review to be repeated;
 - Personal Travel Budget opportunities review to be repeated;
 - Route optimisation review to be repeated;

- Independent Travel Training review – with a full team in place, high cost passengers will be targeted for training;
- Detailed procurement and contract review plans are being created and using data reports to prioritise schools and areas which will yield greatest value for money improvements. As with all local authorities in England, we continue to focus on managing the cost pressures in educational travel provision which come with arranging travel provision for 19,000+ pupils per day.

1.2.4.1 Challenging Marketplace:

The cost of educational travel has been impacted by a number of external factors out of our control, including: national living wages rise, inflationary challenges, a national drivers' shortage (including more favourable pay rates in other delivery sectors), a shortage of passenger assistants, rising fuel prices; higher operational costs for larger operators including requirements of the Public Service Vehicle Accessibility Regulations 2000 (PSVAR) legislation, and an increase in placements to specialist settings for pupils with special educational needs.

Two recent studies commissioned by the County Council Network (CCN) and the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) have identified that Education Travel Spend is increasing considerably. The CCN study estimates that by 2027/28 national expenditure would be 113% higher than it was in 2018/19.

This is primarily due to pre-16 Special Educational Needs (SEN) transport. Nationally, there's been a 35% increase in eligible SEN pupils since the Children and Families Act was introduced in 2014. Furthermore, Local Authorities in the CCN have a higher per capita burden of expenditure on Education Travel. Modelling suggests that SEN budgets will continue to increase by 15-20% per year for the next 1-3 years.

As well as additional demand for SEN transport, this combines with increased inflation and increases in operating costs on raw materials and wages for the transport industry. Both reports identify that the majority of Local Authorities have embarked on programmes of reviewing current costs. Some Local Authorities have also revised the current education travel policies resulting in delivering the statutory minimum. Both reports conclude that no amount of effective commissioning or other cost avoidance measures will completely offset the impact of increased costs.

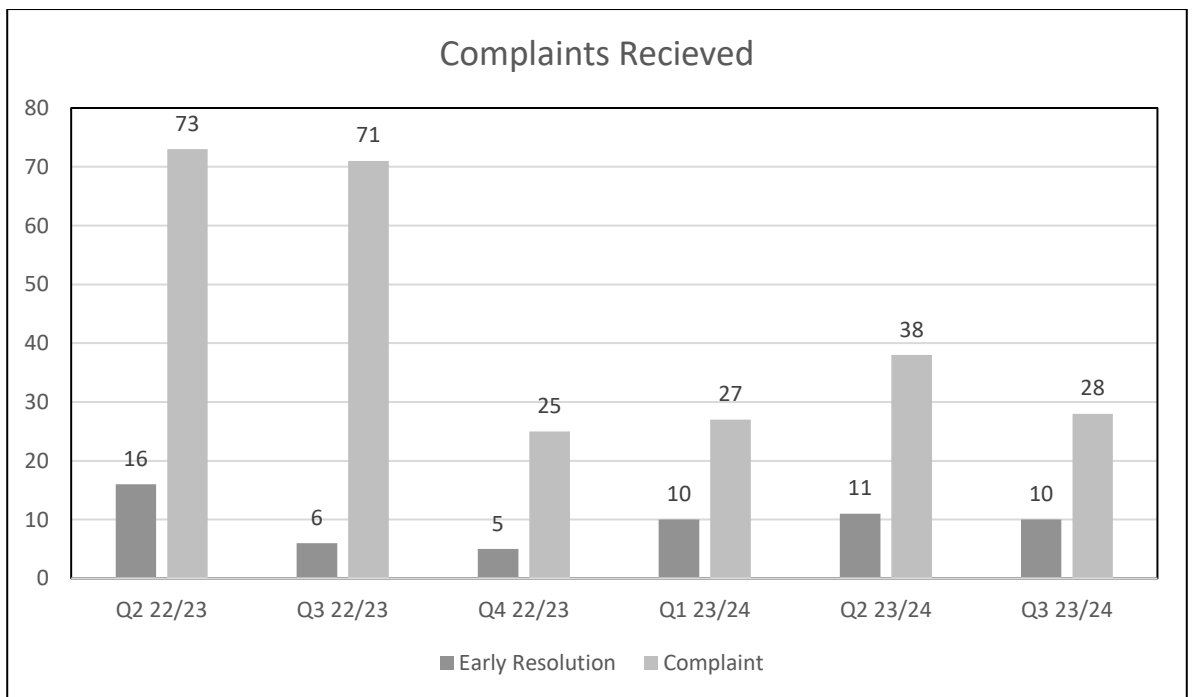
The CCN summarises that the challenges facing the home to school transport system are ones that local government cannot tackle alone. There are limitations in the efficiencies that can be generated locally, given the lack of control local authorities have over the majority of the driving factors; and the CCN believe that this is an area in which central government will need to take action to either change the statutory duty so that it fits within the envelope of funding available to local authorities, or provide additional funding to meet the statutory duty as it stands. The CCN reports that meaningful action to address the unsustainable demand for home to school transport is dependent on finding solutions to the current suite of endemic challenges within the SEND system.

- #### 1.2.5 Key performance measures and reporting –
- The focus for developing performance measures remains on educational travel. The performance dashboard is progressing well with dedicated resource from the corporate performance team.

1.2.6 **Complaints** - Transport Services received a total of 38 contacts in Quarter 3 of the 2023/2024 year, from individuals wishing to give feedback, report issues or complain about various services. Out of these 38 contacts, 28 entered the formal complaints process and 10 cases were handled as an Early Resolution, which equates to 36% of all contacts received.

Of the 28 complaints which were formally investigated at stage 1 of the complaints process, 2 cases required escalating to the second stage. Out of these 2 cases one was upheld. Out of the 28 cases, 13 cases were not upheld, 9 were partially upheld and 6 were fully upheld.

Transport Services has seen a large decrease in cases logged formally from Q3 in 2022/23 with a 60% drop, and a further drop since quarter 2. As previously reported we would expect a peak of complaints in quarter 2 at the start of the academic year.



2. Conclusion

2.1 The Highways and Transport Scrutiny Committee is requested to consider and comment on the detail of the report and recommend any changes or actions to the Executive Member for Highways, Transport and IT.

3. Consultation

a) Risks and Impact Analysis

The Transport Services risk register is regularly monitored and managed in accordance with the Council's approach to risk management. The highest scored residual risk is the negative impact of operating costs and inflationary costs of bus and taxi operators, on the service budget.

4. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Helen Reek, who can be contacted on 07741 606054 or Helen.Reek@lincolnshire.gov.uk.



Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Highways and Transport Scrutiny Committee
Date:	29 April 2024
Subject:	Road Safety Partnership Annual Report

Summary:

This report seeks to provide committee members with an update on fatal, and killed and serious injury (KSI) casualty figures for Lincolnshire. Further it provides data on trends, comparisons, and areas of priority.

Actions Required:

Members of the Highways and Planning Scrutiny Committee are invited to:

- 1) Consider and comment on the report and highlight any recommendations or further actions required.
- 2) Seek assurance on the work being undertaken by the Road Safety Partnership to reduce the number of people killed and injured on county roads.

1. Background

- 1.1 Much progress has been made in reducing road traffic collisions since the formation of the Lincolnshire Road Safety Partnership (LRSP) in 2000. Nevertheless, there is still much more to do as in 2023, 48 people were killed and 378 seriously injured on the roads of Lincolnshire.
- 1.2 The human consequences are impossible to quantify but the 2023 Department for Transport data [Average Value of Prevention of Reported Road Collisions](#) provides an update on the cost of road deaths to the public purse. In 2022 the cost of each fatality was estimated at £2.3 million.
- 1.4 Furthermore, the single major avoidable cause of death in childhood in England is unintentional injury – death in the home for under-fives and on the roads for over-fives. [Fair Society Healthy Lives' The Marmot Review, 2010](#)

- 1.5 Promoting and supporting road safety in conjunction with Lincolnshire Police and Lincolnshire Road Safety Partnership is one of the key priorities of the [Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2021-25](#) published by the Lincolnshire Police and Crime Commissioner.

2. National Strategies, Policies and Guidance

- 2.1 There are many national documents that deal with the issue of road safety. Much of it is applicable to Lincolnshire and helps provide context for the issues road users face in this county. National strategies and policies are used to inform local decision making and have been utilised when formulating the local plans outlined below.

[NICE Guideline: Unintentional injuries on the road: interventions for under-15s \[PH31\]](#) 2010 - This guideline covers road speed limits, 20mph zones and engineering measures to reduce speed or make routes safer.

[Department for Transport: Road Safety Statement-2019 A Lifetime of road safety](#) Road safety statement and two-year action plan, addressing road safety issues throughout the lifetime of roads users.

[Public Health England & RoSPA: Reducing unintentional injuries on the roads among children and young people under 25 years](#) Published 2014; last updated 2018 - Action areas for local authorities and their partners to help develop injury prevention strategies for children and young people.

[Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#) Personal injury accident statistics, on public roads in Great Britain for 2022.

[Parliamentary Advisory Council for Transport Safety – Safe Systems Approach](#) Outlines the Safe System approach to road safety which has a long-term goal for a road traffic system which is eventually free from death and serious injury.

3. What the data is telling us

- 3.1 Lincolnshire is a large, predominantly rural county with a population of 768,400 inhabitants (ONS - Population estimates for the UK, England and Wales, Scotland and Northern Ireland: 2021) and is the fourth largest county in England, covering over 5,900km².

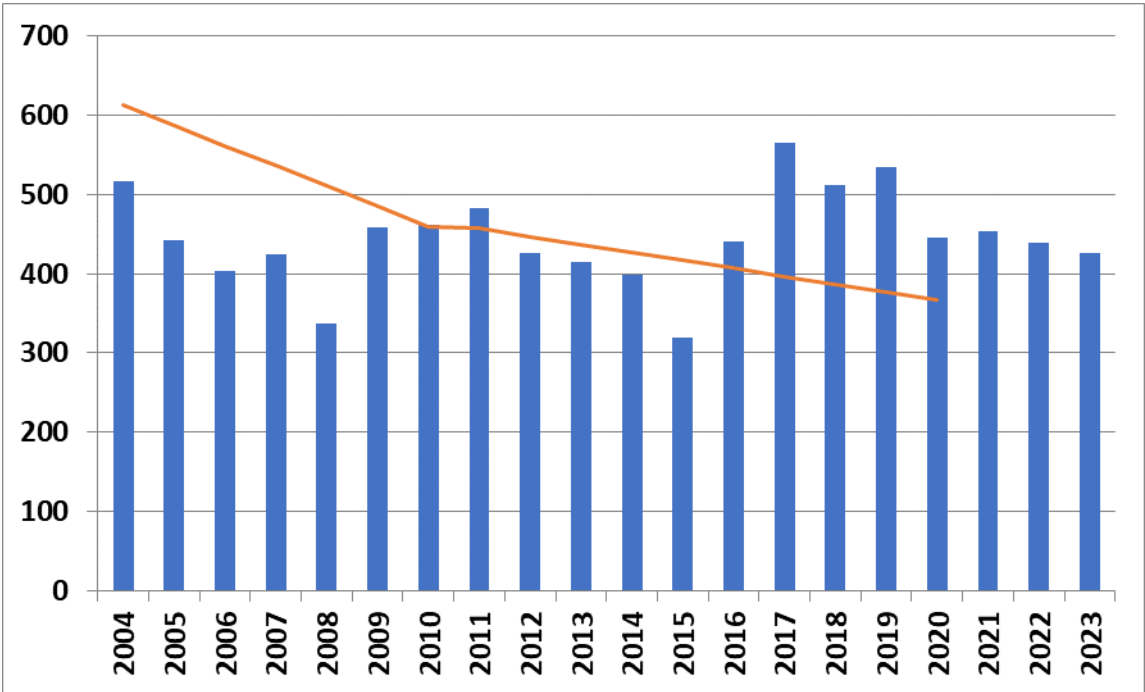
As a consequence of the size of the county, the highway network is extensive totalling around 8893km, making it the fifth longest highway authority nationally.

- 3.2 Traditionally the economy of the County has been based around agriculture, manufacturing and tourism, particularly along the east coast. This is significant as it introduces a range of different road users (e.g. HGV's, caravans, and motorcycles) to Lincolnshire who can be unfamiliar with the county and leads to seasonal fluctuations in traffic flow.
- 3.3 Further, a high number of people migrating to Lincolnshire are of retirement age or above. The proportion of the population over 65 years old is 22.9% compared with a national average of 17.8% (ONS 2021). In East Lindsey this rises to 30.4%.
- 3.4 The coronavirus pandemic had a sustained and dramatic impact on road use throughout 2020 and 2021. The requirement for varying degrees of lockdowns and restrictions on public movement makes direct comparisons between years particularly difficult.
- 3.5 LRSP primarily uses [Stats19 Data](#) (*the police collect details of all incidents which they attend or become aware of within 30 days, which occur on the highway, in which one or more person is killed or injured, and involving one or more vehicles using the STATS19 data collection system. STATS19 is the reference number for the police form used to record incidents*) to analyse collision and casualty trends. This is the national standard used by the Department for Transport.
- 3.6 Stats19 data shows that in Lincolnshire there was a substantial and sustained reduction in killed or seriously injured (KSI) casualties from 483 in 2011 to 320 in 2015. However, we then saw an increase in KSI casualties, with an average of 537 per year (2017-19). We have since seen a steady decrease with 446 in 2020, 453 in 2021, 439 in 2022, and 426 in 2023.
- The majority of KSI casualties in Lincolnshire occur on the rural road network.
 - Casualties are more likely to be male.
 - Collisions are distributed throughout the county with the highest percentage in East Lindsey.
 - The highest risk groups remain; high powered two wheel motor vehicle (TWMV) riders, young drivers (17-24years) and mature road users (60years+).
 - Despite an overall decrease in KSI casualties, 2023 saw a rise in pedestrian, pedal cycle, and child KSI casualties.
- 3.7 Fatal casualties continue to fluctuate with 59 in 2016, 49 in 2017, 56 in 2018, 54 in 2019, 52 in 2020, 40 in 2021, and 48 in 2022 and 2023.

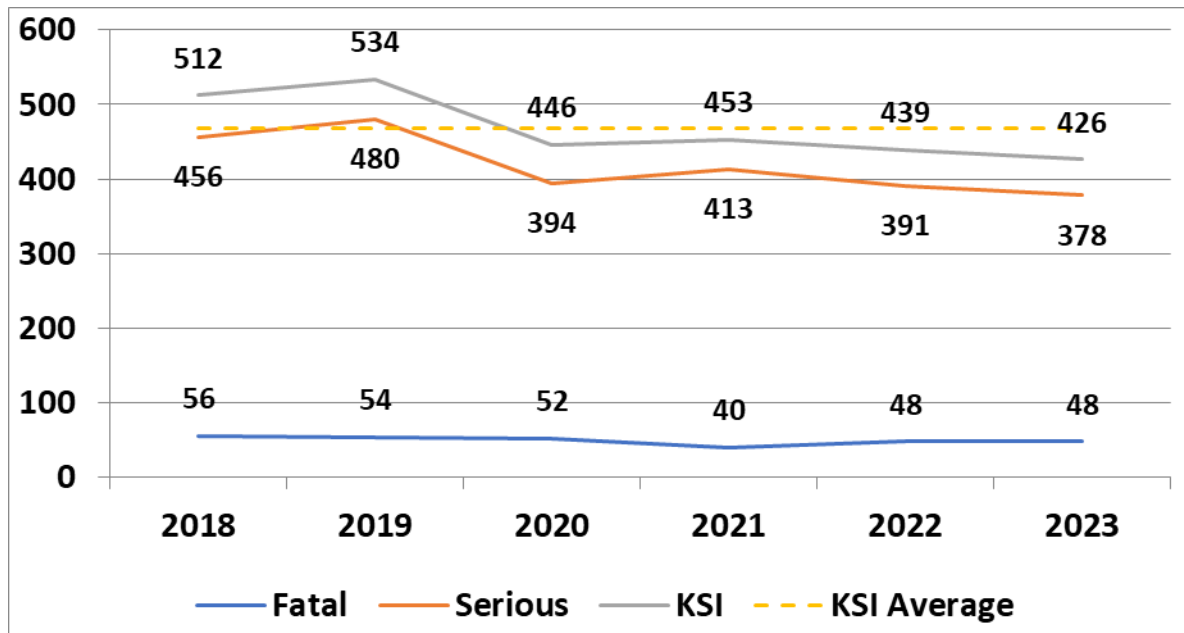
3.8 Table 1 – Casualty Figures

Year	2018	2019	2020	2021	2022	2023
Fatal	56	54	52	40	48	48
Serious	456	480	394	413	391	378
KSI	512	534	446	453	439	426

3.9 Figure 1 - KSI Casualties



3.10 Figure 2 - Fatal Casualties and KSI



3.11 Figure 3 in Appendix A shows a 5.78% increase in the 2013 V 2022 national comparison. However, this is significantly better than the average of comparative counties (+10.92) and the national average (+18.03%).

3.12 2023 saw a 3.0% reduction in KSI casualties overall, following a 3.1% reduction in 2022. However, there has been an increase in high priority groups. This includes a rise from 16 child (0-15) KSI casualties in 2022 to 28 in 2023, although it is lower than the 45 in 2021. There was a rise from 25 pedal cycle KSI casualties in 2022 to 35 in 2023, although it is lower than the 55 in 2021. There was also a rise from 37 pedestrian KSI casualties in 2022 to 55 in 2023, although it is lower than the 56 in 2021.

Decreases have been seen in other high priority groups, including motorcycle riders, 60 plus year old drivers, and 17-24yr old drivers.

- 3.13 The following outlines some of the key data for fatal casualties in 2023:
- 75% male (69% in 2022),
 - 31% in the 25-59 age range (33% in 2022)
 - 60% driver/rider (66% in 2022)
 - 85% happened in fine weather without high winds (65% in 2022)
 - 75% in a car (60% in 2022)
 - 80% of fatal accidents happened on A and B Class roads (96% in 2022)
 - The highest contributory factor defined by Stats19 data was 'Careless/Reckless/In a hurry'. This represents no change from 2022/21.

