



County Offices
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Lincoln
LN1 1YL

16 October 2020

In accordance with the powers granted by the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 this will be a virtual meeting.

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 26 October 2020 at 10.00 am as a Virtual - Online Meeting via Microsoft Teams** for the transaction of the business set out on the attached Agenda.

Access to the meeting is as follows:

Members of the Highways and Transport Scrutiny Committee and officers of the County Council supporting the meeting will access the meeting via Microsoft Teams.

Members of the public and the press may access the meeting via the following link: <https://lincolnshireintranet.moderngov.co.uk/ieListDocuments.aspx?CId=492&MId=5547> where a live feed will be made available on the day of the meeting.

Yours sincerely

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

Debbie Barnes OBE
Chief Executive

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

Councillors B Adams (Chairman), S P Roe (Vice-Chairman), T R Ashton, Mrs W Bowkett, C J T H Brewis, Mrs J Brockway, R Grocock, R A Renshaw, A N Stokes, E W Strengiel and M A Whittington

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 26 OCTOBER 2020**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Members' Interests	
3	Minutes of the previous meeting of the Highways and Transport Scrutiny Committee held on 14 September 2020	5 - 10
4	Announcements by the Chairman, Executive Councillors and Chief Officers	
5	Cycling Strategy 2020/30 <i>(To receive a report by Philip Watt, Cycling Officer, which provides an introduction to the Cycling Strategy being developed by the Transport Services Group on behalf of the County Council)</i>	11 - 106
6	Rail Franchise update and engagement with Network Rail and Midlands Connect <i>(To receive a report by Jayne Wingad, Rail Policy Officer and Jason Copper, Transport and Growth Manager, which provides an update regarding changes to rail franchising and the impact of COVID-19 from the Department for Transport. Representatives from East Midlands Railway (EMR), Network Rail and Midlands Connect will be in attendance to outline current rail schemes/proposals for Lincolnshire and answer questions)</i>	107 - 112
7	Review of Highways Customer Engagement and Liaison Arrangements <i>(To receive a report by Karen Cassar, Assistant Director, Highways and Georgina Statham, Highways Liaison Manager, which invites the Committee to review the content of the report, to consider if further work is required in the next six months and to consider future scrutiny arrangements for customer engagement and liaison activity)</i>	113 - 120
8	Civil Parking Enforcement Annual Report 2019 to 2020 <i>(To receive a report by Matt Jones, Parking Services Manager, in connection with the annual report of Civil Parking Enforcement (CPE) by Lincolnshire County Council which is a statutory requirement)</i>	121 - 162
9	Annual Update on Lincolnshire County Council's Approach to Traffic Model and Transport Strategy Developments <i>(To receive a report by Sam Edwards, Head of Highways Infrastructure, which provides details about what a transport strategy is and what the purpose and benefits of them are for the County Council)</i>	163 - 170

10 Highways and Transport Scrutiny Committee Work Programme 171 - 174

(To receive a report by Daniel Steel, Scrutiny Officer, in connection with the Committee's Work Programme. Members' comments are sought on the items for future consideration)

Democratic Services Officer Contact Details

Name: **Steve Blagg**
Direct Dial **01522 553788**
E Mail Address steve.blagg@lincolnshire.gov.uk

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

- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details set out above.

All papers for council meetings are available on:

<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



**HIGHWAYS AND TRANSPORT
SCRUTINY COMMITTEE
14 SEPTEMBER 2020**

PRESENT: COUNCILLOR B ADAMS (CHAIRMAN)

Councillors S P Roe (Vice-Chairman), C J T H Brewis, Mrs J Brockway, R Grocock, R A Renshaw, A N Stokes, E W Strengiel and M A Whittington

Officers in attendance:-

Karen Cassar (Assistant Director Highways), Matt Huddlestone (Materials Engineer), Paul Rusted (Head of Highways Services), Anita Ruffle (Head of Transport Services), Daniel Steel (Scrutiny Officer) and Rachel Wilson (Democratic Services Officer)

8 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors T R Ashton and Mrs W Bowkett.

The Chief Executive reported that having received notice under Regulation 13 of the Local Government (Committees and Political Groups) Regulations 1990, she had appointed Councillor M A Whittington as a replacement member of the Committee in place of Councillor M Brookes respectively until further notice.

9 DECLARATIONS OF MEMBERS' INTERESTS

There were no declarations of interest at this point in the meeting.

10 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE HELD ON 20 JULY 2020

RESOLVED

That the minutes of the meeting held on 20 July 2020 be signed by the Chairman as a correct record.

11 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS AND CHIEF OFFICERS

The Executive Councillor for Highways, Transport and IT advised that he had no specific announcements. However, he reported that the Highways service continued to be delivered well. He thanked all managers and staff, including those on the frontline for their hard work during this time.

12 PASSENGER TRANSPORT UPDATE

Consideration was given to a report by the Head of Transport Services which provided an annual update on Passenger Transport matters since the previous report considered by this Committee on 10 June 2019.

Members were guided through the report, and particular attention was drawn to the following sections:

- The impact of Covid-19 including the state of the local transport market
- Bus Services Act 2017
- Public bus Service changes
- Total Transport including Non-Emergency Transport Services
- Local Government Association's Special Interest Group on Public Transport Consortium
- National and Local Bus Strategy
- Sustainable Transport
- Transport Services Group's performance

Members of the Committee were provided with the opportunity to ask questions to the officers in relation to the information contained within the report and some of the points raised during discussion included the following:

- Members thanked the Head of Transport Services for her report and for the work that she and her team carried out.
- It was commented that the judicial decision relating to community transport was a positive outcome and it was queried whether there was anything that individual members could do to encourage people to volunteer as community transport. It was noted work was underway across the directorates to engage with volunteers and following this work there may be opportunities for elected members to act as community champions. There were also plans for a series of publicity campaigns for both community transport and public transport, which would include promoting opportunities for people to get out and about in the county.
- It was highlighted that an update was circulated monthly to councillors which outlined any service changes.
- It was commented that the report presented was excellent and explained a lot of the problems that were being faced.
- A query was raised in relation to bus stop installation and repair, and it was noted that the highways team would deal with any specific issues around bus stop maintenance. It was highlighted that grants were available to parish councils to install bus shelters.
- It was highlighted that the people who volunteered as drivers to take people to hospital tended to be from older age groups and a lot of them had been in lockdown during the pandemic. However, it was noted that, as in other areas, the pandemic had also presented opportunities and now there may be other parts of the population who may be able and willing to take on some of these community transport roles.
- In relation to home to school transport, it was queried whether there was any data on the number of children who were now being taken to school by car, as

there were concerns about crowding on buses. It was highlighted that there was no requirement for social distancing on dedicated school transport. However, these services were monitored and daily figures of how many children were using services were received. The authority was encouraging parents to take their children to school if possible. The government had expected that a third of children would walk or cycle to school, a third would be taken to school by their parents and the remaining third would be using the local network or the local authority provided school transport. However, it was currently too early for data to determine whether this was the case. It was also noted that other measures were being introduced by colleges to reduce the amount of people arriving on site at one time such as staggering start times and start dates.

- It was commented that bus operators were facing a 'perfect storm' of different pressures, and it was queried whether any operators had indicated that they may not be able to continue operating, and what was LCC able to do to help support them through this time. It was acknowledged that some operators would struggle, particularly when the government funding came to an end or when their exemption certificates ran out. The authority was looking at initiatives to help in any way possible. There would be a need to look at the nature of public transport going forward, and there may be more disparate trips, so there may be need to move away from fixed routes to a more dynamic and demand responsive service like Call Connect.
- In relation to non-emergency passenger transport, it was queried whether there was any scope for the authority to do more to support this. Discussions were underway with health colleagues and the scope for collaborative working was being examined.
- In terms of work with schools and parents to encourage children to walk and cycle to school, it was noted that the authority was required to have a SMOTS (Smarter Modes of Transport for Schools) strategy, which had recently been refreshed. This included a wide range of initiatives including Bikeability. There was currently a lot of work coming out of Government to encourage walking and cycling, and additional funding had been received. Work was underway with highways and education colleagues to identify locations for schemes.
- It was queried whether, given the difficulties that coaching companies were facing, there were any opportunities for coaching companies to be able to provide additional dedicated school transport services.
- Members were pleased that a report was coming to a future meeting on sustainable transport.

RESOLVED

That the report be noted.

13 PERFORMANCE REPORT, QUARTER 1 – 1 APRIL 2020 – 30 JUNE 2020

Consideration was given to a report by the Head of Highways Services which set out the performance of the highways service including the Major Highways Schemes Update, Lincolnshire Highways Performance Report and the Highways and Transport Complaints Report.

Members were guided through the report and were provided with the opportunity to ask questions to the officers present in relation to the information contained within the report and some of the points raised during discussion included the following:

- In relation to gully cleansing work it was queried how many could not be cleansed due to the presence of parked cars. It was acknowledged that parked cars could be a problem and part of the performance indicator included going back to those areas where cleansing had not been possible. The team was working hard to get back to the known hot spots.
- The idea of vinyl wrapping controller cabinets was supported. It was hoped that this would help to prevent some of the graffiti that occurred.
- A number of white lines were reported to be faded. Members were advised that an extensive project of renewing centre lines of major routes was underway.
- It was requested whether assurance could be given that in future major schemes there would be mitigation to prevent 'rat running' by HGV's on unsuitable routes. However, it was noted that this was taken into consideration during the planning of major projects.
- In terms of any archaeology which was discovered during a scheme, it was queried what happened to it, and members were advised that the authority employed a Finds Officer. In relation, to what happened to it after it was discovered, this would depend on its importance for Lincolnshire. A lot of finds would be boxed up for review and cataloguing and would go to places like The Collection. Remains of structures may also be covered over again to ensure they were not damaged by the construction of the road. There were a range of interventions which could be used.
- It was highlighted that there was a regular flooding issue under the railway bridge on Allington Road as the water ran off the land owned by Network Rail, and it was queried what could be done as it was understood that there were several other sites which had similar issues. Members were advised that work was ongoing to resolve this issue.

RESOLVED

That the details of the performance contained within the report be noted.

14 WINTER SERVICE PLAN 2020

The Committee received a report by the Materials Engineer, which invited members to consider the proposed amendments to the Winter Service Plan for 2020/21, in line with the national guidance and best practice. This decision was due to be considered by the Executive Councillor for Highways, Transport and IT between 01 and 05 October 2020.

It was reported that the length of the precautionary salting network would increase by 7km to 3015km to include the Lincoln Eastern Bypass and there were seven depots which now held treated salt.

It was reported that the most significant changes to the Winter Plan, which followed national guidance were:

- The reduction in road surface temperature which would initiate salting of the precautionary network from <-1°C to <-2°C
- The reduction in the rate of spreading of the treated salt due to its improved adhesion to the road.

RESOLVED

That the Committee supports the recommendations to the Executive Councillor for Highways, Transport and IT.

15 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

Consideration was given to a report by the Scrutiny Officer which provided the Committee with an opportunity to comment on the content of its work programme to ensure that scrutiny activity was focused where it could be of greatest benefit.

It was highlighted that a report on Highway Gully Cleansing, Repair and Surface Water Flooding had been considered by the Flood and Water Management Scrutiny Committee and it was suggested that this report was also relevant to the work of this Committee. It was noted that this would be added to the work programme.

RESOLVED

That the work programme be noted, subject to the inclusion of the above item.

The meeting closed at 11.35 am

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Open Report on behalf of Andy Gutherson Executive Director - Place

Report to:	Highways & Transport Scrutiny Committee
Date:	26 October 2020
Subject:	Cycling Strategy 2020/30

Summary:

This report provides an introduction to the Cycling Strategy being developed by the Transport Services Group on behalf of the County Council. The report also provides an overview of the emerging Cycling and Walking Network Plans and other activities relating to cycling and walking. The Strategy aligns with the area based Transport Strategies and is being developed alongside key policy work including: the Fifth Local Transport Plan, the Green Master Plan and the Tourism Action Plan.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on any aspects of the report and strategy and to highlight any recommendations or further actions for consideration.

1. Background

- 1.1 The development of Lincolnshire County Council's Cycling Strategy covering the period 2020/30 sets out our approach to increasing the number of cycling journeys within Lincolnshire as established in the Department for Transport's (DfT) Cycling and Walking Investment Strategy in 2016.
- 1.2 However, in February 2020 the Government announced £2 billion to create a new era for cycling & walking. Furthermore, in July 2020 the DfT set out additional funding and measures to build on the increase of people cycling and walking during lock down. These funding streams are explained in more detail within this report. In addition, as part of LCC's budgetary spend highways colleagues are also managing a programme of capital works, part of which will develop medium term measures to encourage cycling.
- 1.3 The Strategy will complement work in the emerging fifth Local Transport Plan (LTP5). It's content and other related activities are summarised below.

Cycling Strategy 2020/30

- 1.4 The draft Cycling Strategy is attached as Appendix A. At this stage, the Strategy is in draft form and will still require the communications team to manage and design the production of the final documentation to ensure it meets corporate and accessibility standards.
- 1.5 The Strategy provides a high level overview for the County Council on the importance of cycling and how the Council will develop cycling across five key themes. The Highways and Transport Portfolio Holder has overall responsibility for the Strategy but in addition we propose each theme is sponsored by a relevant portfolio holder with a short introduction. This is because the outcomes for increased usage of cycling have a variety of cross cutting benefits as summarised below:

Theme 1 – Improving Infrastructure

This section of the strategy focuses on the Highways element of cycling and the need for adequate infrastructure designed to national standards. This theme also contains details of Local Cycling & Walking Network Plans (LCWIPs) which will be explained later in this report.

Theme 2 – Environmental and Physical Health

This section focuses on key elements the Council can develop to support cycling as a physical activity to improve the health of our residents. The focus on health also extends to the environment and linking cycling to the Green Master Plan.

Theme 3 – Tourism & Leisure

Lincolnshire offers superb, and untapped, tourism and leisure cycling opportunities with the potential to expand tourism seasons and broaden visitor locations. This section details the five key measures the Council will develop to support this agenda, including the establishment of a county wide cycling brand. Clear connections exist here with the emerging Tourism Action Plan.

Theme 4 – Economy

Evidence from other areas details both the cost of traffic congestion and the economic benefits cycling can bring. This section expands on the Council's desire to support employers, businesses, industry and logistics to maximise the economic benefits cycling can bring.

Theme 5 – Data

The final theme focuses on the importance of gathering data and committing LCC to modern data gathering measures. These steps will place the Council in the best position to develop new infrastructure in the right places, to recognise problems, and to be able to bid for external funding by providing appropriate evidence.

- 1.6 Throughout all five themes, collaborative working is emphasised as the best means of success, working in partnership with district councils and other key organisations where ever possible.

Local Cycling & Walking Investment Plans (LCWIP)

- 1.7 Whilst the strategy provides the high level aims, the detail of how our cycling and walking infrastructure will look is dealt with through our LCWIPs referenced at the beginning of this document. As part of the presentation to the Committee, officers will explain the process of producing this form of network plan and the finished plan for Lincoln City Centre is attached as an example (see Appendix B). A typical LCWIP is created as a single piece of work, but due to the current Covid situation work has been split into two phases.
- 1.8 Phase I involves scoping, evidence gathering, route auditing (remotely), and feedback from officers through an internal workshop. Following this a high level report is provided detailing 'quick wins' for the study area that could feasibly also be applicable to any Covid related development work. Phase I allows us to complete a report by remote working whilst still providing the evidence base needed to access funding.
- 1.9 Phase II involves more in-depth work including on-the-ground route auditing, a wider study of the area, and (importantly) community engagement through workshops and other platforms. A final, detailed, report is then produced.
- 1.10 The key outputs of an LCWIP are:
- A cycle and walking network plan identifying preferred routes
 - A prioritised programme of infrastructure improvements for future investment
 - A report setting out the rationale behind the prioritisation of routes

The aim of these outputs is to identify the main cycle and walking improvements in each plan to enable the county council to bid for government funding and/or to secure funding contributions from developers.

