



County Offices
Newland
Lincoln
LN1 1YL

4 July 2014

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 14 July 2014 at 10.00 am in Committee Room One, 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, appearing to be "Tony McArdle", written over a horizontal line.

Tony McArdle
Chief Executive

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

Councillors M Brookes (Chairman), A G Hagues (Vice-Chairman), M G Allan, D Brailsford, K J Clarke, R J Hunter-Clarke, J R Marriott, R A H McAuley, N M Murray, Mrs A M Newton and A H Turner MBE JP

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 14 JULY 2014**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Councillors' Interests	
3	Minutes of the meeting held on 9 June 2014	5 - 10
4	Announcements by the Executive Councillor Highways, Transport and IT and the Assistant Director Highways and Transport	Verbal Report
5	Lincolnshire Highways Alliance Update Report - July 2014 <i>(To receive a report which presents an update on progress with the Lincolnshire Highways Alliance, an Alliance between the County Council, Imtech, Mouchel and Kier. The Alliance delivers the majority of highway services through the Traffic Signals Term Contract, the Professional Services Contract and the Highway Works Term Contract)</i>	11 - 34
6	Update on Rail Issues <i>(To receive a report which updates the Committee on recent developments in the rail sector and the potential effects on Lincolnshire. The changes are outlined in the context of the Government's rail policy. The report sets out the position the County Council has taken to these issues and suggests how the Council can use its influence to seek the best outcomes for Lincolnshire)</i>	35 - 42
7	Sleaford Transport Strategy <i>(To receive a report which invites the Highways and Transport Scrutiny Committee to consider a report on the Sleaford Transport Strategy which is due to be considered by the Executive Councillor for Highways, Transport and IT on 16 July 2014)</i>	43 - 80
8	Highways and Transport Scrutiny Committee Work Programme <i>(To receive a report which enables the Committee to consider and comment on the content of its work programme for the coming year)</i>	81 - 84

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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
- Copies of reports

Contact details set out above.

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**HIGHWAYS AND TRANSPORT
SCRUTINY COMMITTEE
9 JUNE 2014**

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

Councillors A G Hagues (Vice-Chairman), M G Allan, D Brailsford, K J Clarke, R A H McAuley, N M Murray, N H Pepper and A H Turner MBE JP

Councillors: R G Davies and R A Renshaw attended the meeting as observers

Officers in attendance:-

Alan Aistrup, Steve Blagg (Democratic Services Officer), Simon Burgess (Communications), Graeme Butler (Project and Technical Support Manager), Paul Coathup (Assistant Director Highways and Transportation), Mike Nicholls (Highways Network Manager) and Louise Tyers (Scrutiny Officer)

1 APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor R J Hunter-Clarke.

In accordance with legislation Councillor C J T H Brewis replaced Councillor Mrs A M Newton on the Committee for this meeting only.

2 DECLARATIONS OF COUNCILLORS' INTERESTS

Councillor D Brailsford requested that a note should be made in the minutes that he had been lobbied in connection with "20's Plenty" (minute 6).

3 MINUTES OF THE MEETING HELD ON 30 APRIL 2014

RESOLVED

That the minutes of the previous meeting of the Committee held on 30 April 2014 be agreed as a correct record and signed by the Chairman.

4 ANNOUNCEMENTS BY THE EXECUTIVE COUNCILLOR HIGHWAYS, TRANSPORT AND IT AND THE ASSISTANT DIRECTOR HIGHWAYS AND TRANSPORTATION

Paul Coathup announced that a reply was imminent from the Department of Transport in connection with the outcome of Side Road and Compulsory Purchase Orders for the Lincoln Eastern Bypass and for the Lincoln East/West Link and that all Members of the Council would be informed as soon as the reply was received.

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HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE

9 JUNE 2014

Paul Coathup announced that the Council had submitted an application to the Department of Transport for additional funding from the Surface Condition Pothole Fund and a reply was awaited.

Paul Coathup announced that he had been made a Fellow of the Institution of Civil Engineers. and the Committee placed on record their congratulations to him.

5 QUARTER 4 PERFORMANCE - 1 JANUARY TO 31 MARCH 2014

Paul Coathup presented a report on Quarter 4 Performance for Highways and Transportation for the period from 1 January to 31 March 2014, explained the reasons for the variation in some of the statistics in the report and responded to comments by the Committee as follows:-

1. The Council had invested significantly in repairs to the road surface but the Highways Asset Plan indicated that investment to maintain the highways was still between £10m and £14m below what was required for the whole asset network. However, based on national statistics the Council was efficient and effective in the use of its resources compared to other local authorities.
2. The Council was in the top quartile for A road maintenance. However, there was a need to address major reconstruction of roads because there had been a gradual deterioration in their condition.
3. Owing to the effects of two bad winters in recent years the B and C road network had deteriorated. However, there would be significant investment this Summer which should reflect in improved performance figures for 2014.
4. The Road Safety Partnership was involved in the investigation of all accidents including when and where they occurred and supported various schemes to reduce the accidents involving young people.
5. In some cases some of the challenging performance target figures had been amended to make them more achievable.
6. The issues in connection with the Grantham Southern Relief Road were explained. The project was on plan there had been a legal challenge to the planning permission from a large landowner. The process of publishing the Side Road Orders was explained. Paul Coathup confirmed that the Council would be able to make a claim to recover the Council's costs and agreed to let the Committee have details of the legal costs incurred by the Council for the project when known.
7. Confirmation of the various Orders for the Lincoln East/West Link and the Lincoln Eastern Bypass from the Department of Transport was imminent and if confirmed the projects could proceed.
8. The Council was on course to bring the Spalding Western Relief Road in line with the performance target.
9. Traffic management measures would be put in place to address the effects of the various traffic schemes proposed for the City of Lincoln and consultation with stakeholders would take place during July.

RESOLVED

That the report be noted and the Committee be sent details of the legal costs incurred by the Council in connection with the Grantham Southern Relief Road when known.

6 SPEED MANAGEMENT IN LINCOLNSHIRE - DRAFT FINAL REPORT

Louise Tyers presented the draft final report of the Speed Management in Lincolnshire Task and Finish Group and subject to the comments of the Committee the report would be submitted to the Executive on 1 July 2014, for approval. "A 20's Plenty for Us Briefing August 2012" paper, was tabled which detailed those local authorities who had implemented or were trialling 20mph Speed Limit Zones.

Councillor M Brookes, Chairman of the Task and Finish Group, thanked the members of the Task and Finish Group and officers who had helped to produce the report and stated that public engagement had been paramount in the production of the final report.

The Committee addressed each recommendation in the report as follows:-

Recommendation 1 – agreed

Recommendation 2 – agreed

Recommendation 3 – agreed to amend to read "+/- 3mph" (not "+/- 5mph" as recommended in the report) with a review six months after implementation. (The Committee, following advice from the officers who had tested +/- 5mph, considered that +/- 5mph was too significant a change)

Recommendation 4 – agreed

Recommendation 5 – agreed (Comments by the Committee included the problems caused by parked cars in the vicinity of schools, whether consultations with cycling and pedestrian groups had taken place, highlighted the different issues posed between rural and urban areas and the use of planning consents to establish 20mph Speed Limit Zones. An "options menu" of speed reduction measures facility would be considered at a future meeting of the Committee).

Recommendation 6 – agreed (Comments by the Committee included the need for partnership working between schools and the Council to address the problems of traffic in the vicinity of a school and that every school should have a School Travel Plan which should be reviewed regularly).

Recommendation 7 – agreed

Recommendation 8 – agreed

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HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE
9 JUNE 2014**

Recommendation 9 – agreed subject to the addition of Community Groups as long as they had third party public liability insurance.

RESOLVED

- (a) That the final draft report of the Speed Management in Lincolnshire Task and Finish Group be supported, subject to the amendments agreed by the Committee.
- (b) That the final report be submitted to the Executive on 1 July 2014, for approval.

7 PROGRESS REPORT ON MAJOR SCHEMES

Paul Coathup presented a report which provided an update of progress made in the delivery of the Major Highway Scheme programme.

Comments made by the Committee included the need for a Transport Strategy to accompany each planning application for a Major Scheme, the "non- motorised" user bridge on Hawthorne Road in connection with the Lincoln Eastern By-Pass was welcomed and the effects of the level crossing on Skellingthorpe Road on traffic movement needed to be addressed.

Paul Coathup responded to comments by the Committee including:-

1. Ideally transport strategies should be developed alongside Local Plans and in a two tier local authority this was made more complicated. Also, the Council had no control over when a developer submitted a major application.
2. The provision of a "non-motorised" user bridge on Hawthorne Road, Lincoln, would prevent "rat running".
3. There was currently no scheme in place to address the Skellingthorpe Road level crossing and only when the construction of the Western Growth corridor took place would the traffic problems in connection with the crossing be addressed.

RESOLVED

That the progress being made on the delivery of the Council's Major highway schemes be noted.

8 ROADWORKS.ORG DEMONSTRATION

Alan Aistrup and Simon Burgess gave a demonstration of the Roadworks.org website which was designed to provide useful information including road works, route planning, bus and rail timetables for the public. The next stage was to examine a communications strategy to promote the information to all Members and the public. Simon Burgess would contact all Members to ascertain if they wished to receive an email alert about the site and added that he would report to a future meeting on its use.

A paper detailing proposals to engage with Members in connection with the highways work programme was tabled. The Committee welcomed this development but emphasised the need for the website to be updated regularly.

Officers stated that the technology was now available to update the website quickly but there was still a need to examine the resource implications.

The Committee supported the tabled proposals for "Member Engagement on Work Programmes" and the website for roadworks.org which would hopefully help to reduce the need for the public to contact the Council to enquire about issues connected with the highway network

RESOLVED

- (a) That the proposals to promote the use of the roadwork.org website be supported.
- (b) That the proposals detailed in the "Member Engagement on Work Programmes", tabled at the meeting, be supported.

9 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

Louise Tyers presented a report in connection with the Committee's Work Programme and asked the Committee to let her know if they had any learning and development needs.

RESOLVED

- (a) That the Committee's Work Programme be noted and updated accordingly.
- (b) That Members notify Louise Tyers if they had any learning and development needs.

The meeting closed at 12.30 pm

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Open Report on behalf of Paul Coathup, Assistant Director for Highways and Transportation

Report to:	Highways and Transport Scrutiny Committee
Date:	14 July 2014
Subject:	Lincolnshire Highways Alliance Update Report - July 2014

Summary:

This report presents an update on progress with the Lincolnshire Highways Alliance, an Alliance between the County Council, Imtech, Mouchel and Kier. The Alliance delivers the majority of highway services through the Traffic Signals Term Contract, the Professional Services Contract and the Highway Works Term Contract.

The Lincolnshire Highway Alliance is now entering the fifth year of a potential contractual duration of ten years.

Independent comparison of our services confirm that the Alliance continues to deliver class leading, cost effective, high quality highway services with improvement areas identified and work underway to deliver that further efficiency and improvement.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the report.

1. Background

Introduction

1.1 The Lincolnshire Highways Alliance is an Alliance between the County Council, Imtech, Mouchel and Kier. The Alliance delivers the majority of highway services through the Traffic Signals Term Contract, the Professional Services Contract and the Highway Works Term Contract which all started on 1 April 2010.

1.2 The Alliance contracts are entering year 5 of a potential 10 year term. The commissioning exercise was an early example of the Council's emerging

commissioning model which followed the analyse, plan, do, review commissioning cycle. The appropriate allocation of risk, the use of target cost pricing and open book accounting resulted in an initial reduction in cost of 18% over the previous delivery model for highway works. This equates to a saving of around £9million per annum or £90million over the potential 10 year term.

Performance

- 1.3 The quarterly performance report is reported through the Alliance management structure, with performance issues becoming the subject of an improvement action plan. A copy of the Lincolnshire Highways Alliance Performance Report for Year 4 Quarter 4 can be found as Appendix A. This covers the period of January to March 2014 and demonstrates improving scores for the Alliance in most areas.
- 1.4 Overall performance for the Highway Works Term Contract has increased to 82, for the Professional Services Contract to 80.3 and for the Traffic Signals Term Contract to 99. Client performance has reduced slightly to 84 but the overall Alliance score has increased to 74.
- 1.5 As a result of the increasing performance across the Alliance, a contract extension has been offered to all partners to extend the three contracts which form part of the Alliance until 31 March 2017.
- 1.6 There is continued internal review of the Alliance with a further internal audit, focussing this time on the Traffic Signals Term Contract and ongoing work with the Council's Performance Group to develop the Highways Performance Dashboard.
- 1.7 There are further external reviews of the Alliance, with specific work ongoing through the Midland Highways Alliance, a Highways Maintenance Efficiency Plan Peer Review planned for October 2014 and further work with Cranfield University to follow up the Strategic Value for Money Assessment. We also continue to work with Leeds University to refine and develop the frontier benchmarking of highways services. All of this work, when completed, will be the subject of further report to this committee.

Traffic Signals Term Contract

- 1.8 The installation of Phase 1 of an innovative new traffic signal system has been completed at the junction of Dixon Street and Boultham Park Lane in Lincoln. This uses "smart" technology to enable the development of a traditional traffic controller which will reduce the cost of the overall scheme, remove the need for extensive cable and ducting infrastructure and therefore minimise congestion and disruption for road users.
- 1.9 The Remote Lamp Control System (RLCS) is a new development for the long-established PTC-1 traffic controller. This moves elements of the traditional traffic controller from a separate cabinet into some of the signal

heads. This has reduced on-street cabling and related infrastructure work with a resulting reduction in traffic management, civil engineering and cable works. It is expected that this will result in a typical saving of 30% over a traditional signal installation

Highway Works Term Contract

- 1.10 Our efforts to improve on our disposal of tar bound materials continue with the lack of suitable Environment Agency permitted sites and the rise in cost from £40/tonne to £120/tonne. Total financial risk to the Alliance would be approximately £800k per annum. Actions taken so far include the control of our own waste sites and to stockpile materials at three strategic sites: Barrowby, Claxby and Great Steeping. It is expected that this stockpiled material will be used to produce new foambase road surfacing material and for use in our retread/recycling sites where additional material is required.
- 1.11 The annual budget for gully and other drainage cleansing is approximately £1.6m. This year, we are planning to carry out 1 cyclic clean for gullies and catchpits, with further targeted cleansing driven by the data that we now capture through a GPS facility on our equipment. A full year of data has now been received from this system, which allows for the enhanced recording of silt levels, blockages and other drainage information. This change to our operation is forecast to reduce expenditure by £360k and further information gathering will allow for improved targeting with greater confidence. All of this data is now captured within our Asset Management system Confirm, which will also allow for the automated issue of works orders to rectify faults and for payment to be made against electronic return.
- 1.12 A successful trial of Digi-Pens has been carried out with two Area Maintenance Teams (AMT). This allows automatic, electronic details of the work completed by gangs to be sent to client officers. Roll-out of the Digi-Pens to all AMT gangs will start in August 2014, with the remaining gangs to follow shortly after.
- 1.13 Street Lighting – the asset inventory increased by 600 lighting units in the year but we have achieved a 640,000 Kwh reduction in energy consumption. Kier have reviewed their delivery structure and reduced their operational staff from 24 to 15. This has reduced costs with no reduction in performance.
- 1.14 Work continues on the introduction of the Primavera programming system, which will co-ordinate the programming of all highway schemes, not just Alliance work, from conception through the design phase to construction. This will allow a clearer understanding of the impact on other programmed works, which results from sudden changes to priority. Links to www.roadworks.org will provide up to date information on the latest proposed scheme delivery dates.
- 1.15 The Department for Transport has recently announced the award of £5.43million additional grant to the Council from its £168million Pothole Fund. The award is greater than we would have received had the money

been distributed using the usual funding formula and reflects the strength of the Council's bid. Our ability to demonstrate the efficiency of our contract delivery mechanism, our adoption of a robust asset management based approach to maintenance and our early adoption of a wide range of other efficiency measures all contributed to the strength of the bid.