4. Lincolnshire Road Safety Partnership (LRSP)

- 4.1 The Lincolnshire Road Safety Partnership (LRSP) was formed in June 2000 and now comprises the following organisations:
- Police and Crime Commissioner
 - Lincolnshire Police
 - Lincolnshire County Council
 - National Highways
 - Lincolnshire Fire and Rescue
 - East Midlands Ambulance Service
- 4.2 LRSP was the first of its kind in the Country and co-locates forensic collision investigators and casualty reduction officers from Lincolnshire Police with LCC's Accident Investigation and Road Safety teams to form a multi-agency centralised road safety unit. Lincolnshire Fire and Rescue also has staff based with the LRSP who co-ordinate all fire and rescue road safety related activity. Additionally, the deployment and maintenance of safety cameras is managed within the LRSP. Consequently, the entire core functions of road safety, namely engineering, education and enforcement are co-ordinated from this centre.
- 4.3 LRSP is based within the Pelham Centre adjacent to Pelham Bridge in Lincoln. The cost of occupying and running these premises together with the cost of a manager were previously funded through contributions from the Partner agencies. These overheads are now funded through the Safety Camera Business Case.
- 4.4 As a Partnership the LRSP must implement actions that involve working with individuals and organisations to improve road safety. Some of the key parties are:
- Schools, academies, colleges and universities
 - Road Safety organisations and groups (IAM, RoSPA, Brake)
 - Cycling and walking groups
 - NHS
 - Employers
 - Military camps
 - Motoring organisations / road users
- 4.5 LRSP is managed by the LRSP Senior Manager, supported by a management team comprising of officers from Lincolnshire Police and LCC. The LRSP Senior Manager reports quarterly to a strategic board of elected members and senior officers from the Partnership organisations.
- 4.6 LRSP Mission Statement: *Making Lincolnshire's roads safer for all*

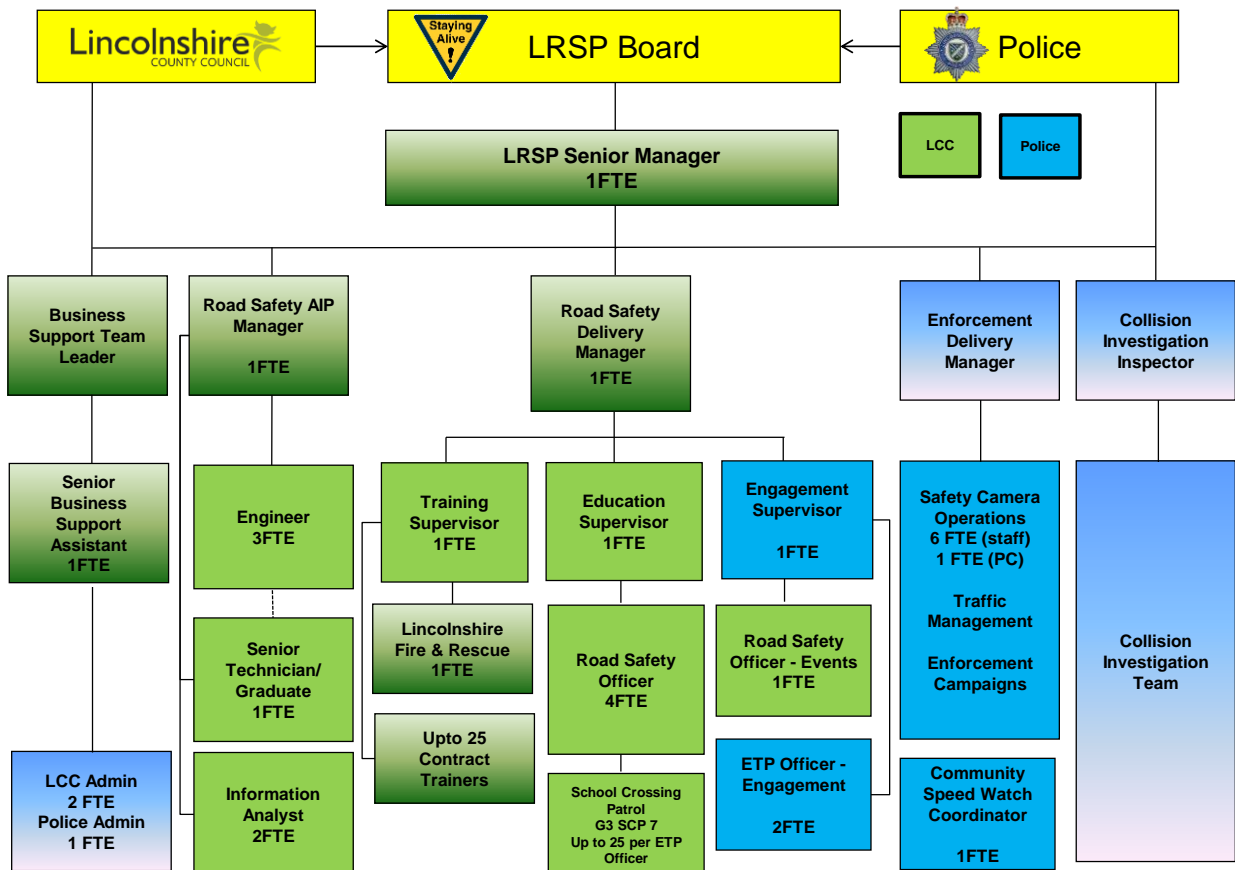
4.7 LRSP Vision: *To make significant year on year reductions in those killed or injured on Lincolnshire's roads through a sustainable, co-located road safety partnership delivering targeted interventions focussed on education, engineering, and enforcement.*

4.8 LRSP Priorities: Our priorities are reviewed annually following analysis of collision trends and causation factors. The outcomes of this analysis are reflected in a yearly Delivery Plan which sets our priorities for that year.

Our current priorities are:

- Young drivers (17 years to 24 years)
- Mature driver (60years +)
- Two Wheel Motor Vehicle Users
- Pedal Cyclists
- Pedestrians
- Business users

5. Figure 3 - LRSP Structure



6. LRSP Current Activity and Services

6.1 The LRSP mission statement, vision, strategic priorities and outcomes are all specified in the [LRSP Road Safety Strategy 2015 – 2025](#). This document commits the LRSP to being intelligence led and to focus on the four e's of education, engineering, enforcement, and evaluation. The Strategic Board meets in March each year to review progress, assess data and modify immediate priorities where necessary.

6.2 The current road safety activity undertaken by LRSP to reduce death and injury on the roads includes:

6.3 Engineering:

- Delivery of Accident Investigation and Prevention (AIP) engineering works. Over 1000 sites and links are assessed annually resulting in over 50 sites requiring more detailed investigation and improvement work. Examples in 2023 include:
 - A157 / B1225 Burgh on Bain crossroads – Signs and markings enhancement works to the junction
 - A16 / B1195 Spilsby – Vehicle Activated Signs (junction warning signs on A16 approaches)
 - A16 Burwell (lower speed limit and average speed camera system),
 - Tattershall Thorpe (visibility improvement at junction)
- Community Speed Watch passive and interactive warning signs now being utilised by more than 200 parishes.
- Traffic schemes.
- Delivery of Department for Transport Safer Roads Fund schemes totalling over £2,000,000. The Safer Roads Fund was made available to enable local authorities to improve the '50 most dangerous stretches' of 'A' roads in England. Lincolnshire submitted three bids for improvements on A18, A631, A1084, and A18 in conjunction with North East Lincs Council. The bids combined resurfacing, lower speed limits, average speed cameras on A631, and junction improvements. All works are complete, except for the implementation of the average speed camera system on the A631 between Middle Rasen and Ludford.

6.4 Enforcement (inc. Lincolnshire Police):

- Speed Enforcement: management and operation of Lincolnshire's extensive safety camera enforcement system. This currently consists of 9 average speed, 37 static and approx. 100 mobile camera sites.
- A comprehensive upgrade program is nearing completion. This saw the replacement of obsolete wet film cameras with digital technology.
- In 2023, the static speed camera on the A16 at Sutterton was upgraded to an average speed camera system, a new average speed camera system will also be installed on the A631 between Market Rasen and

Ludford, and a new average speed camera system will be installed on the A16 Burwell.

- Operation Octane – motorcycle enforcement and education campaign.
- Seasonal education and enforcement Drink & Drug Driving campaigns.
- Local Police Enforcement.
- Roads Policing.

6.5 Community Speed Watch (CSW):

The CSW scheme now has 288 members using one or more of the following:

- Passive speed limit reminder signs.
- Vehicle activated speed warning signs.
- Volunteer speed monitoring groups.
 - 105 trained groups
 - 1,382 trained Volunteers
 - 500+ documented CSW locations across the County
 - Approximately, 35,000 warning letters have been sent to motorists since the scheme started in October 2018.

6.6 Operation Snap

Operation Snap enables the submission of dashcam video evidence from members of the public in relation to suspected driving offences.

- In 2023, 2,182 submissions were received and reviewed (1,722 in 2022). This resulted in 652 being processed as potential offences (566 in 2022).
- An additional 583 warning letters were sent to drivers (514 in 2022). These are used in Lincolnshire where the submission may not meet the evidential threshold, where the threshold for an offence is not quite met, or that there is a technical issue preventing processing, but that it is felt the driver would benefit from words of advice.
- Processed offences include, Due Care and Attention, Reasonable Consideration to Other Road Users, Failure to Comply with Traffic Light Signals/red cross, Failure to Comply with Solid White Lines, and mobile phone use.

6.7 Education, Training and Publicity (ETP) (non-schools):

In order to achieve the ETP objectives outlined in the [LRSP Road Safety Strategy 2015-2025](#) the following activity is being delivered:

- Delivery of National Driver Offender Retraining Scheme (NDORS) courses as an alternative to prosecution. In 2023, over 20,000 clients received a driver education course in Lincolnshire.
- National 'Bikesafe' motorcycle training course.
- Smart Rider observed ride initiative.
- Delivery of 'Biker Down' Training. 'Biker Down' was launched by Kent Fire & Rescue in 2010. The aim of the course is to equip bikers with the knowledge of how to be the 'First Responder' at an incident (as bikers

often ride in groups and therefore are more likely to be the first on scene). Working in collaboration with LIVES, Lincs & Notts Air Ambulance and LRSP, LFR have taken the lead to bring an initiative to Lincolnshire to impart lifesaving skills to motorcyclists who come across RTCs This free, three-hour course consists of three separate modules: Scene Management, Triage and First Aid, The Thinking Biker.

- Continuation of Shiny Side Up signage targeted on routes throughout the county that have historically seen a high number of collisions.
- Continue to deliver non-Police referral suite of courses including Young Driver Training Programme, Taxi course delivered from various venues and training targeting identified priority groups as required.
- Provide 2fast2soon Corporate training and a further suite of corporate resources to assist organisations with Managing Operational Road Risk (MORR)
- Extensive event and show attendance allowing community engagement and educational opportunities.
- Creation and dissemination of educational clips to best expose prevention messages and raise awareness.
- Continue to manage School Crossing Patrol facilities across the County.
- Provide successful road safety communications campaigns targeting every aspect of road safety. In recent years this has included advertising and public awareness campaigns on the following issues:
 - Drink and drug driving
 - Motorcycle safety
 - Police – Fatal 4 campaign
 - Winter driving
 - Mobile Phones
 - Seatbelts
 - Child safety
 - Vehicle maintenance
 - Heavy and Light Goods Vehicles
 - Agricultural Vehicles
 - Driving for Work
 - Brake Road Safety Week

6.8 Evaluation:

- Comprehensive data analysis, identification of key issues and establishing priorities and emerging trends.
- Completion of seven day speed surveys at over 150 community concern locations per annum. A full analysis of speed and collision data follows to assess what resources might be required.
- Improving engagement methods and subsequent impact.

7. Delivery of Education, Training and Publicity to Schools/Colleges

7.1 At a Primary level we offer a range of services that help teach children important safety lessons in:

- How to keep themselves and others safe, now and in the future.
- The road environment and how it functions.
- How to influence changes in that environment.

7.2 We offer a range of lessons aimed at different lower key stages to appropriately address approaching road safety challenges. These lessons include:

Pedestrian Safety (KS1)	A practical guided session in the locality of the school, that introduces pedestrian safety in a variety of circumstances to include, safe crossing places, understanding visibility and how to stay most visible, recognising basic hazards and road safety signage and road markings.
In car safety (KS2)	Awareness and understanding of own responsibility inside a vehicle and some introduction to the law. To understand safer in car behaviours (E.g. distraction).
Environmental Trails & journey planning (KS2)	Understanding your environment. A guided trail in the locality of the school. Provides the pupils an opportunity to build on their pedestrian skills learned and consider hazards and more complex road safety elements whilst travelling more independently in preparation for secondary school.
Cycle helmets (KS1)	Increasing the understanding of potential risk associated with cycling without wearing a helmet and the consequences of not doing so. Discussion of the reasons why some people may not wear helmets whilst cycling.
Junior Road Safety Officer scheme (JRSO)	JRSO initiative gives students the opportunity to lead from the front alongside a dedicated member of staff supported by local Road Safety Officer to deliver road safety messages to the school community through fun and engaging ways

- 7.3 At a Secondary level we offer a range of services that help teach children important safety lessons in:
- Understanding and recognising unsafe situations.
 - Developing coping strategies and techniques to stay safer on the road.
 - Promoting positive related behaviour among peers and discouraging negative peer pressure.
 - Understanding consequences of taking risks and generating prevention ideas and techniques around safe roadside use.

7.4 We offer a range of lessons aimed at different upper key stages to appropriately address approaching road safety challenges. These lessons include:

Adapt to Survive (KS3)	looks at ways that pupils can adapt themselves and their behaviours to stay safe in the road environment.
Young Passenger Awareness (KS4)	A presentation which aims to raise awareness of the risks involved with being car passengers. Students are given the knowledge to encourage them to make safer choices as passengers.
Road Traffic Collision Investigation (RTCI) (KS3 & (KS4)	An engaging and immersive problem-solving session where students become collision scene investigators, working their way through clues and evidence in order to understand why the collision occurred and how it could have been prevented. This lesson's main focus is on distraction.
Preparing to Drive (Sixth Form)	To provide information for students at the start of their driving career to assist them in becoming responsible, safe and legal drivers. The programme provides practical information such as applying for a provisional licence, taking the theory test and insuring their vehicle. Students are encouraged to be safe drivers through discussion of the Fatal Four.
2Fast2Soon (Sixth Form)	An immersive theatre experience, where students observe actors re-enacting a real life collision which happened in Lincolnshire.

7.5 2fast2soon is a custom-made sixth-form package. We engage the audience in a theatre performance based on a real-life story. The performance encourages thoughts associated with risky road safety behaviour, loss of freedom, guilt, and consequences. This then leads directly into a workshop developing consciousness then strategy associated with risk, consequences, peer pressure and the effects on the family following a road traffic collision.

- 7.6 In 2024 LRSP will be launching a new and improved 2fast2soon. In 2023 LRSP conducted market research with sample year 12 and 13 students across the county aimed at understanding the best method and approach to ensure the audiences are fully engaging in deliveries. We received excellent feedback, which not only supports the delivery of 2fast2soon in its premise but also provided us with great insight into how we could adapt our new story to ensure as many young people as possible in our audiences gain as much as they can from the delivery. A new script has been created and work is underway on the associated facilitation, lesson planning and
- 7.7 LRSP continue the process of auditing the school road safety curriculum with a view to creating a progressive programme of study that builds upon prior learning across all the key stages and into college/university.
- 7.8 The education team also continue to expand it's provision to 17-24 year olds, and having successfully delivered our college road safety awareness event to Riseholme College, we are now in discussions with Boston and Stamford Colleges to deliver our event on their campuses in the new year.
- 7.9 As planned the Lincolnshire and Revesby Shows included a celebration of the School Crossing Patrol (SCP) Service's Platinum Jubilee, with a mini crossing point where children were able to dress up and role play, together with a 'seaside style' photo opportunity board along the same theme.
- 7.10 The major events were also used to highlight the work of the partnership as a whole entity with representatives from multiple departments showcasing their work and how they contribute to a 'Safe System' approach to road

8. Table 6 Projected Income/Expenditure 2023/24

	Org.	Lincolnshire Road Safety Partnership	23/24 Current Budget £000
		Revenue	
1	LP	Police Staff Salaries	1,020
2	LP	Police Officer Salaries	61
3	LP	Overtime	5
4	LP	Transport	19
5	LP	Supplies and Services	269
6	LP	NDORS Cost Recovery Income	(1,374)
		Subtotal LP	0
7	LCC	LRSP - Running Expenses	305
8	LCC	LRSP - Enforcement	55
9	LCC	LRSP - Delivery of Educational Training	1,882
10	LCC	LRSP - Engineering	280
11	LCC	Income	(2,091)
		Subtotal LCC	432
		Revenue Total	432
		Capital	
12	LCC	Integrated Transport - Local Safety	317
13	LP	Police Capital	0
		Capital Total	317

9. Planning the 2025 Road Safety Strategy

9.1 What is our aim?

To create a new, ambitious, collaborative Road Safety Strategy for Lincolnshire that commits everyone in the road safety system to preventing death and serious injury on the roads beyond 2025.

9.2. What is needed?

- A clear political strategy for Lincolnshire that aligns with corporate plans and strategies.
- Must ensure elected representatives at all political levels are able to feed into the road safety provision.
- Must ensure all public service providers are adequately represented and contributing to improving road safety.
- Must ensure that the wider activities of LRSP parent organisations (for example LCC Highways, FRS/NHS/EMAS post-crash care, embed road safety in their provision.
- Must ensure focus is on delivering against priorities.
- Must ensure we know we are undertaking the right activity.
- Must know that what is being done is effective.
- Must implement an effective communications strategy, externally to end users, internally to all partner organisations, and to all other interested bodies and organisations. Key principles everyone has a part to play in preventing death and injury.
- Must ensure we are driving innovation.

9.3. How will we do this?

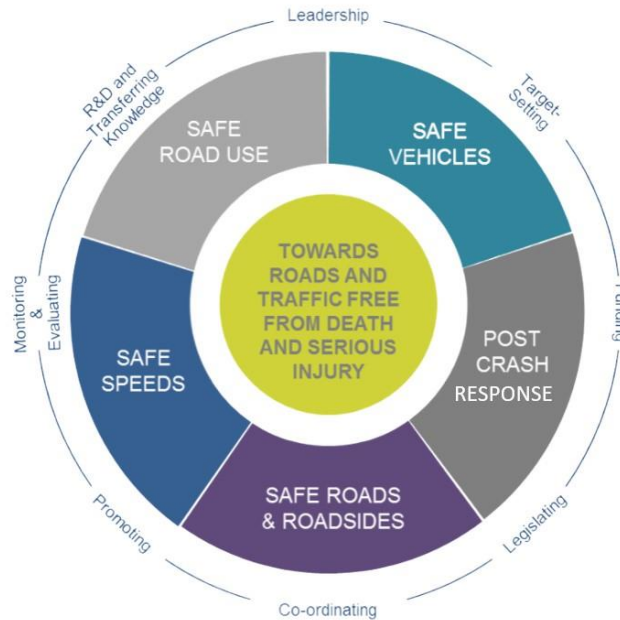
- Undertake extensive consultation.
- Work with key partners to increase their impact on reducing death and injury on the roads.
- Identify what formal and informal mechanisms can be employed to ensure district, borough, city, and parish councils play an integral part in Lincolnshire's coordinated road safety provision.
- Whilst the LRSP Mission Statement and Vision provide a clear strategy for delivering road safety services in Lincolnshire, they do not demonstrate how the Key Principles of the Police & Crime Commissioner's Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2021 – 2025, and Lincolnshire County Council Corporate Plan will be imbedded in the work of LRSP. This needs to be clearly defined in the next strategy.
- Whilst LRSP must ensure it focuses on always delivering against priorities, because the priorities can change year on year, it must also demonstrate that the way in which its activity is undertaken, aligns with the Key Principles outlined in the PCC and LCC Plans at all times.
- Complete comprehensive investigation into priority groups.

- Review and revise future targets.
- Implement The Safe System approach to road safety within Lincolnshire.
- Agree core outcomes from 2025.
- Produce a new comprehensive Communications Strategy and ensure the provision of adequate resources.

9.4 What will a new strategy look like?

- A shared responsibility exists amongst those who design, build, manage and use roads and vehicle and provide post-crash care to prevent crashes resulting in serious injury or death. The strategy will acknowledge that every part of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected.
- Lincolnshire will use the Safe System approach to road safety putting human being at its centre and working from the belief that every road death or serious injury is preventable.
- On that basis, the Road Safety Strategy for Lincolnshire will provide an overarching guide for everyone in the road safety system to use, ensuring their operations will help prevent death and serious injury on the roads beyond 2025.
- Level One: Agree a Road Safety Strategy for Lincolnshire Mission Statement:
- Level Two: Agree a Road Safety Strategy for Lincolnshire Vision:
- Level Three: Agree Key Principles: These must be directly related to those of the parent organisations, outlining how they will be employed in the road safety field.
 - Protecting and supporting the vulnerable
 - Community safety and prevention in partnership
 - Provide good-value services that work
 - Enabling everyone to enjoy life to the full
 - Creating thriving environments
 - Supporting community spaces and travel
 - Listening, responding and being accountable
 - Encouraging innovation and are innovative ourselves
- Level Four: Fully integrate the five Safe System pillars into Lincolnshire's road safety provision delivering safe transport for all free from death and serious injury.
 - Safer Behaviours and People – Reducing the likelihood of road users making mistakes or taking risks through targeted enforcement, education programmes and safety training.
 - Safer Speeds – Implementing a range of initiatives encouraging people to drive at an appropriate speed.
 - Safer Roads – Designing safer roads and junctions to reduce the likelihood and severity of collisions.