- 1.11 In Lincolnshire, LCWIPs are at various stages of development for each transport strategy board area around the county as follows:
- Lincoln (Completed)
 - Gainsborough (final sign off required then completed)
 - Spalding and Holbeach (Community Engagement stage delayed due to lockdown)
 - Grantham (Phase 1 completed)
 - Skegness and Mablethorpe (Phase 1 started)
 - Boston (Phase 1 started)
 - Sleaford (Phase I working began on 20 October)
 - Stamford (Phase I due to begin early November)
 - Supplemental guidance for other market towns (Horncastle, Louth etc)

1.12 The Plans follow a specified Department for Transport process that provides the evidence base, community engagement, and network proposals needed for future funding bids. We are currently investigating how we can progress community engagement remotely in order to move forward with remaining phase II plans in a timely manner.

Emergency Active Travel Fund

1.13 As stated previously, earlier this year the Government made additional funds available for cycling initiatives. The DfT invited bids for the Emergency Active Travel Fund (EATF) to support local transport authorities with short term cycling and walking facilities. Funding was designed to be used for rapidly implemented projects such as road closures to motorised traffic (whilst still allowing cycles/pedestrian access), low traffic neighbourhoods, pop up cycle lanes, and cycle parking. The bidding was in two tranches with the bid timescales, funding criteria and work completion all extremely tight, particularly tranche 1.

1.14 The Council received £105,000 from tranche 1 to implement schemes that fit the criteria. The schemes being implemented are:-

- Brayford Wharf East – Closure to through motorised traffic
- Cycle parking around the county
- Horncastle Market Place - Pedestrianisation
- Temporary cycle lanes on Wigford Way, Lincoln.
- Opening of the lower High Street, Lincoln, to cycle traffic.

1.15 An announcement regarding awards for tranche 2 funding is still awaited. We had expected to know the outcome some weeks ago. LCC's bid was for £845,000 and included a number of temporary measures. If successful the bid will allow work on the following scheme suggestions:-

- Watergate/Westgate, Grantham – cycle lane
- Lindum Hill, Lincoln –cycle lane
- West Street, Boston – point closure
- Spalding – various measures
- Lumley Rd, Skegness – point closure

Please note this list is indicative at this stage as all of the schemes within the bid will be subject to further feasibility and costing analysis.

1.16 In addition to the EATF work streams, other schemes currently being developed through the LCC capital programme managed by Highways colleagues include:- general vegetation removal on footway and cycleways; extension of cycle lanes near the A1 to Long Bennington, upgrading of existing cycle links from Nettleham, Sleaford and Stamford along with a number of other routes aimed at improving access to business and school sites at various locations around the county.

Access Lincoln

1.17 Additional funding for the Access Lincoln project was provided by the DfT for the 2020/21 period and we have continued to deliver through Lincoln Business Improvement Group, behaviour change initiatives to encourage active travel. The project is also funding a capital scheme to create a link from North to South Hykeham and completion of a short section of cycleway between Lincoln and Saxilby.

2. Conclusion

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on any aspects of the report and to highlight any recommendations or further actions for consideration

3. Consultation

Community Engagement has and will be carried out to complete the CWIP and during the process for shortlisting schemes for available funding.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Draft Lincolnshire Cycling Strategy
Appendix B	Lincoln City Centre Cycling & Walking Network Plan <i>(this is a large document so you may wish to view this electronically)</i>

5. 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.
Emergency Active Travel Fund Bids Tranche 1 & 2	Contact Philip Watt
Lincoln City Centre Cycling and Network Plan	Contact Philip Watt

This report was written by Philip Watt, who can be contacted on 01522 554553 or philip.watt@lincolnshire.gov.uk.

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DRAFT – CYCLING STRATEGY 2020/30

Foreword by Councillor Richard Davies

DRAFT

Why a Cycling Strategy?

The purpose of this strategy is to explain how Lincolnshire County Council will support cycling in the longer term, to improve cycling provision and increase cycling's modal share. Laying out clearly our goals and intentions allows the county to plan for the future and lay out our direction for how we take cycling forward in our rural county and across our urban spaces.

We want to develop cycling as an activity that is a normal mode of transport, not a niche for a committed few. By driving a universal approach to cycling we can improve our health, reduce traffic congestion, and improve our environment. Cycling can have less obvious benefits; such as improving our public realm, supporting the visitor economy and helping to revitalise our High Streets, preparing them for the future. All these issues are increasingly important on both the local and national stage, Lincolnshire will be at the cutting edge of changing the way we travel.

Vision

Our vision is to make Lincolnshire one of the best rural counties for cycling in the UK, taking advantage of our natural environment to encourage leisure cycling and making cycling the natural and accessible choice for shorter utility trips for all abilities and ages.

Themes

This strategy is broken down into five themes with five goals within each theme. The strategy is not only about building the infrastructure needed to get Lincolnshire cycling but how we tie together all of our services and expertise to maximise the opportunities we have.

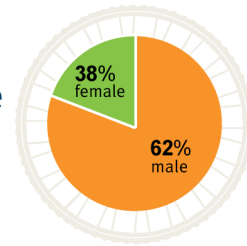
- Infrastructure
- Health
- Leisure, Tourism & Brand Lincolnshire
- Economic Development & Partnerships
- Data

Cycling in Queensland – a snapshot



In 2017

802,100 Queenslanders rode their bike in a typical week.¹



Queenslanders travelled **348 million** kilometres by bicycle in **2015** a **46%** increase compared to the kilometres cycled in **2001**.²



The most common reasons Queensland adults cycle are



exercise and fitness



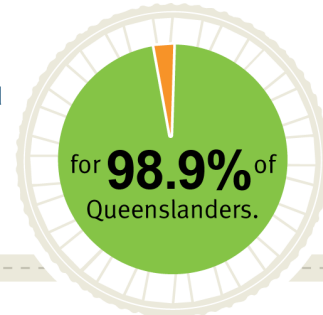
just for fun



travel to work.³



10,237 kms of Principal Cycle Network was identified and mapped covering **48** local government areas



More than **\$211 million** invested into safe cycling through the Cycling Infrastructure Program, creating

444.6 km of cycleways.



Cycling tourism and events boost the Queensland economy.



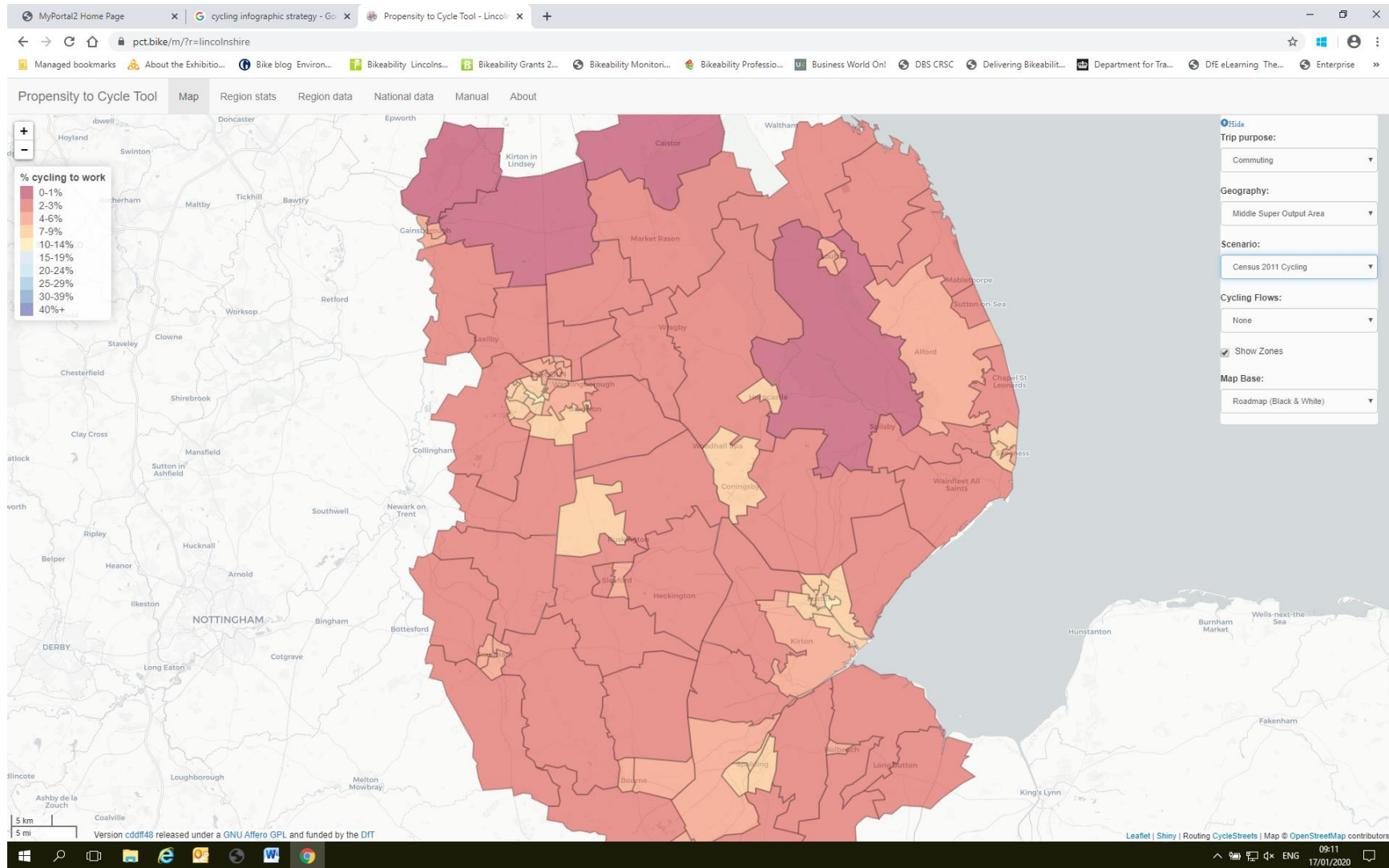
226 kms of rail trails have been built.

Major cycling events bring **thousands of visitors** to Queensland every year.

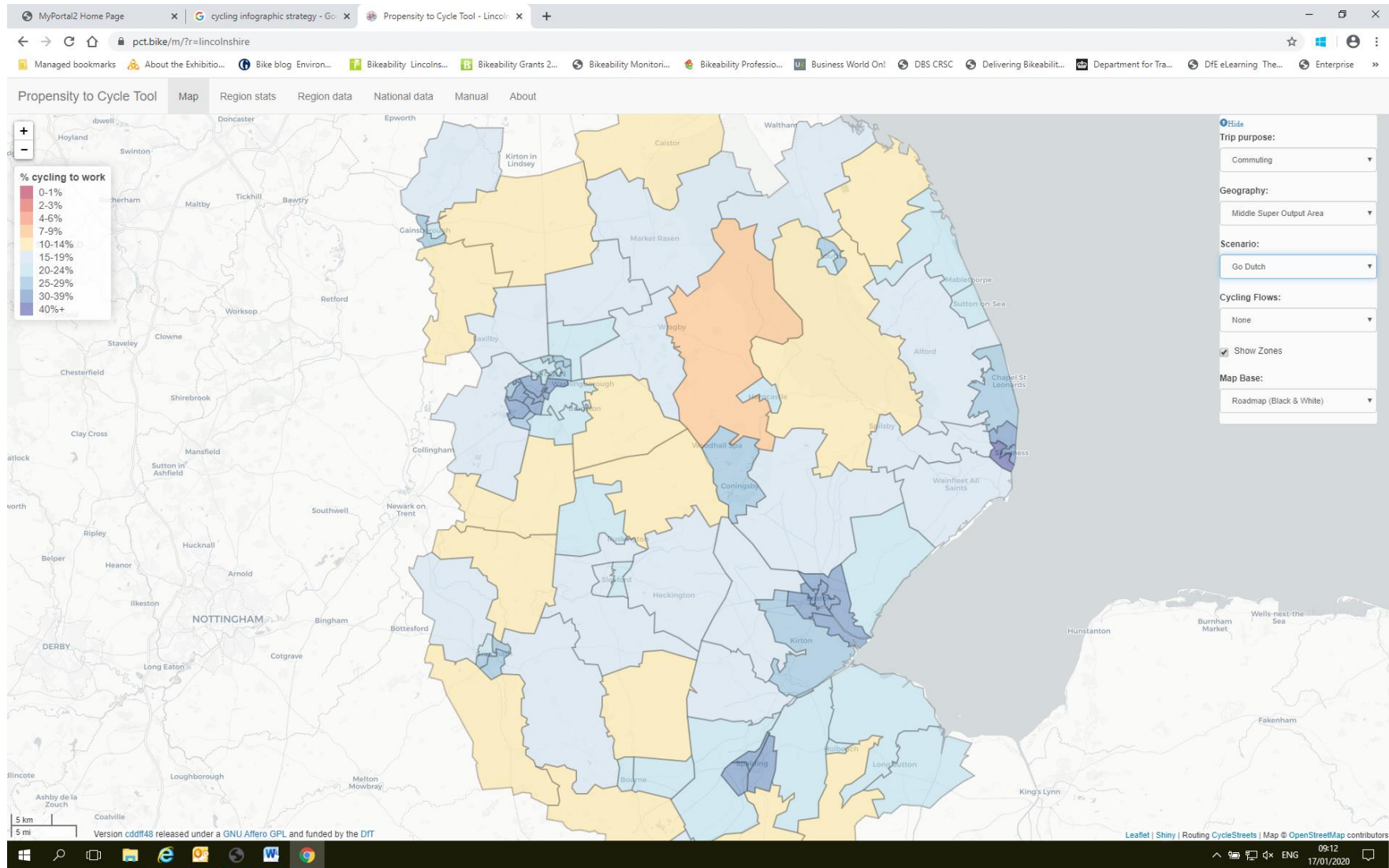
¹ Austroads. 2017. National Cycling Participation Survey: Queensland. Sydney.

² Centre for Transport, Energy and Environment. 2016. Queensland Transport Facts 2016. Brisbane.

³ Department of Transport and Main Roads. 2016. Results of Queensland Cycling Strategy community consultation. Brisbane.



Cycling to work levels in 2011



Potential for commuting if Dutch style levels were seen.

National Travel Survey Cycling Statistics (2018/19) – Percentage of people doing any cycling by frequency shows the following data for Lincolnshire

District	Once per month	Once per week	3 X Week	5 X Week
Boston	25.6	19.1	7.7	4.9
South Holland	17.4	13.5	4.7	3.9
North Kesteven	18.8	12.4	7.0	4.5
South Kesteven	18.7	11.6	4.2	2.5
East Lindsey	12.8	9.7	5.1	2.7
West Lindsey	21.2	15.7	7.7	5.6

Comparing City of Lincoln cycling levels against a national picture

	Monthly	weekly	3 x week	5 x week
Cambridge	60.7	54.2	36.9	28.9
Oxford	40.0	36.6	25.4	17.4
Exeter	33.3	29.0	17.6	12.0
Norwich	30.0	24.7	14.9	10.4
York	29.7	25.0	14.3	9.3
Bristol	28.8	20.6	11.4	7.3
Lincoln	22.4	17.1	7.6	5.6
Manchester	18.8	14.4	9.6	5.7
Newcastle upon Tyne	18.0	13.6	5.5	3.8
Leeds	14.0	8.9	4.3	2.5
Birmingham	13.6	9.9	4.6	3.0

Section 1 – Improving Cycle Infrastructure; enabling more people to cycle more often.