The grant will be used to accelerate our existing programmes of preventative maintenance and the first time fix of potholes. Typical work programmes will include patching, haunching, resurfacing, surface dressing and recycling.

Professional Services Contract

- 1.16 The Technical Services Partnership continues to be engaged in the design of our major schemes, other internal and external design of schemes, traffic modelling and other consultancy work.
- 1.17 A number of major schemes are now progressing towards the construction phase with Lincoln Eastern By-pass, East-West Link and Canwick Hill, all proposed to start this year.
- 1.18 Lincoln Eastern Bypass is currently out to tender and East/West Link has recently had relevant orders confirmed by the DfT. The design of Phase 1 of Spalding Western Relief Road is now completed and the detail design of Grantham Southern Relief Road is progressing well.

2. Conclusion

- 2.1 Highway Services, delivered by the Lincolnshire Highways Alliance, are of a high standard with an improving trend since the start of the Alliance. The performance culture developed within the Alliance is a consistent driver for improvement in very challenging times for local government services. Independent comparison confirms that the Alliance continues to deliver some of the most cost effective, high quality highway services in the sector. Improvement areas are identified with work underway to deliver further efficiency and improvement.

3. Consultation

a) Policy Proofing Actions Required

n/a

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Lincolnshire Highways Alliance Performance Report Year 4 Quarter 4: January to March 2014

5. 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 Paul Rusted, who can be contacted on 01522 553071 or paul.rusted@lincolnshire.gov.uk.

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**Lincolnshire Highways Alliance
Performance Report
Year 4 Qtr 4: January to March 2014**

April 2014

Introduction

This report is prepared for the Highways Network Alliance Group (HNAG) by the Performance Working Group. It offers a summary of the results from each of the agreed KPIs and PIs.

Highway Works Term Contract PI's

HIGHWAY WORKS TERM CONTRACT				PERFORMANCE DASHBOARD						Quarter 4	TREND	
PI	INDICATOR	TARGET	RESULTS	SCORE	0	5	10					
1	% street lights working	99.5% or above	99.82% working	10							=	
2	Response times for emergency works	99.5% or above	99.54% compliance	10							=	
3	Tasks completed within timescale	97% or above	98% compliance	10							=	
5	Acceptable site safety assessments	98.5% or above	96.55% compliance	6							▲	
7	Defect corrections requiring TM	98% or above	99.68% compliance	10							=	
8	% waste reused/recycled	90% or above	97.28% compliance	10							=	
9	Compliance with tendered Quality Statements	100% compliance	66.67% compliance	7							=	
10	Quality assessment of workmanship	100% compliance	54% compliance	0							=	
11	Measure/reduce carbon over the whole fleet	100% compliance	100% compliance	10							=	
12	% task orders in compliance with TMA	95% or above	99.33% compliance	10							=	
											0	
4	RIDDOR incidents	0 RIDDOR incidents	0 RIDDOR incident	0							▲	
6	Service strikes	0 Services Strikes	2 Service Strikes	-1							▲	
											100	
				TOTAL	82							▲

Highway Works Term Contract Performance commentary 2013/14 Q4

PI1 - % Street Lights working: Performance remains high at 99.82%, a slight drop of 0.03% on last quarter. New indicator being developed to encompass wider aspects of service and will be basis of measurement from April 2014.

PI2 - Response times for Emergency works: Good performance with 99.54% compliance, this has slightly increased over the quarter. Out of the 2383 emergency jobs over the quarter, 2372 achieved the required response rate.

PI3 - Tasks completed in time scale has continued to maintain its good performance remaining steady this quarter at 98%. Out of the 100 jobs committed, 98 were completed within the given timescale.

PI5 - Acceptable site safety assessment, 29 inspections with 28 passing the quality score. This is an increase on last quarter. Action plan proposed to continue good performance.

PI7 - Defect correction requiring traffic management: Performance remains good. Out of the 2479 jobs submitted only 8 had defects that required TM. The result is a slight increase in defects from 0.19% to 0.32%. This is a negligible increase overall.

PI 8 - % waste reused/recycled: Performance remains at a good level achieving top marks.

PI10 - Quality assessment of workmanship: The performance has slightly dipped at 54%. Questions have been raised about how this indicator is reviewed against what the Contractor is being asked to achieve. Further investigation into this is taking place and will be available for next quarter. This is an assessment into whether the cause is workmanship or initial road condition. Action plan proposed.

PI11 - Measure/reduce carbon over the whole fleet: This indicator continues to improve, showing that the Alliance fleet is continuing to reduce unnecessary mileage and journeys.

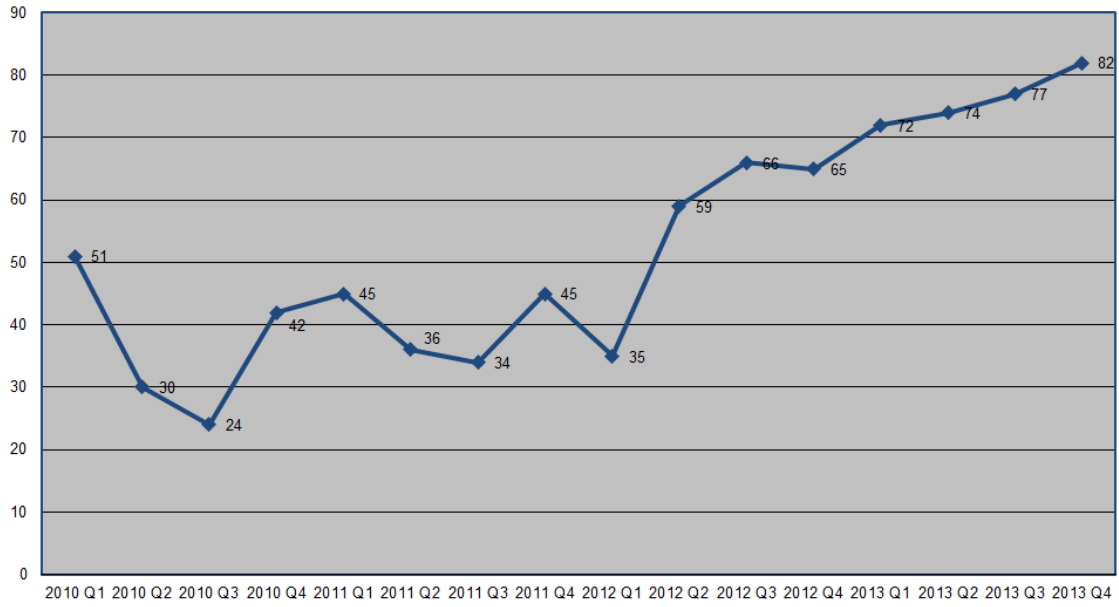
PI12 - % task orders in compliance with Traffic Management Act: Performance remains high and has improved considerably over the last few quarters. 94 jobs were issued with 93 being correctly noticed. This means that the indicator scores full marks. This is down to the HUB and the work that has been ongoing with noticing of jobs.

PI4 - RIDDOR Incidents: No RIDDOR incidents reported this Quarter.

PI6 - Services Strikes: Two service strikes, which is two less than last quarter.

Overall Comment

The Highway Works Term Contract continues to improve its score, rising from 77 points to 82. This is the highest score that this Performance indicator has scored since we started the contract and this trend has now continued for four quarters. PI 4 (RIDDOR incidents), PI5 (Acceptable Site safety assessment) and PI6 (Services Strikes) have all seen a marked improvement this quarter. Most of the other indicators remained at the same level. There are still concerns about the Quality Assessment of Workmanship performance. This is being addressed as set out in the action plan.



Highway Works Term Contract Scores over the Contract Period.

Professional Services Contract

TSP	PRIVATE SECTOR	RESULT	PERFORMANCE SCOREBOARD							TREND	
Quarter 4: Jan to March 2014											
PI	CATEGORY	RESULT	SCORE	0	5	10	15				
1	Client Satisfaction	9.75 (out of 10)	15.0	[Green bar from 0 to 15]							▲
2	Client Satisfaction	9.0 (out of 10)	14.1	[Green bar from 0 to 14.1]							▼
3	Alliance Wellbeing	83%	8.3	[Green bar from 0 to 8.3]							▲
4	Predictability of Design Costs	11.9% (>10% over)	11.1	[Green bar from 0 to 11.1]							▼
5	Predictability of Works Costs	10% (>10% over)	12.5	[Green bar from 0 to 12.5]							▲
6	Predictability of Time for Design	23% (>10% late)	10.4	[Green bar from 0 to 10.4]							▼
7	Predictability of Time for Construction	36% (>10% late)	8.9	[Yellow bar from 0 to 8.9]							▲
			80.3	[Green bar from 0 to 80.3]							▲

PSP Performance commentary 2013/14 Q4

PI 1 & PI 2 - Overall results remain high with a representative response rate of 73%.

PI 3 - Local delivery was affected by a significant peak in resources needed for the Lincoln Eastern Bypass. Recruitment actively underway, with some success in what is a challenging recruitment market.

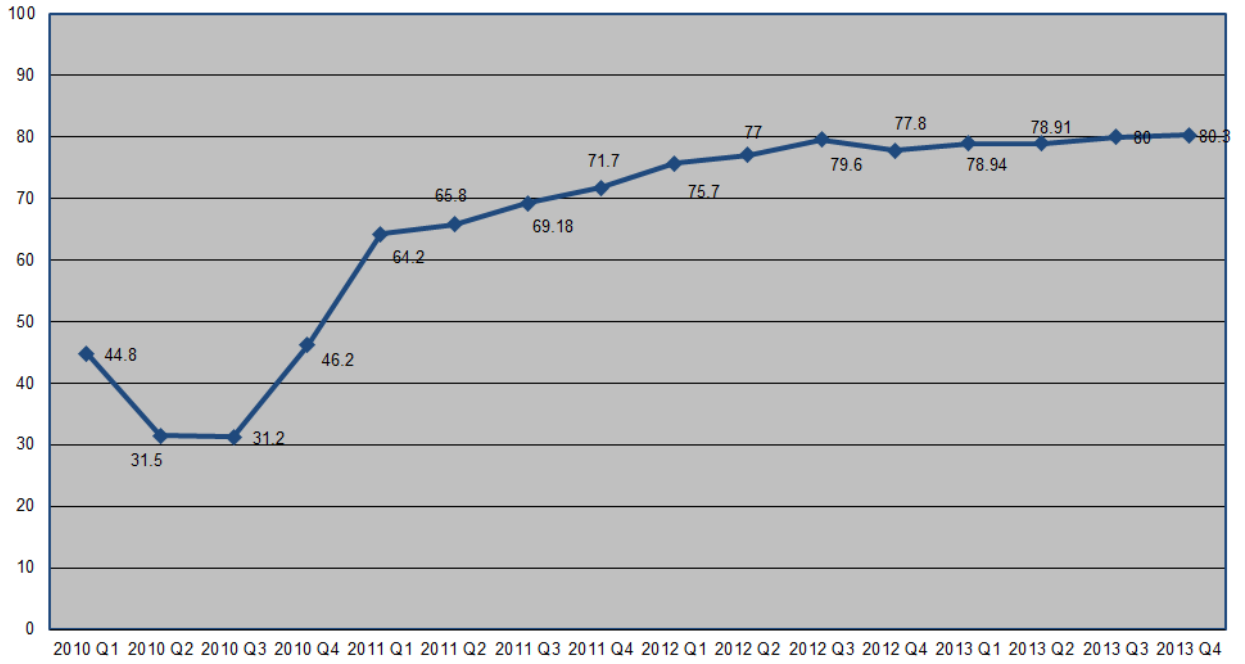
PI 4 & 6 - Design delivery to time and cost has dipped slightly, partially due to the significant peak in workload and local recruitment challenges. Remains significantly better than at the start of the contract but is also on the action plan as key performance issue.

PI 5 & 7 – Works delivery to time and cost has slight dipped in both PIs. Important to note, that all schemes going over on cost were by external contractors and not by Kier.

Overall Commentary

Results are based on TSP / Mouchel performance combined.

The overall 'total' is at an all time high and the gentle upward trend continues.



Professional Services Contract Scores over the Contract Period.

Traffic Signals Term Contract

TRAFFIC SIGNALS TERM CONTRACT			PERFORMANCE SCOREBOARD				Quarter 4 January to March 2014 Year 4		
PI	CATEGORY	INDICATOR	SCORE	0	5	10	15	TREND	
1	Alliance Wellbeing	10 Critical Contractors Quality Promises	10					=	
4	Service Standards	Number of Faults attended on time	N/A					▲	
5	Service Standards	Number of Faults Cleared within Contract Timescales	10					▲	
								▲	
6	Service Standards	% Task Orders completed on Time that LCC have specified the completion date	10					▼	
7	Service Standards	% Task Orders completed free of remedial works	10					▼	
8	Service Standards	% Faults resolved at the first visit.	10					▼	
9	Service Standards	% Task Orders carried out in compliance with TMA	10					=	
10	Service Standards	% Annual Inspections completed PA	10					▲	
11	Environmental Impact	Carbon Emissions Target set to 123.77 Tonnes CO2	10					▲	
12	Environmental Impact	Waste / Recycling Target to be agreed with Contractor	10					▲	
				-15				0	
2	Health & Safety	Reportable Accidents at Work	-1					=	
3	Health & Safety	Acceptable Site Safety Assessments PA	10					=	
				0				100	
		TOTAL	99					▲	

Traffic Signals Term Contract Performance commentary 2013/14 Q4

PI 1 – All 10 quality promises are being met scoring 10 points for 100%.