- Safer Vehicles – Supporting changes to vehicle standards to improve safety for all road users.
- Post-collision Learning and Care – Learning from road crashes and raising awareness of support available for victims and their families.



Source: Loughborough University Design School Safe System Course, 2017, with PACTS modifications, 2022

- Level Five: Individual Organisational Delivery Plans will be used to clearly demonstrate how road safety activity will be used to prevent death and serious injury on the roads by targeting identified priorities.
 - Lincolnshire Road Safety Partnership Delivery Plan
 - Lincolnshire Police Serious Road Harm Strategic Lead's Plan
 - More to be added....

10. Conclusion

Members of the Public Protection and Communities Scrutiny Committee are invited to:

- 1) Consider and comment on the report and highlight any recommendations or further actions required.
- 2) Seek assurance on the work being undertaken by the Road Safety Partnership to reduce the number of people killed and injured on county roads.

11. Consultation

Risks and Impact Analysis

This paper provides an update on data and as such does not contain a project, proposed service change, commissioning, decommissioning, or decision. As such, there is no impact or likely impact on people with protected characteristics.

12. Appendices

These are listed below and attached at the back of the report	
Appendix A	Road Safety Annual Report 2024

13. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Steve Batchelor, who can be contacted on steven.batchelor@lincolnshire.gov.uk



**Highways & Planning Scrutiny Committee
29th April 2023
Road Traffic Collisions in Lincolnshire –
Supplementary Data Report**

Data Analysis:

In the following analysis

KSI = Killed or Seriously Injured

Unless otherwise stated Lincolnshire casualty data is provided from Stats19.

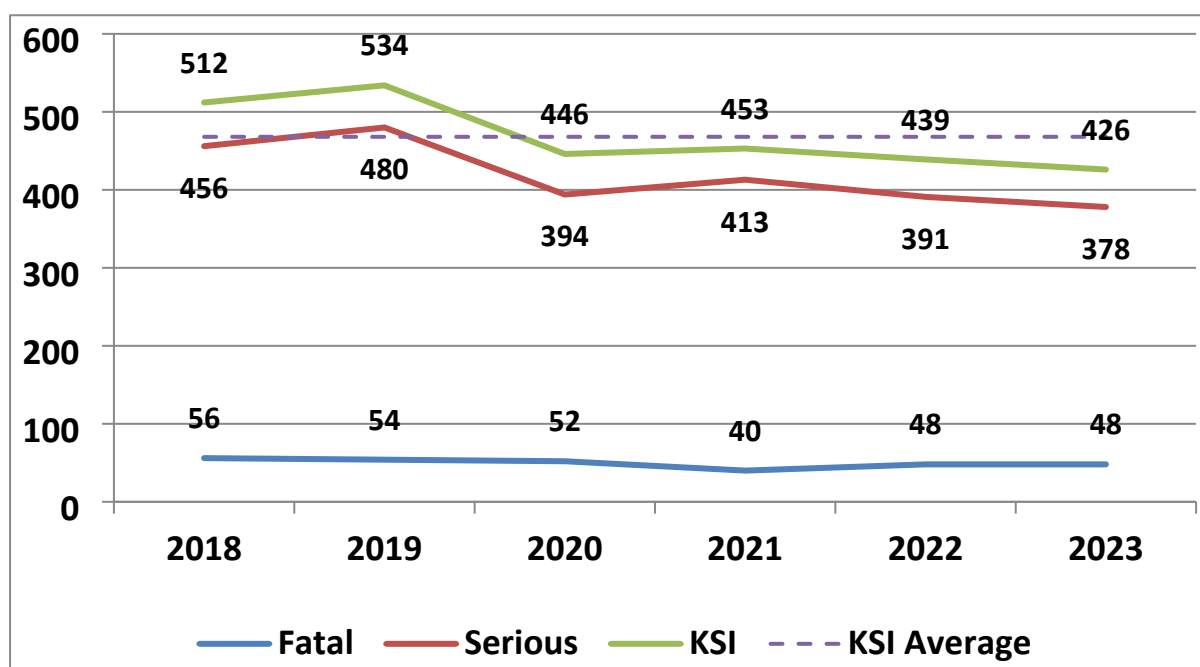
Unless otherwise stated all regional and national comparison data (up to 2022 – latest validated available) is provided from:

[Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#) Personal injury accident statistics, on public roads in Great Britain for 2022.

Table 1- Casualty Figures

Year	2018	2019	2020	2021	2022	2023
Fatal	56	54	52	40	48	48
Serious	456	480	394	413	391	378
KSI	512	534	446	453	439	426

Figure 1- Fatal Casualties and KSI



The following graphs provide an overview of KSI and fatal trends and comparisons to similar counties and the national average:

Figure 2 – KSI Casualties

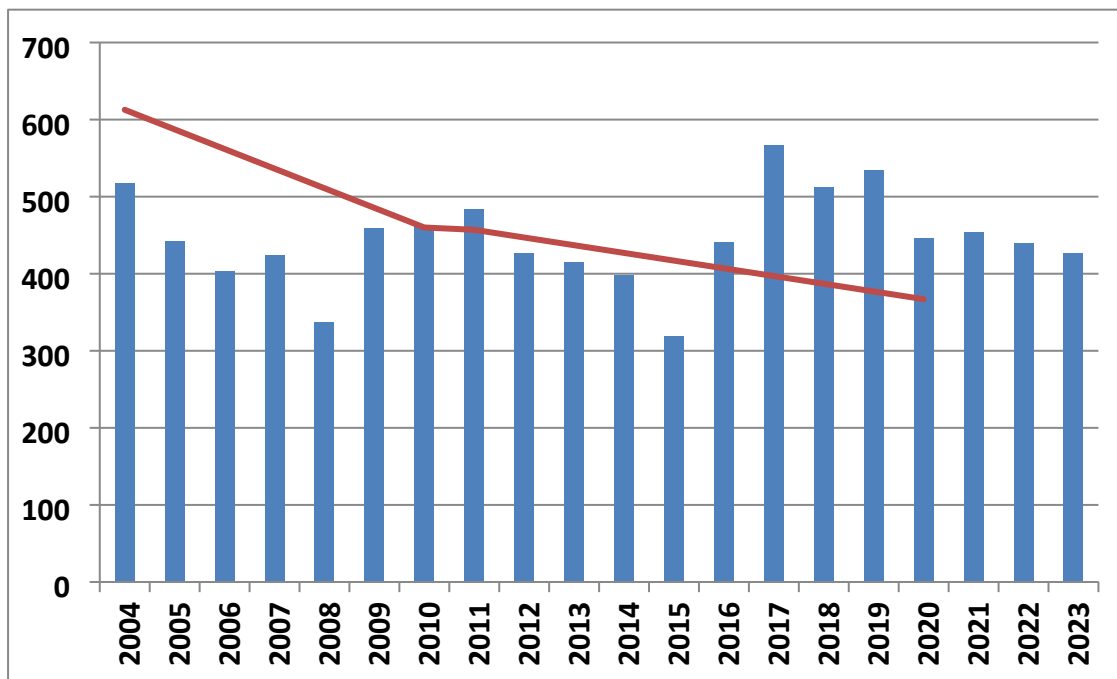


Figure 3 : Change in KSI Casualties 2013 - 2022 National Comparison

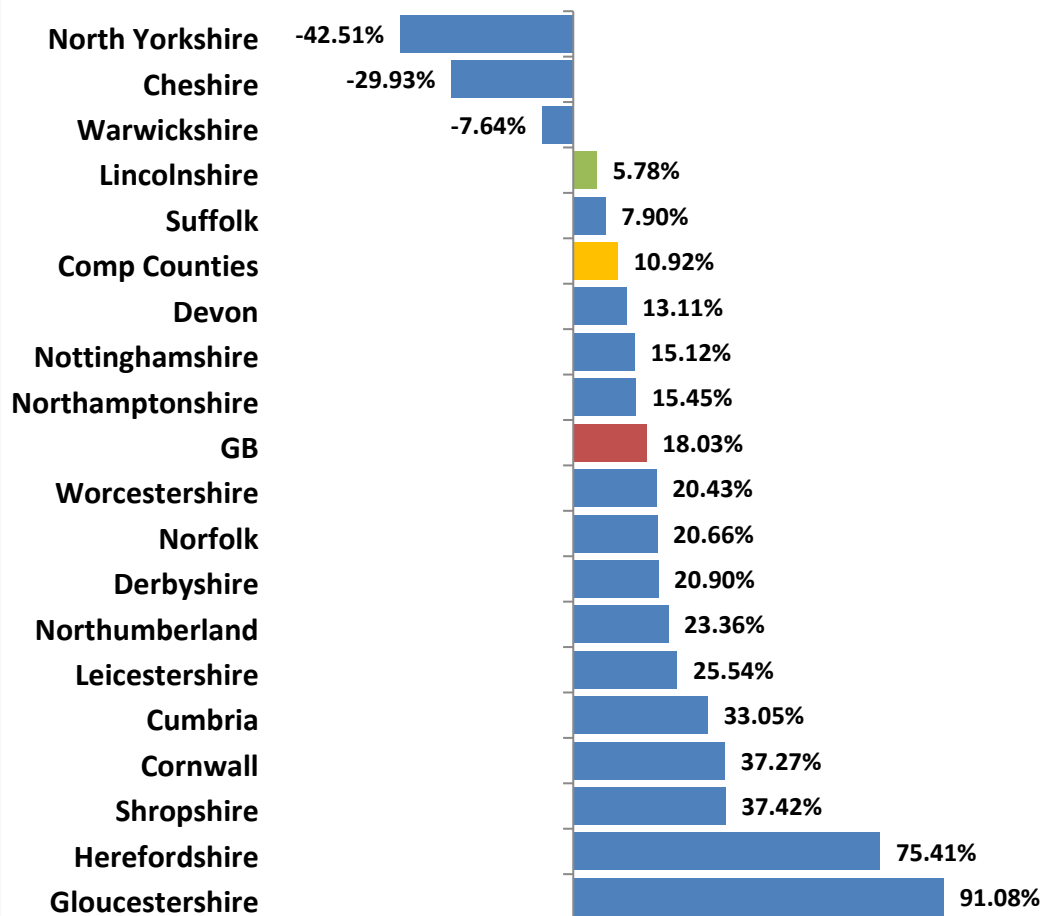


Figure 3b : Change in KSI Casualties 2012 - 2021 National Comparison

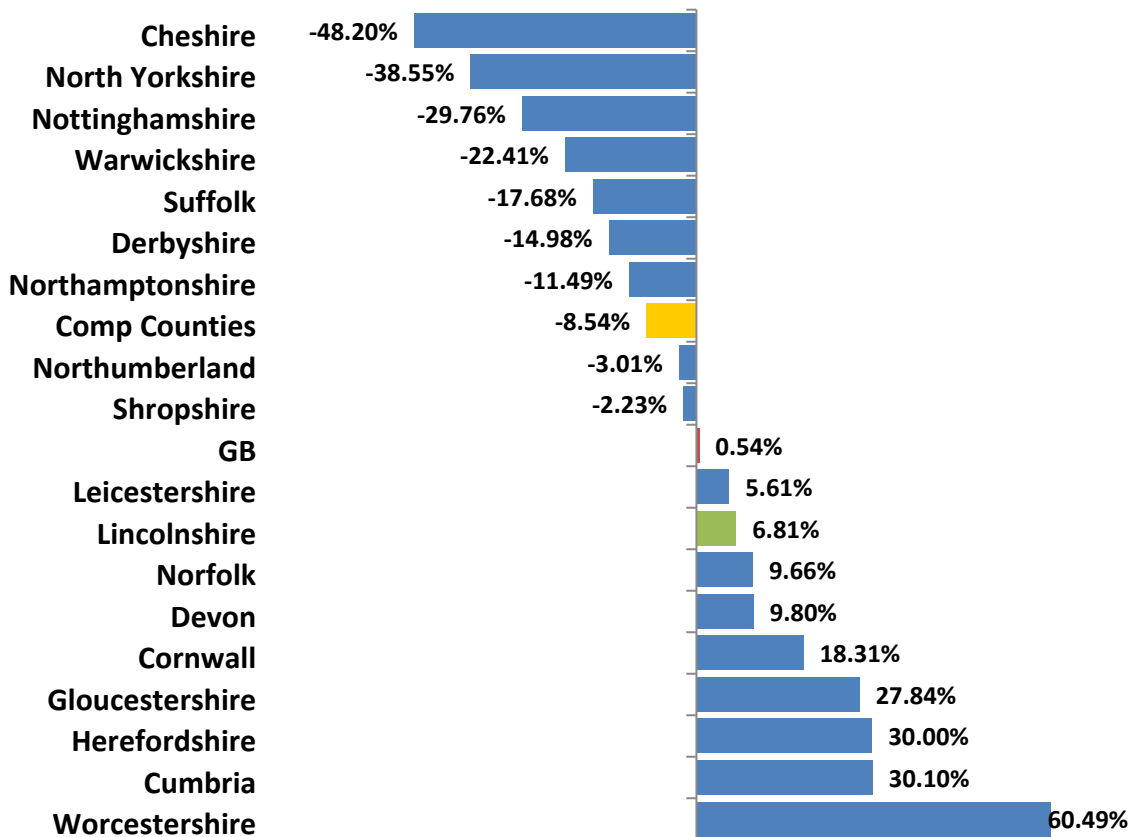


Table 2 and 2b – KSI Analysis 2023 and 2022

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 22	1st Jan 2021 to 31st Dec 21	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	439	453	-3.1%		54 12.3% -11.5%	120 27.3% -7.0%	33 7.5% -8.3%	64 14.6% -14.7%	83 18.9% +25.8%	30 6.8% -37.5%	55 12.5% +44.7%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	426	439	-3.0%		82 19.2% +51.9%	115 27.0% -4.2%	30 7.0% -9.1%	52 12.2% -18.8%	77 18.1% -7.2%	36 8.5% +20.0%	34 8.0% -38.2%		

KSI collisions are more likely to occur in rural areas and casualties are more likely to be male. Collisions are distributed throughout the county with the highest percentage in East Lindsey.

Table 3 and 3b below, provide an overview of KSI casualties by road user groups.

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	426	439	-3.0%		82 19.2%	115 27.0%	30 7.0%	52 12.2%	77 18.1%	36 8.5%	34 8.0%		
Car & Taxi KSI Casualties	219	260	-15.8%		53 24.2%	58 26.5%	6 2.7%	29 13.2%	48 21.9%	15 6.8%	10 4.6%		
TWMV KSI Casualties (All cc's & Unknown)	80	91	-12.1%		17 21.3%	23 28.8%	5 6.3%	11 13.8%	10 12.5%	7 8.8%	7 8.8%		
Low Powered TWMV (upto 125cc) KSI Casualties	28	33	-15.2%		6 21.4%	8 28.6%	3 10.7%	4 14.3%	3 10.7%	4 14.3%	0 0.0%		
High Powered TWMV (over 125cc) KSI Casualties	52	58	-10.3%		11 21.2%	15 28.8%	2 3.8%	7 13.5%	7 13.5%	3 5.8%	7 13.5%		
Pedestrians KSI Casualties	55	37	48.6%		5 9.1%	13 23.6%	14 25.5%	5 9.1%	6 10.9%	3 5.5%	9 16.4%		
Pedal Cyclist KSI Casualties	35	25	40.0%		1 2.9%	8 22.9%	5 14.3%	3 8.6%	6 17.1%	7 20.0%	5 14.3%		
Child (0-15) KSI Casualties	28	16	75.0%		5 17.9%	8 28.6%	4 14.3%	2 7.1%	5 17.9%	1 3.6%	3 10.7%		
KSI Collisions Involving a 17-24 year old Driver	69	87	-20.7%		19 27.5%	15 21.7%	7 10.1%	9 13.0%	10 14.5%	6 8.7%	3 4.3%		
KSI Collisions Involving a 60+ year old Driver	125	127	-1.6%		20 16.0%	38 30.4%	10 8.0%	17 13.6%	21 16.8%	10 8.0%	9 7.2%		
Slight Casualties	1836	1740	5.5%		217 11.8%	408 22.2%	178 9.7%	294 16.0%	300 16.3%	212 11.5%	227 12.4%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 22	1st Jan 2021 to 31st Dec 21	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	439	453	-3.1%		54 12.3%	120 27.3%	33 7.5%	64 14.6%	83 18.9%	30 6.8%	55 12.5%		
Car & Taxi KSI Casualties	260	217	19.8%		36 13.8%	75 28.8%	10 3.8%	39 15.0%	49 18.8%	17 6.5%	34 13.1%		
TWMV KSI Casualties (All cc's & Unknown)	91	83	9.6%		15 16.5%	27 29.7%	9 9.9%	12 13.2%	15 16.5%	6 6.6%	7 7.7%		
Low Powered TWMV (upto 125cc) KSI Casualties	33	26	26.9%		4 12.1%	5 15.2%	8 24.2%	6 18.2%	8 24.2%	1 3.0%	1 3.0%		
High Powered TWMV (over 125cc) KSI Casualties	58	57	1.8%		11 19.0%	22 37.9%	1 1.7%	6 10.3%	7 12.1%	5 8.6%	6 10.3%		
Pedestrians KSI Casualties	37	56	-33.9%		2 5.4%	8 21.6%	7 18.9%	4 10.8%	7 18.9%	1 2.7%	8 21.6%		
Pedal Cyclist KSI Casualties	25	55	-54.5%		1 4.0%	3 12.0%	5 20.0%	4 16.0%	6 24.0%	1 4.0%	5 20.0%		
Child (0-15) KSI Casualties	16	45	-64.4%		2 12.5%	4 25.0%	2 12.5%	1 6.3%	2 12.5%	2 12.5%	3 18.8%		
KSI Collisions Involving a 17-24 year old Driver	87	95	-8.4%		13 14.9%	23 26.4%	7 8.0%	12 13.8%	16 18.4%	4 4.6%	12 13.8%		
KSI Collisions Involving a 60+ year old Driver	127	111	14.4%		14 11.0%	36 28.3%	9 7.1%	18 14.2%	26 20.5%	6 4.7%	18 14.2%		
Slight Casualties	1740	1546	12.5%		170 9.8%	444 25.5%	185 10.6%	268 15.4%	303 17.4%	204 11.7%	166 9.5%		

2022 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 48 fatal casualties in 2023, 75% of those are male and 25% are female. In 2022 there were 48 fatal casualties, 69% were male and 31% were female.

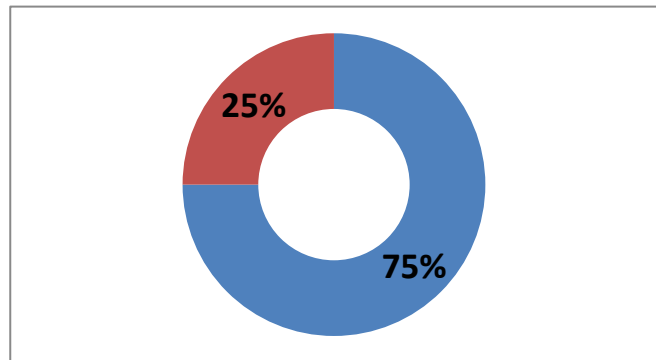


Figure 5 & Table 4 - Age Distribution:

Age	2023	5 Yrs Avg
Child 0 to 16	3	1.2
Young Adult 17 to 24	8	8.2
Adult 25 to 59	15	21.6
Mature Adult 60+	22	17.4
Fatal Casualty Total	48	48.4

16.7% of the fatal casualties in 2023 are young adults aged 17-24, the same as in 2022.