An introduction:

Safe cycling infrastructure is vital to ensuring people feel able to cycle. In surveys carried out by cycling groups (Sustrans//DfT) the 'feeling' of safety is most often cited as a barrier to cycling. 62% of adults aged 18+ in England agreed that "it is too dangerous for me to cycle on the roads" (NTS). Although cycling is a safe activity and is more likely to prolong life than shorten it (CYCLING UK) if our residents perceive it as an unsafe activity they're less likely to embrace it.

We have some fantastic cycling routes but these routes are only as strong as the weakest link. As an authority we'll ensure that new routes connect between places people want to go to and from, providing 'total routes' for communities and not cutting out where it proves too difficult.

Many of these routes will target families and those less confident, providing the incentive to cycle that wasn't there before. However, the needs of more confident cyclists, especially commuters, will not be forgotten and opportunities for on-road cycling will be developed.

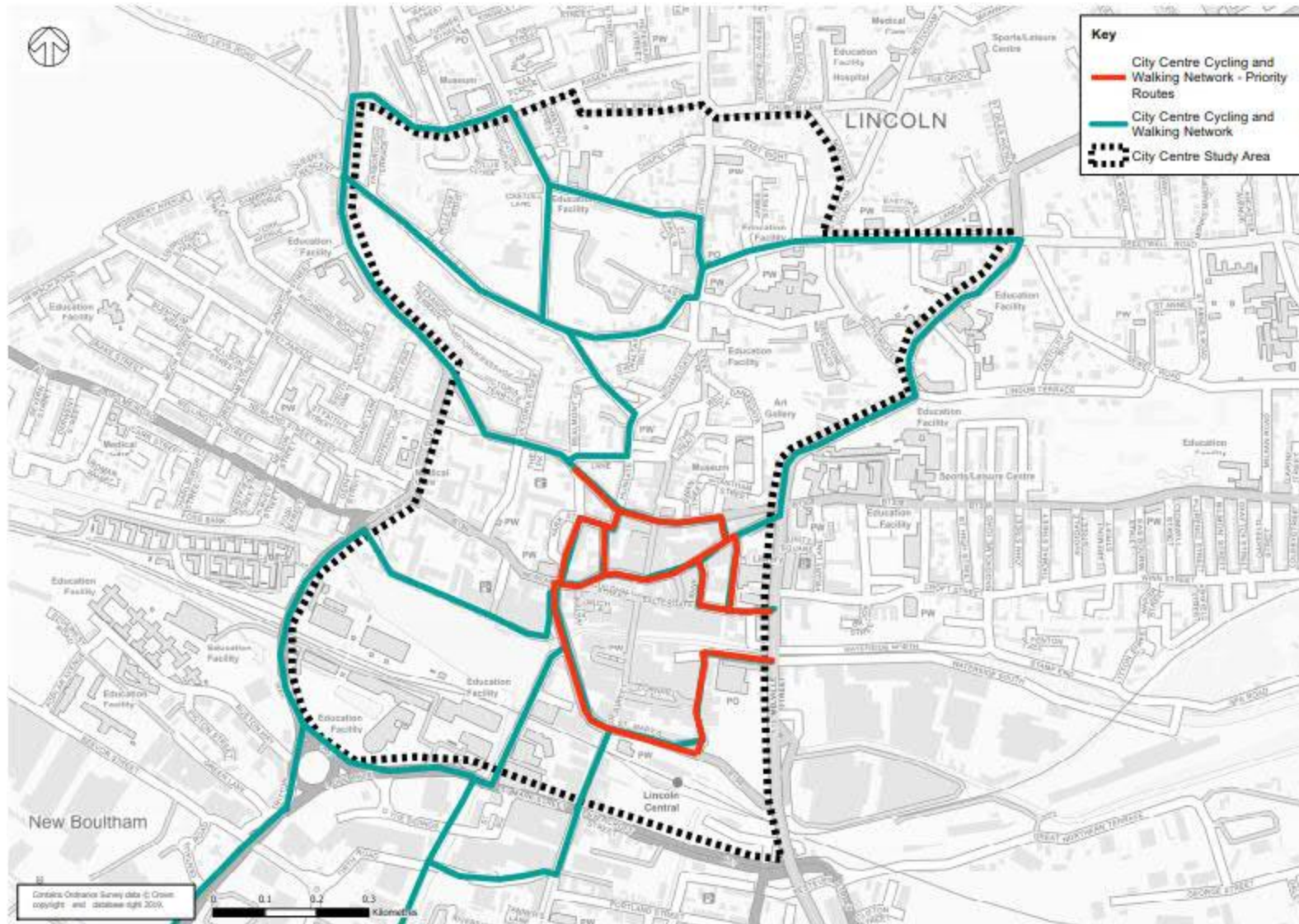
As an authority we are committed to rebalancing our city, towns, and villages away from motor traffic and towards people. Creating an environment for all our residents to cycle (and walk) in safety to the heart of their communities.

Finally, safe cycle through-routes are not enough. We will explore the provision of safe and accessible cycle storage in our towns and villages, encouraging people to dwell, shop, and enjoy their communities sustainably.

Our Goals:

- Ensure all new infrastructure is developed according to national standards (for example LTN 2/08 and 1/12 and the Manual for Streets) and ensure cycling is considered in new Highways projects. Examine opportunities to retrofit existing infrastructure to a higher quality.
- Work with district councils, parish councils, and other bodies to identify potential non Highways areas for improvement including bridleways and dedicated private land routes.
- Work collaboratively with partners to maximise funding opportunities from every available source, including Section 106 and competitive bidding.
- Develop and review Cycling & Walking Network Plans for every local transport strategy area along the lines of the Department for Transport's LCWIP (Local Cycling and Walking Investment Plan) process.
- Articulate how our ambitions for cycling can be achieved through housing growth through strategic and local planning processes

Example of Lincoln Network Plan Map





Exemplar pedestrian, cyclist, motor traffic segregated route

Section 2 – Cycling for Health; people & planet. An introduction

Our environment – globally and locally is an issue of importance like never before, the way we travel is one of the key ways we can all play our part in reducing our emissions and our carbon footprint. Nationally over 26% of all emissions are produced by motor travel – more than the emissions from power generation (DfT), with 56% of motor trips being less than 5 miles, and almost 20% being less than one mile (NTS 2018). People who drive these trips every day, for work, for school, could reduce their motor emissions by a fifth by choosing cycling as a commute for only one day per week. Cycling can also improve our personal health. Moderate exercise for just 20 minutes per day can reduce the risk of heart disease, type 2 diabetes, and stroke (NHS); 20 minutes of cycling or a 3 mile trip by bike. Potentially over 50% of trips are where residents can achieve this recommended level of exercise into their daily routine, improving our health around our busy lives.

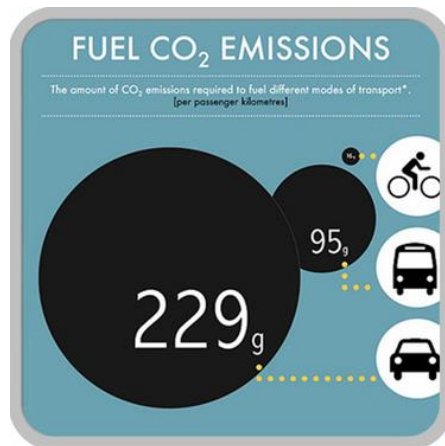
We benefit at work from active travel; physically active employees take 27% fewer sick days than their colleagues (NICE 2012). Those who cycle regularly to work take 1.3 fewer sick days per year on average – saving our NHS £128m annually. If everybody cycled or walked for 20 minutes per day the associated cost to the NHS would reduce by £1.7billion over 25 years. (DoH 2011).

We will also work to embed cycling at an early age by ensuring as many children as possible are able to access Bikeability cycle training. Helping to establish travel habits and confident cycling that can last a lifetime.

The benefits of active travel for both our physical and environmental health are an untapped resource that together we can exploit.

Our Goals:

- Work with the health sector to consider prescription cycling.
- Promote and advocate cycling as a public health benefit, working across teams and with partners to develop cycling campaigns.
- Continue our support of Bikeability in the county to develop confident cyclists at the earliest possible age. Work with the DfT to establish Lincolnshire as a rural 'beacon' authority for Bikeability training.
- Continue to prioritise, softer, behavioural change campaigns by targeting residents at key points in their lives to establish active travel as a natural transport choice.
- Work to lower traffic levels to improve air quality in line with the Green Master Plan.



THE BENEFITS OF CYCLING




BALANCE

Cycling produces the balance between exertion and relaxation which is so important for the body's inner equilibrium.

MENTAL HEALTH

Cycling has a relaxing effect due to uniform, movement which stabilizes physical and emotional functions. It reduces anxiety, depression and other psychological problems.

HEART

All the risk factors that lead to a heart attack are reduced and regular cycling reduces the likelihood of heart attack by more than 50%.

BACK PAIN

Cycling posture is optimum, and the cyclic movement of the legs stimulates muscles in the lower back.

COORDINATION

Moving both feet around in circles while steering with both your hands and your body's own weight is good practice for your coordination skills.

WAISTLINE

Cycling is ideal for targeting problem areas. It enables people who can not move easily to exercise. It increases fitness and stimulates the body's fat metabolism.

MUSCLES

A week of inactivity reduces the strength of the muscular system by up to 50% and can harm them long-term. During cycling, most of the body's muscles are activated.

JOINTS

The circular movement of cycling assists the transport of energy and other metabolic produces to the cartilages, reducing the likelihood of arthrosis.

Section 3 – Cycling for Tourism & Leisure; building brand "Cycle Lincolnshire" an introduction

Lincolnshire has some of the best cycling country in the United Kingdom. From the big skies and flat roads of our fenlands to the undulating hills of the Lincolnshire Wolds the county has something to offer every type of cyclist.

Nationally the county is renowned for its cycling; from Les Fensom, the Fenland Flyer, to Rebecca Durrell. Lincoln hosts the much respected Lincoln Grand Prix, with its fearsome Michaelgate cobbled climb, and, for those yet to turn professional, over 1,000 people participate in the Lincoln Grand Prix Sportive alone. Our county boasts a proud cycling heritage that we will build upon.

The early success of the Cycle England project with our partners at Visit Lincoln has shown the potential for cycle tourists to visit our county. In 2019 TUI Nederland marketed Lincolnshire routes to their Dutch market. We want to take this forward, building a brand to promote cycling around the county taking advantage of our environment and to access our visitor sites from Gainsborough Old Hall to Ayscoughfee Hall.

We want to encourage our own residents to cycle to enjoy and explore their county. In England, 42% of people aged over 5 own a bicycle. Amongst adults, bike ownership peaks at ages 40-49 with 49% owning or having use of a bicycle (NTS). Cycling UK estimate that over 80% of adults have access to a bicycle, yet the amount of adults cycling in Lincolnshire once per month for leisure is only 14.8% (NTS). The potential is there, we have to harness it.

We will work with our communities to identify leisure cycling routes and overcome obstacles to getting people on their bikes, ensuring your voice is heard in taking the future of cycling in our county forward.

Our Goals:

- Develop (alongside partners) a consistent signage and way finding strategy. Enabling cyclists to easily identify routes.
- Work with partners to develop and promote a 'Cycle Lincolnshire' brand, building on the success of the Cycle England project.
- Revamp our mapping, ensuring digital and paper coverage of maps for all types of cyclists.
- Continue to support cycling events such as Lincoln Grand Prix Sportive and others throughout the year to establish Lincoln as a destination for amateur cyclists.
- Developing community cycling champions around the county and engaging with local cycling groups.

Highlights



The Heart of Lincolnshire - Lincoln
Visit Britain's Best Small City. Take time and discover beautiful, vibrant Lincoln, bursting with heritage, culture and creativity.

Take in the cobbled streets of Lincoln's unique Cathedral Quarter for an experience of culture, cuisine, and history you won't forget. Crowned by the awe inspiring Lincoln Cathedral and its near neighbour Lincoln Castle. Lincoln is home to an abundance of independent retailers, a tempting selection of places to eat, drink and stay.



Lincoln and Surrounding Area
Each daily route takes you on a journey from Lincoln through the beating heart of Lincolnshire. From the historic Brayford waterfront travel west to the picturesque village of Doddington and its fine late Elizabethan Mansion Hall. Travel east and traverse tow paths to reach gems such as Tattershall Castle and the charming village of Woodhall Spa. From world class memorial sites such as International Bomber Command Centre reconisina Lincolnshire's proud

Download the GPX files

© Mapbox © OpenStreetMap Improve this map

Section 4 – Cycling for the Economy; revitalising the High Street & supporting employment.

An introduction

As the High Street changes, the streetscape and road function needs to change with it. Residents and visitors will expect a High Street to be more of an experience with the balance between traditional retail and leisure altering. A pedestrian and cyclist friendly environment will help to encourage those residents into our market towns.

Cycling improvements can play a large part in improving the vitality of our communities. Public realm improvements connected with active travel can increase retail sales up to 30% (Lawlor 2013) whilst Cycle parking delivers 5 times more retail spend per square metre than the same area of car parking. We will make the positive case for cycling provision and underline the positive difference it can make to our local economies.

Employers will benefit from an increased focus on cycling too. Congestion costs the City of Lincoln district alone £127million per year with drivers spending 36 hours annually in stationary traffic (INRIX), as our urban areas grow the associated people movements will increase. We cannot continue to just road build our way out of congestion.

As mentioned in a previous section; employees who cycle to work take fewer sick days and when surveyed state that their productivity is raised. We will work with businesses to continue our work on behaviour change and to encourage employees to cycle to work.

Our Goals:

- Continue our support of the Hirebike scheme in Lincoln and examine opportunities for bike share in other areas.
- Work collaboratively with district councils to enable access to non-Highways funding – i.e. Future High Streets Fund
- Engage with businesses and business groups to maximise employee cycling potential
- Ensure parking is considered in network planning to enable residents to dwell and shop via bike.
- Encourage commuter, and low goods 'last mile' delivery cycling, reducing the economic burden and costs of congestion

THE BRITISH CYCLING ECONOMY



CYCLING ACCESSORIES = £853m PER ANNUM



AN EXTRA 12,000 MILES OF CYCLE NETWORKS



VALUE TO THE ECONOMY

- FREQUENT: £958m
- REGULAR: £717m
- OCCASIONAL: £801m

INFRASTRUCTURE
200% Expansion of the National Cycle Network

40% OF HOUSEHOLDS OWN A BIKE



MARKET
3.7m bikes sold

- 28 per cent increase in volume of cycle sales
- £51m of which were British-built
- Generating £1.62b



EMPLOYMENT
23,000

Employed directly in cycling economy generating over £500m in wages and £100m in taxes



PARTICIPATION
£1.3m new cyclists

- 22,000 daily journeys
- 200,00 Sky Ride participants

208m CYCLE JOURNEYS TAKEN ACROSS THE UK IN 2010

WORK PERFORMANCE
1 Regular Cyclists take 1 less sick day than non-cyclists

- saving the economy £128m a year in reduced absenteeism
- inactivity costs in the UK = £760m per annum



TOTAL ANNUAL COST OF TREATING OBESITY = £4.2b

GROSS CYCLING PRODUCT
£2.9b = £230 per cyclist annually

MARKET POTENTIAL
£141m

= value of 1m additional Regular Cyclists over next two years



Section 5 – Evidence, Data, KPIs & Reporting - making the case. (Sponsored by Cllr X)

Robust data gathering and reporting is crucial to making our work a success. Holding sufficient, and suitable, data allows us to spot changes and pinpoint weaknesses. It allows us to see how our actions are changing the way we travel and which of our residents and communities need support.