PI 4 – Although this Performance Indicator doesn't score, following the introduction of PI 8 last year, we are still monitoring the activity. In this quarter, attendance has increased from 98.803% to 99.009%, giving an increase of 0.206% from quarter 3 results.

PI 5 - Timescales for clearance are at 98.59%, which is a further significant increase from the results of Q3 by 0.39%.

PI 6 – 408/421 Schemes have been completed during the specified dates. 13 jobs have not been carried out in the agreed timescale in total for Q4. 96.912%

PI 7 – 420/421 schemes that have been completed have no remedial works.
99.762%

PI 8 – 1875/ 1919 Standard & Emergency faults have been resolved during first time visit. Q4 performance has slightly decreased from Q3 by 1.163% at 97.707%

PI9 - 100% for Q4 .55 schemes have required this PI during Q4.

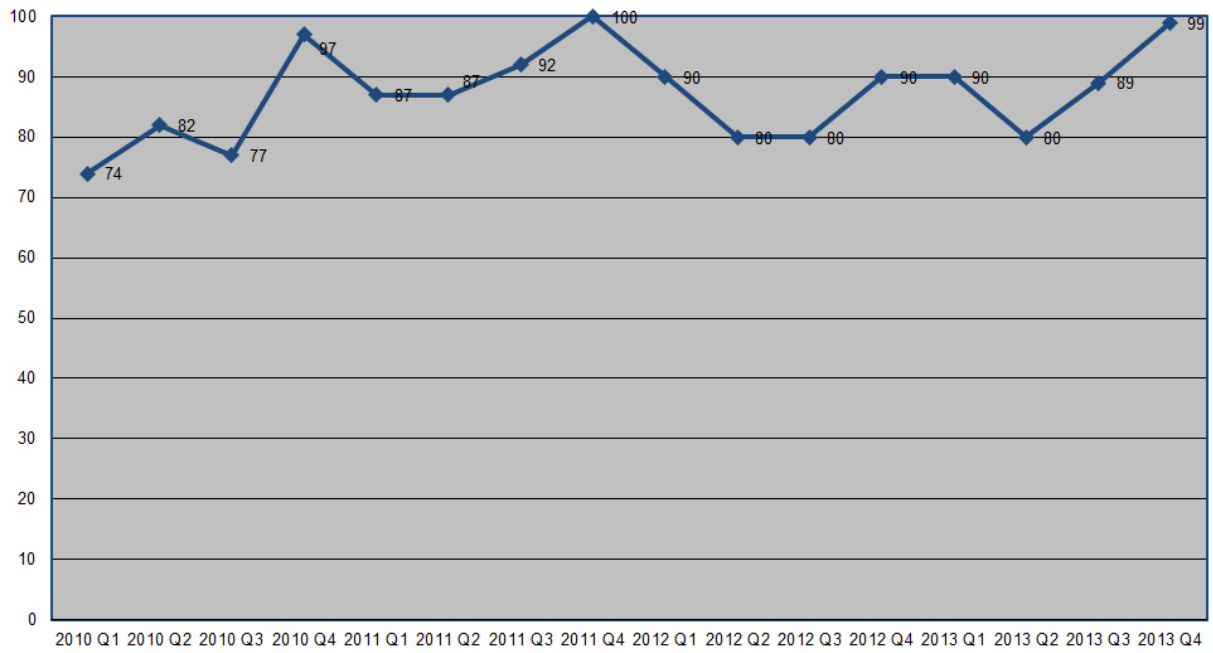
PI 10 – All 308/308 Annual Inspections have been carried out by the end of Q4.
100%

PI11 - Benchmarking results have now been established and agreed at 123.77 Tonnes CO₂. Target is to reduce by 5%, equalling 117.5815 by the end of Q4. Our emissions are at 102.57 Tonnes CO₂, giving an actual reduction of 15.0115 Tonnes CO₂ from the benchmark year and 1.11 Tonnes CO₂ from year 3.

PI12 – 96.97% Recycled materials from Imtech Depot by the end of the 4th Quarter. This has increased during the 4th quarter by 5.43%. No waste during year 4 has gone to landfill.

PI2 – One reportable accident, Operative went over on his ankle whilst climbing out of his vehicle in the depot yard on Westminster Road. - 1 scoring.

PI3 - 10 Inspections have been carried out of 50 by the end of Q4. One inspection had scored 2. Imtech challenged the scoring and requested for it to be raised for discussion at the H&S group. Following the discussion and points raised by all parties, it was decided that this score will stand at 2 but will not be used for the performance dashboard. All 10 scored the maximum 5 points.



Traffic Signals Term Contract Scores over the Contract Period.

Client Performance

Client Performance		PERFORMANCE DASHBOARD												Quarter 4		TREND							
PI	INDICATOR	TARGET	RESULT	SCORE	0				5				10					15				20	
1	Pain/Gain result by area	0% or greater	0.00%	10																			=
2	Date Forward programme issued	1 point award per Area issued on time	All 10 areas have issued	10																			=
3	% variation from current programme spend profile	5 points per Division that issued its budgets profile on time	All 4 Divisions have issued	20																			=
4	% of JV's giving all info 8 weeks prior to start	100%	98.56%	18																			▲
5	Value of compensation events versus targets	2% Variation	4.84% Variation	17																			▼
6	% of CE's committed within 2 weeks	98%	87.00%	9																			▼
			TOTAL	84																		▼	

Client Performance commentary 2013/14 Q4

PI1 - Pain/Gain result by area: Further assessment has taken place of pain/gain for this year and it is becoming apparent that we are very close to hitting 0% this year. It is therefore with some confidence that we can claim that we will achieve the 0% target. This will become even clearer as more jobs are financially completed.

PI2 - Date Forward programme issued: All programmes were received in the format agreed within the given timescale.

PI3 - % variation from current programme spend profile: A new method to ensure budget data is reported, allowing resources and programmes to be understood has been developed.

PI4 - % of Jobs with Value giving all info 8 weeks prior to start: There has been a slight improvement in Rejected Orders this quarter with the number rejected dropping from 3.2% to 1.44%. In real terms this means that 80 jobs were rejected out of 4590 total jobs.

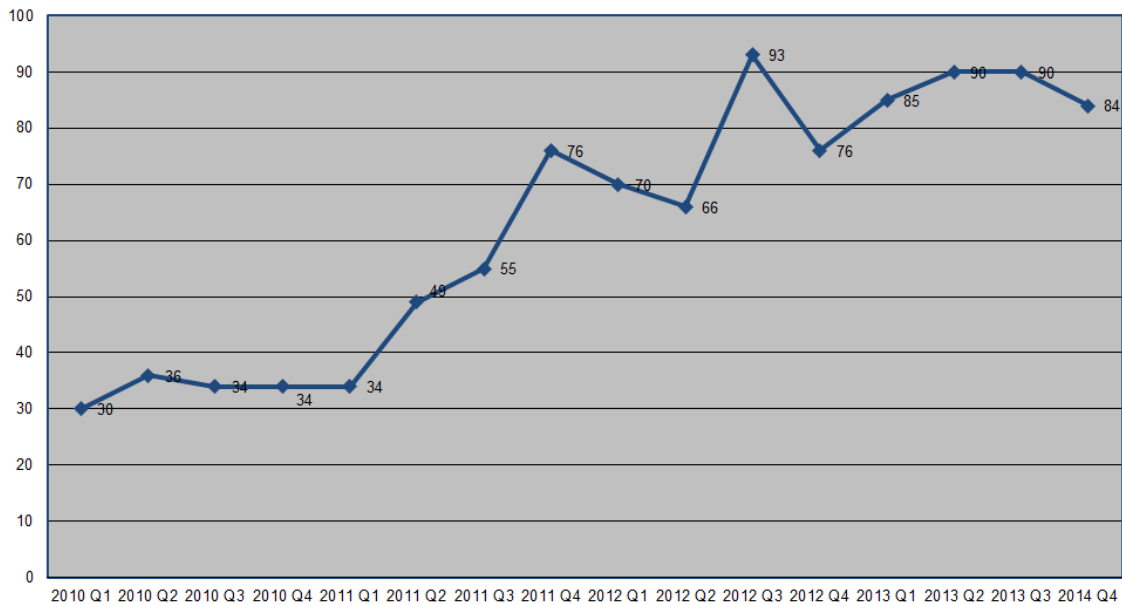
PI5 - Value of compensation events versus targets: So far there has been £481,484.88 of variations submitted against a total of £9,938,302.20 committed which gives a total of 4.84% variation. It was noted in the last report that as more jobs were financially committed and completed, variations would rise. This is still within an acceptable limit.

PI6 - % of Compensation Events committed within 2 weeks: Committing of Compensation Events (CEs) has slightly dipped this month from 93% to 87%. This equates to 194 jobs out of 223 jobs being committed on time.

Overall Commentary

The Client Indicator has dipped by 6 points this Quarter, from 90 points to 84 points. There has been a slight fall in PI 5 due to more CEs being closed out, this has caused a 2 point drop in the indicator but this was expected. There was a big drop in PI 6 this Quarter due to a large number of compensation events not being committed in March. This is can possibly be explained by staff taking leave and not setting up a reserve to commit CE or pressures of the financial close out at year end. Out of 223 CEs that needed committing in two weeks 29 failed to be committed, this caused the indicator to drop to 87% and therefore only managed to score 9 out of 20 points. On a positive note PI 4 recovered from 16 points to 18 points. Out of 4590 jobs committed over the quarter only 80 were rejected for having incomplete information.

Actions to further improve performance are given in Appendix 4.



Client Performance Scores over the Contract Period.

Alliance KPIs

Lincolnshire Highways Alliance			PERFORMANCE DASHBOARD												Quarter 4					TREND
KPI	INDICATOR	TARGET	RESULT	SCORE	0	5	10	15	20	25										
1	Nett positive press coverage	Quarter 4 =43.61%	42.17%	20	[Green bars from 0 to 20]											=				
2	Satisfaction with the condition of the highways	0% or greater	-0.50%	15	[Yellow bars from 0 to 15]											=				
3	Tasks delivered against the agreed Client programme - monthly	95% or greater	86.30%	12	[Green bars from 0 to 12]											=				
4	Relationships scoring	Quarter 4 = 8.265	7.61	10	[Yellow bars from 0 to 10]											▲				
6	Creation of an agreed programme	30th November	30th November	15	[Green bars from 0 to 15]											=				
				TOTAL	72	[Green bars from 0 to 72]										100	▲			

Alliance Performance commentary 2013/14 Q4

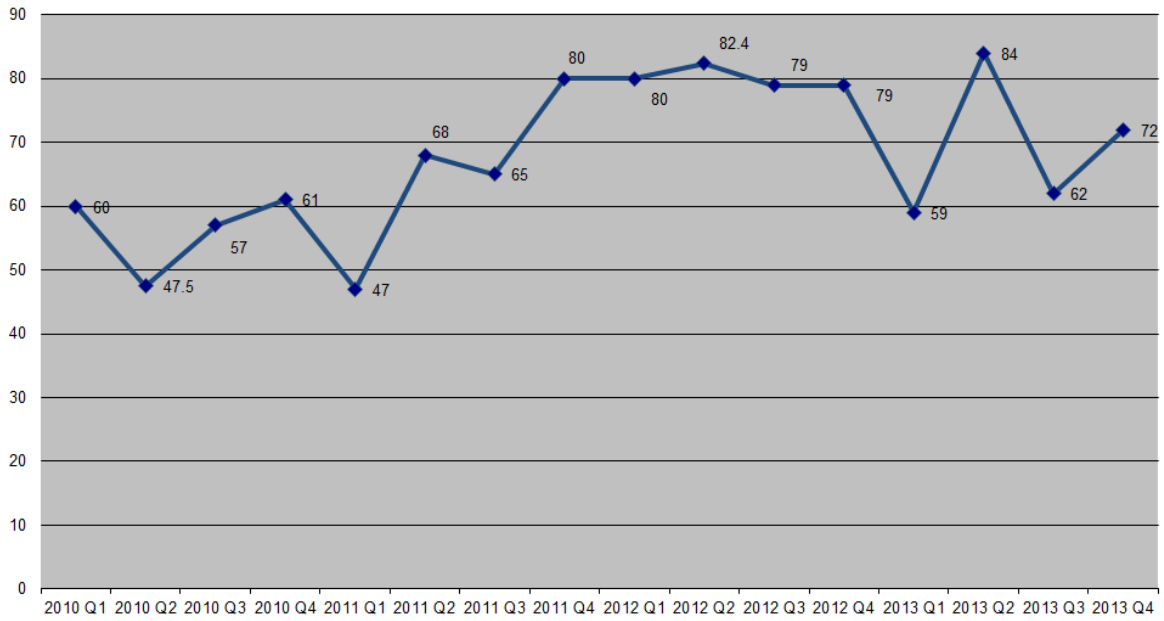
KPI1 - Net positive press coverage: There was a small increase in positive stories this quarter, from 41.33% to 42.17%. This is still an excellent score for the Alliance, but unfortunately this puts us just below our target of 43.61% for this quarter. Positive stories included St Botolphs footbridge in Boston, and safety improvements to the A15 after a minibus accident. Negative stories included the Lincoln Eastern Bypass inquiry.

KPI2 - Satisfaction with the condition of the highway: The data for 2013/14 shows a drop of 0.50% in satisfaction. The Alliance set itself a challenging target of maintaining the original level despite falling budgets and has narrowly failed to achieve this.

KPI3 - Tasks delivered against the agreed Client programme (monthly): There has been a decrease in this indicator from 94.96% to 86.30% this Quarter, though this does not affect the points issued to the indicator.

KPI4 - Relationship Scoring: There has been a marginal rise in the relationship score from 7.31 last quarter to 7.61 this quarter, this is the highest score achieved by this indicator. This is below the target for this Quarter which is 8.265. This target was very challenging as the relationship score has increased by 0.16 points over the year, against a target increase of 1.5 points. Improving this is a focus for all Alliance partners.

KPI6 - Creation of an agreed programme: The programme was issued on time, full marks awarded.



Highway Alliance scores over the Contract period.

Conclusion

Over Quarter 4 there has been steady improvement in four of the five performance dashboards. Only the Client dashboard fell back, which was only by 6 points (from 90pts to 84pts). This was down to staff not committing CEs in the two week period. This issue has been communicated to staff and should be rectified for next quarter.

The Highway Works Term Contract has continued to improve and has increased its score to a new high, increasing from the previous Quarter by 5 points to 82 points. Current focus is on the approach to assessing workmanship quality.