45.8% are mature adults aged 60+, a decrease from 47.9% in 2022.

Together in 2023, these groups account for 62.5% of the total, an small decrease from the 64.6% in 2022.

There was 3 child (0-16yrs) deaths in 2023 and one in 2022.

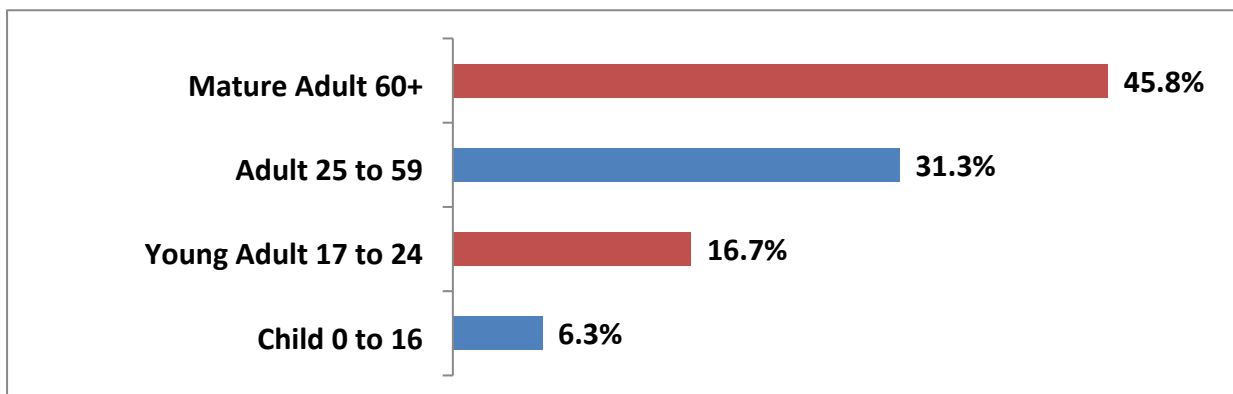


Figure 6 – Age Distribution Graph

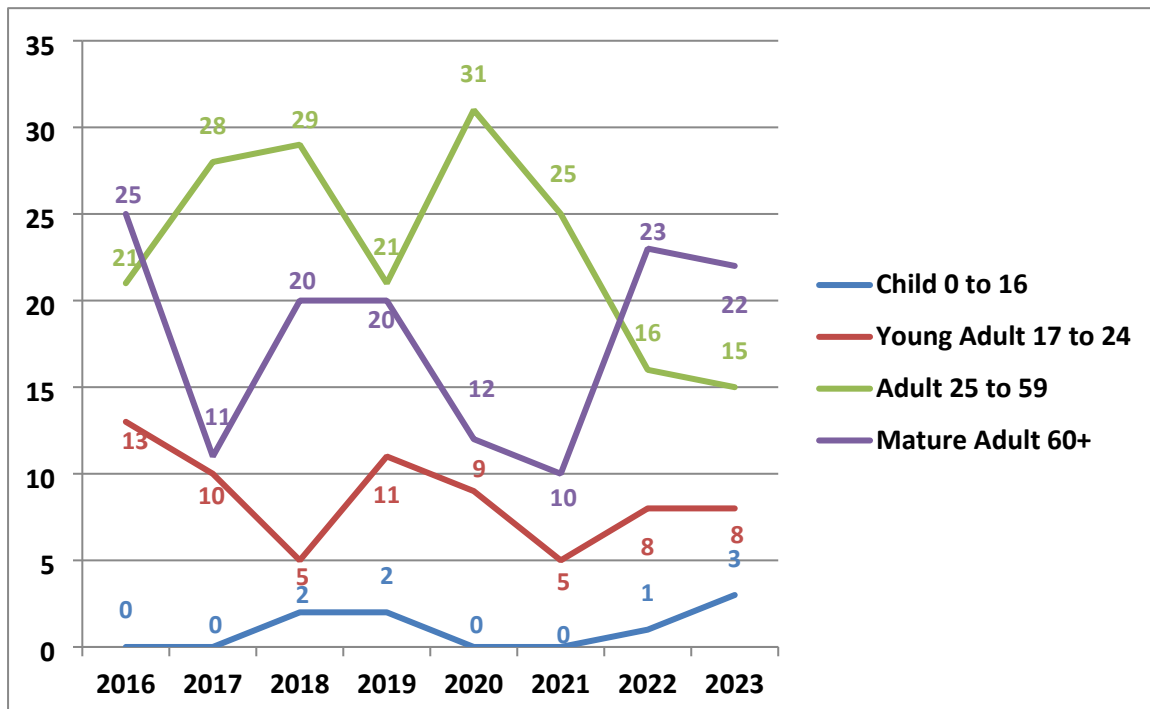


Figure 7 - Time of the day:

The peak has occurred between 15.00-16.00. The data collated throughout 2018-2023 demonstrates that whilst peak times are random more fatal collisions occur in the afternoon and evening than the night and morning.

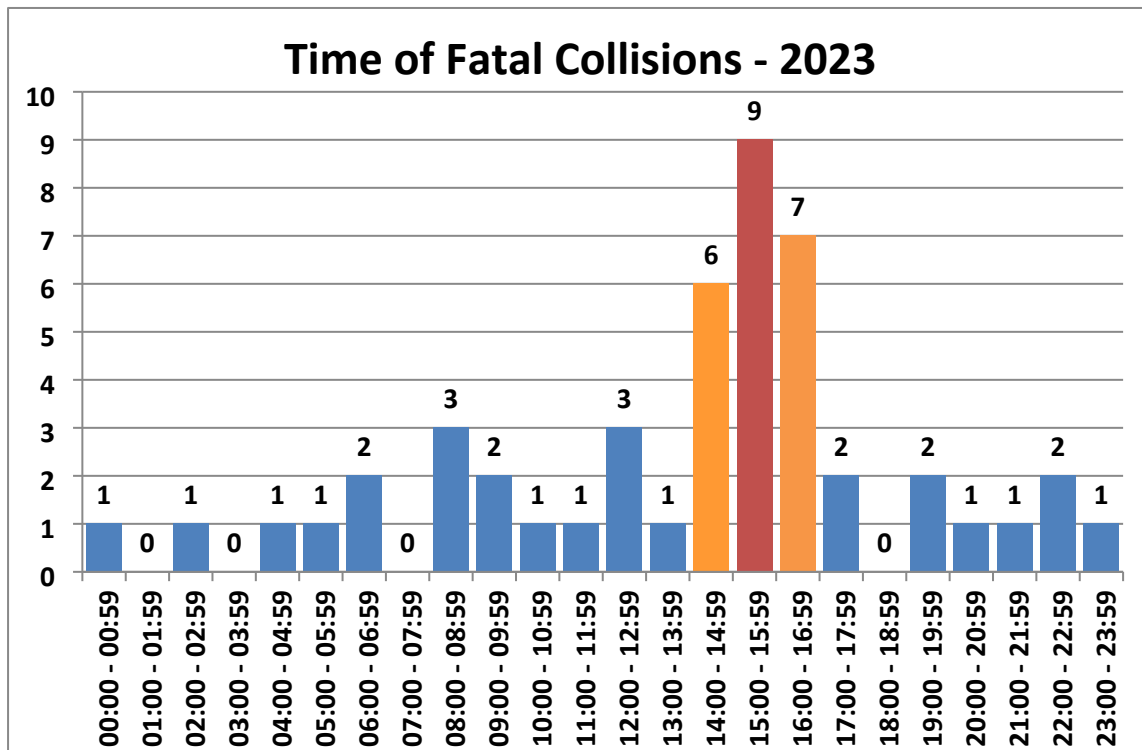


Figure 8 - Causality Class:

Drivers and riders continue to account for the majority of fatal casualties in 2023 with 60%. However, this is a decrease from 66% in 2022 and 82% in 2021.

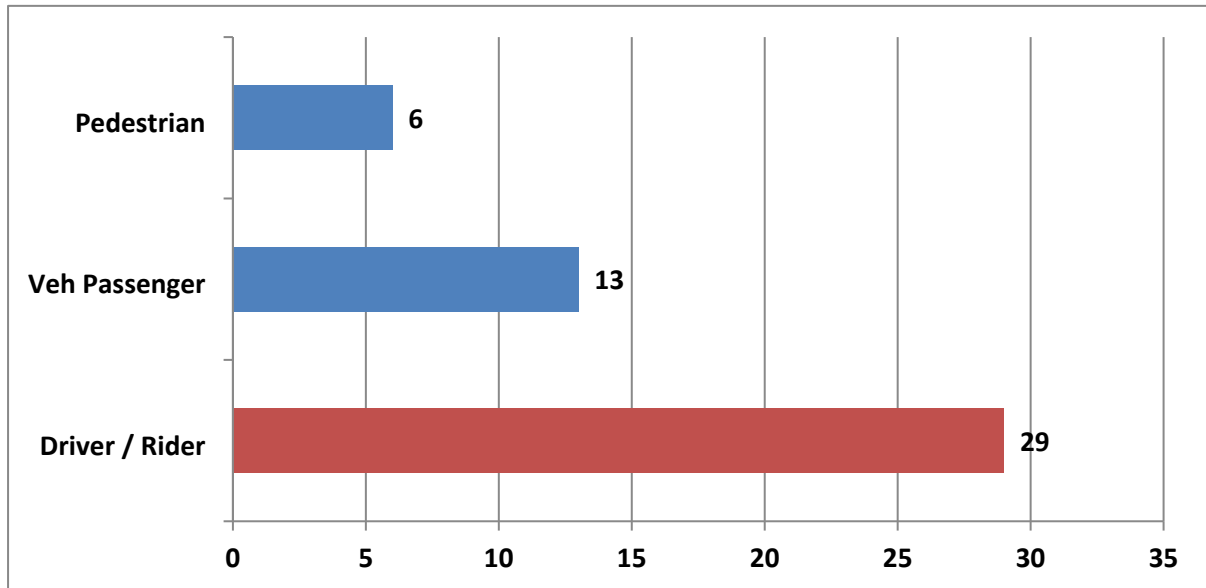


Figure 9 - Weather:

Most fatal collisions (85%) happened in fine weather without high winds, which is a significant increase from 65% in 2023.

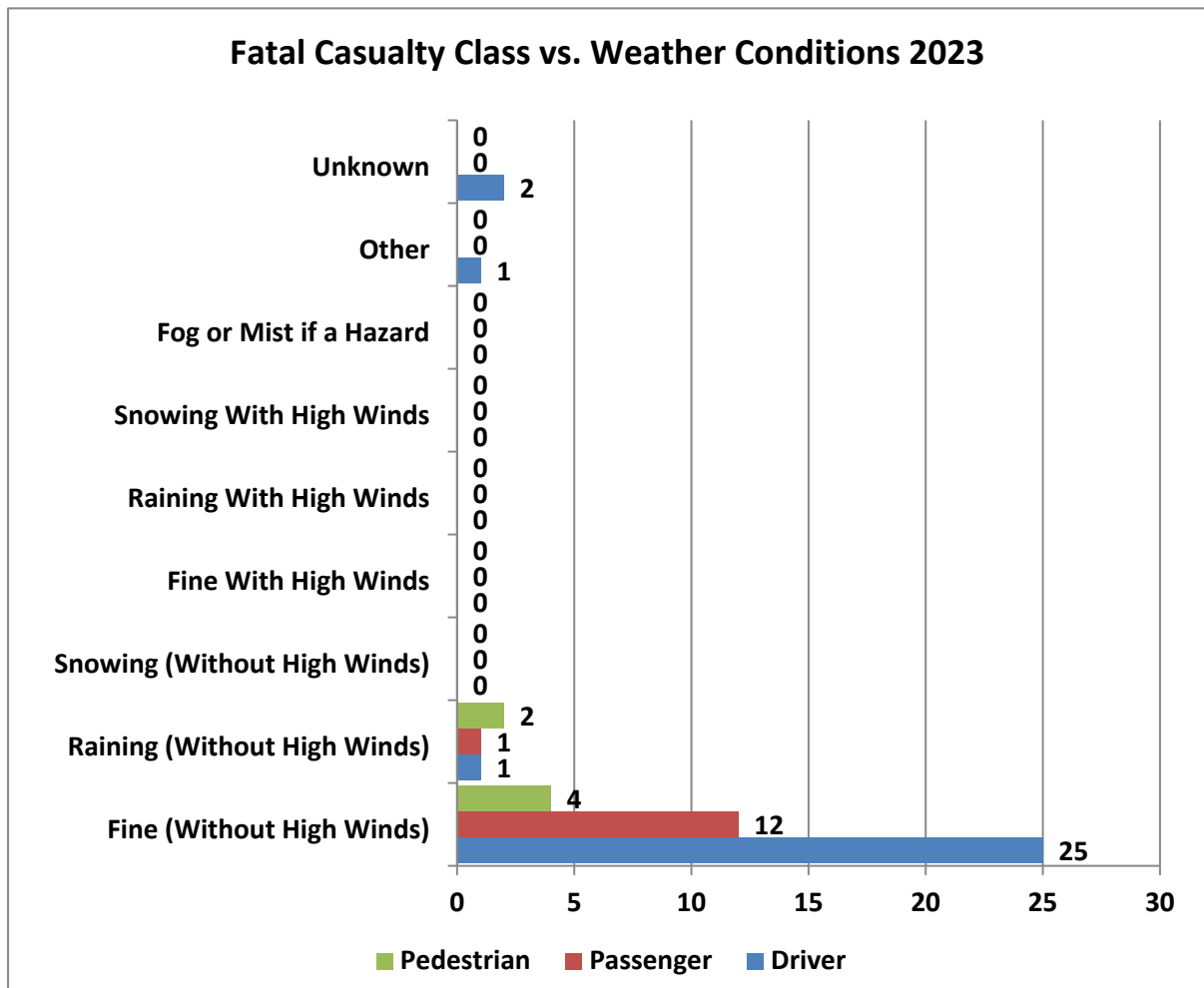


Figure 10 - Causality Vehicle Type:
 STATS 19 data continue to show that most collisions involve a car.

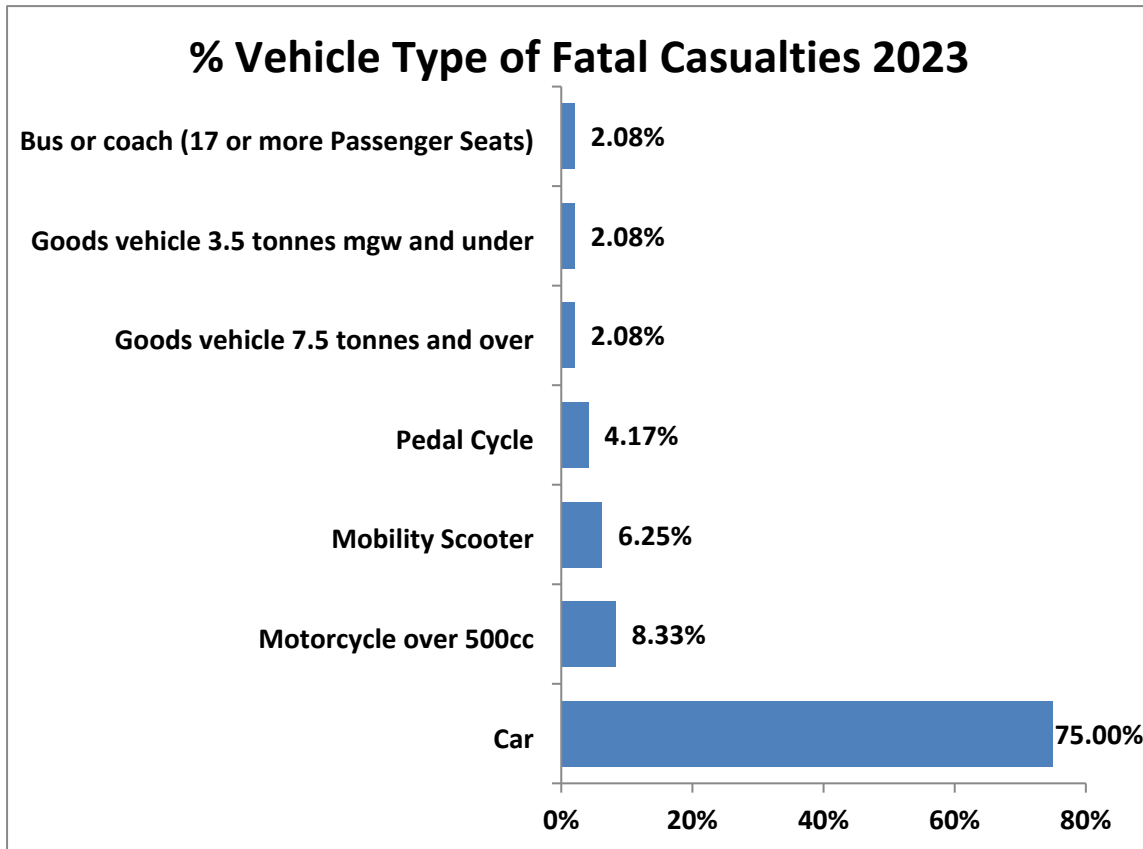


Table 5 – Motorcycle/Mobility Scooter Fatalities

Year	Motorcycle 50 cc and under	Motorcycle over 50cc and up to 125cc	Motorcycle over 125cc and up to 500cc	Motorcycle over 500cc	Motor cycle Unknown cc	Mobility Scooter
2023	0	0	0	4	0	3
5 Yrs Avg	0	1.89	0.4	6.8	0	0.8

Table 6 - Contributory Factors:

Contributory Factors	
Careless/Reckless/In a hurry	15
Aggressive driving	6
Exceeding speed limit	4
Failed to judge other person's path or speed	3
Failed to look properly	3
Illness or disability, mental or physical	3
Impaired by alcohol	3
Loss of control	3
Disobeyed Give Way or Stop sign or markings	2
Failed to look properly (Pedestrian)	2
Fatigue	2
Other - Please specify below	2
Tyres illegal, defective or under inflated	2
Careless/Reckless/In a hurry (Pedestrian)	1
Dangerous action in carriageway (eg playing)	1
Dazzling sun	1
Defective steering or suspension	1
Deposit on road (eg. oil, mud, chippings)	1
Distraction in vehicle	1
Distraction outside vehicle	1
Driver using mobile phone	1
Impaired by drugs (illicit or medicinal)	1
Passing too close to cyclist, horse rider or pedestrian	1
Pedestrian wearing dark clothing at night	1
Poor or defective road surface	1
Swerved	1
Travelling too fast for conditions	1
Total	64

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
17-24	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Inexperienced or learner driver/rider
	Distraction in vehicle
	Exceeding speed limit
	Impaired by alcohol
	Loss of control
	Slippery road (due to weather)

TWMV 500cc+	Careless/Reckless/In a hurry
	Failed to look properly
	Loss of control
	Failed to judge other person's path or speed
	Exceeding speed limit
	Poor turn or manoeuvre
	Dazzling sun
	Deposit on road (eg. oil, mud, chippings)
	Inexperienced or learner driver/rider
TWMV 50cc-125cc	Careless/Reckless/In a hurry
	Failed to look properly
	Inexperienced or learner driver/rider
	Failed to judge other person's path or speed
	Animal or object in carriageway
	Rain, sleet, snow, or fog
	Slippery road (due to weather)
Mature Adults 60+	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Dazzling sun
	Other - Please specify below
	Illness or disability, mental or physical
	Loss of control
	Slippery road (due to weather)
	Exceeding speed limit
	Distraction in vehicle
	Careless/Reckless/In a hurry (Pedestrian)
	Poor turn or manoeuvre
	Aggressive driving
	Rain, sleet, snow, or fog
	Following too close
Fatigue	

Table 8 - Road Type:

79.55% of fatal collisions happened on A and B Class roads in 2023. In 2022 it was 96%.

