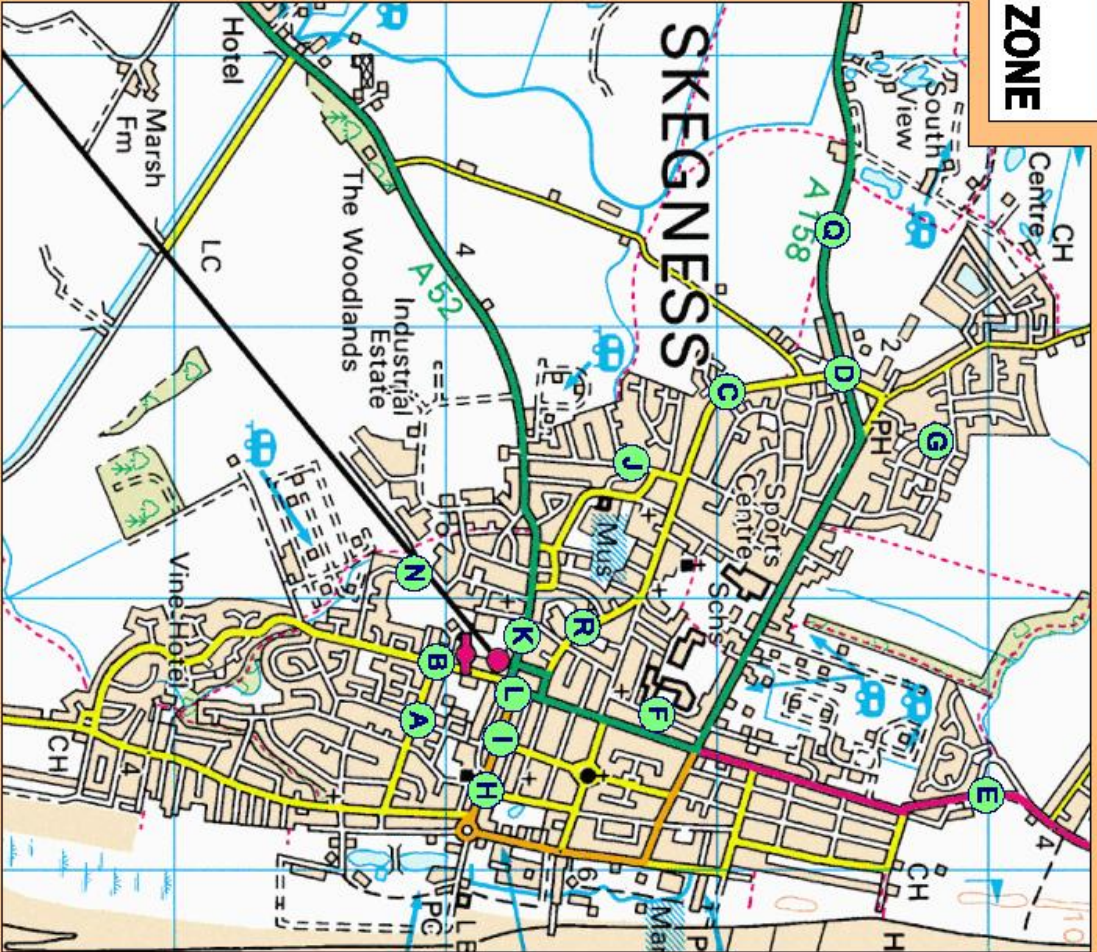


# SKEGNESS COMMUNITY TRAVEL ZONE

**PROPOSED SCHEME LIST**

- A** SANDBECK AVENUE ADJACENT TO BRAR WAY - PEDESTRIAN CROSSING FACILITY.
- B** SANDBECK AVENUE EAST OF RICHMOND DRIVE - PEDESTRIAN PHASE IN TRAFFIC SIGNALS.
- C** LINCOLN ROAD ADJACENT TO THE MEADOWS - PEDESTRIAN CROSSING FACILITY.
- D** LINCOLN ROAD/BURIGH ROAD - PEDESTRIAN PHASE ACROSS LINCOLN ROAD.
- E** ROMAN BANK (EAST SIDE) - CYCLEWAY/FOOTWAY BETWEEN NORTH SHORE ROAD AND WINTHORPE TRAFFIC SIGNALS JUNCTION (INCLUDING TRAFFIC SIGNALS PHASE FOR CYCLISTS TO CROSS A52).
- F** CAVANDISH ROAD - TRAFFIC CALMING.
- G** BEACON PARK ESTATE - TRAFFIC CALMING.
- H** RUTLAND ROAD JUNCTION WITH CROSSING POINTS/GUARD RAILS.
- I** LILLEY AVENUE JUNCTION WITH LILLEY ROAD - IMPROVED CROSSING POINTS.
- J** QUEEN'S ROAD TO CHURCH ROAD SOUTH - IMPROVEMENTS TO FOOTPATHS.