A solid evidence base is also essential for ensuring Lincolnshire is able to ensure it receives the best possible chance of central government funding. Government funding rounds are very competitive and although the county has seen several successes so far we must have modern and high quality data capture to demonstrate our case.

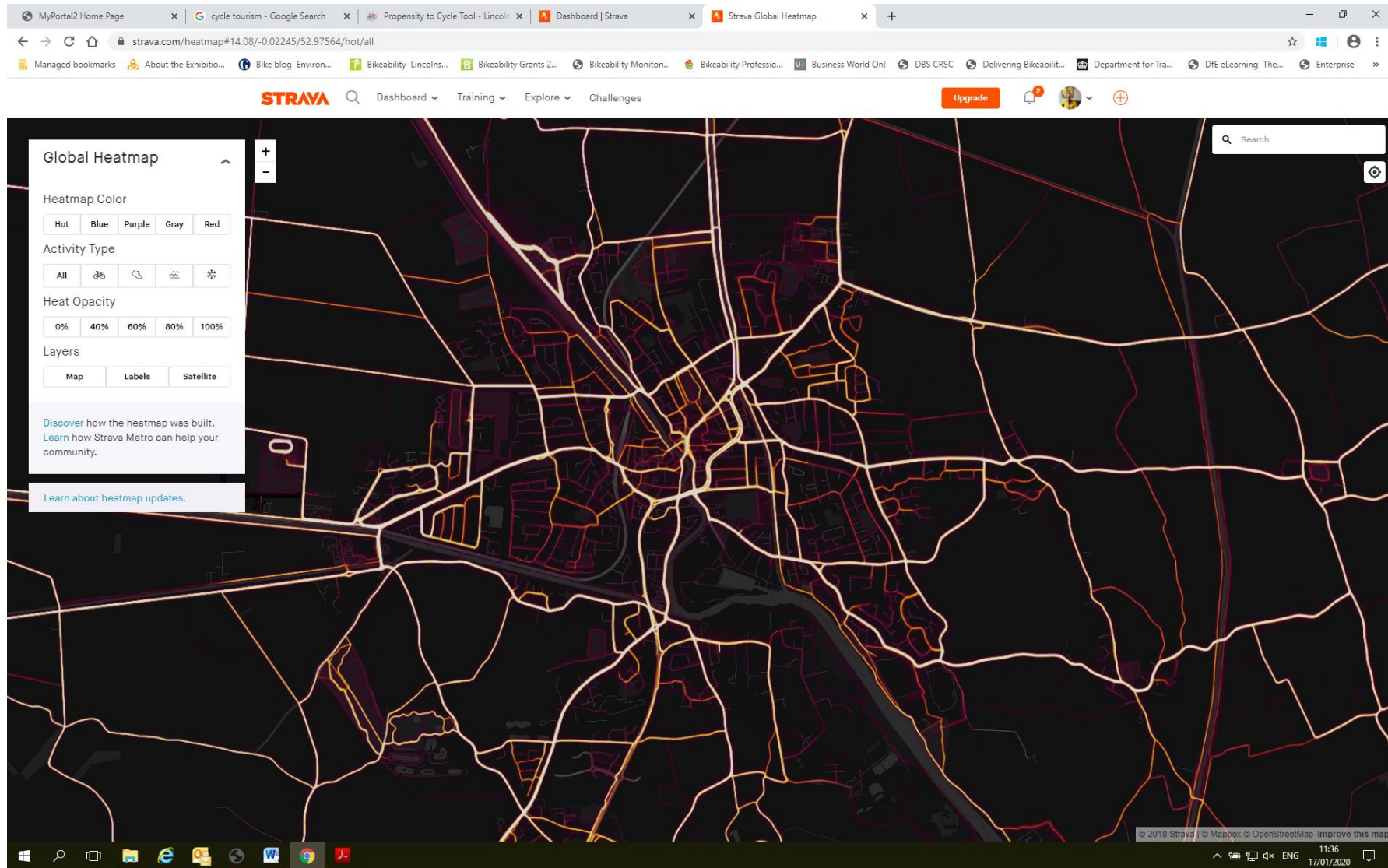
We cannot do this alone; we will work with local cycling groups and support new ones to provide that constructive feedback that shows us how developments affect you. Working with you to capture the evidence to support the developments *you* need to make cycling a viable choice.

Underpinning all this must be recognition that modern technology requires modern data capture. We will work with IT and app providers to access high quality trip data can give us detailed and accurate insights into areas for improvement.

Data and evidence gathering will be one of the key subjects to ensure the success of this strategy as a whole.

Our Goals:

- Make cycling a key part of Lincolnshire's Fifth Local Transport Plan.
- Gather data along with partners to monitor cycle modal share and CO2 reduction around the county. Using this as an evidence base for future funding bids and infrastructure investment
- Develop a 'state of the county' annual cycling report, highlighting new developments over the previous year.
- Arrange district level cycle advocacy groups (or working with existing groups) to provide a forum for cycle advocacy at a local level
- Use modern data capture methods
-



Example of modern data capture – Strava 'Heat Map' of Boston.

Closing Page

We are ambitious in our aims to increase cycling participation rates and improve the quality of cycling provision for our county. This strategy brings together those key themes that will enable us to advance that ambition and ensure we have a whole council approach to taking cycling forward in a positive direction.

This strategy doesn't work in isolation. The Fifth Local Transport Plan is being developed in tandem with this document and it will share its ambitions. We are developing Local Transport Strategies, rebalancing our travel towards active and sustainable travel options. Supporting this vital work are our Cycling & Walking Network Plans, providing a vision for the future of cycling across the county and giving us that foundation for future funding bids.

Lincolnshire can be an example of a rural county leading the way in delivering sustainable travel options across our rural and urban spaces. Through this strategy we hope to realise that example and make Lincolnshire a cycling county for all.

[PICTURE]



Lincolnshire County Council

LINCOLN CITY CENTRE CYCLING AND WALKING NETWORK PLAN

Draft Report





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WSP

8 First Street

Manchester

M15 4RP

Phone: +44 161 200 5000

WSP.com

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APPENDIX A

EXAMPLE LAYOUTS FOR WIGFORD WAY – LONG TERM INTERVENTIONS

1. INTRODUCTION

1.1. OVERVIEW

- 1.1.1. Lincolnshire County Council (LCC) have requested that WSP, as part of the Lincolnshire County Council Technical Services Partnership, produce a Lincoln City Centre Cycling and Walking Network Plan (LCCCWNP) following on from the previous Lincoln Cycling and Walking Network Plan (LCWNP) developed in 2019.
- 1.1.2. The DfT's Cycling and Walking Investment Strategy (2017) set out the following ambition for England:
- "We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey".
- 1.1.3. It states that walking and cycling for just 10 minutes a day can contribute towards the 150 minutes of physical activity for adults per week, as recommended by the UK Chief Medical Officers. Physical activity helps to prevent and manage more than 20 chronic health conditions, including cardiovascular, disease, stroke, type 2 diabetes, dementia, obesity and a variety of cancers. It is also linked to overall health benefits, such as reduced injury risk, improved quality of life, increased productivity and reduced absenteeism at work.
- 1.1.4. CWIS also sets out the benefits towards air quality and congestion.
- 1.1.5. The city centre plan will look in detail at city centre cycling and walking infrastructure and take into account both the emerging LCWNP and the emerging Lincoln Transport Strategy (LTS). Key aims of the LTS that align with the LCCCWNP are as follows:
- To rebalance movement towards walking, cycling, and multi-occupancy, share mobility and passenger transport options;
 - To enhance the health and wellbeing of communities through improved air quality, increased physical activity and safety; and
 - To reduce carbon emissions to enable the County Council to reach its zero emissions target in 2050 and mitigate the impacts of climate change.
- 1.1.6. LCC is developing this LCCCWNP for Lincoln in order to:
- Take advantage of future and additional funding streams;
 - Maximise the best opportunities for improving cycling and walking rates;
 - Make cycling and walking a priority; and
 - Make Lincoln one of the best cities in the UK for cycling and walking.
- 1.1.7. The objectives of the project are to:
- Produce an evidence-based city centre infrastructure network plan;
 - Identify preferred infrastructure options for identified cycling and walking routes;
 - Secure stakeholder "buy-in" for the infrastructure plan; and
 - Provide high-level feasibility and indicative costs for investment in the identified cycling and walking routes.

1.2. BACKGROUND

- 1.2.1. This project builds on work undertaken for the wider LCWNP project investigating potential cycling and walking routes across the LTS area.
- 1.2.2. Previous work was largely based on the Department for Transport (DfT) Local Cycling and Walking Infrastructure Plan (LCWIP) process where WSP were asked to undertake the first four stages of the infrastructure plan preparation: Stage 1 – Determining Scope; Stage 2 – Gathering Information; Stage 3 – Network Planning for Cycling; and Stage 4 – Network Planning for Walking.
- 1.2.3. During the plan’s development, desktop-based research was used to investigate baseline conditions and to develop plans for the cycling and walking network. Internal and external stakeholder workshops were held to assist the network development and were used to help gain the views and opinions of local stakeholders.
- 1.2.4. Site visits were used, allowing a greater understanding of existing cycling and walking infrastructure along priority routes identified in the project, which were then assessed and cycling and walking options developed.
- 1.2.5. The project identified three priority cycle routes and eight priority walking routes. These routes are shown in Figure 1-1 below.

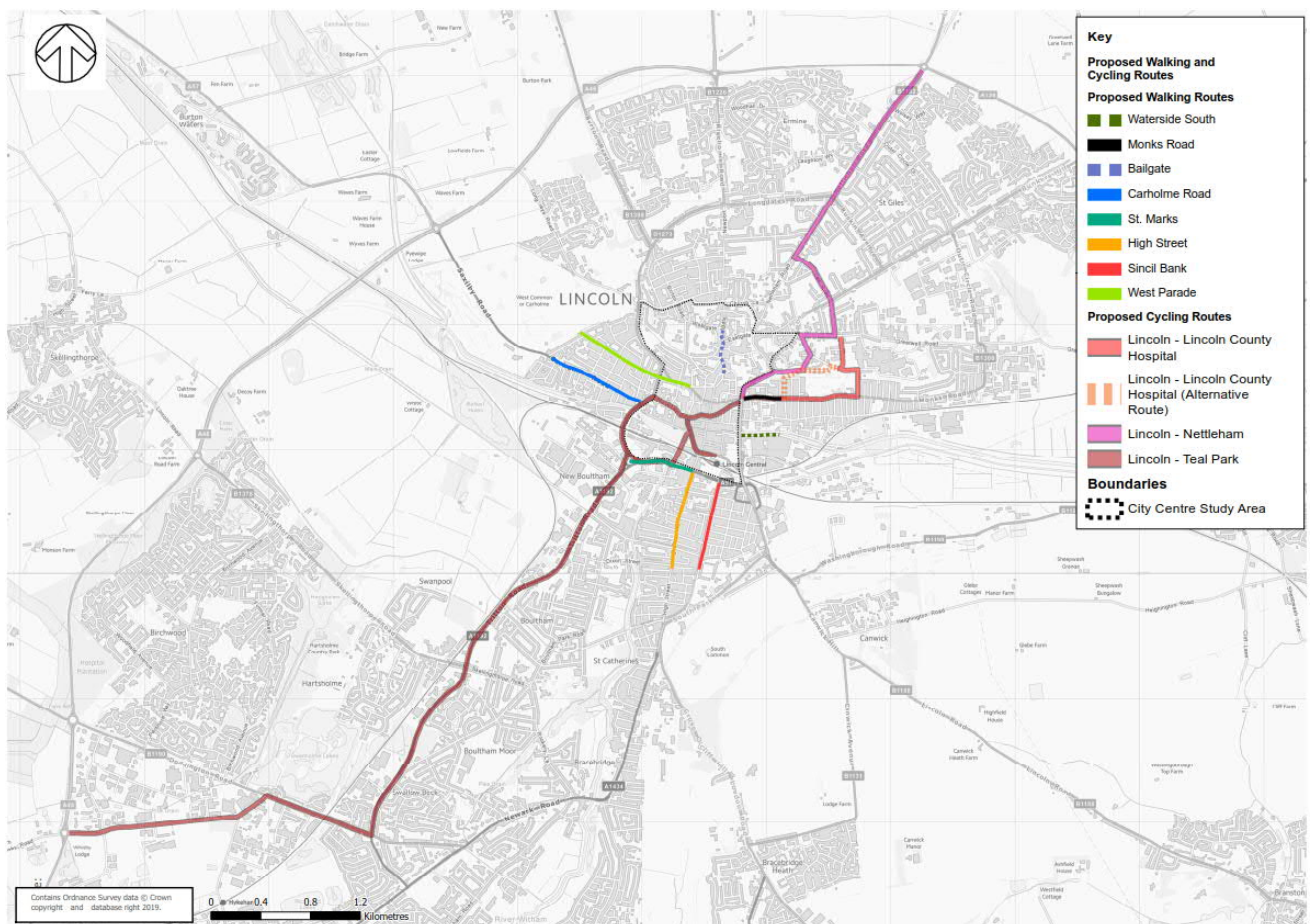


Figure 1-1 – Priority LCWNP Cycling and Walking Routes

1.3. STRUCTURE

1.3.1. This report covers relevant policy and cycling and walking design, setting the context for cycling and walking in Lincoln. It also provides cycling and walking baseline analysis for Lincoln city centre and provides an overview framework of cycling and walking design guidance focussing on cycling and walking in city centre contexts. It identifies the city centre cycling and walking network and priority routes, and provides cycling and walking infrastructure options.

1.3.2. The report is structured as follows:

- Chapter 2: A review of the relevant cycling and walking policy and design guidance in the context of Lincoln city centre.
- Chapter 3: A baseline review of Lincoln city centre which sets out the existing conditions that will support the development of this LCCCWNP.
- Chapter 4: The development of the city centre network in Lincoln by identifying priority cycling and walking routes.
- Chapter 5: Provides the Lincoln City Centre Streets Framework upon which the interventions are based.
- Chapter 6: Development of the city centre priority routes and infrastructure option proposals.

2. POLICY AND DESIGN GUIDANCE REVIEW

2.1. POLICY REVIEW

2.1.1. The current cycling and sustainable transport policy situation across the study area has been reviewed to ensure the LCCCWNP aligns with and considers local, regional, and national policy. The following list provides a summary of the policy and strategy documents reviewed, with emphasis placed on city centre cycling and walking policy.