Road Type	Fatal Collisions	%
A Class road	24	54.55%
B Class road	11	25.00%
C Class road	6	13.64%
D Class road	3	6.82%
Total	44	

KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):

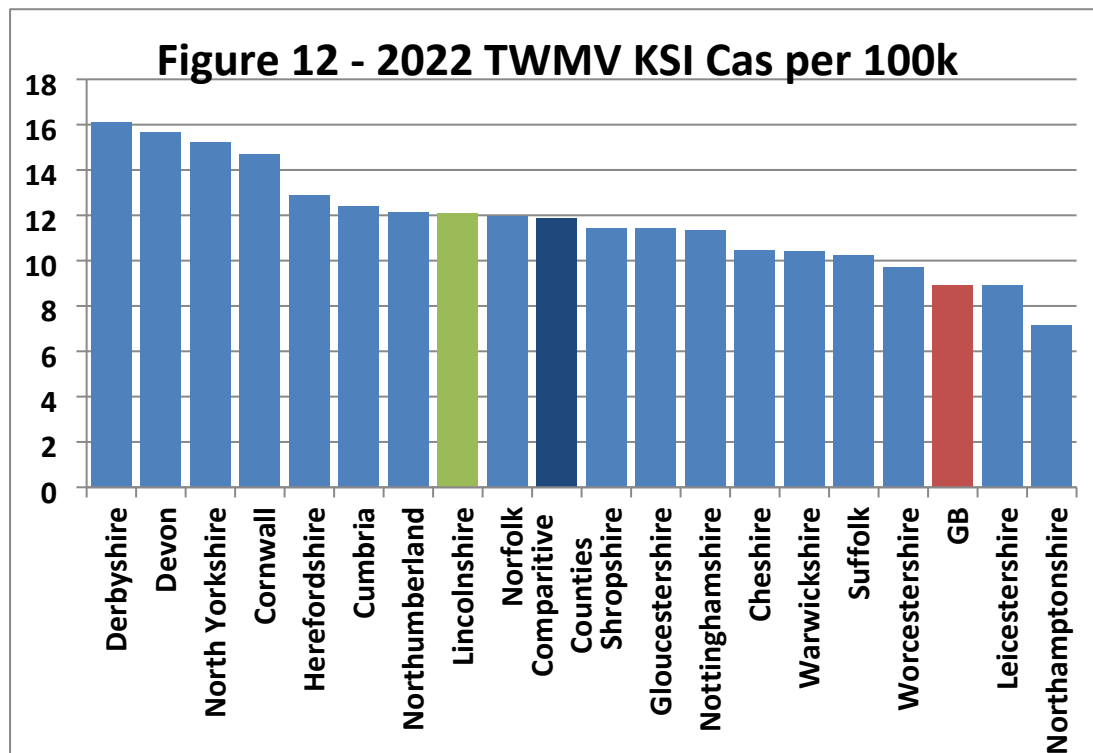
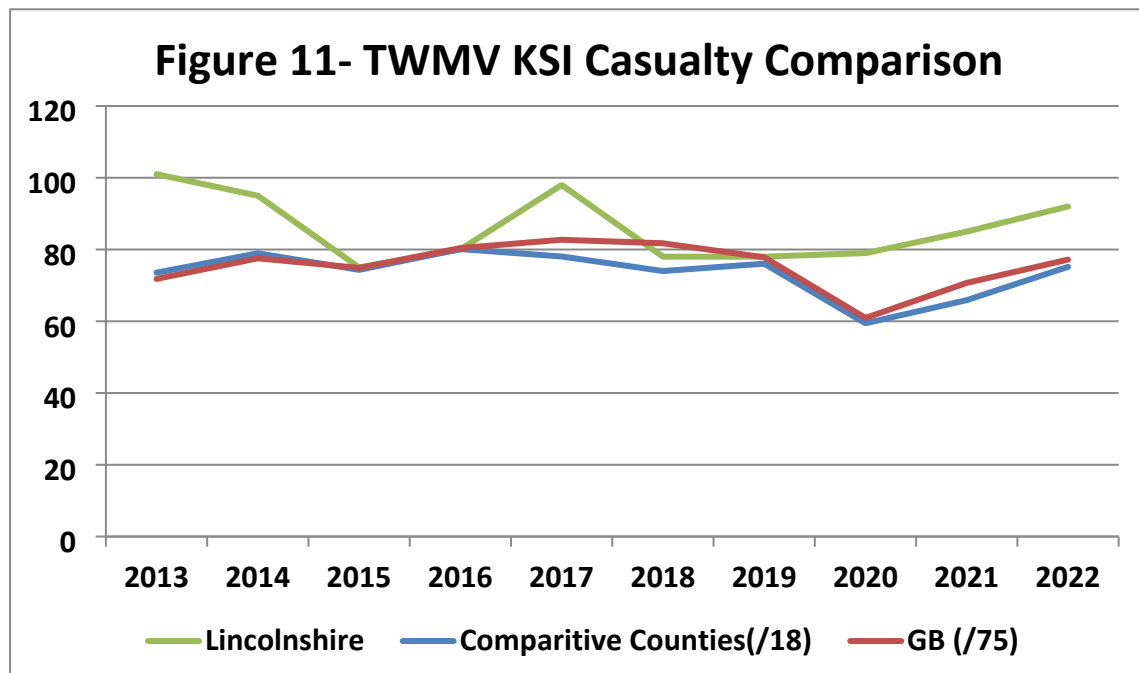


Figure 13- TWMV<125cc KSI Cas Comparison

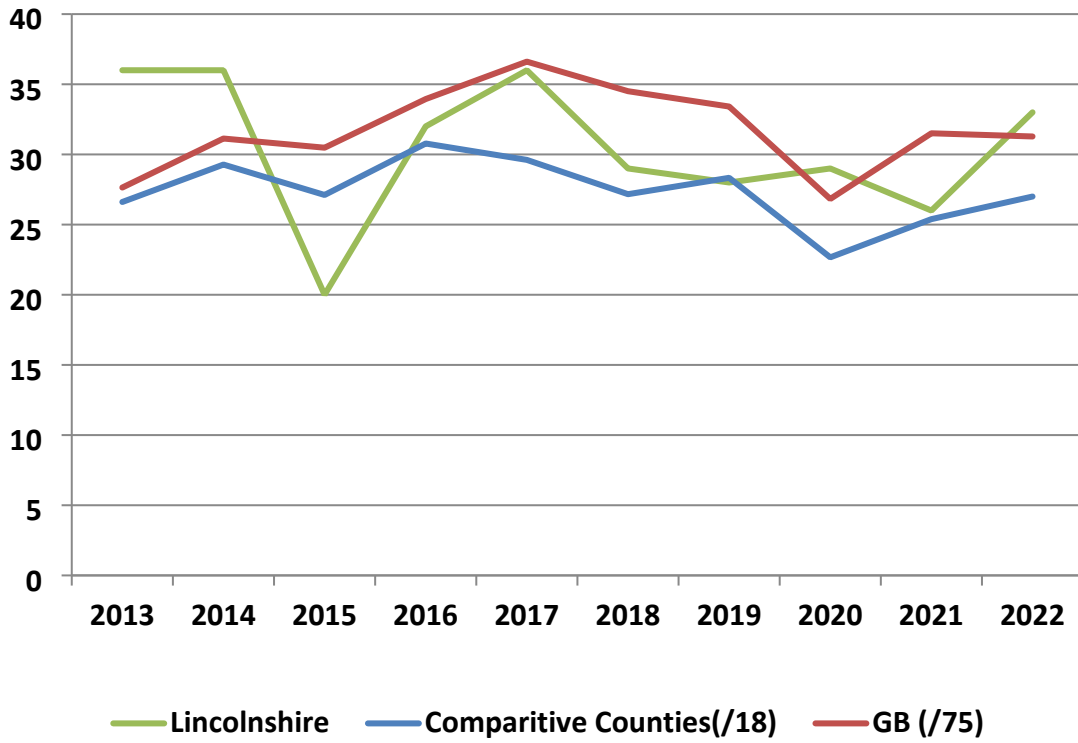


Figure 14- TWMV>125cc KSI Cas Comparison

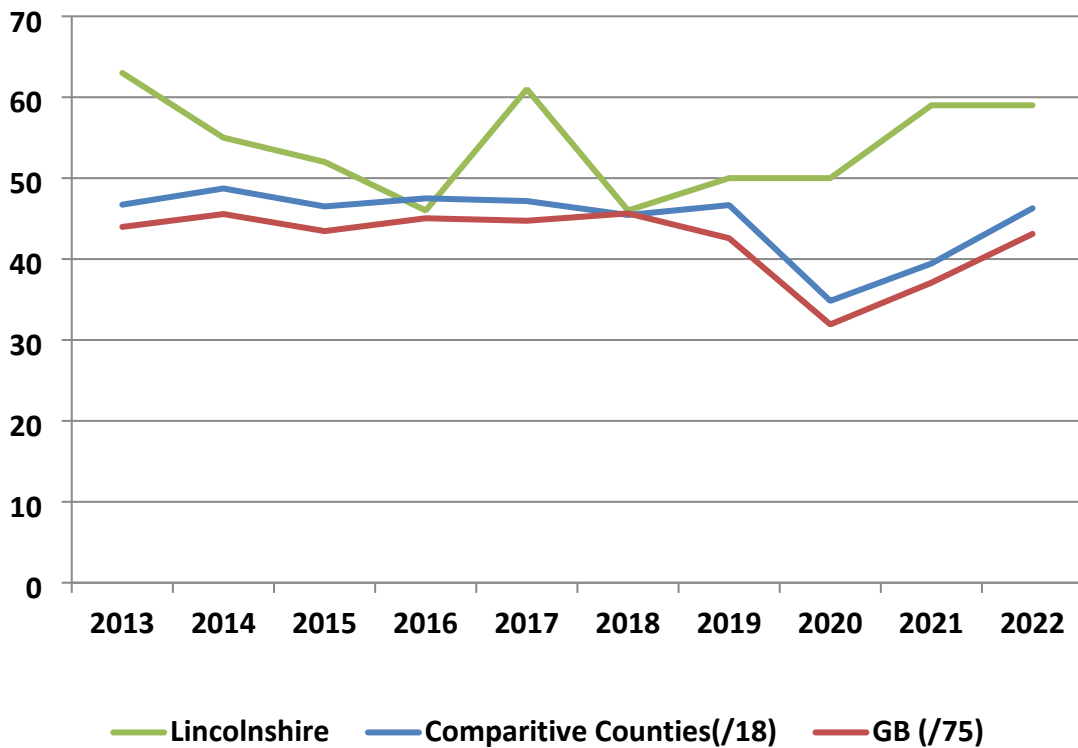


Table 9 and 9b - TWMV District Trends

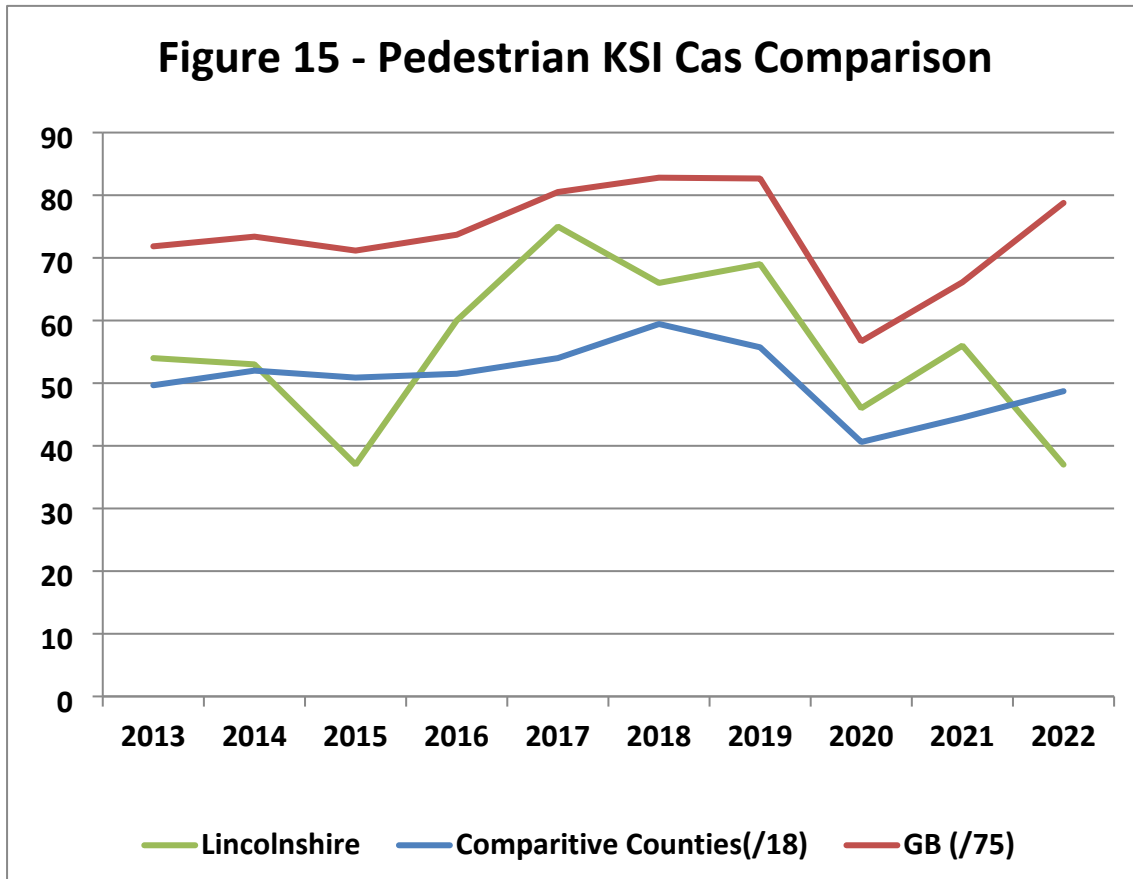
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
TWMV KSI Casualties (All cc's & Unknown)	80	91	-12.1%		17 21.3% +13.3%	23 28.8% -14.8%	5 6.3% -44.4%	11 13.8% -8.3%	10 12.5% -33.3%	7 8.8% +16.7%	7 8.8% 0.0		
Low Powered TWMV (upto 125cc) KSI Casualties	28	33	-15.2%		6 21.4% +50.0%	8 28.6% +60.0%	3 10.7% -62.5%	4 14.3% -33.3%	3 10.7% -62.5%	4 14.3% +300.0%	0 0.0% -100.0%		
High Powered TWMV (over 125cc) KSI Casualties	52	58	-10.3%		11 21.2% 0.0	15 28.8% -31.8%	2 3.8% +100.0%	7 13.5% +16.7%	7 13.5% 0.0	3 5.8% -40.0%	7 13.5% +16.7%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
TWMV KSI Casualties (All cc's & Unknown)	91	83	9.6%		15 16.5% -21.1%	27 29.7% +17.4%	9 9.9% +80.0%	12 13.2% +71.4%	15 16.5% +25.0%	6 6.6% -40.0%	7 7.7% 0.0		
Low Powered TWMV (upto 125cc) KSI Casualties	33	26	26.9%		4 12.1% +33.3%	5 15.2% -44.4%	8 24.2% +300.0%	6 18.2% +100.0%	8 24.2% +100.0%	1 3.0% -66.7%	1 3.0% -50.0%		
High Powered TWMV (over 125cc) KSI Casualties	58	57	1.8%		11 19.0% -31.3%	22 37.9% +57.1%	1 1.7% -66.7%	6 10.3% +50.0%	7 12.1% -12.5%	5 8.6% -28.6%	6 10.3% +20.0%		

Pedestrian:



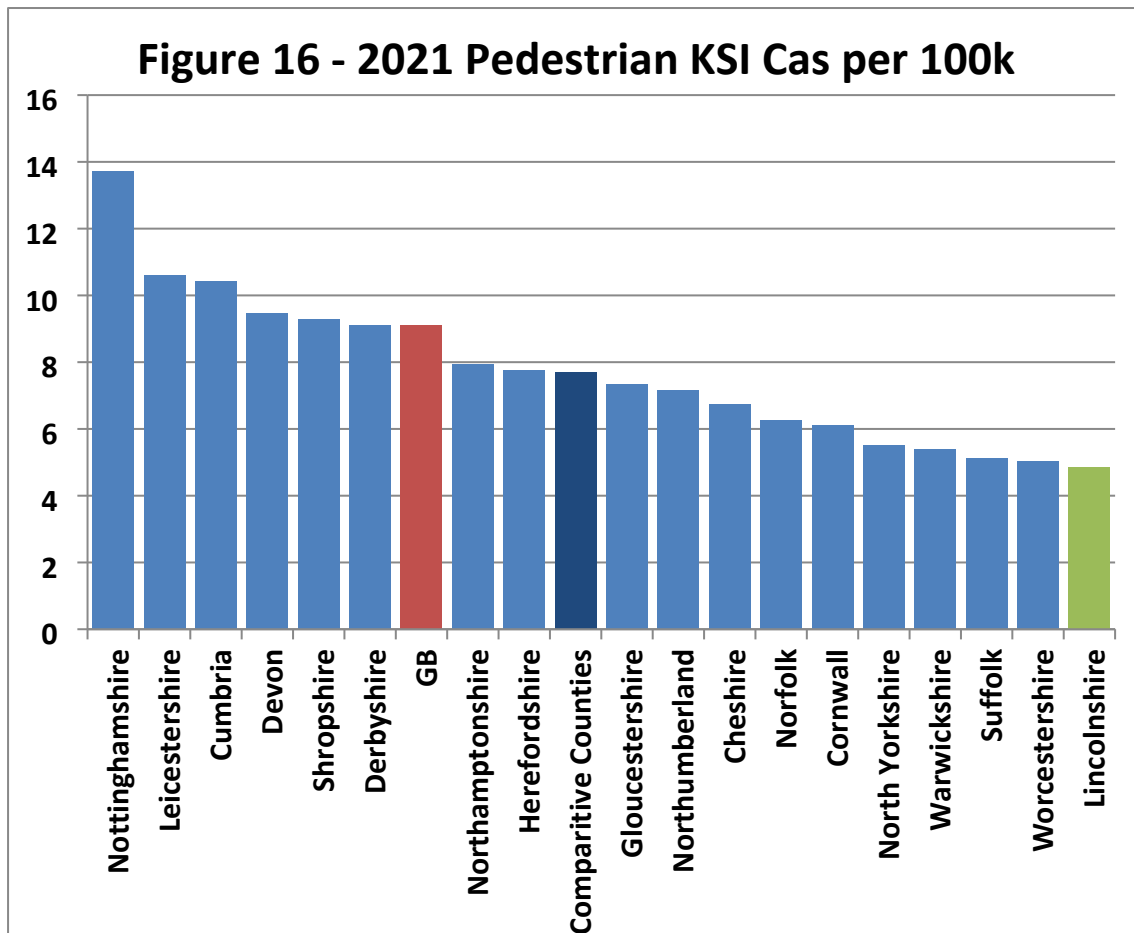


Table 10 and 10b - Pedestrian District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedestrians KSI Casualties	55	37	48.6%		5 9.1% +150.0%	13 23.6% +62.5%	14 25.5% +100.0%	5 9.1% +25.0%	6 10.9% -14.3%	3 5.5% +200.0%	9 16.4% +12.5%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedestrians KSI Casualties	37	56	-33.9%		2 5.4% -71.4%	8 21.6% -33.3%	7 18.9% -22.2%	4 10.8% -60.0%	7 18.9% -36.4%	1 2.7% -75.0%	8 21.6% +166.7%		