- K** BERRY WAY GYRATORRY/MANLEET ROAD - NEW BUS STOP FACILITY ADJACENT TO JOB CENTRE PLUS.
  - L** BERRY WAY GYRATORRY/LILLEY ROAD - WIDENED FOOTWAYS, IMPROVEMENTS TO PELICAN CROSSING FACILITY.
  - M** SAFER ROUTES TO SCHOOLS - VARIOUS TYPES OF SCHEME (NO SPECIFIC LOCATIONS).
  - N** ALBERT ROAD (IND. ESTATE) NEW DEVELOPMENT (WILLIAM WAY TERCO SITE) - IMPROVED FOOTPATH.
  - O** VARIOUS LOCATIONS - IMPROVED DISABLED FACILITIES, PROVISION OF DROP KERBS AND TACTILE PAVING (NO SPECIFIC LOCATIONS).
  - P** VARIOUS LOCATIONS - CYCLE PARKING (NO SPECIFIC LOCATIONS).
  - Q** A158 BURIGH ROAD - SOUTH VIEW LESBIE CENTRE TO TOWN BOUNDARY - FOOTWAY/CYCLEWAY WIDENING.
  - R** LINCOLN ROAD BETWEEN GRANTHAM DRIVE AND DONOTHY AVENUE - PEDESTRIAN CROSSING
- NOTE:**  
NO SPECIFIC LOCATIONS FOR SCHEMES M, O AND P

## Proposed Schemes

NOT TO SCALE



## APPENDIX B

### SKEGNESS COMMUNITY TRAVEL ZONE SURVEY ANALYSIS

Results of the public votes for the schemes under consideration.

Ref	Scheme Title	1st	2nd	3rd	4th	Public Votes	Public Ranking
A	Sandbeck Avenue adj to Briar Way - ped crossing facility	81	44	21	25	523	5
B	Sandbeck Avenue east of Richmond Drive - ped phase in traffic signals	52	58	26	27	461	8
C	Lincoln Road adj to the Meadows - ped crossing facility	41	27	36	27	344	10
D	Lincoln Road/Burgh Road - ped phase in traffic signals	25	44	27	35	321	12
E	Roman Bank - cycleway/footway	121	45	38	37	732	2
F	Cavandish Road - traffic calming	36	30	35	20	324	11
G	Beacon Park Estate - traffic calming	46	25	15	19	308	13
H	Rutland Road junction with Lumley Road - improved crossing facility / guard rails	56	75	64	55	632	3
I	Lumley Ave junction with Lumley Road - improved crossing point	52	95	88	77	746	1
J	Queens Road to Church Road South - improvements to footpath	13	16	28	17	173	17
K	Berry Way Gyratory/Wainfleet Road - new bus stop facility	33	21	33	28	289	15
L	Berry Way Gyratory/Lumley Road - widened footway and improved pelican crossing	15	35	37	34	273	16
M	Safer Routes to Schools - various provisions	47	50	61	59	519	6
N	Albert Road - improved footpath	11	12	14	17	125	18
O	Various Locations - improved disabled facilities, drop kerbs and tactiles	54	50	44	39	493	7
P	Various Locations - (Cycle Parking)	23	30	38	32	290	14
Q	A158 Burgh Road - footway/cycleway widening	27	48	38	52	380	9
R	Lincoln Road between Grantham Drive and Dorothy Avenue - ped crossing facility	49	47	66	78	547	4

***Transport and Travel Survey Questions:***

*How do you mainly travel around the zone;*

<b>Answer</b>	<b>Number of Responses</b>	<b>Percentage</b>
Bus	183	13%
Cycles	130	10%
Car	551	42%
Foot	342	26%
Motor Cycle	4	0%
Taxi	41	3%
Mobility vehicle	76	6%