- Cycling and Walking Investment Strategy (DfT, 2017);
- Local Cycling and Walking Infrastructure Plans (DfT, 2017);
- Greater Lincolnshire Strategic Economic Plan (Greater Lincolnshire Local Enterprise Partnership (GLLEP), 2016);
- Lincolnshire Local Transport Plan (LCC, 2013);
- Central Lincolnshire Local Plan (Central Lincolnshire Joint Strategic Planning Committee, 2017);
- Greater Lincolnshire Strategic Infrastructure Delivery Plan (GLSIDP) (2016);
- Joint Health and Wellbeing Strategy for Lincolnshire (LCC, 2018);
- Lincoln Transport Strategy (LCC, emerging); and
- City of Lincoln Council – Climate and Environment Emergency Declaration (City of Lincoln Council, 2019)

CYCLING AND WALKING INVESTMENT STRATEGY (DfT, 2017)

- 2.1.2. The Government published its first Cycling and Walking Investment Strategy (CWIS) in 2017. The strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey, and includes targets for increasing the number of people cycling whilst also reducing the number of cycle user casualties.
- 2.1.3. The CWIS states the benefits of this would be substantial, potentially leading to cheaper travel and better health; increased productivity for business and increased footfall in shops; lower congestion levels and better air quality; and vibrant, attractive places and communities for society as a whole.
- 2.1.4. The CWIS outlines a £300 million investment in cycle training and infrastructure during the current Parliament and sets out ambitious targets for the period up to 2025, including a doubling of cycling trip stages each year (from 0.8 billion in 2013 to 1.6 billion by 2025), whilst also reversing the current year-over-year decline in walking trip stages. The CWIS also identifies a need to decrease the number of cycle user fatalities and serious injuries each year.

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS (DfT, 2017)

- 2.1.5. The Local Cycling and Walking Infrastructure Plans (LCWIP) Guidance was published alongside the CWIS. Local Cycling and Walking Infrastructure Plans are set out in the CWIS as a new strategic approach to identifying cycling and walking improvements required at a local level.
- 2.1.6. The LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping, or for other reasons.
- 2.1.7. The guidance brings together national and international guidance on best practice, and explains how a range of tools, such as the Propensity to Cycle Tool (PCT), can be used to help develop robust plans and schemes.

- 2.1.8. The LCWIP guidance was referred to during the development of the LCWNP and has been applied in the context of this study.

GREATER LINCOLNSHIRE STRATEGIC ECONOMIC PLAN (GREATER LINCOLNSHIRE LOCAL ENTERPRISE PARTNERSHIP (GLLEP), 2016)

- 2.1.9. The Strategic Economic Plan (SEP) is the primary document developed by the Local Enterprise Partnership (LEP) reflecting the ongoing priorities for continued growth and new investment in Greater Lincolnshire.
- 2.1.10. The document mentions several projects that the Greater Lincolnshire Local Enterprise Partnership (GLLEP) have supported, including Go Skegness and the Tentercroft East-West Growth Corridor in Lincoln. In the future, GLLEP will promote sustainable transport schemes where possible in order to promote sustainability and reduce transport's negative impact on the environment.

LINCOLNSHIRE LOCAL TRANSPORT PLAN (LCC, 2013)

- 2.1.11. The 4th Lincolnshire Local Transport Plan (LTP4) was published in April 2013. The document sets out the transport strategy for the county for the subsequent 10-year period to 2023, and presents a vision for Lincolnshire's Transport System in 2030.
- 2.1.12. The Lincolnshire Local Transport Plan recognised that there had been a strong focus on encouraging walking and cycling throughout Lincolnshire.
- 2.1.13. The document also describes specific transport projects that have been implemented in Lincoln itself over recent years. In the city centre, the East-West Link was recognised as a favourable scheme amongst members of the public with walking and cycling infrastructure improvements a major component of the project.
- 2.1.14. Looking forward to 2026 and beyond, the programme of transport improvements in the city centre will include small scale walking, cycling and public transport improvements; uphill and city centre traffic management schemes; and major city centre retail development.

CENTRAL LINCOLNSHIRE LOCAL PLAN (CENTRAL LINCOLNSHIRE JOINT STRATEGIC PLANNING COMMITTEE, 2017)

- 2.1.15. The Central Lincolnshire Local Plan was adopted by the Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) in April 2017 and supersedes the Local Plans of the City of Lincoln, West Lindsey and North Kesteven District Councils. It sets out detailed policies and proposals for the development of the combined area up to 2036.
- 2.1.16. The Local Plan recognises that managing access and movement within the city centre remains a critical issue that needs to be addressed. Several policies in the document suggest improving accessibility by encouraging more walking and cycling:
- Policy LP13: Accessibility and Transport:
 - Proposes that, where possible, walking and cycling infrastructure complements the aims of the existing Public Rights of Way Improvement Plan and the Green Infrastructure Study for Central Lincolnshire.
 - Prioritises schemes that complement gaps in the network, especially those projects that encourage more local walking and cycling prioritised.

- Recommends that any infrastructure improvements should be appropriately linked and integrated with the wider network, be well maintained, and promote walking and cycling, including Access Lincoln's 'Hirebike' scheme and 'Bikeability'.
- Policy LP18: Climate Change and Low Carbon Living:
 - States that development proposals will be considered more favourably if the scheme makes a positive and significant contribution towards reducing demand including maximising the opportunities for sustainable modes off travel
- Policy LP36: Access and Movement:
 - Proposes that within the Lincoln Area, sustainable transport initiatives should be supported, maximising the opportunities for people to make sustainable journeys.
- Policy LP37 Sub-division and multi-occupation of dwellings:
 - Proposes that student accommodation be accessible to universities/colleges, allowing journeys to be made either by walking, cycling or public transport.

GREATER LINCOLNSHIRE STRATEGIC INFRASTRUCTURE DELIVERY PLAN (GREATER LINCOLNSHIRE JOINT COMMITTEE, 2016)

- 2.1.17. The Greater Lincolnshire Strategic Infrastructure Delivery Plan (GLSIDP) identifies major infrastructure projects capable of enabling housing construction and increasing employment growth. Few projects relate directly to walking and cycling other than the on-going enhancement of facilities outside Lincoln railway station, which may include additional cycling and walking facilities.

JOINT HEALTH AND WELLBEING STRATEGY FOR LINCOLNSHIRE (LCC, 2018)

- 2.1.18. Under requirement of the 2012 Health and Social Care Act, the Lincolnshire Health and Wellbeing Board are required to publish a strategy bringing together detailed information on local health and wellbeing needs, whilst looking ahead at emerging challenges and projected future needs.
- 2.1.19. The strategy describes physical activity, amongst other health and wellbeing concerns, as one of the most pertinent issues facing the county. Objectives of the strategy include better integration of physical activity into strategic planning; improved local insight analysis, with findings used to drive service improvements; support of workforce wellbeing through physical activity; and consideration of innovative technologies aimed at increasing physical activity.
- 2.1.20. Through these objectives it is envisaged that physical activity will be safeguarded and materially considered throughout the county.

LINCOLN TRANSPORT STRATEGY (LCC, EMERGING)

- 2.1.21. LCC is seeking to publish a new strategy to support the economic and spatial development of the Lincoln urban area and beyond through the delivery of improvements to access and transport. The emerging Lincoln Transport Strategy (LTS) aims to provide a clear vision and direction of movement and transport across the wider Lincoln area up to 2036.
- 2.1.22. LCC and partners are committed to supporting a sustainable and future ready Lincoln that makes the most of the future challenges and opportunities. This includes a focus on cycling and walking to deliver an inclusive and accessible network.
- 2.1.23. LTS provides a vision for accessibility, travel and transport, as follows:

By 2036, having delivered on its ambitious growth aspirations, Lincoln will be a more prosperous, attractive and healthy place to live, learn, work and visit.

This will be supported by an inclusive and collective approach to accessibility and movement across all communities enabling businesses to succeed, carbon emissions to be reduced, new advances in technology to be embraced and will provide an improved quality of life for all.

Links between the Cultural, Civic, Retail and University quarters will be strengthened and its Urban Extensions will have exemplar sustainable infrastructure to integrate with the city. There will be a change of focus in movement across the Strategy Area, with walking and cycling at the heart of the city's movement network.

This will be supported by a network of green corridors, multi-occupancy, shared transport and passenger transport options, and reductions in traffic within the urban area. Transport connections to satellite conurbations will be enhanced and the strategic network will be efficient in driving the city's economic growth and prosperity.

CITY OF LINCOLN COUNCIL – CLIMATE AND ENVIRONMENT EMERGENCY DECLARATION

- 2.1.24. In addition to the above policy documents, the City of Lincoln Council declared a Climate and Environment Emergency on 23rd July 2019. One of the eight resulting resolutions that the council is to abide by is to commit to the vision of a carbon neutral Lincoln by 2030. This declaration supports the LCCCWNP, which looks to increase cycling and walking journeys, targeting short trips, which are currently often made by car.

2.2. DESIGN GUIDANCE REVIEW

- 2.2.1. This Design Guidance Review provides a review of the latest cycling and walking design guidance, published in the UK, which will be used in the development of infrastructure options within this study.

CYCLING

London Cycle Design Standards (Transport for London (TfL), 2014)

- 2.2.2. The London Cycling Design Standards (LCDS) sets out the requirements and provides advice for cycle network planning.
- 2.2.3. LCDS is split up into eight separate sections covering different aspects of cycling design. This includes general design requirements and techniques for planning and delivering high quality infrastructure. Several design outcomes are also listed which are envisaged to help shape the design of cycling infrastructure in London:
- Safety
 - Directness
 - Comfort
 - Coherence
 - Attractiveness; and
 - Adaptability

- 2.2.4. LCDS explores user needs, and provides guidance and principles that different places should adopt in order for them to become places for everyone.
- 2.2.5. LCDS also provides detailed design guidance covering cycle lanes and tracks, junctions and crossings, signs and markings, construction and cycle parking.

Greater Manchester Cycling Design Guidance (Transport for Greater Manchester (TfGM), 2014)

- 2.2.6. As part of the target to achieve 10% of all trips by bicycle by 2025, TfGM's Greater Manchester Cycling Design Guidance (GMCDG) aims to promote consistency in the provision of cycling infrastructure across Greater Manchester.
- 2.2.7. The document describes the different types of links that exist across Greater Manchester: cycle tracks, cycle lanes, shared use footways/cycleways, quiet streets and cycle paths and identifies key design criteria of Safety, Coherence, Directness, Attractiveness and Comfort, which are used to determine a framework for designing effective and appropriate cycle infrastructure.
- 2.2.8. The guidance is divided into Links, Junctions and Crossings, Signs and Markings and Construction (including Surfacing). In each of the chapters, parameters are defined to assist designers in developing appropriate infrastructure for a wide range of scenarios taking into account constraints that may be present, such as cost, acceptability and deliverability.
- 2.2.9. A range of standards, look up tables and related guidance, such as cycle parking, is included in the appendices of the Design Guidance document.

City Connect Cycle Superhighway Design Guidance (Leeds City Council and West Yorkshire Combined Authority (WYCA))

- 2.2.10. Developed by WYCA, City Connect's Superhighway Design Guidance describes different measures that have been implemented along the Cycle Superhighway between Leeds and Bradford.
- 2.2.11. It explains how users should navigate these different spaces and which transport mode has priority. Design features covered in the document include side roads and non-signalised junctions, bus stops, bi-directional sections of track, shared spaces and diagonal crossings. Guidance on ancillary design features is also included.

Design Manual for Roads and Bridges (DMRB) - Interim Advice Note 195/16: Cycle Traffic and the Strategic Road Network (Highways England, 2016)

- 2.2.12. The document provides details of recommended cycling infrastructure design guidance along the Strategic Road Network (SRN). Through adoption of design principles laid out in the document, convenient and safe movement of cycle traffic crossing or travelling along the SRN should be made possible.
- 2.2.13. Different aspects of the SRN are covered, including links, junctions, crossings and roundabouts, as well as signage and construction and maintenance. For each design feature, different factors are taken into consideration (e.g. traffic volumes, speed, road dimensions) allowing the designer to make a more informed decision about the most suitable infrastructure element used.

Designing for Cycle Traffic: International principles and practice (DCT) (John Parkin, Institution of Civil Engineers (ICE), 2018)

- 2.2.14. The document describes best practise design principles taking examples from UK, Dutch, Danish and US contexts. It covers different elements of cycling design, including on-carriageway and off-carriageway routes, junctions design and crossing design. A major theme running through the document is that only distinct and separate cycling provision can ensure attractive and comfortable cycling infrastructure.
- 2.2.15. The document also explains related topics, including the planning processes involved when designing for cycling, legal and policy requirements, and the monitoring and evaluation of cycling infrastructure.
- 2.2.16. Concluding chapters explore different ways of modelling and auditing cycling infrastructure as well as recent innovations in cycling design.

Cycling Infrastructure Design Local Transport Note 2/08 (DfT, 2008)

- 2.2.17. This Local Transport Note (LTN) provides guidance on improving safety and reducing unnecessary delays and diversions for cyclists and pedestrians through the design of cycle infrastructure.
- 2.2.18. A hierarchy of safety measures is suggested, with measures that aim to reduce traffic volume and traffic speed recommended be considered first, and conversion of footways/footpaths to shared use for pedestrians and cyclists be considered last.
- 2.2.19. Design recommendations are included in the document covering a variety of different cycling infrastructure components: signage, cycle lanes, off-road cycle routes and junctions, as well as ancillary cycling aspects such as cycle parking and integration with public transport.

To be published – updated Local Transport Note 2/08

- 2.2.20. The updated LTN 2/08 refresh (due 2019) will recognise and promote recent innovations in cycling infrastructure and take on board the views of a number of cycling groups and stakeholders, providing a comprehensive up-to-date design guide.

WALKING

Creating better streets: Inclusive and accessible places – Review shared space (Chartered Institute of Highways and Transportation (CIHT), 2018)

- 2.2.21. This CIHT document reviews the legislation and frames the debate of shared space initiatives in the UK through a review of several case studies.
- 2.2.22. The report recommends that future projects be scored against several objectives:
 - Whether a scheme represents an inclusive environment or not
 - Ease of movement for all users
 - Quality of place
 - Economic benefit.
- 2.2.23. It suggests that these criteria be used to determine the effectiveness of a scheme post-implementation.

2.2.24. The report also recognises the difficulty that defining shared space schemes has had in hampering any meaningful discussion about them. Three types of shared space schemes were identified in a review of case studies, each with different characteristics:

- Pedestrian prioritised streets
- Informal streets
- Enhanced streets.

2.2.25. It is hoped that by using these distinctions, greater clarity for designers, decision makers, stakeholders and users will be provided, with calls for these shared space, street typologies to be adopted by government.

2.2.26. The document also recommends local authorities set clearer outcomes during the design stage of a shared space scheme and that government emphasises the importance of stakeholder engagement. Calls were also made for the government to review several different elements of shared space initiatives.

Streetscape Guidance (TfL, 2016)

2.2.27. TfL's Streetscape Guidance document is guided by three major functions: encouraging designers of streetscapes to use robust design methods; to highlight the level of ambition that is required to develop high quality levels of service; and to highlight best practise design principles.

2.2.28. The document provides examples from case studies in Greater London where the successful redesign of streets has taken place and where practical and appropriate, encourages the trialling and testing of new transport schemes and initiatives in order to stimulate future street improvements.

2.2.29. Different street types are recognised as supporting different functions which must balance the sometimes-competing functions of movement and place. Technical guidance on different design principles complement these considerations, with detailed information on different street components.

Walking Action Plan (TfL, 2018)

2.2.30. TfL's Walking Action Plan aim is to enable *'more people to walk part or all of their journey, improve the experience of walking in London, and reduce car dependency.'*

2.2.31. The Walking Action Plan describes the benefits of walking: it is an efficient use of street space, it is safe and healthy, has no emissions or noise, and is good for business.

2.2.32. Making walking the most attractive option for short journeys will help people live healthier lives, tackling physical inactivity and obesity.

2.2.33. The Walking Action Plan is made up of the four following elements:

- Building and managing streets for people walking
 - Actions are set for prioritising people walking including reshaping the landscape, making streets safer, enhancing accessibility and inclusiveness and optimising the management of streets.
- Planning and designing for walking

- These actions address the way investment decisions are made and the approach for design of streets. It includes a commitment to the healthy streets check, an aim to design streets for people walking and improvements in the monitoring and data collection on walking.
- Integrating walking with public transport
 - Improve the public transport network in order to boost walking and the associated benefits.
- Leading a culture change
 - This includes an aim to promote walking for all, especially for children, and support a culture change towards walking. It also aims to improve wayfinding and reclaim streets from traffic.