The Professional services contract has seen a marginal increase, taking it to an all time high. Focus remains on delivery to time and cost.

The Traffic Services Contract only dropped 1 point this quarter and remains at the consistently high level set by Imtech.

The total score for the Alliance Indicators has improved this quarter, increasing 10 points from 62pts to 72pts. This is down to a marked improvement in the relationship scoring.

Darrell Redford
May 2014

Appendix 1 – Highways Works PI Improvement Actions

Indicator No	Description	Action	Owner	Target Date	On Track
KPI 5	Acceptable site safety assessments	Continued internal audit of routine inspections of work and a commitment to support operational staff. Health and Safety Working Group to continue to review the independent inspection team for consistency. Kier to reinforce importance of Health and Safety with staff through tool box talks and training sessions.	Kier Officer and Health and Safety Working Group	July 2014 Q1 – Year 5	
KPI 10	Quality assessment of workmanship	There is still a concern about the number of test being carried out by Lincs Lab. Investigation is being carried out to looking into the data. Contractor is to monitor material suppliers, subcontractors and operational staff – tool box talks and training session to be used to improve performance. A new method of reviewing the test result has been proposed which takes into account the state of the carriageway and what is being asked of the contractor	Target Cost and Performance Manager and Kier Officer.	July 2014 Q1 – Year 5	

Appendix 2 – Professional Services Performance Indicator Actions

Indicator No	Description	Action	Owner	Target Date	On Track
PSP 4, 5, 6 & 7	Delivery to time and cost	Implement improved cost monitoring reports from SAP for design staff	CF	Jul 14	

Note: Targeted actions cover all indicators where there has been a decline in performance supplemented by anywhere specific timed actions for improvement are in place. Service improvement actions that are now 'business as usual' are not included.

Appendix 3 – Client Performance Indicator Actions

Indicator No	Description	Action	Owner	Target Date	On Track
CPI 4	No Rejected Orders	Orders reviewed and reported on Divisional basis. Patterns reviewed for training requirements. Dashboards reported and reviewed at NDM's meeting	Network and Development Managers	July 2014 Q1 Year 5	
CPI 5	Value of CE's	Values for each Officer reported by Division to each Network and Development Officer. Patterns reviewed for training requirements	Network and Development Managers	July 2014 Q1 Year 5	
CPI 6	% CE's Committed within 2 weeks	Numbers committed and reported by Area to each Network and Development Officer. Patterns reviewed for training requirements. Dashboards reported and reviewed at NDM's meeting.	Network and Development Managers	July 2014 Q1 Year 5	

Appendix 4 – Alliance Indicator Actions

Indicator No	Description	Action	Owner	Target Date	On Track
KPI 1	Net Positive Press Coverage Monthly	Check taking place to see if news stories are being assessed properly – some issues identified	Target Cost and Performance manager	July 2014 Q1 Year 5	
KPI 4	Relationship Management	Further work taking place to investigate issue which are effecting scoring. Investigation ongoing	Contracts Manager/Target Cost and Performance Manager	July 2014 Q1 Year 5	



Policy and Scrutiny

Open Report on behalf of Paul Coathup, Assistant Director, Highways and Transport

Report to:	Highways and Transport Scrutiny Committee
Date:	14 July 2014
Subject:	Update on Rail Issues

Summary:

The Rail Sector is currently undergoing extensive change. The pace of these changes has increased and it is likely that several of the issues referred to in the paper may have moved on by the time of the meeting. If this is the case the Committee will be updated verbally.

The report updates the Scrutiny Committee on recent developments in the Rail sector and the potential effects on Lincolnshire. The changes are outlined in the context of the Government's rail policy. The report sets out the position the County Council has taken to these issues and suggests how the Council can use its influence to seek the best outcomes for Lincolnshire.

Actions Required:

The Scrutiny Committee is invited to consider and comment on these issues.

1. Background

- 1.1 The County Council has no direct control over rail services or the rail network. The Council has an interest in both passenger and freight rail services because of the role that they play in the county's transport network and in supporting the local economy. The Council also has an interest in ensuring that at road and rail crossings, safety and convenience are carefully managed by Network Rail (NR), the infrastructure provider.
- 1.2 Lincolnshire's rail network is predominantly rural with connections to the East Coast Mainline (ECML) at Grantham and outside of the county at Retford, Newark and Peterborough. Most services in the county are provided by East Midlands Trains (EMT). East Coast trains provide a very limited direct Lincoln - London service. Northern Rail provides services between Lincoln, Saxilby, Gainsborough and Sheffield. Northern Rail also provides a Saturday service between Gainsborough and Cleethorpes.
- 1.3 The County Council's Rail Strategy *Supporting Lincolnshire's Railways* was adopted in 2010. The strategy outlines the position of rail in the county and

identifies opportunities for development. The priorities of the County Council are:

- Improved direct services between Lincoln and London and better connecting services to the ECML, particularly at Newark
- Faster journey times between Lincoln and Nottingham achieved through line speed and service improvements
- Better passenger services between Lincoln and Peterborough on the Joint Line maximising the benefits of the NR investment on the line

It is proposed that the Rail Strategy is updated in the coming year by which time the outcome of the ECML re-franchising process will be known.

Passenger Rail Services

- 1.4 The Council's main priority in campaigning for improved rail services is for enhanced direct Lincoln - London services via the ECML. These services would have significant benefits to the local economy particularly by supporting tourism. In 2012, in anticipation of the re-franchising of the ECML the Council submitted a fully worked up business case for these services to the Department for Transport (DfT) (www.lincolnshire.gov.uk/ltp4). Following the failure to re-franchise the West Coast Main Line, the Government re-set the timetable for all rail franchises. This has meant that the ECML franchise will now commence in February 2015.
- 1.5 The Invitation to Tender (ITT) was issued in February. The ITT confirmed the existing Lincoln - London direct services and encourages the bidders to demonstrate how they would improve and extend services beyond the requirements of the ITT. The re-franchising process is now at the final stage; three companies have been shortlisted. County Council Officers have met with all three companies to press the case for enhanced services.
- 1.6 Karl McCartney MP arranged a presentation in Lincoln for all three of the bidding companies to hear the case for improved direct services. The meeting was attended by key stakeholders from Lincoln. These included business and educational leaders, City of Lincoln Council and the Bishop of Lincoln. The presentations impressed upon the bidders the commercial benefits of providing additional services to Lincoln and the opportunity of the 2015 Magna Carta exhibition. Final bids will be submitted in July and the winning bidder will be announced in autumn.
- 1.7 The Northern Rail services that serve the county are due to be re-franchised in February 2016. The passenger transport authorities in South and West Yorkshire, Greater Manchester, and the North East have come together in the organisation 'Rail in the North' to bid to manage the new Northern and Transpennine franchises. The DfT and Rail in the North reached agreement on the scope of the management arrangements for the new franchises in January 2014.

- 1.8 Lincolnshire is within the Rail in the North area for two services, Lincoln to Sheffield, and Saturday only services from Gainsborough Central to Cleethorpes via Brigg. The re-franchising process began in June 2014. The process will take until February 2016 when the new franchise will commence. There are a number of potential changes in the specification of the new franchise which will not be known until the Invitation to Tender is issued in December 2014. Officers have been pressing the case for the inclusion of improved services particularly between Lincoln and Sheffield.
- 1.9 Rail in the North lists Lincolnshire County Council as one of its 30 Local Authority partners. Partner Authorities will be included in two levels of governance of the new franchise. Some Local Authorities particularly in the large urban areas will be bearing an element of risk in managing the new franchise. These Local Authorities will have a direct role in the governance of the franchise in the form of a Management Board in partnership with the DfT. Those Local Authorities who are not risk bearing will form a broader consultative group who will be consulted on decisions of the Board. The Board will be required to take into account concerns raised by the other stakeholders. Representation on both the Board and the consultative group will be by Councillors.
- 1.10 In order to ensure that the consultative group is efficient it is likely that the proposal will be that groups of non-risk bearing Local Authorities are represented by one Councillor. In Lincolnshire's case it is likely that the proposal will be for one representative from Lincolnshire, Nottinghamshire and Derbyshire. The final proposals for these arrangements should be known by July. In the interim stages of the devolution process the Executive Councillor for Highways, Transport and IT has agreed that Lincolnshire's Councillor level representation will be by Cllr Botham from Derbyshire. When Rail in the North formalises its governance arrangements it will be necessary for the County Council to make a formal decision on representation. When the governance arrangements are known the Executive Portfolio holder will be consulted and Democratic Services will be approached for their advice on how the process should be formalised.
- 1.11 The new East Midlands franchise will commence in October 2017. EMT has reached agreement with the DfT to continue operating services until October 2015. EMT and the DfT are continuing to negotiate a further extension until October 2017. The EMT franchise provides most local services in the county and connections to other urban centres including Nottingham, Leicester, Doncaster, Grimsby and Peterborough.
- 1.12 The County Council is working with other local authorities and business organisations to campaign for improvements to the rail infrastructure and services between Lincoln and Nottingham. The Nottingham - Lincoln Stakeholder Board (NLSB) comprises stakeholders along the route including Nottinghamshire County Council, EMT and NR. The Board is working up a strategy that includes a phased approach to improvements. At present, NR has limited proposals for investment at a level that would not allow a step change in the speed of services.

- 1.13 A scheme has been identified that would allow the deployment of an additional rail unit on the EMT route. This would create additional capacity and enable the provision of a new timetable that would have some benefits for Lincolnshire particularly in increasing services at North Hykeham. Lincolnshire County Council made an application to the Greater Lincolnshire Local Economic Partnership (GLEP) for part of the funding from the Single Local Growth Fund (SLGF). Nottinghamshire County Council has also made an application to the Nottinghamshire and Derbyshire D2N2 LEP for SLGF funding. The outcome of the SLGF process will be known during the summer. The Executive Member has been and will continue to be fully appraised of the emerging proposals for improving services.
- 1.14 The new round of rail franchises will be much more commercially focussed than the existing contracts. There will be greater incentives for the train operating companies (TOCs) to increase passenger numbers and revenue. There are significantly more opportunities to do this on services to and from major urban areas than there are in rural areas. This means that opportunities to grow services and revenues are more likely to be taken on lines that serve major urban areas.
- 1.15 The franchise agreements will specify a baseline of services that must be provided by the train operating companies. The County Council is pressing for improvements to existing services to be written into the baseline specifications for the new franchises. Most of Lincolnshire's rail services would not be commercially viable without being written into the franchise baseline specification. The franchise system effectively wraps a number of unprofitable and profitable services together within the franchise. The TOCs bid for franchises on the basis that they will provide the baseline specification whilst developing the areas of the franchise that maximise revenue. Evidence shows that the services which generate the most revenue are mainly to and from London and the larger urban areas.

Freight services and infrastructure: Joint Line Upgrade

- 1.16 The most significant investment seen on the rail network in Lincolnshire for many years is currently taking place on the Joint Line GN/GE (Great Northern/Great Eastern) that runs from Doncaster through Gainsborough, Lincoln, Sleaford and Spalding. The line has been identified by NR as the principle diversionary route for trains on the Peterborough to Doncaster section of the East Coast Mainline (ECML). The line also provides an alternative route for freight services, hence creating additional capacity for passenger services on the ECML. The Joint Line is therefore being upgraded to cope with rail freight services at a cost of some £270 million. The upgrade enables the line to operate for 24 hours a day hence increasing the opportunity to improve local passenger services. The upgrade brings the benefit of significant infrastructure improvement in Lincolnshire but also creates potential issues at road rail crossings. If there is a significant increase in freight services on the line this will mean that level

crossing barriers have longer closure times creating congestion and delay on the highway network

- 1.17 NR has a strong corporate focus on the closure of rail crossings. They are committed to reducing the risks of accidents on the railway by removing crossings. Over the last three years, NR has closed 700 crossings. The NR view is that if crossings are closed the risk that they pose is entirely eliminated.
- 1.18 On the ECML, NR is engaged in a two stage consultation process to assess the feasibility of crossing closures. The crossings identified include roads and public rights of way. The first part of the process is a feasibility study to identify crossings that could be considered for closure. The second part will identify options for those crossings that could be closed. NR has identified ten ECML crossings in Lincolnshire that will be considered as part of the feasibility study consultation. NR has stated that the two stage consultation process will take place this year. NR expects that where an option for closure is identified for action the process of obtaining consent would mean that any works would start in 2017.
- 1.19 In central Lincoln the rail crossings cause major disruption to pedestrians and road traffic. NR has obtained planning consent to build two footbridges at Brayford Wharf East and High Street. There have been several delays to the construction process for technical reasons the latest being due to the discovery of services for which ownership has not been identified. The current NR estimate is that the bridges will be completed by early 2015.
- 1.20 There are also issues in Spalding that are being considered in the context of potential housing development in the town and are less advanced than those in Lincoln.
- 1.21 The ECML A1175 crossing at Tallington is a cause of major road delay and NR has developed a proposal to build a bridge in order to close the crossing. NR has identified two options for the location of the bridge and is currently consulting on these. Neither of the options provides a village bypass which is the option favoured by the local community.
- 1.22 Network Rail and a private sector promoter are in discussions to create a rail freight hub near Spalding. These discussions are on-going and are being facilitated by the District and County Councils.
- 1.23 In the longer term, the county rail network would be best served by the electrification of the lines connecting to the ECML. If the line from Lincoln to Newark were electrified, it would make the provision of more direct services to and from London more likely and make them significantly more efficient. The extension of ECML electrification from Peterborough to Spalding would open up similar opportunities for services from the south of the county. Neither of these schemes is currently part of NR long term plans. The Council has taken the opportunity of responding to NR long term planning consultations to identify these schemes as aspirations for the county. The

new diesel electric trains which will start to come into service on main lines from 2018 will be able to operate on all lines providing more flexibility to provide direct services.

- 1.24 Rail in the North has formed an Electrification Task Force with Network Rail to identify future electrification schemes. The Task Force will assess the feasibility of possible schemes and provide an initial prioritisation for consideration. The Rail in the North Electrification Task Group does not have an equivalent in other areas. Replicating this process in other areas may assist in developing the case for electrification on the rest of the network.
- 1.25 Outside of the county at Newark, the line to Lincoln crosses the ECML at grade. This means that trains have to be timed to cross during gaps in the main line schedule causing delays and slower running. The resolution to this would be a rail bridge to take the Lincoln line across the ECML. The County Council is pressing NR to prioritise this scheme which at present does not feature in current plans.
- 1.26 The County Council has joined with other Local Authorities along the ECML to form a Local Authority Group (ECMA) to lobby Government for more investment on the line. The industry has identified that in addition to the planned investment over the next five years further investment could improve capacity and journey times. The ECMA is pressing the case for investment in the context of the Governments' commitment to build High Speed 2. The East Coast Group commissioned JMP consultants to produce a report on the economic benefits of additional investment. This report has been shared, on a confidential basis, with the bidders for the ECML Franchise. Subject to final approvals this report will be launched at a series of events in July. The report will then be submitted to Government.