Pedal Cyclist:

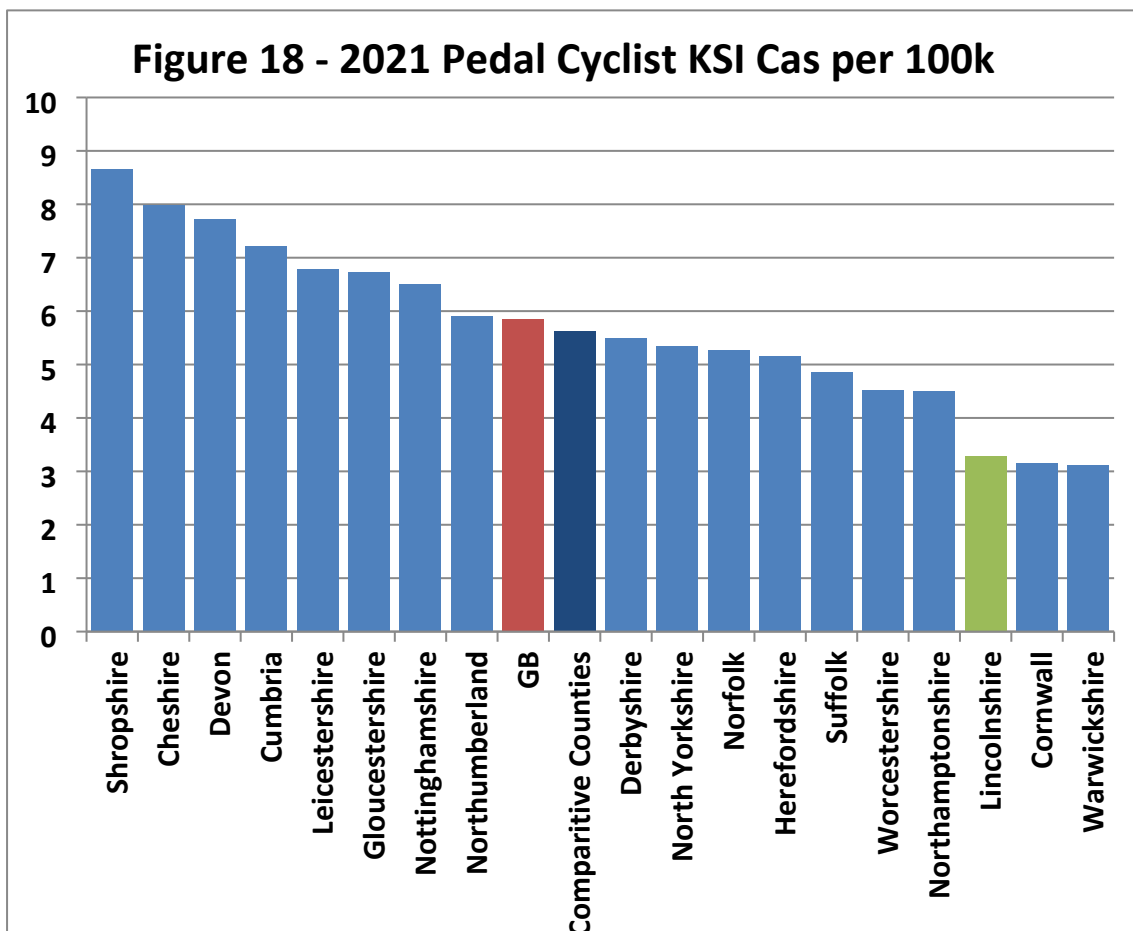
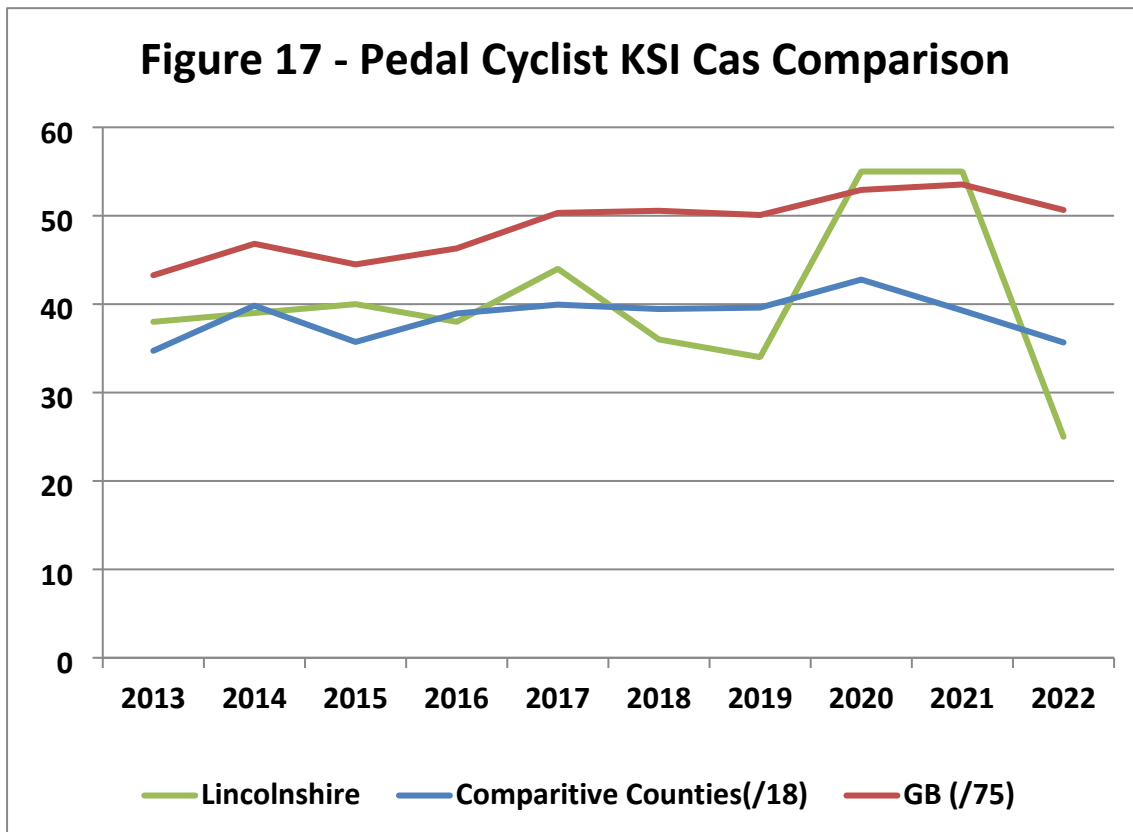


Table 11 and 11.b - Pedal Cyclist District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedal Cyclist KSI Casualties	35	25	40.0%		1 2.9% 0.0	8 22.9% +166.7%	5 14.3% 0.0	3 8.6% -25.0%	6 17.1% 0.0	7 20.0% +600.0%	5 14.3% 0.0		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedal Cyclist KSI Casualties	25	55	-54.5%		1 4.0% -85.7%	3 12.0% -78.6%	5 20.0% -61.5%	4 16.0% 0.0	6 24.0% +20.0%	1 4.0% -75.0%	5 20.0% -37.5%		

Senior Drivers:

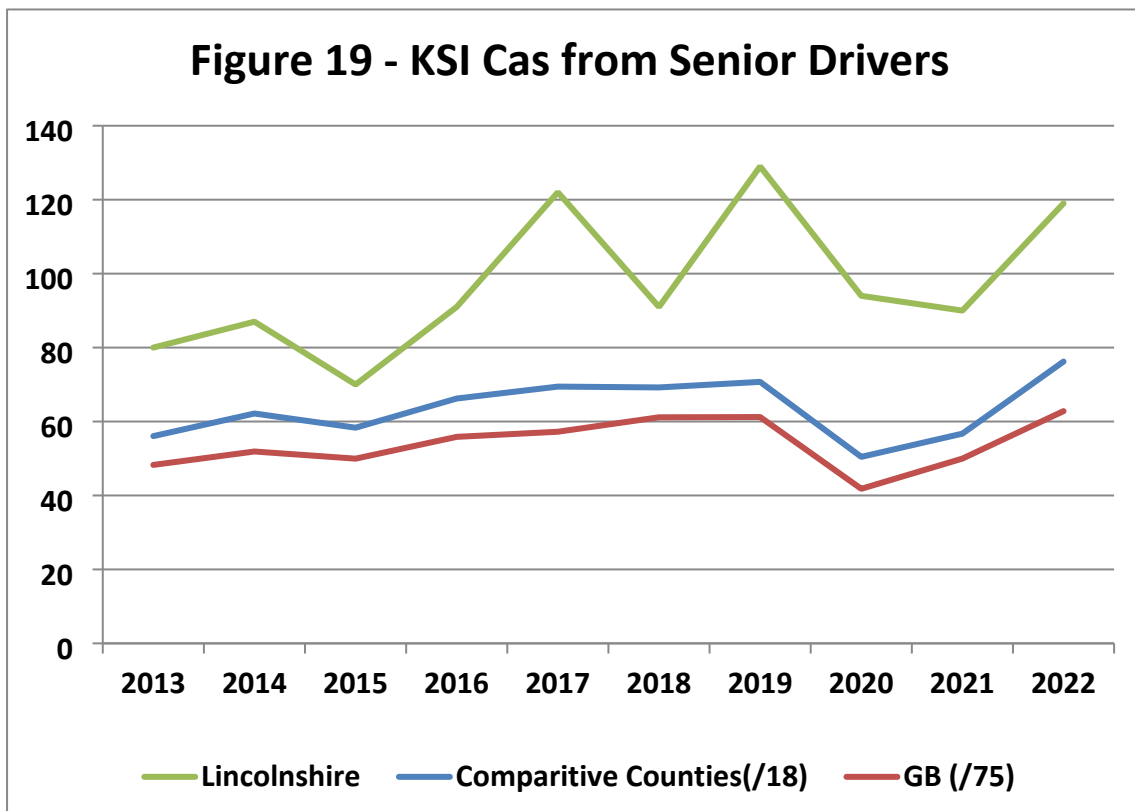


Figure 20 - 2022 KSI Cas from Senior Driver Collisions per 100k

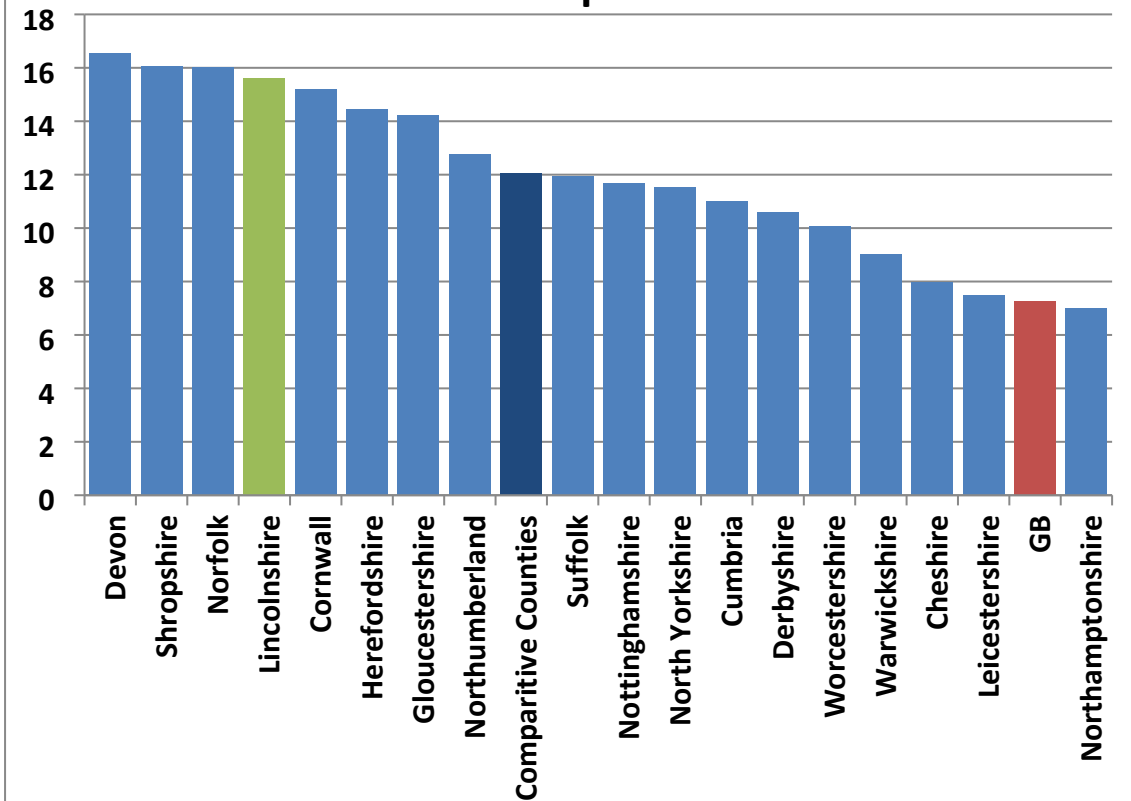


Table 12 and 12b - Senior Driver District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 60+ year old Driver	125	127	-1.6%		20 16.0% +42.9%	38 30.4% +5.6%	10 8.0% +11.1%	17 13.6% -5.6%	21 16.8% -19.2%	10 8.0% +66.7%	9 7.2% -50.0%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 60+ year old Driver	127	111	14.4%		14 11.0% -12.5%	36 28.3% +24.1%	9 7.1% +12.5%	18 14.2% +5.9%	26 20.5% +52.9%	6 4.7% -50.0%	18 14.2% +50.0%		

Young Driver:

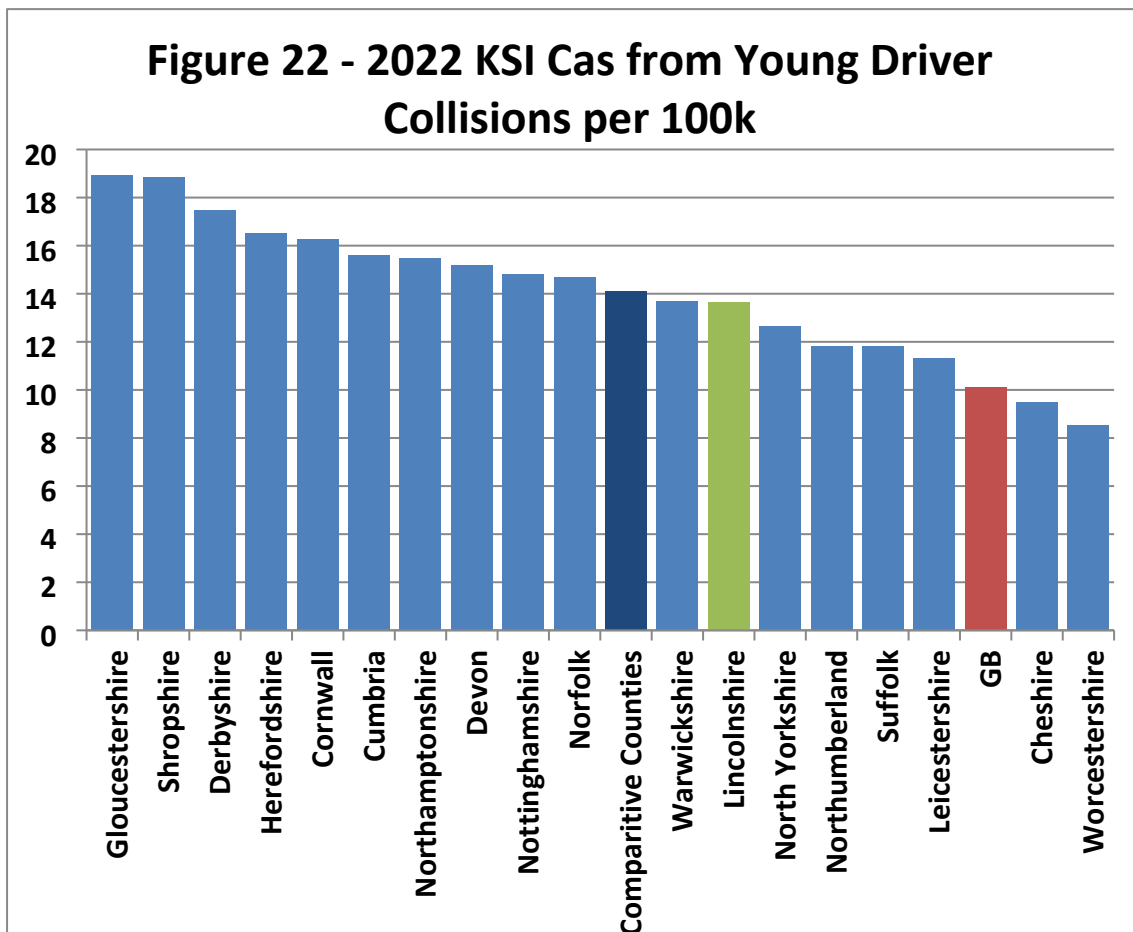
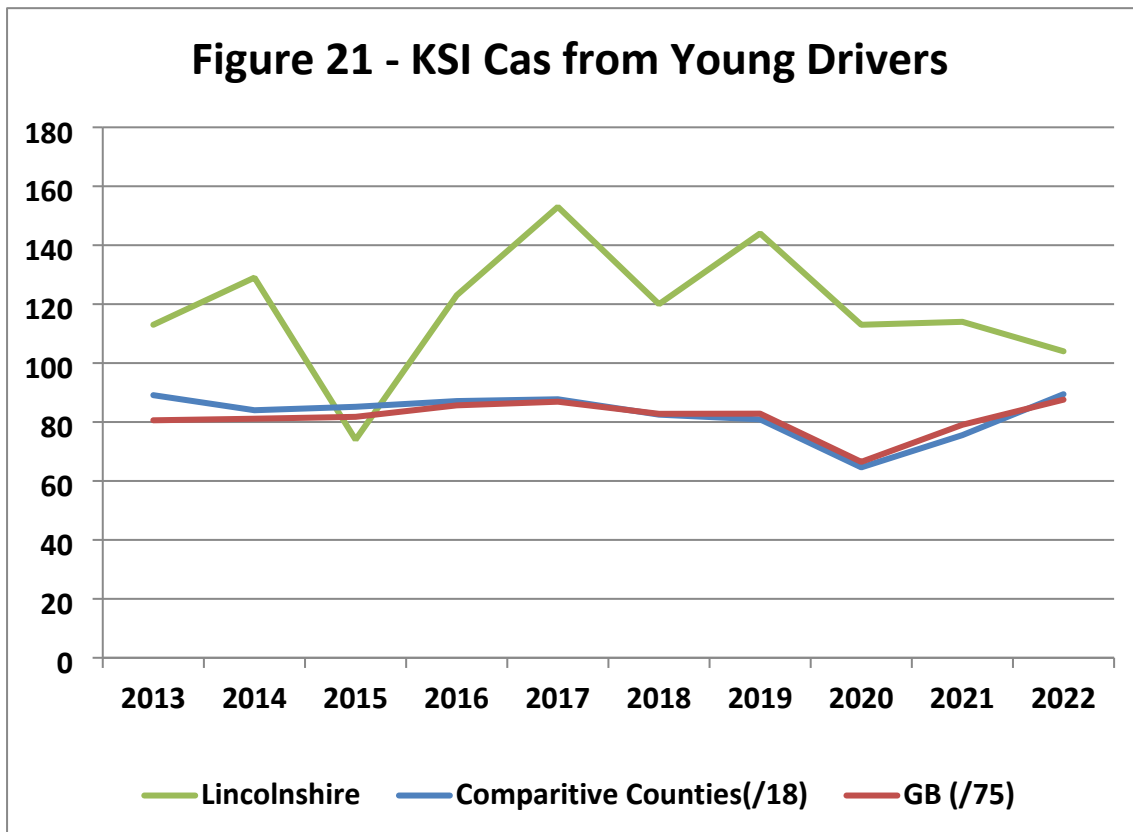