2.2.34. Some of the key actions used by TfL as part of designing the future city around walking are set out in Table 2-1.

Table 2-1 –Selection of Interventions from TfL’s Walking Action Plan

Action Category	Action to increase walking levels
Town Centres	Improve the feel of residential streets and connect them with local destinations, delivering healthy, attractive and safe neighbourhoods.
	Reduce traffic dominance
	Enhance conditions for people walking, through: <ul style="list-style-type: none"> - using infrastructure trials - holding ‘open street’ events - behaviour change activities
	Targeted junction improvements
	Make streets better places to walk and spend time
	Support community initiatives such as local walking groups that can help identify improvements for walking such as new crossings, better landscaping or clearer signage.
Optimise street management	Timing reviews of signals to reduce wait times for people walking close to schools, hospitals and transport hubs.
	Measure ‘pedestrian time saved’ alongside other performance metrics for junctions.
	Use pedestrian countdown technology, displaying how long people have to cross the road.
	Use SCOOT (Split Cycle Offset Optimisation Technique), which lengthens the green pedestrian signal by detecting how many pedestrians are waiting to cross in order to provide more crossing time for pedestrians when it is busier. This prevents overcrowding on the pavement and ensures people have enough time to cross the road.

Action Category	Action to increase walking levels
	<p>'Green man' authority: this technique shows a green signal for pedestrians continuously, until vehicular traffic is detected, at which time pedestrians are stopped on red and vehicles signalled to move.</p> <p>Ensure that during road closures (either planned or unplanned) the traffic control centre better prioritises pedestrian movement.</p>
Make Streets safer	<p>Eliminate deaths and serious injury from streets as a result of collisions.</p> <p>Lower speeds – introduce 20mph speed limits.</p> <p>Increase personal security through street design, such as lighting, clear sight lines and natural surveillance.</p>
Enhance accessibility and inclusiveness	<p>Ensure streets have the highest standards of inclusive design in accordance with Equality Act 2010.</p> <p>Prevent crowded, obstructed streets and pavements not wide enough.</p> <p>Ensure businesses do not clutter pavements with A-boards, unlicensed retail stands or unlicensed al-fresco dining areas.</p>

Planning for Walking (CIHT, 2015)

- 2.2.35. The Chartered Institute of Highways and Transportation's (CIHT) Planning for Walking document describes the early stages of how best to implement walking strategies. The document begins by exploring current walking trends and characteristics, before explaining the benefits of walking and the problems and barriers pedestrians face.
- 2.2.36. The legal and regulatory context of walking is examined, setting the scene for how effective strategies can be envisaged and planned, with walking catchments, desire lines, pedestrian safety and other aspects of the pedestrian environment all important factors to be considered when planning for walking.
- 2.2.37. Examples of ways in which local authorities have encouraged greater of walking are described, such as through the implementation of travel plans or promotional campaigns, before considering trends and challenges which could affect levels of walking in the future.

Designing for Walking (CIHT, 2015)

- 2.2.38. Designing for Walking follows on from CIHT's Planning for Walking (see above), explaining how facilities for walking should be designed.
- 2.2.39. Designs considerations that affect the quality of the walking environment are considered, as are other factors including assessment of options for crossing streets, assessment of pedestrian routes, whether the use of pedestrian guardrails is necessary or not, the use of tactile paving, way finding, journey end facilities/interchanges, and the use or impact of street features and furniture.

Local Transport Note 1/12: Shared Use Routes for Pedestrians and Cyclists (Department for Transport, 2012)

- 2.2.40. This LTN focuses specifically on routes within built-up areas where pedestrian and cycle use is likely to be frequent. The document uses a hierarchy of provision, developed in LTN 2/08 to encourage practitioners to develop on-carriageway solutions first, in order to prevent designers from resorting too readily to shared use interventions.
- 2.2.41. An overview of the scheme development process is provided, using a flow chart to explain how different traffic characteristics may influence design considerations and whether the adoption of shared use schemes or on-carriageway improvements may be more appropriate.
- 2.2.42. If a shared use intervention is considered the most appropriate design element, a key decision that needs to be made by practitioners is whether to segregate the route or not, ensuring that whatever interventions are proposed reflect the core design principles of being convenient, accessible, safe, comfortable and attractive. The document weighs up the advantages and drawbacks of these different design elements.
- 2.2.43. Pedestrian design considerations are examined, ensuring that the conversion of footways into shared use routes does result in the displacement of existing users and that the perception of reduced safety does not deter elderly people or disabled people from using the route. The document therefore recommends that pedestrians have sufficient width after conversion and that their particular concerns are discovered early on in the route's design.
- 2.2.44. Other design recommendations include ensuring the shared use route is clear from street clutter and aligning the cycle track so that it is placed on the carriageway side of a segregated shared-use route, improving pedestrian safety.
- 2.2.45. Related aspects of the scheme development process are also covered including how to hold effective stakeholder engagement and managing the route post-implementation.

Manual for Streets 2 (CIHT, 2010)

- 2.2.46. Manual for Streets 2 (MfS 2) builds on the guidance contained in MfS 1, exploring in more detail how and where to apply its key principles. The document is guided by a wide variety of initiatives, including ensuring streets are designed with pedestrian concerns considered first, promoting collaboration and engagement between different parties, setting clear vision and objectives, and developing innovative approaches to street design.
- 2.2.47. The characteristics of different street types are explored, emphasising how town centre and city centre streets often have to serve multiple different functions and support multiple different users. Possible interventions to consider in these environments include vehicle access restrictions and adoption of an area-wide public realm strategy and streetscape manual.
- 2.2.48. The latter part of the document explores the detailed design of several streetscape elements. Regarding pedestrians, the document advises that:
 - The propensity to walk is influenced not only by distance, but also by the quality of the walking experience.
 - Good sightlines and visibility towards destinations and intermediate points are important for way-finding and personal security.

- Pedestrian routes need to be direct and match desire lines as closely as possible, including across junctions, unless site-specific reasons preclude it.
- Pedestrian networks need to be connected. Where routes are separated by heavily-trafficked routes, appropriate surface-level crossings should be provided where practicable.
- Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic-free routes they should be short, well-overlooked and relatively wide.
- Obstructions on the footway should be minimised. Street furniture on footways can be a hazard for vulnerable people.
- There is no maximum width for footways; widths should take account of pedestrian volumes and composition.

2.2.49. Regarding footway provision, recommendations include:

- Providing footways along both sides of highways.
- Ensuring footways are of a sufficient width to cater for peak demand without causing crowding or potentially risking people from getting pushed into the carriageway.
- Taking space away from the carriageway in order to create a better-balanced street.
- Rationalising street furniture.

2.2.50. The document's appendices include several case studies, explaining the design elements used and whether the interventions were successful or not.

Providing for Journeys on Foot (CIHT, 2000)

2.2.51. Providing for Journeys on Foot represents one of the earliest publications exploring ways in which local authorities should plan and provide for pedestrians, maintain walking infrastructure and promote walking.

2.2.52. Planning and policy framework is outlined within the document and sets the scene for how best to implement walking infrastructure through consideration of how best to collect and understand information relating to existing walking environments.

2.2.53. The document recognises the 'The Five Cs' as being important considerations when assessing the overall quality of the existing environment and when designing new walking route infrastructure. These 'Five Cs' are:

- Connected
- Comfortable
- Convenient
- Convivial
- Conspicuous.

2.2.54. Urban design principles are also endorsed, taking into consideration the importance of multi-disciplinary working. Different aspects of the walking environment are examined in more detail, taking into consideration how pedestrian environments vary, basing design recommendations on these findings.

2.2.55. Post-construction aspects of walking provision are also examined, including footway maintenance, promoting walking, and the appraisal and monitoring of pedestrian infrastructure schemes. The document concludes with example checklists and frameworks used to assess existing walking environments and assess possible investment options.

3. LINCOLN CITY CENTRE CYCLING AND WALKING NETWORK PLAN – BASELINE REVIEW

3.1. INTRODUCTION

3.1.1. This section covers the baseline data used in development of the LCCCWNP. This includes the following subsections:

- Identifying Trip Origin and Destinations
- Barriers
- Collisions
- Air Quality
- Existing Cycle Infrastructure
- Cycle Counts and Cycle Hire
- Core Walking Zone
- LCWNP Proposals

3.2. IDENTIFYING TRIP ORIGINS AND DESTINATIONS

3.2.1. Identifying trip origin and destination points is recommended in the DfT's LCWIP guidance, as part of the development of both the cycling and walking networks. The process carried out for this exercise was largely adopted from the previous LCWNP project, where key origin and destination points were identified.

3.2.2. Residential areas identified through Census 2011 data were recognised as major trip origin points, and the following areas significant destination points:

- Employment areas or large individual employers;
- Educational establishments (higher and further educational establishments only);
- Healthcare establishments (hospitals only);
- Retail facilities (large retail parks only);
- Community facilities (major attractions only);
- Transport interchange facilities (railway stations and bus stations only); and
- Future development sites and planned transport links (identified in Central Lincolnshire's Local Plan Policies Map)

3.2.3. LCC provided additional city centre specific origin and destinations points to those identified for the LCWNP project. Geographic Information Systems (GIS) software was used to map the LCWNP trip origin and destination points as well as the city centre specific origin and destination points and this can be seen in Figure 3-1.

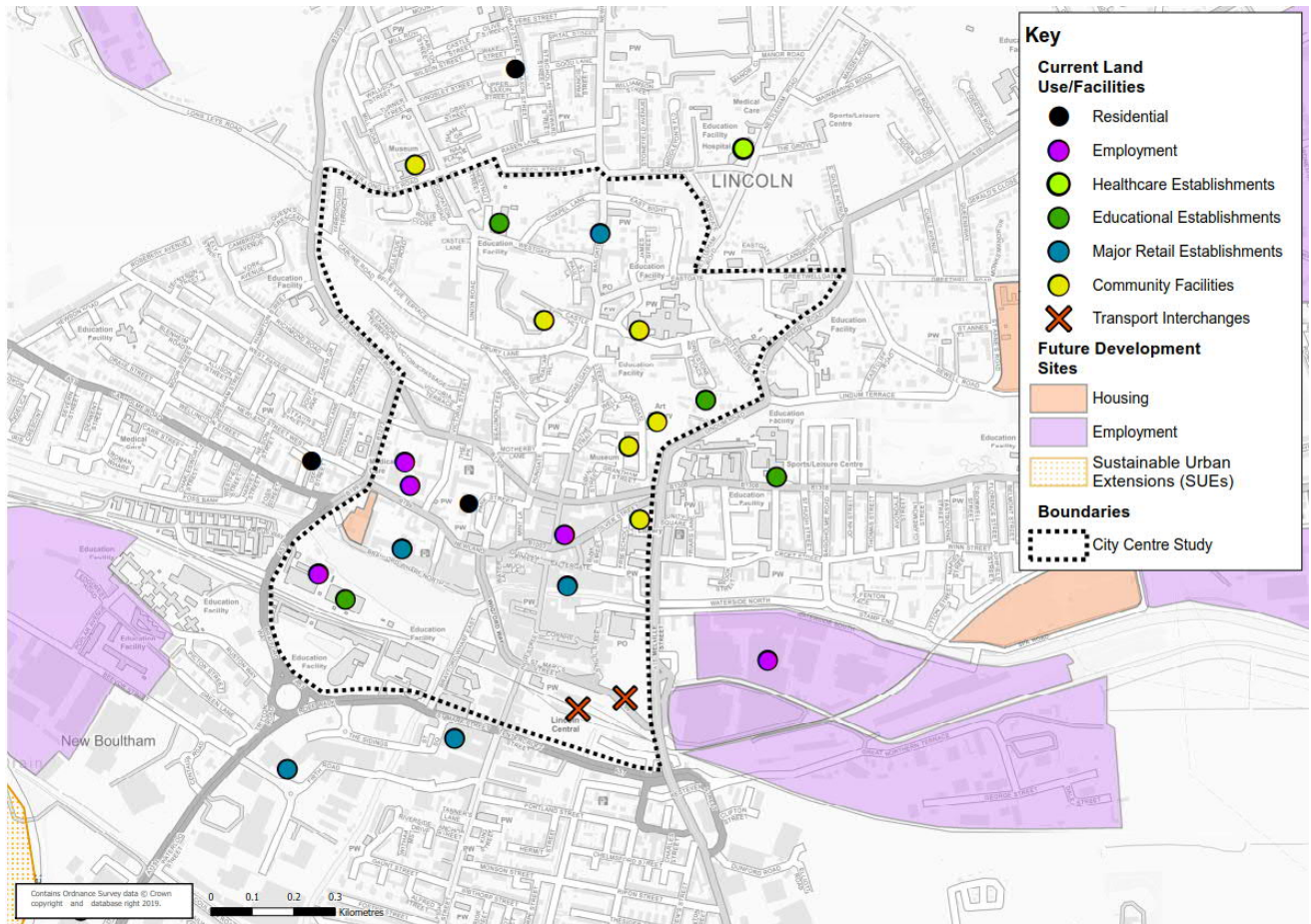


Figure 3-1 – Trip Origin and Destination Mapping

3.3. BARRIERS

- 3.3.1. Natural and man-made barriers to movement were identified to understand how they may impact on existing and potential cycling and walking movements. The LCWNP project provided the basis for this analysis, with the output plan shown in Figure 3-2.
- 3.3.2. Major roads were plotted, with the A15 running north to south through Lincoln, severing movement across the city centre. The road experiences high traffic flows, with large amounts of freight vehicles passing along the road. Few crossing facilities also exist, resulting in pedestrian and cycle users crossing at undesirable or unsafe locations, with the problem exacerbated by the presence of a central reservation guardrail, preventing users from following desire lines.
- 3.3.3. Silver Street (a one-way street running west to east) and Clasketgate/Corporation Street/West Parade (a one-way street running east to west) also cause severance and act as a barrier to cycling and walking movement in the city centre. Localised, high traffic flows and on-street parking makes access to this area increasingly difficult, and is in danger of creating an ‘island-effect’ between the historic area of the city and the shopping environment to the south.
- 3.3.4. Railway lines were also plotted, with several regional routes flowing through the city centre, with no alternative routes around the immediate urban area. As a result of this, the closure of barriers temporarily cuts off the north of the city centre with the south when trains pass through. Recent

attempts have been made to improve north-south connectivity, with the recently constructed footbridge over the line on Brayford Wharf East improving levels of accessibility.

- 3.3.5. Water bodies were also plotted, including Brayford Pool, dissecting the central area of the city in two and the River Witham, intersecting the city centre study area boundary to the south, and flowing east towards Boston.