2. Conclusion

- 2.1 The rail industry is undergoing a period of substantial change driven by the need to reduce costs and improve services. The County Council has no direct control over the rail network. The County Council has a strong interest in securing the best possible rail outcomes for Lincolnshire and engages with the industry to seek to do so. The County Council can act as an advocate for the needs of the County and lobby for improvements to services and infrastructure. The County Councils rail priorities are outlined in the 2010 Strategy document *Supporting Lincolnshire's Railways*. It is intended that this document is revised during the next year. The Committee will be consulted on a replacement Rail Strategy when the draft is produced.

3. Consultation

a) Policy Proofing Actions Required

n/a

4. Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
"Supporting Lincolnshire Railways" Lincolnshire Rail Strategy 2010	www.lincolnshire.gov.uk/ltp4
"The wider economic benefits of rail interventions in Lincolnshire" CEBR Research Report 2008	www.lincolnshire.gov.uk/ltp4
4th Lincolnshire Transport Plan	www.lincolnshire.gov.uk/ltp4
"Improving Rail Services between Lincoln and London"	www.lincolnshire.gov.uk/ltp4

This report was written by Andrew Thomas, who can be contacted on 01522 555198 or andrew.thomas@lincolnshire.gov.uk.

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Policy and Scrutiny

Open Report on behalf of Paul Coathup, Assistant Director for Highways and Transportation

Report to:	Highways and Transport Scrutiny Committee
Date:	14 July 2014
Subject:	Sleaford Transport Strategy

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider a report on the Sleaford Transport Strategy which is due to be considered by the Executive Councillor for Highways, Transport and IT on 16 July 2014. The views of the Scrutiny Committee will be reported to the Executive Councillor, as part of the consideration of this item.

Actions Required:

1. To consider the attached report and to determine whether the Committee supports the recommendation to the Executive Councillor set out in this report.
2. To agree any additional comments to be passed to the Executive Councillor in relation to this item.

1. Background

The Executive Councillor is due to consider the report on Sleaford transport Strategy on 16 July 2014. The full draft report to the Executive Councillor 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 Councillor. The Committee's views will be reported to the Executive Councillor.

3. Consultation

a) Policy Proofing Actions Required

n/a

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Sleaford Transport Strategy - Report to Executive Councillor

5. 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 Lee Rowley, who can be contacted on 01522 555587 or lee.rowley@lincolnshire.gov.uk.

Open Report on behalf of Paul Coathup, Assistant Director Highways and Transportation

Report to:	Executive Councillor for Highways Transport and IT
Date:	16 July 2014
Subject:	Sleaford Transport Strategy
Decision Reference:	
Key decision?	No

Summary:

Lincolnshire County Council and North Kesteven District Council share a vision to improve accessibility and enhance the sustainability of travel in Sleaford to support economic growth in this historic market town.

Transport is a fundamental part of achieving this vision and working in partnership the councils have developed the Sleaford Transport Strategy to help identify and prioritise a range of measures. These will support growth by helping manage existing and future travel needs, and creating a better environment for everyone living in, working in or visiting Sleaford.

The Strategy will help to address existing transport and travel issues within Sleaford town centre and the surrounding area. It will also help support proposals for significant growth in the short, medium and long term whilst helping mitigate any impacts associated with that growth.

Recommendation(s):

That the Executive Councillor endorses Sleaford Transport Strategy.

Alternatives Considered:

Reasons for Recommendation:

To assist in the promotion of growth and mitigate the impact on the transport Network in Sleaford.

1. Background

There are significant plans for the expansion of Sleaford over the coming years. While a Masterplan for the town has been produced and a Parking Strategy is being implemented, unlike a number of the other larger settlements in Lincolnshire, the town lacks a Transport Strategy that robustly assesses the transport implications of the proposed expansion and sets out a range of measures to resolve any resulting issues and take account of opportunities presented. The Strategy will enable transport improvements to be proactively planned as part of the delivery of development commitments, integrating strategic land use policy with informed planning for transport infrastructure and services.

The Strategy sets out an approach to improve transport and travel in Sleaford whilst supporting future growth. As such the Strategy seeks to address existing issues and capitalise on current and future opportunities.

To identify these issues and opportunities a wide variety of data, evidence and local views were collated and assessed. This has been used to set the scene for the development of this Strategy and understand the issues and opportunities in and around Sleaford.

Staged Development

The Sleaford Transport Strategy was developed using a six stage process overseen by a Steering Group which consisted of representatives from both Lincolnshire County Council and North Kesteven District Council as well as representatives from Mouchel who are the County Council's Private Sector Partner. The six stages were:

- **Stage 1 – Inception**

The Inception Stage of the study comprised early preparatory tasks and the first study meeting. The inception meeting, attended by the Steering Group, covered the confirmation and agreement of various elements of the commission including the methodology and programme.

- **Stage 2 – Evidence Gathering and Analysis**

The second stage of the process reviewed all pertinent information and data on recent trends in the strategy area that had a bearing on transport and travel matters. Traffic modelling was included in this stage to assess the potential impacts of committed and proposed developments in the strategy area. This stage also included the identification of issues and opportunities.

- **Stage 3 – Option Identification**

The option identification stage took the issues and opportunities and provided a 'long list' of options. Any options already identified as part of previous studies and strategies were included in this process.

- Stage 4 – Initial Option Sifting

The 'long list' of options produced in Stage 3 was sifted using an appraisal framework to provide a short list for further analysis.

- Stage 5 – Assessment of Short-listed Options

The short-listed options were assessed, where appropriate, through further use of the Sleaford traffic model.

- Stage 6 – Final Transport Strategy

This final stage has produced the draft Strategy as presented within this report.

Key Themes

The vision set out within the Strategy is based around eight key themes. These themes set the agenda for the future development of Sleaford and are based on current policy. They provide context to this Strategy which seeks to address current problems, meet the needs of the future, provide more travel options and create better environments for everyone.

The eight themes are:

- Sustainable development
- Carbon emissions and climate change
- Accessibility
- Sustainable transport
- Built and natural environment
- Efficient and convenient transport network
- Safety and security
- Health and wellbeing

Objectives and Outcomes

The vision, key themes, research and engagement informed a set of aims and objectives as well as a set of measurable outcomes for the Strategy to enable progress to be monitored and successes to be captured.

Strategy Objectives	
Ob1	To support the sustainable development, regeneration and growth of Sleaford, helping to attract inward investment and meeting current and future housing and business needs.
Ob2	To minimise carbon emissions from personal travel and freight transport.

Ob3	To improve the sustainability and connectivity of the communities of Sleaford and the surrounding area by improving access for all to employment, retail and services.
Ob4	To support and enhance sustainable travel and alternatives to the private car through widening choice, improving public transport and increasing provision for cycling and walking.
Ob5	To protect and enhance the quality and attractiveness of the built and natural environment of Sleaford and the surrounding area.
Ob6	To provide an efficient, convenient and accessible transport network for all, reducing the adverse impacts of travel, particularly from private cars and road-based freight.
Ob7	To improve the safety and security of all travel and, in particular, reducing the number and severity of road casualties.
Ob8	To improve the health, wellbeing and quality of life of residents, employees and visitors, including through the reduction of noise and air quality related issues.
Ob9	To promote safe and non-car based travel to schools.
Ob10	To deliver a shift in modes of travel used away from the private car.

Strategy Outcomes	
Ou1	A reduction in carbon emissions from transport.
Ou2	A reduction in the use of the private car for accessing jobs, schools and the town centre, as a proportion of these journeys.
Ou3	A reduction in the amount of traffic entering the town centre core.
Ou4	An increase in the level of service provided by public transport between Sleaford and Lincoln, Grantham, Spalding and Boston.
Ou5	An increase in the proportion of the population living within 400 metres of a bus stop providing a minimum frequency of one bus service per hour.
Ou6	An increase in public transport patronage.
Ou7	An improvement in the reliability of bus services.
Ou8	An increase in the share of cycling and walking trips taken into the town centre.

Ou9	A reduction in both the number and severity of road accident casualties.
Ou10	A reduction in the number of accidents involving cyclists and pedestrians.
Ou11	An improvement in the perception of safety and security while travelling.

Interventions

The Strategy highlights a number of interventions, broken down into short/medium term and long term timescales. The short term options cover the first two years of the strategy while the medium term is between two and ten years. The longer term then goes beyond ten years.

The interventions are separated into four key areas:

- Public transport;
- Active travel;
- Smarter travel;
- Highways.

The public transport, active travel and highways interventions are all related to the delivery of infrastructure related while the smarter travel interventions are focused on the promotion, encouragement and facilitation of sustainable travel modes.

Traffic Modelling

A new traffic model for Sleaford was developed in 2013 to support the assessment of the transport implications of new developments and the formulation of the Sleaford Transport Strategy. The model has been developed using the industry standard SATURN software and covers both the AM and PM peak periods. The model covers in detail the whole of the Sleaford urban area and the immediately surrounding primary road network, including the A15 and A17. The model is a substantial improvement on the previous model which only covered the PM peak period and did not include the A15 and A17.

The robustness of the model (validation) has been tested using industry standard criteria and the model performs very well. During the validation process, the modelled traffic flows and journey times are compared to actual traffic flows and journey times that have been observed and recorded on the network. The traffic flow comparisons between those modelled and those observed show that traffic flow criteria are met in all periods. The journey time validation process showed that the differences between modelled and observed journey times were within 15% or 1 minute, if higher, for the vast majority of routes.

On the above basis, it has been demonstrated that the base year traffic model provides an accurate representation of the current traffic demands in the wider

Sleaford area, and is considered to be fit for purpose. It is a robust model, and therefore provides a reliable basis for assessing the future traffic impacts.

South East Sleaford Regeneration Route (SESRR)

The above scheme, which links Mareham Lane to Boston Road was granted planning permission in September 2013. Good progress is being made on the preparation and publication of Orders to acquire the land required for the scheme and to modify the existing highway network where it meets the scheme. Should sufficient objections be received following publication of Orders it is likely that a Public Inquiry will be held in early 2015. The scheme is developer funded.

Given the planning status and progress of the SESRR the Strategy classes it as a scheme that is already committed for delivery. It does not therefore feature in the list of interventions and has not been tested as an option in the traffic modelling work, although it is included in the base traffic flows.

2. Conclusion

The endorsement of the Sleaford Transport Strategy will assist Sleaford to be an example of sustainable growth, economic prosperity, low carbon emissions and safe, healthy and happy communities. Given the growth aspirations for the town it will provide a strong evidence base for future funding decisions on how people travel in and around Sleaford.

3. Legal Comments:

4. Resource Comments:

5. Consultation

a) Has Local Member Been Consulted?

No

b) Has Executive Councillor Been Consulted?

n/a

c) Scrutiny Comments

d) Policy Proofing Actions Required

6. Appendices

These are listed below and attached at the back of the report	
Appendix A	Draft Sleaford Transport Strategy

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 Lee Rowley, who can be contacted on 01522 555587 or lee.rowley@lincolnshire.gov.uk.

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Sleaford Transport Strategy

Supporting Sustainable Growth and Helping Communities Prosper to 2030...



Prepared by



In partnership with



June 2014

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This Strategy has been produced by
Lincolnshire County Council's Highways
Alliance in partnership with North Kesteven
District Council overseen by a steering group
comprised of officers from both the County
and District Councils

Foreword

Sleaford is the focus for working, shopping, education and leisure for North Kesteven and as such plays a vital role in the local and wider county economy. The town's role in these activities is growing as the town itself expands, not least through the two planned Sustainable Urban Extensions.

As part of the proposals to support the growth of the town, it has been important to understand the relationship between that growth and the transport system that will support it. Lincolnshire County Council, in partnership with North Kesteven District Council, commissioned a project to develop a new Transport Strategy aimed towards resolving existing problems and supporting the future development of the town.

This Transport Strategy presents a range of short, medium and long term proposals to improve transport within the town and immediately surrounding area for those who walk, cycle, use public transport and drive.

As XXXXXXX, I endorse this Transport Strategy and will support and monitor its delivery over the coming years.

XXXXXXX

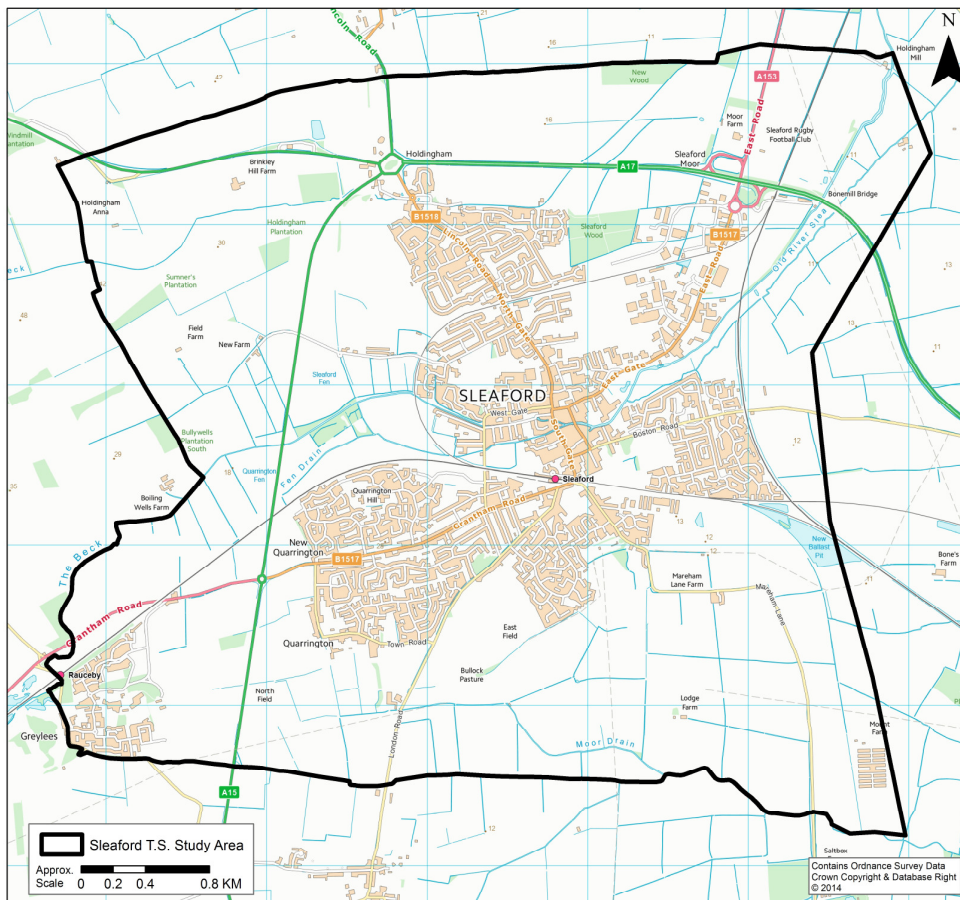
Introduction

Lincolnshire County Council and North Kesteven District Council share a vision to improve accessibility and enhance the sustainability of travel in Sleaford to support economic growth in this historic market town.