Table 13 and 13b - Young Driver District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	69	87	-20.7%		19 27.5% +46.2%	15 21.7% -34.8%	7 10.1% 0.0	9 13.0% -25.0%	10 14.5% -37.5%	6 8.7% +50.0%	3 4.3% -75.0%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	87	95	-8.4%		13 14.9% +62.5%	23 26.4% -30.3%	7 8.0% 0.0	12 13.8% -33.3%	16 18.4% +14.3%	4 4.6% -50.0%	12 13.8% +71.4%		

Children aged 0-15:

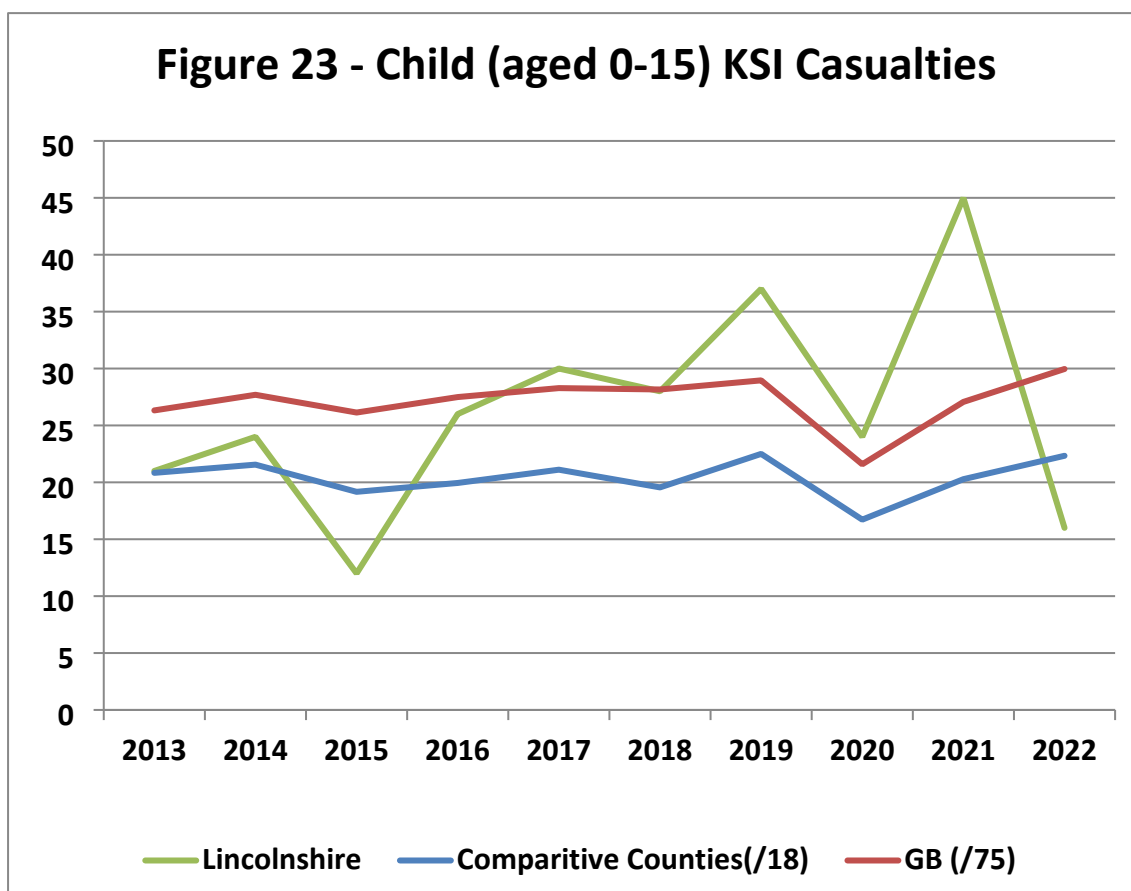


Figure 24 - 2022 Child (aged 0-15) KSI Casualties per 100k

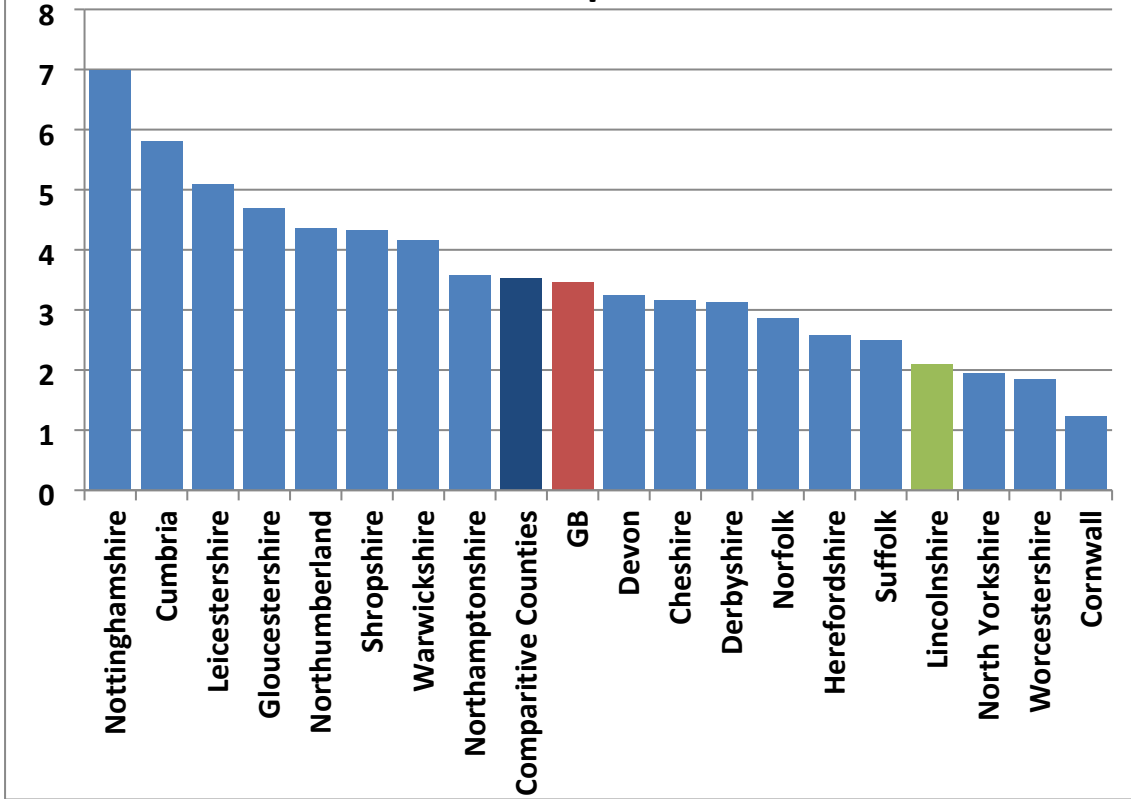


Table 14 and 14b – Child aged 0-15yrs District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Child (0-15) KSI Casualties	28	16	75.0%		5 17.9% +150.0%	8 28.6% +100.0%	4 14.3% +100.0%	2 7.1% +100.0%	5 17.9% +150.0%	1 3.6% -50.0%	3 10.7% 0.0		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Child (0-15) KSI Casualties	16	45	-64.4%		2 12.5% 0.0	4 25.0% -60.0%	2 12.5% -71.4%	1 6.3% -85.7%	2 12.5% -71.4%	2 12.5% -50.0%	3 18.8% -62.5%		

Car & Taxi:

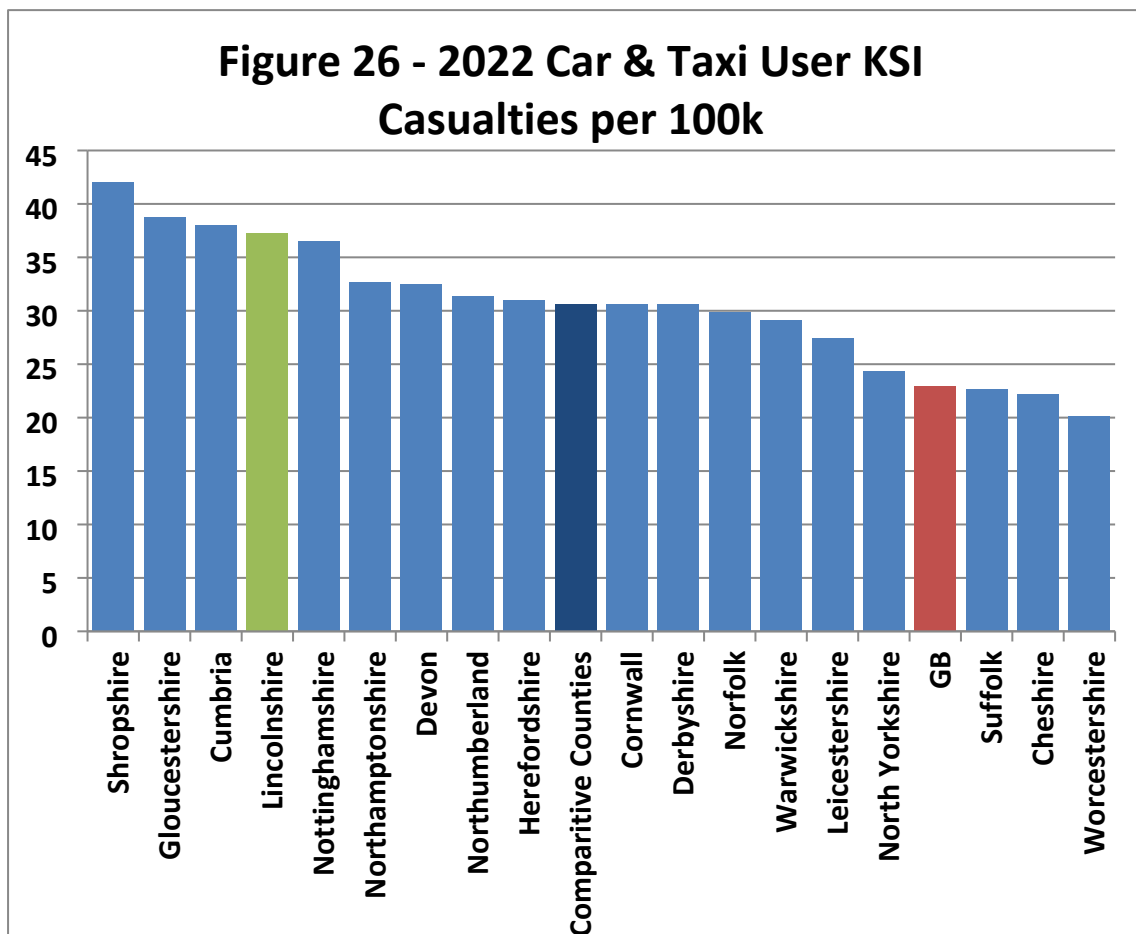
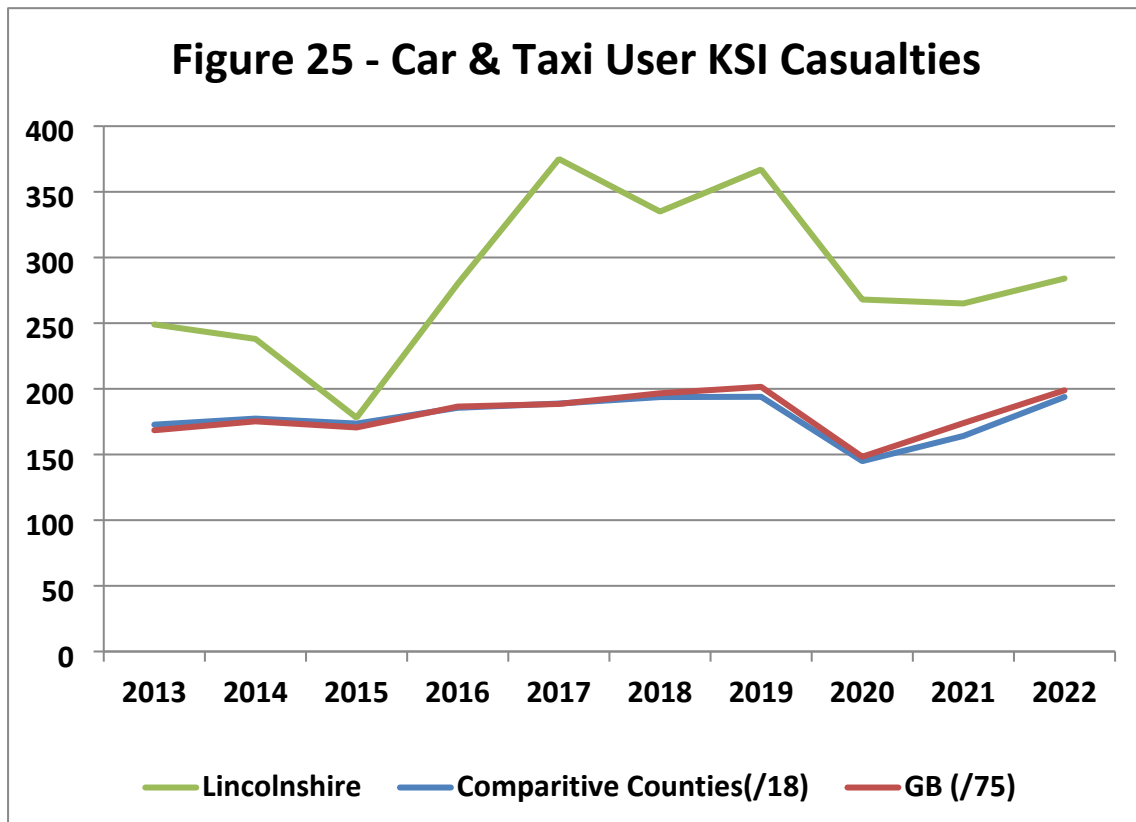


Table 15 and 15b- Car & Taxi District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2023

	1st Jan 2023 to 31st Dec 23	1st Jan 2022 to 31st Dec 22	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	219	260	-15.8%		53 24.2% +47.2%	58 26.5% -22.7%	6 2.7% -40.0%	29 13.2% -25.6%	48 21.9% -2.0%	15 6.8% -11.8%	10 4.6% -70.6%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2022

	1st Jan 2022 to 31st Dec 2022	1st Jan 2021 to 31st Dec 2021	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	260	217	19.8%		36 13.8% +80.0%	74 28.5% -1.3%	10 3.8% +11.1%	39 15.0% -9.3%	49 18.8% +63.3%	17 6.5% -29.2%	35 13.5% +118.8%		

Driving for Work:

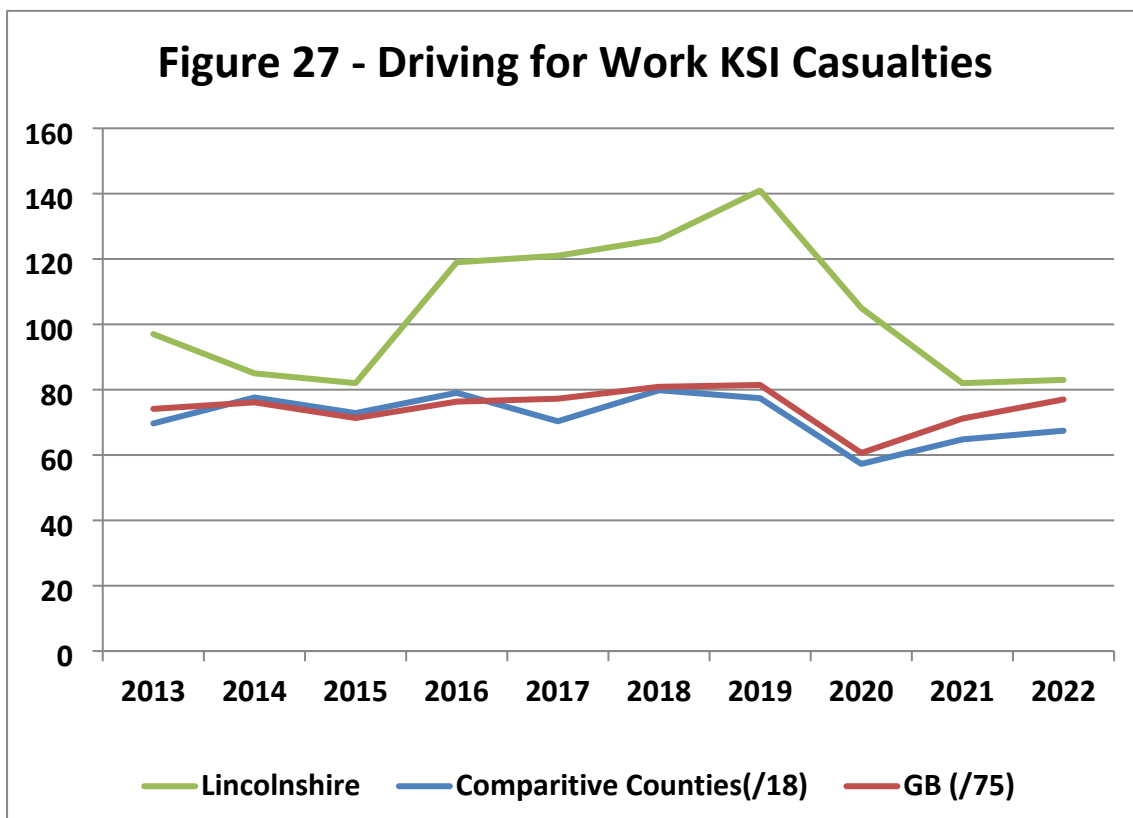
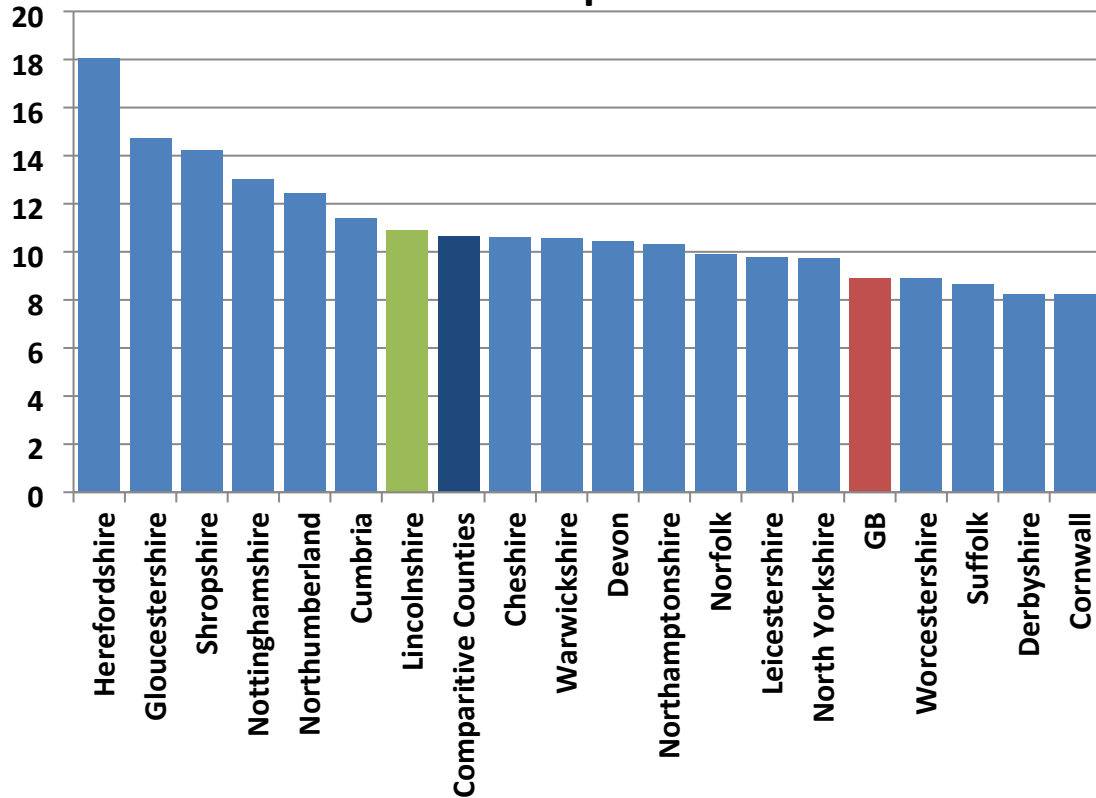
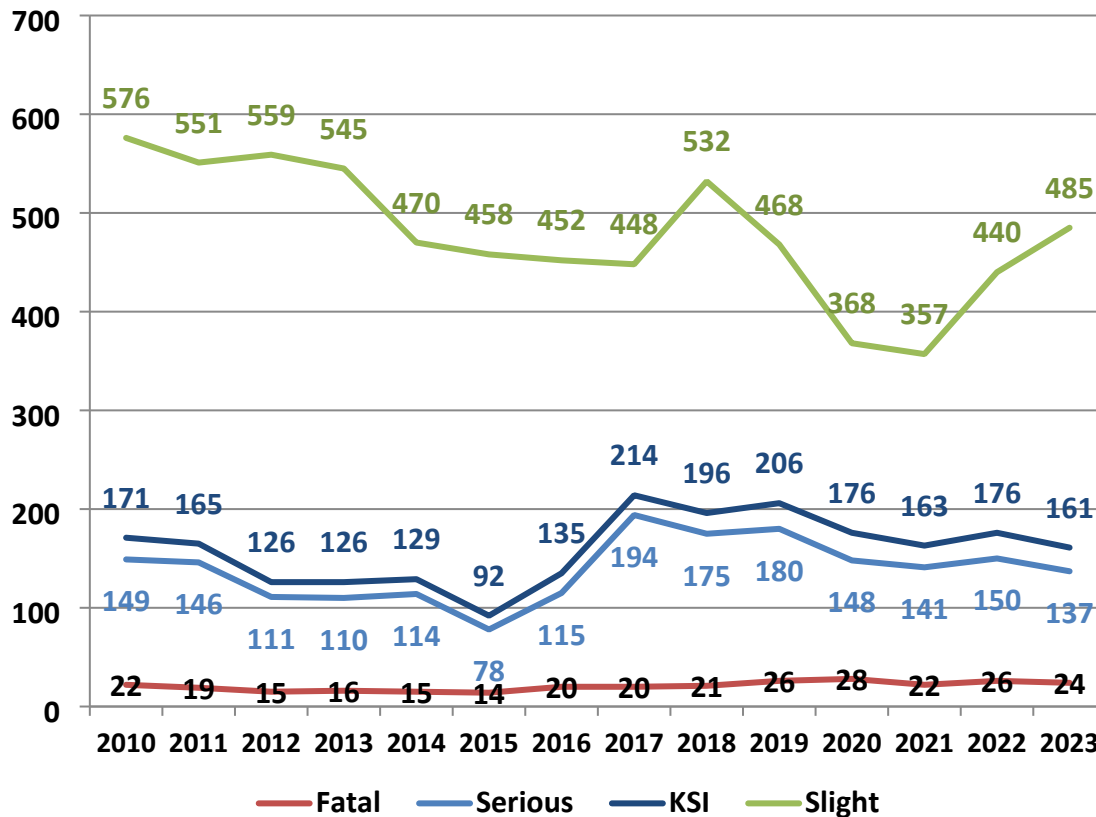