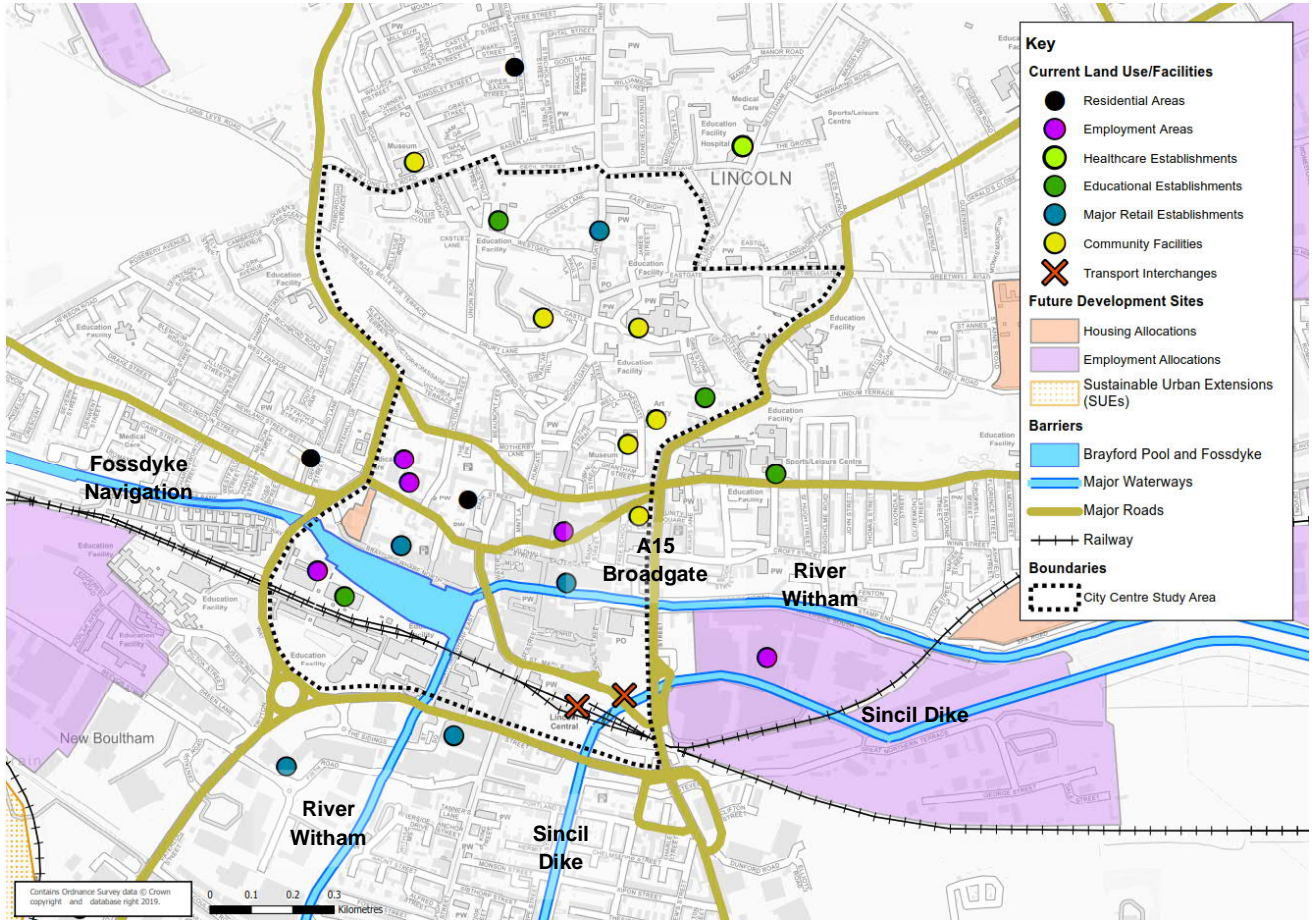


Figure 3-2 - Natural and Man-made Barriers

- 3.3.6. In addition, the topography of Lincoln includes a steep gradient between the central Lincoln shopping area and the historic uphill area of Lincoln, making travel between these two areas difficult, especially for people with restricted mobility or young children.
- 3.3.7. The topographical levels of Lincoln city centre are shown on the plan in Figure 3-3.

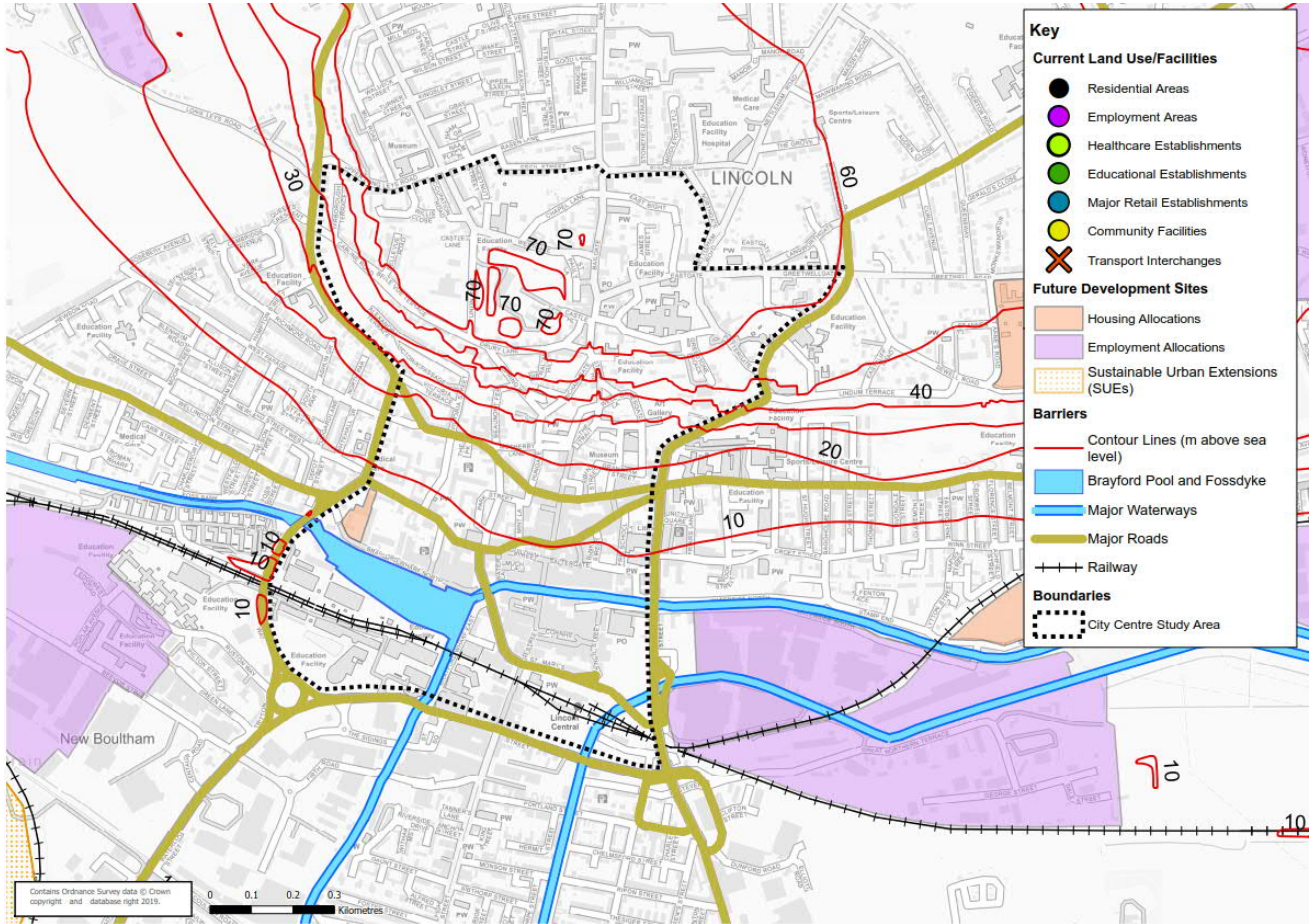


Figure 3-3 - Lincoln City Centre Topography

3.4. COLLISIONS

- 3.4.1. WSP received collision data from the Lincolnshire Road Safety Partnership (LRSP) during the baseline analysis phase of the in-progress Lincoln Transport Strategy. This dataset was analysed for the LCWNP project and was clipped to the city centre study area boundary to identify the location, severity of incidents and user types involved in the collision, within the city centre study area.
- 3.4.2. Table 3-1 and Table 3-2 show the breakdown of collisions within the city centre study area that involved cycle users and pedestrians between 2013 and 2017. They show that a significantly greater number of collisions involved pedestrians (61) rather than cycle users (24), with slight incidents more common than serious collisions, however the proportion of serious collisions was higher for cycle users than pedestrians at 29% for cycle users compared to 23% for pedestrians. There were no fatal collisions recorded for either cycle users or pedestrians within the period in the city centre study area.

Table 3-1 - Collisions Involving Cycle Users Between 2013 and 2017

Severity	Number of Collisions	Percentage of Total
Slight	17	71%
Serious	7	29%
Fatal	0	0%
TOTAL	24	100%

Table 3-2 - Collisions Involving Pedestrians Between 2013 and 2017

Severity	Number of Collisions	Percentage of Total
Slight	47	77%
Serious	14	23%
Fatal	0	0%
TOTAL	61	100%

- 3.4.3. Figure 3-4 shows the spatial distribution and severity of collisions involving cycle users between 2013 and 2017. Collisions involving cycle users often occur at junctions, with severe collisions occurring on Wigford Way, Park Street/Beaumont Fee junction, Spring Hill/Michaelgate junction and Eastgate/Priory Gate junction.

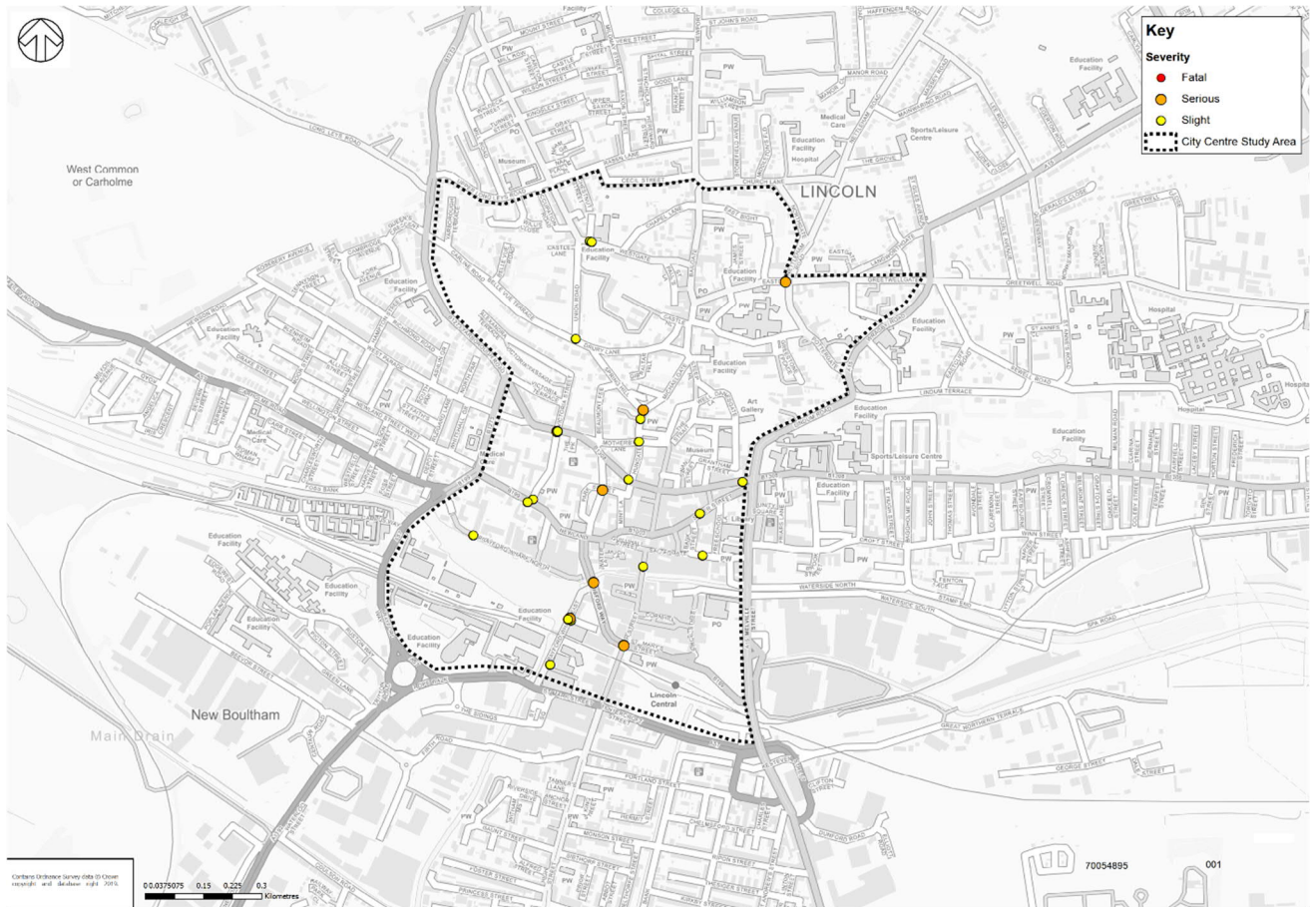


Figure 3-4 - Cycle User Collision Location by Severity

- 3.4.4. Figure 3-5 shows the spatial distribution and severity of collisions involving pedestrians between 2013 and 2017. Slight and serious collisions involving pedestrians have occurred at several junctions and links along prominent streets in the city centre. This includes Wigford Way and the specifically the Wigford Way/High Street junction, the length of Silver Street/Newland and Corporation Street/West Parade, with Corporation Street/West Parade/Hungate and Motherby Lane/West Parade/Beaumont Fee particular hotspots.
- 3.4.5. In the north area of the city centre, several serious collisions were recorded around Lincoln Cathedral, including along Bailgate, Eastgate and Minster Yard. Several collisions had also taken place around residential streets towards the northern periphery of the city centre boundary.