Transport is a fundamental part of achieving this vision and working in partnership the councils have developed this Transport Strategy to help identify and prioritise a range of measures. These will support growth by helping manage existing and future travel needs, and creating a better environment for everyone living in, working in or visiting Sleaford.

The Strategy will help to address existing transport and travel issues within Sleaford town centre and the surrounding area. It will also help support proposals for significant growth in the short, medium and long term whilst helping mitigate any impacts associated with that growth.

The Strategy is closely aligned with Lincolnshire's Local Transport Plan (LTP4), the Sleaford Town Centre Masterplan and the emerging Central Lincolnshire Local Plan. It is focused on the urban area of Sleaford and some of the immediately outlying areas as shown in the image below.



Strategy Area

Strategy Vision

By 2030 Sleaford will be an example of sustainable growth, economic prosperity, low carbon emissions and safe, healthy and happy communities. Transport will contribute towards a bigger, better and more confident town which is a great place to live, work, learn and visit.

The vision summarised above and set out within this Strategy is based around eight key themes. These themes set the agenda for the future development of Sleaford and are based on current policy. They provide context to this Strategy which seeks to address current problems, meet the needs of the future, provide more travel options and create better environments for everyone.

The Sleaford Transport Strategy forms part of a hierarchy of policy documents which together will support sustainable and balanced growth across the town.

The vision, key themes, research and engagement informed a set of aims and objectives as well as a set of measurable outcomes for the Strategy to enable progress to be monitored and successes to be captured.

The diagram opposite sets out the process followed and highlights the key themes, objectives and outcomes of this Strategy.



Artist's impression of the town centre regeneration (Sleaford Town Centre Regeneration SPD July 2010)



Local, Countywide and National policy

Key Themes

Sustainable development

Carbon emissions and climate change

Accessibility

Sustainable transport

Built and natural environment

Efficient and convenient transport network

Safety and security

Health and wellbeing

Evidence gathering & background research

Stakeholder engagement

Strategy Objectives

- Ob1 To support the sustainable development, regeneration and growth of Sleaford, helping to attract inward investment and meeting current and future housing and business needs.
- Ob2 To minimise carbon emissions from personal travel and freight transport.
- Ob3 To improve the sustainability and connectivity of the communities of Sleaford and the surrounding area by improving access for all to employment, retail and services.
- Ob4 To support and enhance sustainable travel and alternatives to the private car through widening choice, improving public transport and increasing provision for cycling and walking.
- Ob5 To protect and enhance the quality and attractiveness of the built and natural environment of Sleaford and the surrounding area.
- Ob6 To provide an efficient, convenient and accessible transport network for all, reducing the adverse impacts of travel, particularly from private cars and road-based freight.
- Ob7 To improve the safety and security of all travel and, in particular, reducing the number and severity of road casualties.
- Ob8 To improve the health, wellbeing and quality of life of residents, employees and visitors, including through the reduction of noise and air quality related issues.
- Ob9 To promote safe and non-car based travel to schools.
- Ob10 To deliver a shift in modes of travel used away from the private car.

Desired Strategy Outcomes

- Ou1 A reduction in carbon emissions from transport
- Ou2 A reduction in the use of the private car for accessing jobs, schools and the town centre, as a proportion of these journeys.
- Ou3 A reduction in the amount of traffic entering the town centre core.
- Ou4 An increase in the level of service provided by public transport between Sleaford and Lincoln, Grantham, Spalding, Boston and Newark.
- Ou5 An increase in the proportion of the population living within 400 metres of a bus stop providing a minimum frequency of one bus service per hour.
- Ou6 An increase in public transport patronage.
- Ou7 An improvement in the reliability of bus services.
- Ou8 An increase in the share of cycling and walking trips taken into the town centre.
- Ou9 A reduction in both the number and severity of road accident casualties.
- Ou10 A reduction in the number of accidents involving cyclists and pedestrians.
- Ou11 An improvement in the perception of safety and security while travelling.

Transport Strategy Process

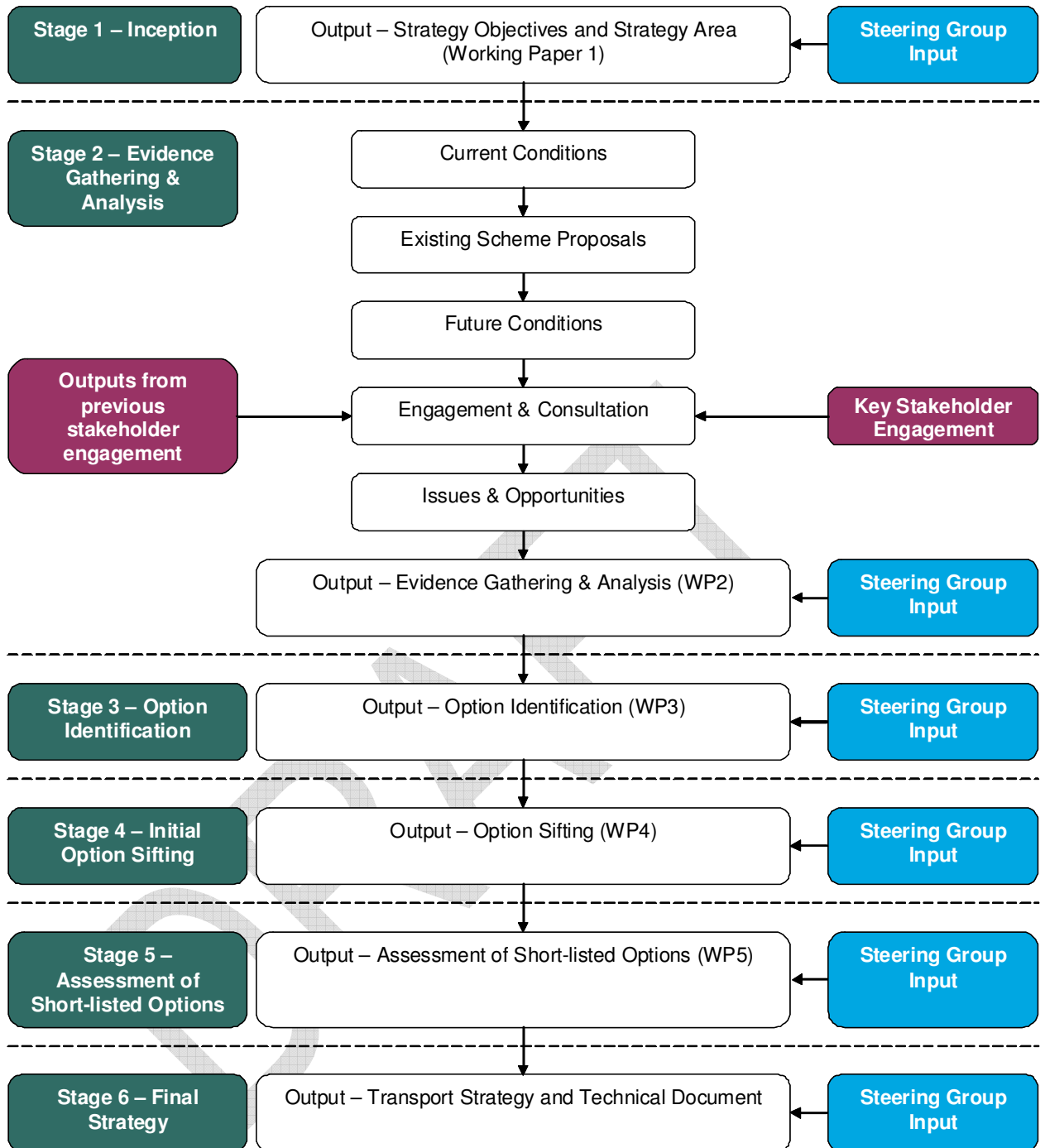
The Sleaford Transport Strategy was developed using a six stage process overseen by a Steering Group which consisted of representatives from both Lincolnshire County Council and North Kesteven District Council.

The six stages are shown in the diagram overleaf; this highlights the work undertaken, the outputs generated, and where input was provided by the steering group and wider stakeholders to help shape the strategy.

This process has ensured that:

- Robust data has been collected to enable a thorough understanding of the situation in Sleaford;
- Future developments and the potential impacts have been appraised;
- Strategic objectives and local needs have been understood;
- Options that will support growth, tackle current problems and help mitigate increased travel demands in the future have been identified and assessed.

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Background

This Strategy sets out an approach to improve transport and travel in Sleaford whilst supporting future growth. As such the Strategy seeks to address existing issues and capitalise on current and future opportunities.

To identify these issues and opportunities a wide variety of data, evidence and local views were collated and assessed. A summary of this data is set out below and opposite. This has been used to set the scene for the development of this Strategy and understand the issues and opportunities in and around Sleaford.

SOCIETY & WELL-BEING

Population of nearly 19,000 which has grown by 5.9% in the last five years, much faster than the wider county, region and country. Continued growth in the retired population.

The number of pupils attending the seven schools in Sleaford is equal to over a quarter of Sleaford's population creating high level of travel demand.

North Kesteven is in the top 20% of the least deprived local authorities in the country.

However, some areas became slightly more deprived, in comparison to other areas, between 2007 and 2010.

POLICY

National Policy such as the National Planning Policy Framework, the most recent Transport Whitepaper and the Localism Act highlight the importance of sustainable economic growth and cutting carbon. Providing safe and healthy travel options for that cater for the door to door journey is also important.

Local Policy including the 4th Local Transport Plan, the emerging Local Plan for Central Lincolnshire, the Sleaford Masterplan and local Supplementary Planning Documents focus on sustainable growth, accessibility, protecting the environment, improving network efficiency, delivering safe and secure travel options, and improving health

ENVIRONMENT

Road transport in North Kesteven produces a higher proportion of overall CO2 emissions than the national average.

Attractive and valuable natural and built environment

Town centre traffic impacts on the quality of the environment

Relatively good air quality and no Air Quality Management Areas have been declared by the Council.

ECONOMY & LAND-USE

Employment has decreased markedly compared to surrounding areas between 2008-2012

Sleaford has lower levels of employment than the surrounding district, county, region and country.

High number of small businesses

Average earnings have increased but are still below comparable averages

Well located for access to towns and cities

Well defined zones of residential, employment and retail. Although schools and public services are in the town centre

GROWTH

Committed developments include Bass Maltings development, residential schemes off King Edward Street and Holdingham Roundabout, and a new retail superstore. Equal to over 600 residential units and 18,000m² of new community, employment and retail development.

Potential Developments include two Sustainable Urban Extensions (SUEs) to the South and West of Sleaford. Together they would deliver 3,350 dwellings, community facilities and employment space.

Mixed use development is proposed on Grantham Road with 200 residential units and 27,000m² of office space.

TRANSPORT & TRAVEL

Excellent links to major settlements

Town centre congestion during peak hours exacerbated by level crossings

Car ownership has increased 33% since 2001, however, there is a higher percentage of no car households

Traffic levels in the town centre have reduced by 13% between 2006-2013

Over 1,100 car parking spaces, only some car parks are over capacity

Good bus network but with low frequency and poor Sunday service

Well placed on the rail network including hourly service to Nottingham and Lincoln, and links to East Coast Main Line.

Fragmented cycle network and a lack of provision at junctions. However, higher than average cycle participation in the area

Adequate walking infrastructure but limited crossing facilities

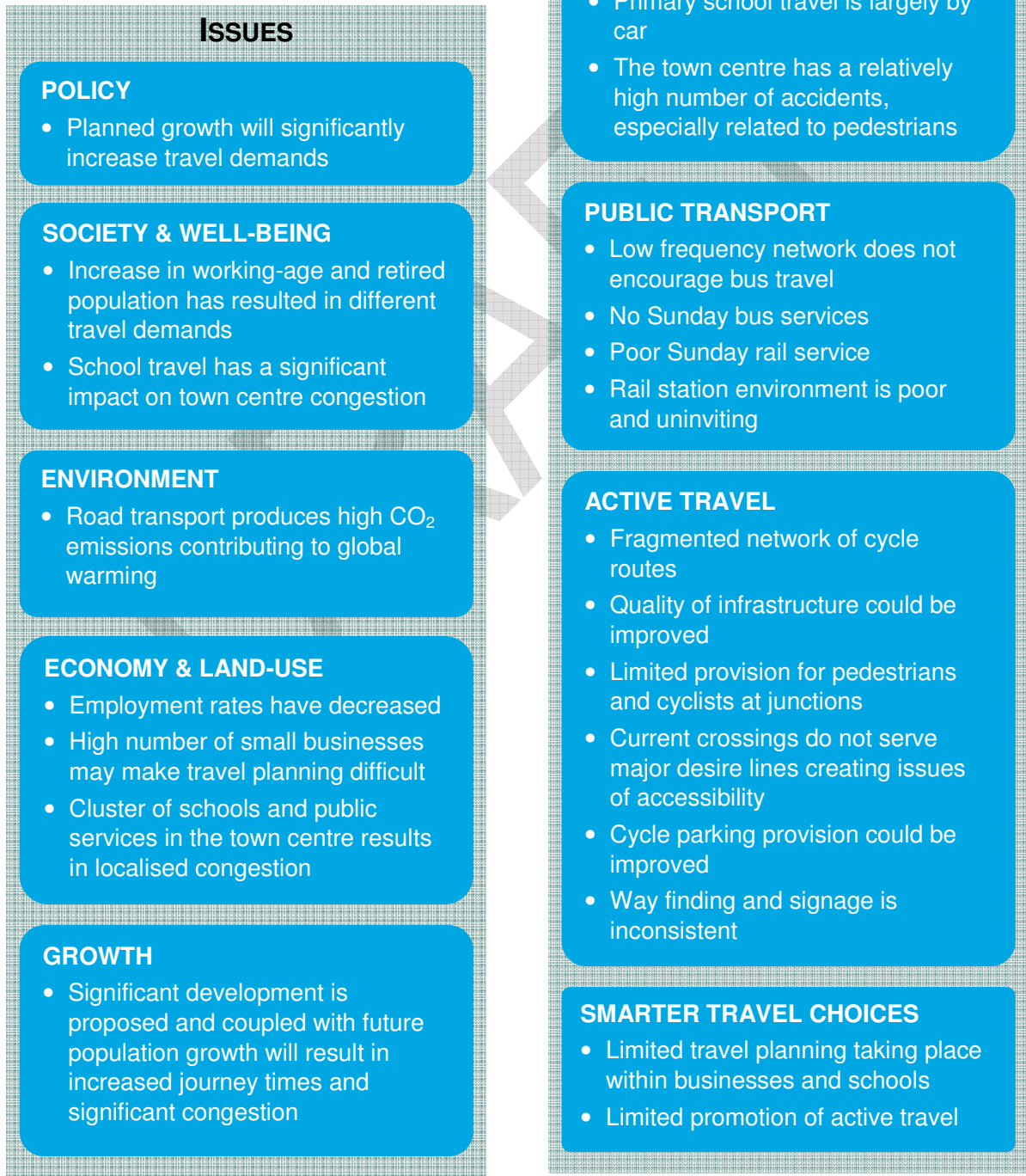
19% increase in accidents between 2007-2012. Higher number of pedestrian accidents with accidents concentrated on specific routes

Car remains dominant mode for work travel, walking and train travel has increased whilst bus and cycling decreased

The South East Regeneration Route will help improve connectivity and journey time reliability

By analysing this background information and liaising with stakeholders, as well as firsthand knowledge obtained through on-site experience, there are clearly a number of strengths and opportunities to build upon. However, there are also a range of issues and challenges.