*Number of cars per property;*

<b>Answer</b>	<b>Number of responses</b>	<b>Percentage</b>
None	255	23%
1	654	59%
2	166	15%
3 or more	36	3%

*Why do you use a car instead of other forms of transport for short journeys;*

<b>Answer</b>	<b>Number of Responses</b>	<b>Percentage</b>
Business	56	7%
Health reasons	292	36%
Lack of Alternatives	123	15%
Time saving/Convenience	270	33%
Other	69	9%

*If you mainly use a car, which of the following would encourage you to use an alternative;*

<b>Answer</b>	<b>Number of Responses</b>	<b>Percentage</b>
Better bus service	416	28%
Better bus timetable info	201	14%
Increased cycle routes	244	17%
Improved pedestrian facilities	198	13%
Signing for cycle and walking	165	11%
Improved Street Lighting	152	10%
Other	102	7%

*What id your property type;*

<b>Answer</b>	<b>Number of Responses</b>	<b>Percentage</b>
Residential	1180	96%
Business / Commercial	40	3%
Industrial	0	0%
Other	4	1%

*Other suggestions / issues recorded by the survey and grouped as follows;*

<b>Issue Type</b>	<b>Number Recorded</b>
Bus Stop Facilities	24
Bus Route Facilities	187
Crossing Points – not on list of schemes	19
Footpaths – not on list of schemes	30
Cycleways – not on list of schemes	110
Shared Footway / Cycleway – not on list of schemes	13
Road or junction improvements - not on list of schemes	17
Park & Ride and Parking	77
Pedestrianisation	41
Traffic Calming	32
Miscellaneous	142

## APPENDIX C

### Guidance Note for the Ranking of CTZ schemes for LTP2

For LTP2 the public consultation will be carried out by a postal survey. The Public will be asked to choose their top four priorities from a list of schemes compiled by officers and stakeholders. These schemes will then be ranked in the report to the executive member for approval. A proposal for this ranking is given below which would apply to Spalding, Sleaford, Gainsborough, Skegness, Stamford, and Louth CTZs.

The overall ranking of a scheme will be made up of scores for Public vote, Linkage, Buildability and Accident statistics with an added weighting for third Party contributions.

#### 1. Public Vote

The responses from the Public will be compiled to give each scheme an overall number of votes and then this will be used to rank them from 1 to x (where x is the total number of schemes). The scheme with the highest number of votes will be given the score of x. The overall number of votes for a scheme will be weighted to reflect whether it was chosen as first, second, third or fourth priority as follows: -

Overall number of votes = no. of votes for 1<sup>st</sup> choice x 4 + no. of votes for 2nd choice x 3 + no. of votes for 3rd choice x 2 + no. of votes for 4th choice x 1

#### 2. Linkage

This is an indication of how well the proposals for LTP2 link with existing facilities and build upon those provided in LTP1 i.e.

- does it connect existing cycle paths?
- does it provide a link that would encourage more walking?
- does it make people (particularly vulnerable users) feel safer when walking, cycling or using public transport and hence improve the use of existing facilities?

A score will be allocated as follows for each scheme: -

Positive link demonstrated x (where x is the total number of schemes)

Partial link x (0.75)

Tentative link x (0.5)

Minimal link x (0.25)

No link 0

The reasons for allocating the scheme into each of these categories should be noted.

#### 3. Buildability

This is an indication of issues such as stats diversions, planning applications, TROs that might make the scheme difficult or impossible to progress.

A score will be allocated as follows for each scheme: -

Straightforward x (where x is the total number of schemes)

Minor issues x (0.67)

Significant issues x (0.33)

Major problems 0

The reasons for allocating the scheme into each of these categories should be noted.

#### 4. Accident Statistics

Using the last 3 years accident statistics each scheme will be ranked in terms of accident data. For a crossing the accidents within 100m of that point will be counted and for schemes along a length of road such as traffic calming or cycle tracks the number of accidents per 100m will be used. For each scheme the accidents (per 100m) would then be scored as follows: - fatal 20, severe 10 and slight 5 and added together to give a total score. Some schemes may score 0 for this criterion.