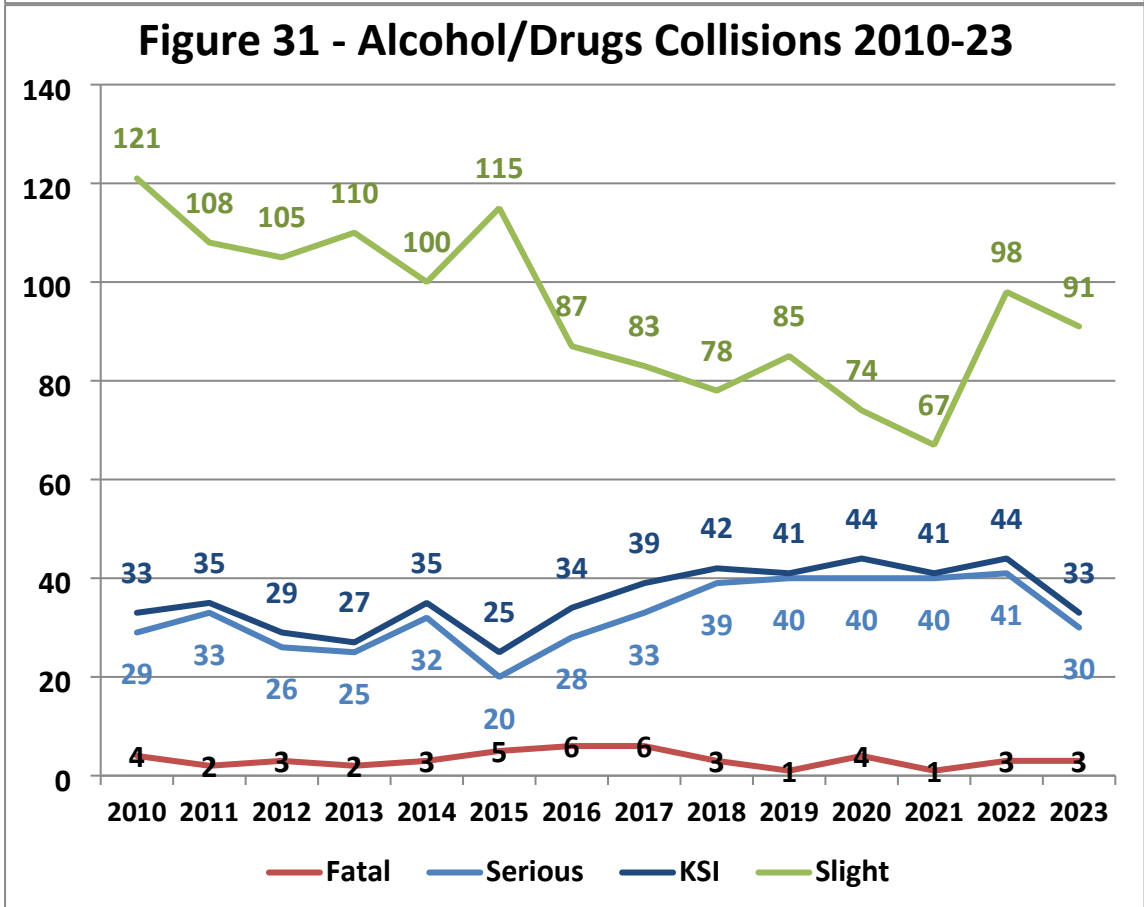
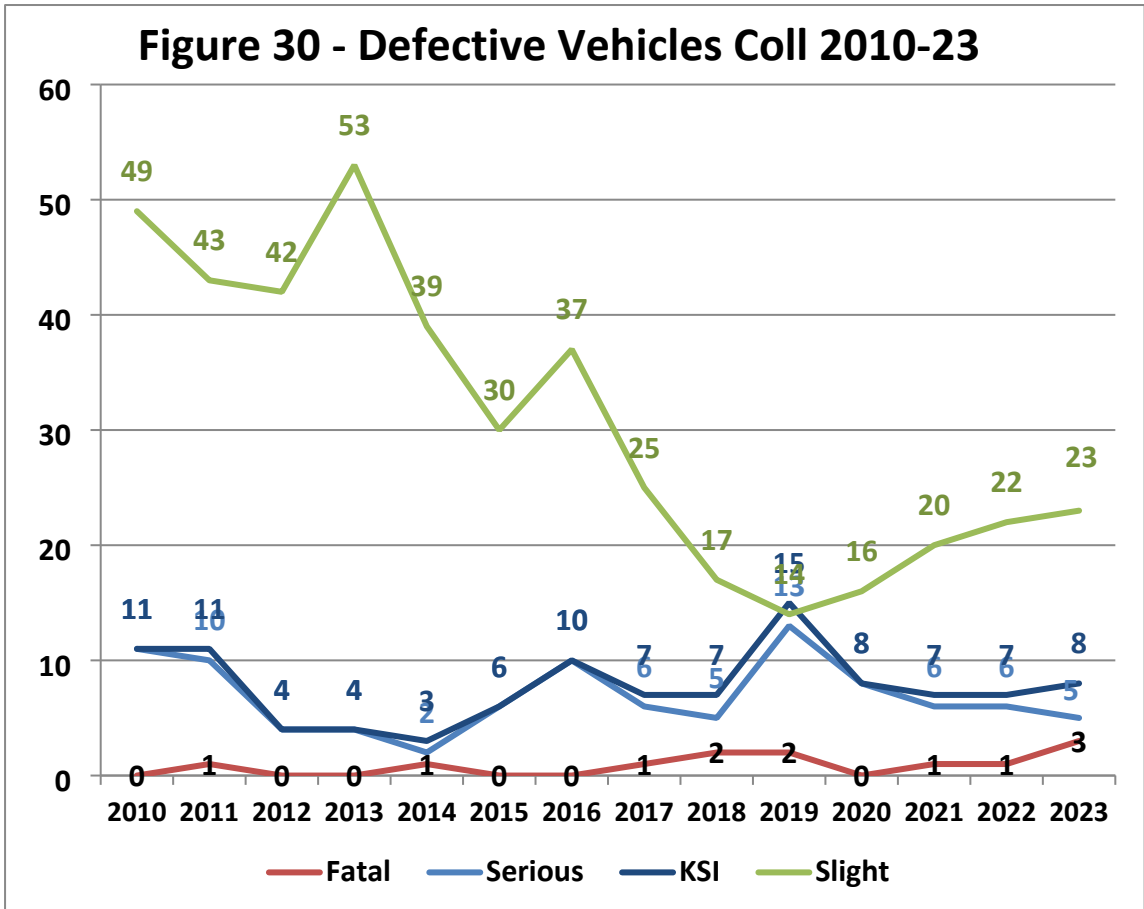
Figure 28 - 2022 Driving for Work KSI Casualties per 100k



Causation factor trends:

Figure 29 - Speed Related Collisions 2010-23





This report was written by Steve Batchelor, LRSP Senior Manager, who can be contacted at staying.alive@lincolnshire.gov.uk

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Open Report on behalf of Andrew Crookham, Deputy Chief Executive & Executive Director – Resources

Report to:	Highways and Transport Scrutiny Committee
Date:	29 April 2024
Subject:	Highways and Transport Scrutiny Committee Work Programme

Summary:

This item enables the Committee to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focused where it can be of greatest benefit. The work programme will be reviewed at each meeting of the Committee to ensure that its contents are still relevant and will add value to the work of the Council and partners.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to:

- (1)** Review and approve the contents of its work programme; and,
- (2)** Highlight any additional scrutiny activity which could be included for consideration in the work programme.

1. Background

Overview and Scrutiny should be positive, constructive, independent, fair, and open. The scrutiny process should be challenging, as its aim is to identify areas for improvement. Scrutiny activity should be targeted, focused and timely and include issues of corporate and local importance, where scrutiny activity can influence and add value.

All members of overview and scrutiny committees are encouraged to bring forward important items of community interest to the committee whilst recognising that not all items will be taken up depending on available resource.

Members are encouraged to highlight items that could be included for consideration in the work programme.

2. Committee Work Programme

29 APRIL 2024 - 10:00 am			
	Item	Contributor	Type of Report
1.	Bus Service Improvement Plan	Helen Reek, Support Services Manager (Transport Services)	Pre-decision Scrutiny (Executive Councillor decision between 07 - 31 May 2024)
2.	North Willingham Highways Depot - Replacement of Vehicle Store	Matthew Stapleton, Senior Project Manager, Corporate Property	Pre-decision Scrutiny (Executive Councillors decision between 03 - 07 May 2024)
3.	Stamford Transport Strategy	Sam Edwards, Head of Highways Infrastructure and Laboratory Services Charlotte Hughes, Senior Project Leader Highways Infrastructure	Scrutiny Report
4.	Transport - Quarter 3 Performance Report (1 October to 31 December 2023)	Helen Reek, Support Services Manager (Transport Services)	Service Performance Monitoring Report
5.	Road Safety Partnership Update	Steven Batchelor, Lincolnshire Road Safety Partnership Senior Manager	Annual Position Report

10 JUNE 2024 - 10:00 am			
	Item	Contributor	Type of Report
1.	Sincil Bank Towns Fund Project	Karl Gibson, Senior Project Leader	Pre-decision Scrutiny (Executive Councillors decision between 24 -28 June 2024)
2.	Rail Recovery and Strategic Role in Providing Connectivity, Supporting Lincolnshire Communities and Economy	Jayne Wingad, Rail Policy Officer Richard Bates, Lead Strategic Planner (Network Planning) for Eastern Region Network Rail Representation TBC	Scrutiny Report
3.	Winter Service Plan 2024-25	Jonathan Evans, Head of Highways Client and Contractual Management Services	Pre-decision scrutiny (Executive Councillor decision between 30 July and 12 August 2024)

10 JUNE 2024 - 10:00 am			
Item		Contributor	Type of Report
4.	Parking Enforcement Procedures Manual	Matt Jones, Parking Services Manager	Pre-decision scrutiny (Executive Councillor decision 17 - 24 June 2024)
5.	Pavement Cafe Licence	Richard Roets, Support Officer-Highways	Scrutiny Report
6.	North Hykeham Relief Road – Compulsory Purchase Order and Side Roads Order	Sam Edwards, Head of Highways Infrastructure and Laboratory Services	Pre-decision scrutiny (Executive decision 02 July 2024)

29 JULY 2024 - 10:00 am			
Item		Contributor	Type of Report
1.	Highways - Quarter 4 Performance Report (1 January to 31 March 2024)	Jonathan Evans, Head of Highways Client and Contractual Management Services	Service Performance Monitoring Report
2.	Major Work Schemes Report	Sam Edwards, Head of Highways Infrastructure and Laboratory Services	Service Performance Monitoring Report
3.	Highways Gully Cleansing/Repair and Surface Water Flooding	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager	Six-monthly Performance Report
4.	Public Transport Annual Update	Helen Reek, Support Services Manager (Transport Services)	Annual Position Report
5.	Scrutiny Panel B – Review of Traffic Management Policy for Lincolnshire	Councillor Gary Taylor, Chairman of Scrutiny Panel B Jonathan Evans, Head of Highways Client and Contractual Management Services Kiara Chatzioannou, Scrutiny Officer	Scrutiny Review Report

16 SEPTEMBER 2024 - 10:00 am		
Item	Contributor	Type of Report
1. Highways Infrastructure Asset Management Plan 2024	Jonathan Evans, Head of Highways Client and Contractual Management Services	Pre-decision scrutiny (Executive Councillor decision Between 23 and 30 September 2024)
2. Anglian Water Street Works Performance Improvements	Mick Phoenix, Traffic Manager Ashley Behan, Street Works and Permitting Manager	Scrutiny Report
3. Highways – Quarter 1 Performance Report (1 April – 30 June 2024)	Jonathan Evans, Head of Highways Client and Contractual Management Services	Service Performance Monitoring Report
4. Major Work Schemes Report	Sam Edwards, Head of Highways Infrastructure and Laboratory Services	Service Performance Monitoring Report
5. Transport - Quarter 1 Performance Report (1 April 2023 to 30 June 2024)	Helen Reek, Support Services Manager (Transport Services)	Service Performance Monitoring Report

28 OCTOBER 2024 - 10:00 am		
Item	Contributor	Type of Report
1. Highways Gully Cleansing/Repair and Surface Water Flooding	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager	Six-monthly Performance Report
2. Transport Connect Limited (TCL) - Teckal Company Update Annual Report	Helen Reek, Support Services Manager (Transport Services)	Annual Position Report
3. Traffic Regulation Orders Team Performance Report	Jeanne Gibson, Programme Leader - Minor Works & Traffic	Performance Report

03 DECEMBER 2024 - 10:00 am		
Item	Contributor	Type of Report
1. Highways - Quarter 2 Performance Report (1 July to 30 September 2024)	Jonathan Evans, Head of Highways Client and Contractual Management Services	Service Performance Monitoring Report
2. Major Work Schemes Report	Sam Edwards, Head of Highways Infrastructure and Laboratory Services	Service Performance Monitoring Report
3. Transport - Quarter 2 Performance Report (1 July to 30 September 2024)	Helen Reek, Support Services Manager (Transport Services)	Service Performance Monitoring Report
4. Fix-My-Street app Report	Richard Fenwick, Head of Highways Asset and Local Management Services	Performance Monitoring Report

3. To be Programmed

Highways Performance Report – 3-year Statutory Update following Year 6 Update in 2023 (Spring 2026).

Rights of Way Improvement Plan – Pre-decision Scrutiny Report, Executive Decision (Autumn 2025).

4. Conclusion

Members of the Committee are invited to review and comment on the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

5. Consultation

a) Risks and Impact Analysis

Not applicable to this report.

6. Appendices

These are listed below and attached at the back of the report	
Appendix A	Forward Plan of Decisions relating to the Highways and Transport Scrutiny Committee

7. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Kiara Chatziioannou, Scrutiny Officer who can be contacted on 01522 552102, 07500 571868 or by e-mail at kiara.chatziioannou@lincolnshire.gov.uk.

Forward Plan of Decisions relating to the Highways and Transport Scrutiny Committee

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
Bus Service Improvement Plan [I032122]	07 and 31 May 2024	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee	Support Services Manager (Transport Services) E-mail: Helen.Reek@lincolnshire.gov.uk	Yes	N/A
Parking Enforcement Procedures Manual [I030731]	17 and 24 June 2024	Executive Councillor: Highways, Transport and IT	Place DLT, Highways and Transport Scrutiny Committee	Parking Services Manager E-mail: Matt.jones@lincolnshire.gov.uk	Yes	Grantham East; Grantham North; Grantham South; Grantham West
North Willingham Highways Depot - Replacement of Vehicle Store [I032312]	03 and 07 May 2024	Executive Councillor: People Management, Legal and Corporate Property, Leader of the Council (Executive Councillor: Resources, Communications and Commissioning	Highways and Transport Scrutiny Committee	Senior Project Manager, Corporate Property E-mail: matthew.stapleton@lincolnshire.gov.uk	Yes	Market Rasen, Wolds
North Hykeham Relief Road – Compulsory Purchase Order and Side Roads Order [TBC]	02 July 2024	Executive	Highways and Transport Scrutiny Committee	Head of Highways Infrastructure and Laboratory Services E-mail: sam.edwards@lincolnshire.gov.uk	Yes	West
Winter Service Plan 2024 [I032147]	30 July and 12 August 2024	Executive Councillor: Highways, Transport and IT	Place DLT, Highways and Transport Scrutiny Committee	Head of Highways Client and Contractual Management Services E-mail: jonathan.evans@lincolnshire.gov.uk	Yes	All Divisions
Highways Infrastructure Asset Management Plan 2024 [I0323995]	23 and 30 September 2024	Executive Councillor: Highways, Transport and IT	Place DLT, Highways and Transport Scrutiny Committee	Head of Highways Client and Contractual Management Services E-mail: jonathan.evans@lincolnshire.gov.uk	Yes	All Divisions

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