The main issues and opportunities are summarised below and opposite, and were used to help develop the measures set out later in this strategy.



HIGHWAYS

- Constrained network and limited route choice
- Limited spare capacity on the network resulting in daily congestion
- Central car parks generate car travel causing congestion
- Some car parks are over capacity whilst some have significant spare capacity
- Car remains the dominant mode of travel

OPPORTUNITIES

POLICY

- Focus on sustainable growth and low carbon transport
- Planned growth can provide the funding mechanism to help deliver sustainable travel schemes

SOCIETY & WELL-BEING

- Growing population and travel demands creates opportunities to promote sustainable travel

ENVIRONMENT

- Air quality and noise is relatively good
- Attractive built and natural environments could help create active travel networks

ECONOMY & LAND-USE

- Opportunity to create a travel plan network across small businesses
- Proximity of residential, employment, retail and public services means sustainable travel should be primary modes

GROWTH

- Ensure new developments promote sustainable transport

TRANSPORT & TRAVEL

- Promote use of the A15/A17
- Planned improvements should improve network reliability and help reduce congestion
- Build on sustainable travel at schools and develop further
- Address safety through better design, speed limits and promotion
- Rail and walking trips have grown
- Acceptance that sustainable travel is key to future growth

PUBLIC TRANSPORT

- Bus network to be expanded with new developments
- Direct rail connections to major towns and the East Coast Main Line

ACTIVE TRAVEL

- Flat and compact nature of Sleaford makes conditions favourable for walking and cycling
- A reduction or redirection of traffic from the town centre will support active travel
- Higher than average cycle participation rates
- Bikeability is being delivered

SMARTER TRAVEL CHOICES

- Sustainable travel ethos for many school pupils
- Initiatives such as car sharing and Access Lincs travel plan support can be build upon

HIGHWAYS

- New car park associated with major food store can facilitate reallocation of town centre parking for other uses
- The South East Sleaford Regeneration Route and associated works will help increase capacity

Short & Medium Term Interventions

The interventions that this strategy presents are broken down into short/medium term and long term. More details on the individual intervention can be found in the Delivery section of this strategy and in the 'Pathways to Delivery' part of the supporting documents.

The short term options cover the first two years of the strategy while the medium term is between two and ten years. The longer term then goes beyond ten years.

The interventions are broken down into four key areas:

- Public transport;
- Active travel;
- Smarter travel;
- Highways.

The public transport, active travel and highways interventions are infrastructure related while the smarter travel interventions are focused on the promotion, encouragement and facilitation of sustainable travel modes.

This section presents the interventions that are in each of these areas. A map displaying the locations of the interventions can be found at the back of the strategy.

Public Transport

Improvements to bus and rail services

The Into Town bus services provide a key link into the town centre from the outlying residential areas; however, they have a low frequency which prevents many people from using them on regular basis. Using funding from developers and other sources, the existing services would be augmented to provide more of a 'turn-up-and-go' network that would make it easier to use the bus for work, education and shopping journeys.



Increase the frequency of key bus services

Engagement with the rail industry will take place in order to lobby for increasing rail services for inter-urban journeys to support travel to larger centres Lincoln and Nottingham.

Improvements to infrastructure

Bus reliability will be improved through the provision of bus priority measures at key junctions where services encounter delay. Improvements for passengers will include better bus waiting facilities with seating and raised kerbs to give easier access for all.

Active travel

Consistent and direct cycling and walking routes

Sleaford has good potential for increased cycling and walking for trips within the town and to some of the immediately outlying communities. One of the major barriers to a greater uptake of 'active travel' is concerns about safety due to lack of adequate cycling and walking provision.

A range of improvements are proposed to **improve the existing cycling and walking network** and extend it to serve communities and allow them to reach key employment, education and leisure destinations through safe and direct routes.

Infrastructure for cycling and walking

To support the development of a network of direct walking and cycling routes, pedestrian and cycle bridges are proposed over the railway line at Northgate and Station Road to provide unconstrained movement into the town centre.

The provision for cycle users and pedestrians on some roads and

junctions in the town is currently inadequate which increases the likelihood of conflict with motor traffic and injuries. Improvements are proposed to **improve and increase the provision** for pedestrians and cycle users to cross the carriageways in various places, including the Carre Street/Boston Road junction and locations on Grantham Road, East Gate, Boston Road and London Road.



Extend and improve existing cycle infrastructure

Safer roads for all

As well as improving the safety for pedestrians and cycle users when crossing the carriageway, the strategy aims to improve safety on minor roads between London Road and Grantham Road by introducing traffic calming to minimise the impact of additional traffic that developments at the south of the town will create. This approach will also be looked at for King Edward Street.

Within the town centre core, **20mph zones** will be introduced to improve the environment within the town centre in addition to reducing the likelihood of serious injuries to workers, shoppers and students.

The needs of mobility impaired citizens will be taken into account through a **review of accessibility** into and around Sleaford with the aim of improving access for all.



Reduce town centre traffic to improve the walking and cycling environment

Improving way finding

As well as improving the walking and cycling routes around Sleaford, the strategy will address the provision of information on how to find the best way to travel around the town. A **review of signage** for pedestrians and cycle users take place to identify any gaps and propose improvements to enhance the visibility of cycle and pedestrian routes.

Providing better bike storage

To complement the improvements to cycle routes outlined above, it is proposed to invest in cycle parking provision in the town centre. A particular intervention is reviewing the best place to locate a cycle 'hub' that will offer **secure cycle storage** and potentially cycle hire. The railway station and the town centre area being looked at as possible locations.

Outside of the town centre at Rauceby railway station, the cycle parking provision will also be improved to allow people to cycle to the station and connect with rail services.

Creating sustainable links to new development

The west and south **Sustainable Urban Extension (SUEs)** will bring new residential and community areas to Sleaford. As part of their designs, the transport strategy will specify **convenient and safe cycle and walking routes** to link the SUEs with the town centre and wider area as part of an **'Urban Green Grid'**.

Urban Green Grid

Priority area with key opportunities for greening of the built environment, including potential new sustainable urban extensions.

Bus network improvements will also be included in the planning for the SUEs in order to secure developer funding for new or extensions to existing services to create high levels of sustainable accessibility.

Smarter travel

Safe journeys to school

A school travel strategy will be developed to increase the number of pupils making their daily journey by sustainable modes. The travel to school strategy will include moving forward **'Bikeability'** training for all schools in Sleaford. This, combined with the infrastructure improvements, will equip children to cycle safely, not just during their school years but as

they go on to further and higher education and employment.

To improve bus connections to Sleaford's schools, the pick up and drop off points for school services will be assessed with a view to improving their safety and accessibility for passengers, and potentially relocating them.

Facilitating sustainable travel

Journeys to work will be targeted with regard to aiming for a modal shift due to the fact that these make up a high percentage of trips and are concentrated on the morning and evening peak periods. Major employers will be encouraged and equipped to create or update [travel plans](#) for their employees for both the journey to work and business travel.

To also capture people at the origin end of their journey, a programme of information on sustainable transport options will be provided to all new homeowners in the SUE areas.

Work will be done with public transport operators to **promote existing and improved bus services** in Sleaford with 'try for free' initiatives enabling people to try bus and rail services and see if they could use them on a more regular basis.

Highways

Creating an efficient parking system

Vehicles accessing car parking in the town centre core and the low turnover of these spaces causes congestion and frustration. This will be addressed by **rationalising parking provision** into fewer car parks including new provision to the south of the town centre that is accessible from the

highway network and includes improved and direct pedestrian links to the town centre. A review of short and long stay parking will also be undertaken.

The opening of South East Sleaford Regeneration Route will result in the closure of the Southgate level crossing. For vehicles entering the town centre from the south, the new car park south of the railway line will provide a convenient location to park and access the town centre.

Effective travel planning through Access Lincs

Access Lincs is a countywide initiative from Lincolnshire County Council offering free help, advice and assistance to support employers who wish to access sustainable travel solutions for the benefit of their organisation and their staff.



The new, high quality parking provision will free up space in the town centre core for loading, short-stay parking and taxi-ranks and reduce the number of vehicles entering the core and circulating while looking for a space.

Improving the smooth flow of traffic

A **review of Traffic Regulation Orders (TROs)** in the town centre will assess where obstructions are being caused by parked vehicles, loading and taxis.

A **review of directional signage** will take place following the completion of South East Sleaford Regeneration Route to improve information for road users and guide vehicles onto the A15/A17 to reduce the amount of traffic passing through the centre of Sleaford.

Making junctions more efficient

New developments in Sleaford will bring about a change in how traffic moves around the town but will also increase the number of vehicles on the road network. Some of this growth will be mitigated through the sustainable transport interventions highlighted above; however, several existing junctions will still need improving to **help them operate more efficiently**.

In addition to **creating more capacity** at the junctions, traffic signals within the town centre will be **linked and**

optimised to manage traffic movements more efficiently and improve safety for pedestrians and cycle users.



Rationalise town centre parking to create better public spaces

Creating new links

To remove movement barriers between Lincoln Road, Holdingham and East Road, a bus gate is proposed that will incorporate a shared walking and cycling route that will also improve sustainable accessibility.

Funding for the scheme will be sought from nearby developments that will be linked to the new bus gate.

Long Term Interventions

In addition to the short and medium term interventions presented in the previous section, there are several interventions that have been considered deliverable in the longer term.

Public transport

Enhancing the bus network

The enhancement of the bus network within Sleaford through developer funding can be achieved in the short/medium term primarily through developer contributions, maintaining the self sufficient and viable service in the long term. Enhancing inter-urban services should remain as a long term aspiration.

Improving Sleaford railway station

To assist in improving rail patronage the environment around Sleaford railway station should be considered for improvements for both aesthetic and functional reasons. This would complement the improvements to rail services that may take place in the short/medium term but which could also be a longer term intervention.

Active travel

Sustaining the growth of active travel

The range of short and medium term measures to increase cycling and walking will be built on in the longer term to sustain high levels of active travel. Lincolnshire County Council is currently developing a cycling strategy to plan the cycling provision across the county. As well as setting strategic countywide objectives for Lincolnshire, the strategy will include local action plans for each of the large settlements in the county. The action plan for

Sleaford will present more detail on the interventions aimed at making cycling a realistic choice for more people for travelling to work, education and for leisure purposes.

Smarter Travel Choices

As part of maintaining a modal shift towards sustainable travel, a continuous programme of smarter travel interventions will be carried out into the longer term. Travel plans will be reviewed and updated periodically and supported through the promotion and awareness raising of key sustainable travel infrastructure interventions as they are implemented.

Highways

South East Sleaford Regeneration Route Phase 2

The options for extending South East Sleaford Regeneration Route to a second phase that would provide a north-south link between Boston Road and East Gate have been investigated. Traffic modelling has shown this, in conjunction with some other traffic movement alterations, could have benefits to the town. However, the scheme will require significant further assessment and development as well as external funding for it to be delivered but should remain as a long-term option.

Smart parking charging system

Smart parking charges could be used to manage demand and encourage different travel patterns through varying charges for different users and time periods. Further investigation with the Council's parking management team would be required

before this could be included in a strategy.

Improve the operation of King Edward Street level crossing

Changes to the operation of the level crossing on King Edward Street, in highways terms, could bring some benefits. However, further investigation into the potential impacts of such measures needs to be made before it can be included in a strategy.

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Delivery

The table below present the interventions that make up this strategy broken down into the four areas that were detailed in the interventions section: Public transport, Active Travel, Smarter Travel and Highways. The tables present the estimated timescales of each measure

in terms of short, medium and long term delivery.

A map displaying the locations of the interventions can be found at the back of the strategy.