### 5. Weighting for 3<sup>rd</sup> party contributions

A weighting to reflect the amount, if any, of 3<sup>rd</sup> party contributions to each scheme will also be added on to the score for the scheme. This weighting is calculated as follows: -

$$\text{Weighting} = \% \text{ Contribution} \times (\text{total score from 1-4})$$

$$\text{Where \% Contribution} = \frac{\text{contribution}}{\text{estimated works cost}} \times 100$$

### 6. Overall score or rank

$$\text{Overall Score/rank} = \text{Score 1} + \text{Score 2} + \text{Score 3} + \text{Score 4} + \text{Score 5}$$

NB: This guidance note will be reviewed after the ranking has been carried out for Spalding and Sleaford CTZs.

D Greeves 27.6.06 (v2, SW comments)  
Approved by HMG

## APPENDIX D

### SKEGNESS CTZ CONSULTATION - SCHEME PRIORITY RANKING

	Scheme Title	public votes						scores and final ranking						
		1st	2nd	3rd	4th	Public Votes	Public Ranking	Public	Linkage	Buildability	Accidents	3rd Party Contr'ns	O/all score	O/all Ranking
A	Sandbeck Avenue adj to Briar Way - ped crossing facility	81	44	21	25	523	5	14	13.5	12	0	0	39.5	9
B	Sandbeck Avenue east of Richmond Drive - ped phase in traffic signals	52	58	26	27	461	8	11	13.5	6	5	0	35.5	11
C	<b>Lincoln Road adj to the Meadows</b> - ped crossing facility	41	27	36	27	344	10	9	18	12	5	0	44	4
D	<b>Lincoln Road/Burgh Road</b> - ped phase in traffic signals	25	44	27	35	321	12	7	13.5	6	0	0	26.5	16
E	<b>Roman Bank</b> - cycleway footway	121	45	38	37	732	2	17	18	12	0	0	47	2
F	<b>Cavandish Road</b> - traffic calming	36	30	35	20	324	11	8	13.5	12	0	0	33.5	13
G	<b>Beacon Park Estate</b> - traffic calming	46	25	15	19	308	13	6	4.5	6	0	0	16.5	18
H	<b>Rutland Road junction with Lumley Road</b> - improved crossing point, guard rails	56	75	64	55	632	3	16	13.5	12	0	0	41.5	8
I	<b>Lumley Ave junction with Lumley Road</b> - improved crossing points	52	95	88	77	746	1	18	13.5	6	0	0	37.5	10
J	<b>Queens Road to Church Road South</b> - improvements to footways	13	16	28	17	173	17	2	4.5	18	0	0	24.5	17
K	<b>Berry Way Gyratory/Wainfleet Road</b> - new bus stop facility	33	21	33	28	289	15	4	13.5	12	0	0	29.5	15
L	<b>Berry Way Gyratory/Lumley Road</b> - widened footway and improvements to pelican crossing facility	15	35	37	34	273	16	3	18	12	10	0	43	5
M	<b>Safer Routes to Schools</b> - various	47	50	61	59	519	6	13	18	12	0	0	43	5
N	<b>Albert Road</b> - improved footway	11	12	14	17	125	18	1	13.5	18	0	0	32.5	14
O	<b>Various Locations</b> - improved disabled facilities, drop kerbs and tactiles	54	50	44	39	493	7	12	18	12	0	0	42	7
P	<b>Various Locations</b> - cycle parking	23	30	38	32	290	14	5	18	12	0	0	35	12
Q	<b>A158 Burgh Road</b> - footway/cycleway widening	27	48	38	52	380	9	10	18	18	15	0	61	1
R	<b>Lincoln Road between Grantham Drive and Dorothy Avenue</b> - ped crossing facility	49	47	66	78	547	4	15	13.5	12	5	0	45.5	3

## APPENDIX E

### FINAL SCHEME LIST FOR SKEGNESS CTZ

REF	SCHEME	PRELIMINARY SCHEME ESTIMATE (£,000)
	<b>PRIORITY SCHEMES</b>	
Q	A158 Burgh Road	60
E	Roman bank	60
R	Lincoln Road, between Grantham Dr. & Dorothy Ave.	75
C	Lincoln Road adjacent to the Meadows	75
L	Berry Way Gyratory / Lumley Road	80
M	Safer Route to Schools	10
O	Various Locations	10

Note The above list of schemes will be subject to any limitations due to Budget restrictions.  
Similarly, if money is subsequently made available, schemes will be promoted in terms of their final ranking (see Appendix D).