1	Improvements to bus and rail services	Timescales
1.1	Introduce a third into town bus service	Short/Medium Term
1.2	Increase peak period frequency of Into Town bus services	Short/Medium Term
1.3	Lobby for increased services on both railway lines passing through Sleaford	Medium Term
1.4	Lobby for increased services of rail services for Rauceby	Medium Term
2	Improvements to infrastructure	Timescales
2.1	Introduce bus prioritisation at signalised junctions	Medium Term
2.2	Relocation of school bus service drop-off/pick-up points	Medium Term
2.3	Improve bus waiting facilities	Medium Term
3	Consistent and direct walking and cycling routes	Timescales
3.1	Improve pedestrian/cycle routes to Rauceby Railway Station	Medium Term
3.2	Sleaford to Grantham Cycle Route	Long Term
3.3	Improve walking/cycling links between Greylees and Sleaford	Short/Medium Term
3.4	Sleaford to Kirkby La Thorpe Cycle Route	Short Term
3.5	North Sleaford Shared User Connectivity	Medium Term
4	Crossing infrastructure for walking and cycling	Timescales
4.1	Cycle/pedestrian bridge over the railway line on North Gate at Galley Hill	Medium Term
4.2	Cycle/pedestrian bridge at Station Rd/Grantham Road	Medium Term
4.3	Improvements to pedestrian and cycle crossing facilities	Short/Medium Term
4.4	Safety review of Southgate/Northgate corridor	Short Term
4.5	Safety review of Carre Street/Boston Road junction	Short Term

5	Safer roads for all	Timescales
5.1	Traffic calming on minor road links between London Road and Grantham Road	Medium Term
5.2	Traffic calming on King Edward Street	Short/ Medium Term
5.3	20mph zones	Medium Term
5.4	DDA audit	Short Term
6	Way finding	Timescales
6.1	Pedestrian/cycling signing review	Medium Term
7	Providing convenient and secure bike storage	Timescales
7.1	Increase town centre cycle parking	Short/ Medium Term
7.2	Review potential locations for Cycle Hubs in the town	Short/ Medium Term
7.3	Provide cycle parking facilities at Rauceby railway station	Short/ Medium Term
8	Creating sustainable links to new extension areas	Timescales
8.1	Pedestrian links incorporated into design of the SUEs	Short Term
8.2	Cycle links incorporated in the designs of the SUEs	Short Term
9	Safe journeys to school	Timescales
9.1	Development of a school travel strategy	Short/ Medium Term
9.2	Continued/accelerated roll-out of Bikeability to Schools	Short/ Medium Term
10	Facilitating sustainable travel	Timescales
10.1	'Try for free' public transport campaign	Medium Term
10.2	Increased publicity campaigns for the use of public transport	Short/ Medium Term
10.3	Targeted travel planning including personalised travel planning for residential properties, all major employers and education establishments	Short/ Medium Term
10.4	Encourage Sustainable Travel in New Developments	Short Term
10.5	Develop a Business Travel Zone for Sleaford	Short/ Medium Term
10.6	Safeguard sustainable transport options for new Sustainable Urban Extensions	Short Term
10.7	Cycle facilities funding for employment area	Short/ Medium Term
11	Creating an efficient parking system	Timescales
11.1	Car park to serve the town centre	Short Term
11.2	Review town centre car parking provision	Short Term
11.3	Review of parking restrictions following implementation of South East Sleaford Regeneration Route and level crossing closure	Short/ Medium Term
12	Improving the smooth flow of traffic	Timescales
12.1	Directional signing review	Short Term
12.2	Review Traffic Restriction Orders and taxi ranks (TROs) in the town centre	Short/ Medium Term
12.3	Introduction of a strategy for deliveries in the town centre	Short/ Medium Term

13	Making junctions work better	Timescales
13.1	Increase/optimize traffic signal provision within the town centre	Short/ Medium Term
13.2	Increase capacity at Southgate/Northgate/Eastgate	Medium Term
13.3	Increase capacity at Carre Street/Boston Road	Medium Term
13.4	Increase capacity at A15/Grantham Road roundabout junction	Short/ Medium Term
13.5	Increase capacity at Holdingham roundabout junction	Medium Term
13.6	Increase capacity at East Road/Pride Parkway junction	Medium Term
14	Creating new links	Timescales
14.1	Lincoln Road to East Road Link	Medium Term

The following table sets out interventions that have been identified for longer term delivery. These interventions need further development and agreement with other stakeholders on funding, feasibility and deliverability

-	Long Term Interventions	Timescales
	SESRR Phase 2	Long Term
	Enhance inter-urban bus service provision	Long Term
	Increase frequency of Into Town bus services throughout the operating day	Long Term
	Improve environment around the railway station	Long Term
	Smart Parking Charges	Long Term
	Upgrade level crossing on King Edward Street to two-way operation	Long Term
	Review priority at level crossing on King Edward Street	Long Term
	Improve signing and lining at level crossing on King Edward Street	Long Term

With budgetary constraints likely to remain in place for the foreseeable future, the availability of external funding is critical for the delivery of this Strategy.

identify and secure funding from a range of sources to help deliver schemes. An indication of the potential funding sources are summarised in the following below.

It is necessary that local authorities and partners work in partnership to

Potential Funding Sources	Proposed Interventions			
	Public Transport	Active Travel	Smarter Travel	Highways
LCC Transport & Highways	✓	✓	✓	✓
LCC Public Health	✓	✓	✓	
LCC Economic Regeneration	✓	✓		✓
NKDC	✓	✓	✓	
Local Enterprise Partnership	✓			✓
Developer Contributions	✓	✓	✓	✓
Department for Transport (e.g. Better Bus Fund, LSTF, Cycle Safety Fund, Pinch Point schemes)	✓	✓	✓	✓
ERDF	✓	✓	✓	
Public Transport Operators	✓			
Network Rail	✓			
Third party funding e.g. via Sustrans		✓	✓	
Employer contributions			✓	

Monitoring and Review

Continuously monitoring and reviewing the success of this Strategy is vitally important to ensure progress is being made that supports the agreed objectives and outcomes.

Monitoring and Reviewing this Strategy will take forms:

- Regular reviews of the individual interventions to monitor delivery; and
- High level monitoring and data collation to assess progress against the identified outcomes.

The regular reviews will be overseen by the Strategy Review Group and involve key stakeholders. This will help check progress and provide direction.

This Strategy will be monitored against the objectives and outcomes

presented earlier. To measure success a series of indicators have been identified and are shown in the table below.

A high level progress report will be produced after 3 years and a full review will take place after 6 years. This will review the proposed interventions, delivery and impact. As this Strategy is to be delivered over 16 years the interventions will be reviewed to ensure they are still considered to be effective. If necessary this Strategy will be updated to reflect the lessons learned from the first 6 years.

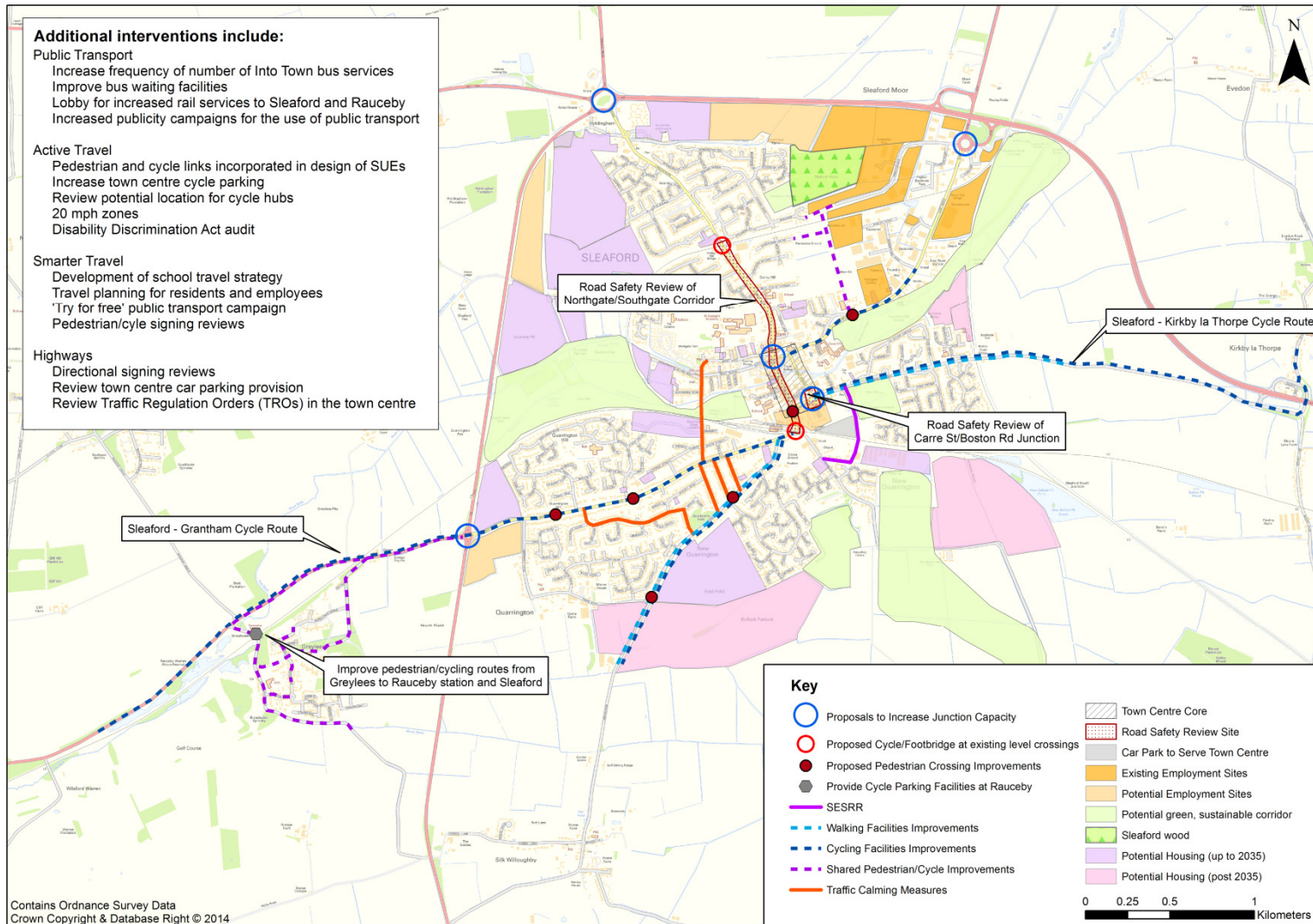
The District Council will pool developer contributions in line with CIL contributions.

Ref	Outcome	Proposed Indicators
Ou1	Reduction in carbon emissions from transport	CO ₂ emissions should be monitored in line with best practice guidance over the course of the Transport Strategy period.
Ou2	Reduction in the use of the private car	Count data should be collated for all modes to capture modal share and this should be monitored on an annual basis to determine changes in behaviour. Travel Planning surveys can be used to capture travel to work and travel to school.
Ou3	Reduction in the amount of traffic entering the town centre core	A cordon of automatic traffic counts would allow ongoing monitoring of traffic levels. Alternatively, counts could be undertaken for the same period each year and compared to previous years.

Ref	Outcome	Proposed Indicators
Ou4	Increase in the level of service provided by public transport between Sleaford and surrounding urban areas	Annual comparison of bus and rail timetables. Any change in capacity of vehicles / rolling stock should also be considered, as this might have increased capacity without improving frequency.
Ou5	Increase in the proportion of the population living within 400 metres of a bus stop providing a minimum frequency of one bus per hour	<p>Bus stops should be mapped and the population within a 400 metre radius of a bus stop calculated.</p> <p>This should be done now to form a baseline and updated annually to take account of new bus stops, housing and updated mid-year population updates, allowing the situation to be monitored over time.</p>
Ou6	Increase in public transport patronage	Public transport operators monitor patronage of their services and data can be gained from them to allow for annual comparisons.
Ou7	Improvement in the reliability of bus services	Regular monitoring bus arrival and departure times will provide data to indicate how well services are performing against their timetables.
Ou8	Increase in the share of cycling and walking trips in the town centre	<p>Existing cycle counters and new counters strategically placed to capture the main flows of cyclists entering the town centre.</p> <p>Further walking and cycle surveys could also be undertaken on an annual basis during the same period each year.</p>
Ou9	Reduction in the number and severity of road accident casualties	<p>A road traffic accident database is maintained by every police force in the UK. Accidents are classified as fatal, serious or slight.</p> <p>The long term objective should be to see an overall reduction in accidents per capita and also a smaller proportion of all accidents in the fatal and serious categories.</p>
Ou10	Reduction in the number of accidents involving cycle users and pedestrians	The number of accidents involving cycle users and pedestrians will be monitored annually through the police database as explained under Ou9.
Ou11	Improvement in the perception of safety and security while travelling	Survey users of different modes, asking them questions about how they perceive the levels of safety and security while travelling.

Intervention Location Map

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Policy and Scrutiny

Open Report on behalf of Richard Wills, Director responsible for Democratic Services

Report to:	Highways and Transport Scrutiny Committee
Date:	14 July 2014
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.

Actions Required:

To consider and comment on the work programme as set out in Appendix A to this report.

1. Background

The Committee's work programme for the coming year is attached at Appendix A to this report. The Committee is invited to consider and comment on the content of the work programme.

Work Programme Definitions

Set out below are the definitions used to describe the types of scrutiny, relating to the items on the Work Programme:

Budget Scrutiny - The Committee is scrutinising the previous year's budget, or the current year's budget or proposals for the future year's budget.

Pre-Decision Scrutiny - The Committee is scrutinising a proposal, prior to a decision on the proposal by the Executive, the Executive Councillor or a senior officer.

Performance Scrutiny - The Committee is scrutinising periodic performance, issue specific performance or external inspection reports.

Policy Development - The Committee is involved in the development of policy, usually at an early stage, where a range of options are being considered.

Consultation - The Committee is responding to (or making arrangements to) respond to a consultation, either formally or informally. This includes pre-consultation engagement.

Status Report - The Committee is considering a topic for the first time where a specific issue has been raised or members wish to gain a greater understanding.

Update Report - The Committee is scrutinising an item following earlier consideration.

Scrutiny Review Activity - This includes discussion on possible scrutiny review items; finalising the scoping for the review; monitoring or interim reports; approval of the final report; and the response to the report.

2. Conclusion

To consider and comment on the Work Programme.

3. Consultation

a) Policy Proofing Actions Required

This report does not require policy proofing.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Highways and Transport Scrutiny Committee Work Programme

5. 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 Louise Tyers, who can be contacted on 01522 552102 or louise.tyers@lincolnshire.gov.uk

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE

Chairman: Cllr Michael Brookes

Vice Chairman: Cllr Andrew Hagues

15 September 2014		
Item	Contributor	Purpose
Quarter 1 Performance Report – 1 April to 30 June 2014	Paul Coathup, Assistant Director, Highways & Transportation	Performance Scrutiny
Executive Response to Speed Management in Lincolnshire Review	Louise Tyers, Scrutiny Officer	Scrutiny Review Activity
Winter Maintenance – Preparations for Winter 2014/15	David Davies, Principal Maintenance Engineer	Update Report
Commissioning in Lincolnshire	TBC	Status Report

27 October 2014		
Item	Contributor	Purpose
Highways Alliance	Paul Rusted, Head of Highways Client Services	Performance Scrutiny
Highways Maintenance Plan	Paul Rusted, Head of Highways Client Services	Update Report
Update on Major Schemes	Paul Coathup, Assistant Director, Highways & Transportation	Update Report

15 December 2014		
Item	Contributor	Purpose
Quarter 2 Performance Report – 1 July to 30 September 2014	Paul Coathup, Assistant Director, Highways & Transportation	Performance Scrutiny
Civil Parking Enforcement Update	Mike Nicholls, Highways Network Manager	Update Report

To be scheduled: School Crossing Patrol Policy; Evaluation of Winter Maintenance Model (*To bring back any future work*); Cycling Strategy

For more information about the work of the Highways and Transport Scrutiny Committee please contact Louise Tyers, Scrutiny Officer, on 01522 552102 or by e-mail at louise.tyers@lincolnshire.gov.uk

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