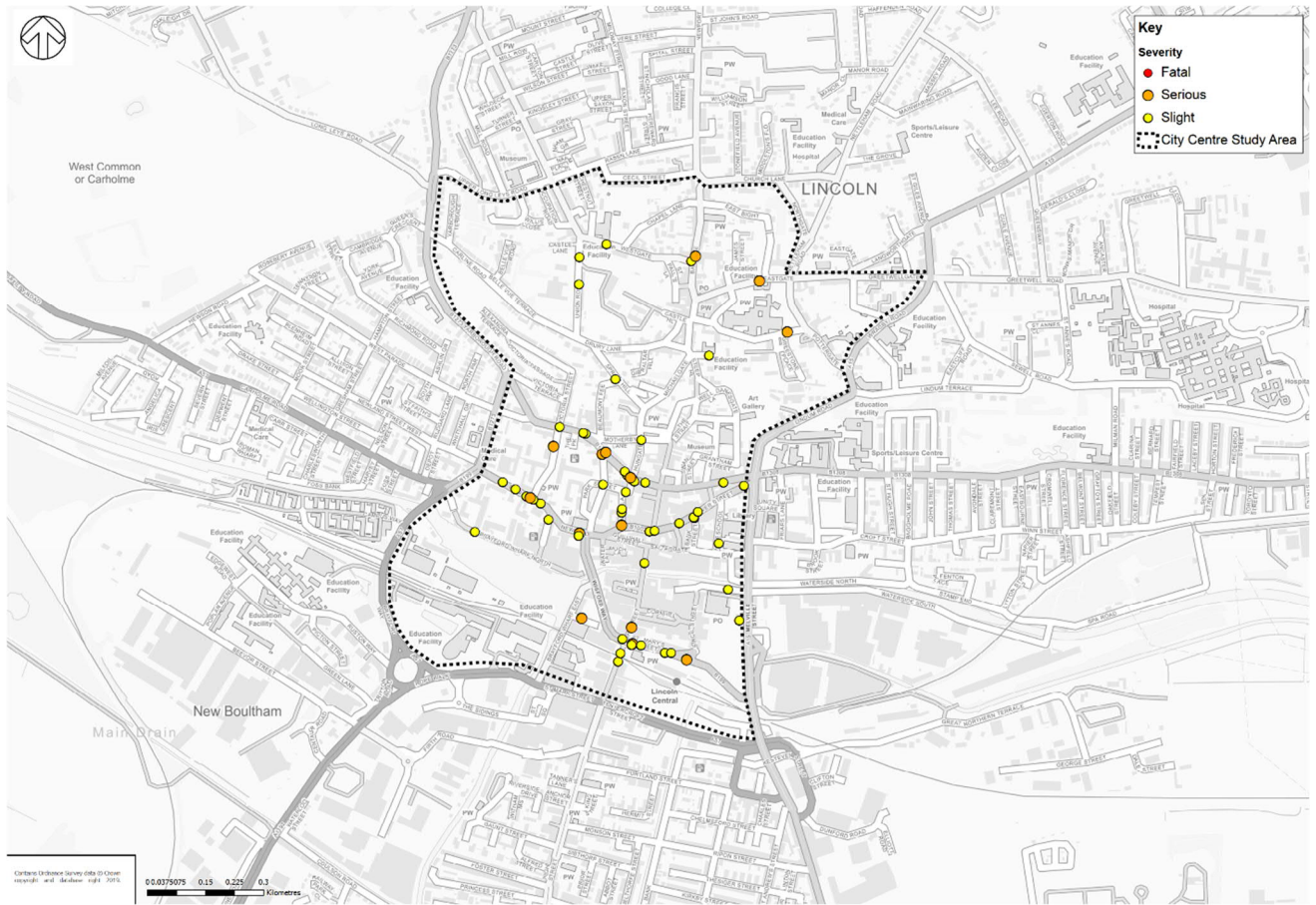


Figure 3-5 - Pedestrian Collision Location by Severity

3.5. AIR QUALITY

- 3.5.1. The latest available Air Quality Annual Status Report (2018) for Lincoln states that the main source of air pollution within the city is road transport. Both nitrogen dioxide and particulates are assessed within the Lincoln air quality assessments and are two of the main pollutants that central government is focused on eliminating.
- 3.5.2. There are two existing air quality management areas (AQMAs) in Lincoln relating to nitrogen dioxide and particulates. An AQMA is an area that monitoring data shows will not meet the required national air quality objectives. Lincoln City Council feeds this evidence into an its Air Quality Action Plan with the aim of improving overall air quality.
- 3.5.3. AQMA No.1 is based on nitrogen dioxide air pollution and is shown in Figure 3-6. AQMA No. 2 is based on pollution from particulates and is shown in Figure 3-7.

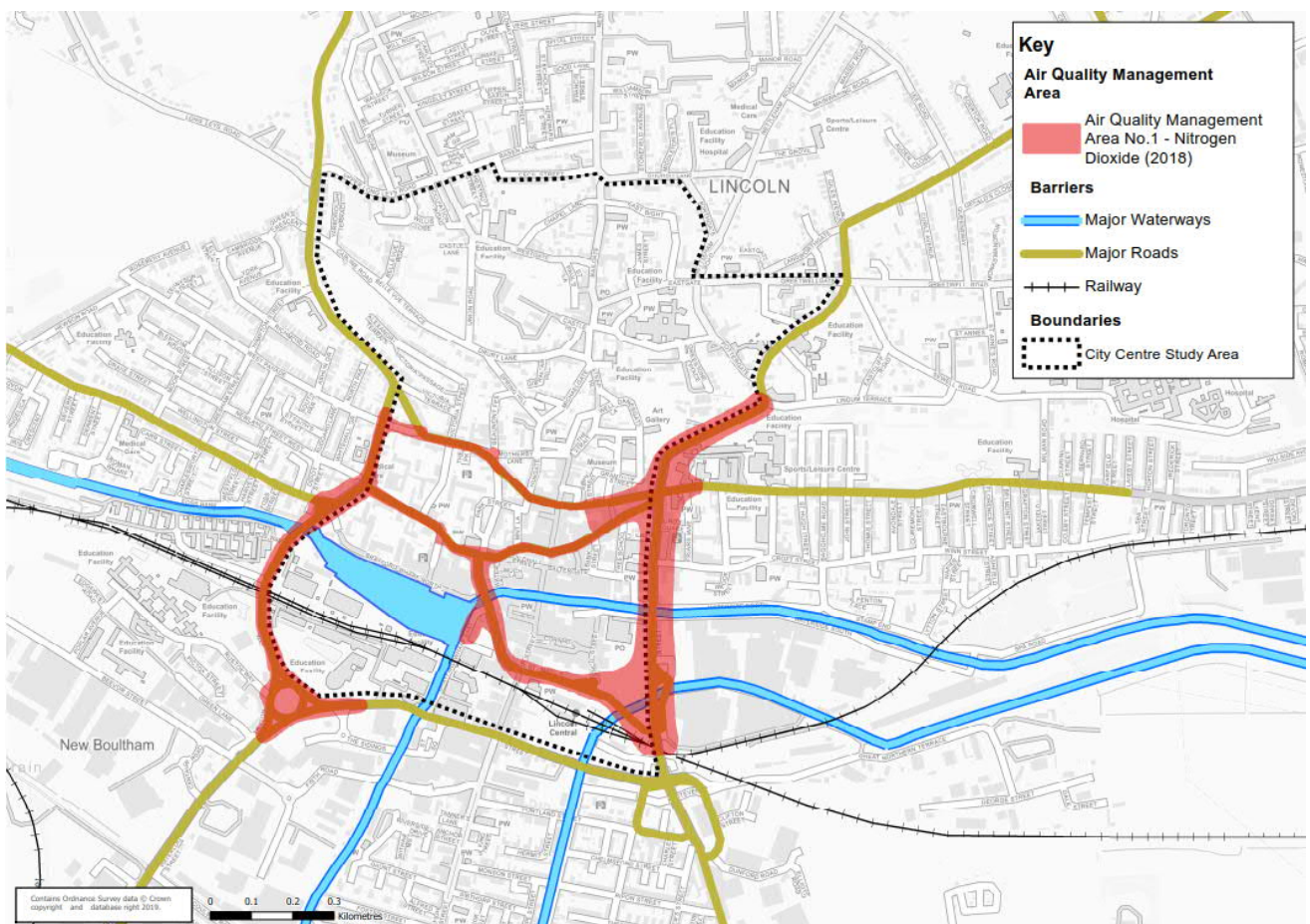


Figure 3-6 – AQMA No.1 for nitrogen dioxide - Lincoln City Centre

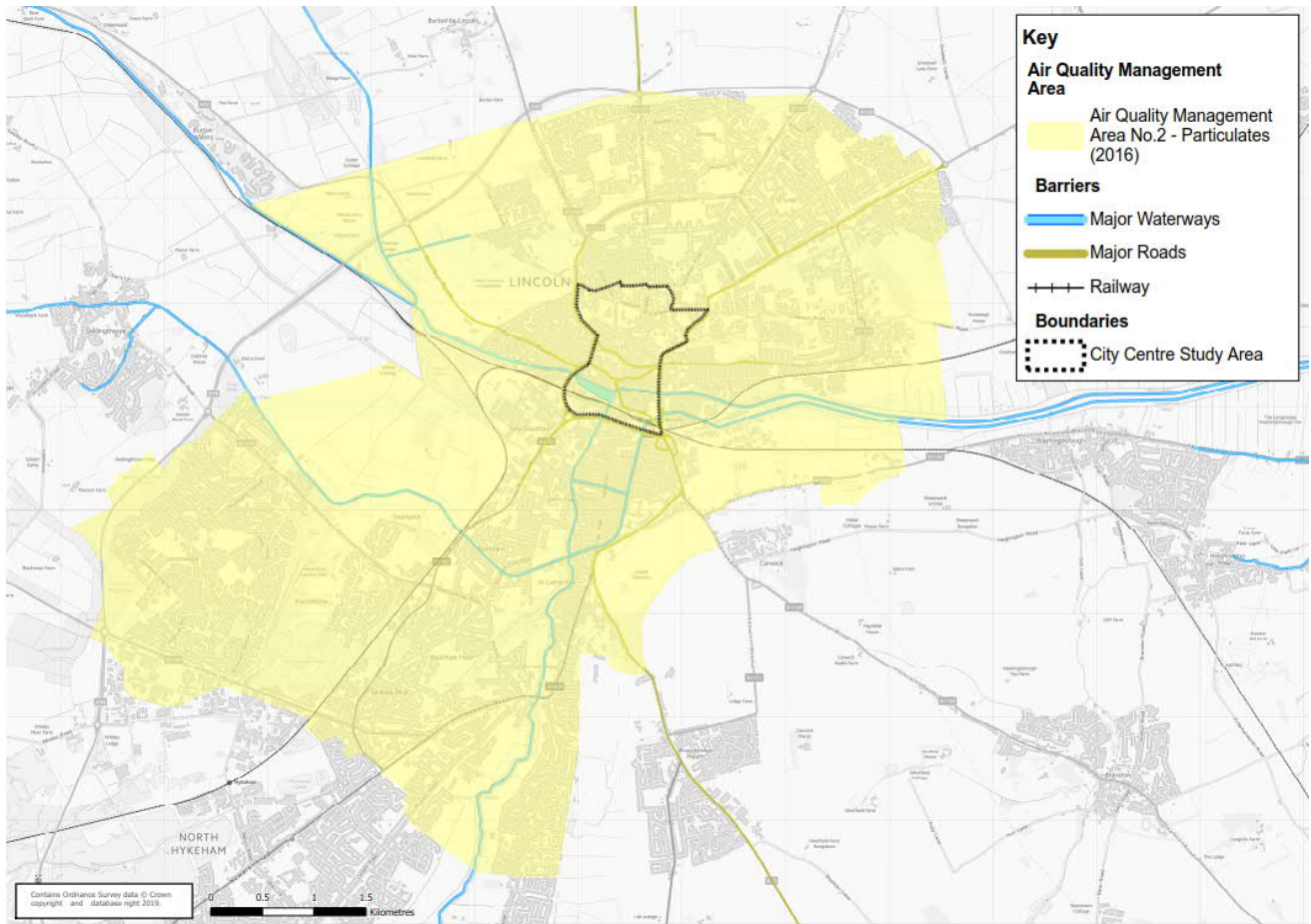


Figure 3-7 - AQMA No.2 for Particulates - Lincoln City Centre

3.6. EXISTING CYCLE INFRASTRUCTURE

- 3.6.1. Figure 3-8 shows the existing cycle infrastructure identified as part of the previous work, for the development of the LTS and for the LCWNP.
- 3.6.2. Figure 3-8 indicates that Sustrans National Cycle Network (NCN) Routes 1 and 64 intersect the city centre boundary, revealing that connections between these two routes is limited: an intermittent advisory cycle lane along Brayford Wharf North is the only dedicated infrastructure connecting these two cycle routes. Advisory cycle lanes also run north of the Cathedral with road links of varied cycling provision connecting Scampton in the north with Lincoln, and National Cycle Route 1 to the east.
- 3.6.3. Figure 3-8 also reveals that no designated cycle route exists north-south within the city centre, with users having to navigate narrow streets with other transport modes or having to make an extended journey east towards NCN Route 1, before continuing their journey northwards.

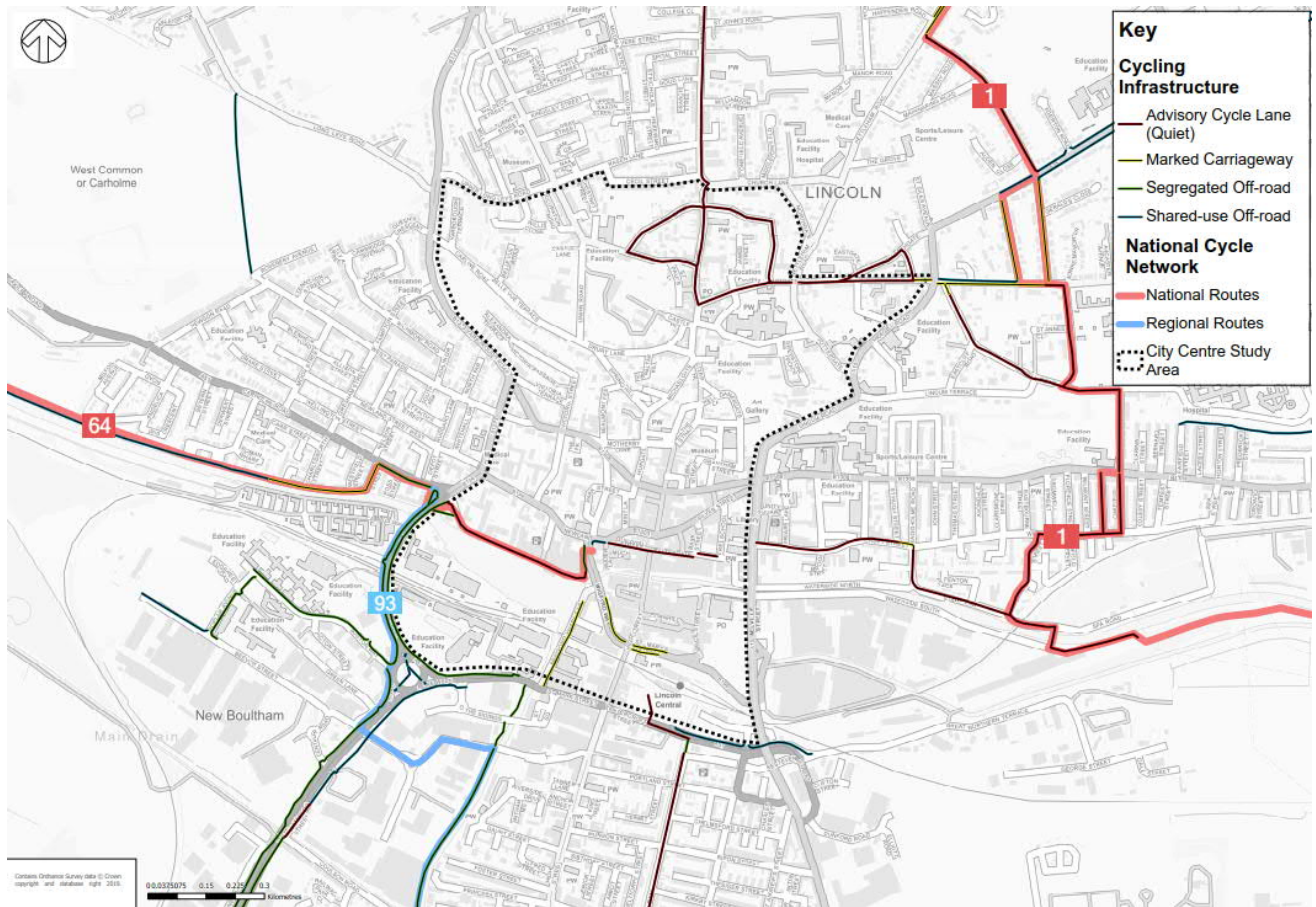


Figure 3-8 - Existing Cycle Infrastructure

3.7. CYCLE COUNTS AND CYCLE HIRE

3.7.1. Figure 3-9 shows the available 2-way cycle counts that are known on some routes around the city centre. These are summarised as follows:

- B1003 Tritton Road: 170
- Firth Road: 554
- Spa Road: 171

3.7.2. It also shows the cycle hire locations around the city centre for the Lincoln Hirebike scheme and the most popular cycle routes between cycle hire locations, as provided by LCC. It shows that the north-south trips and trips generally in the north of the city centre are limited.

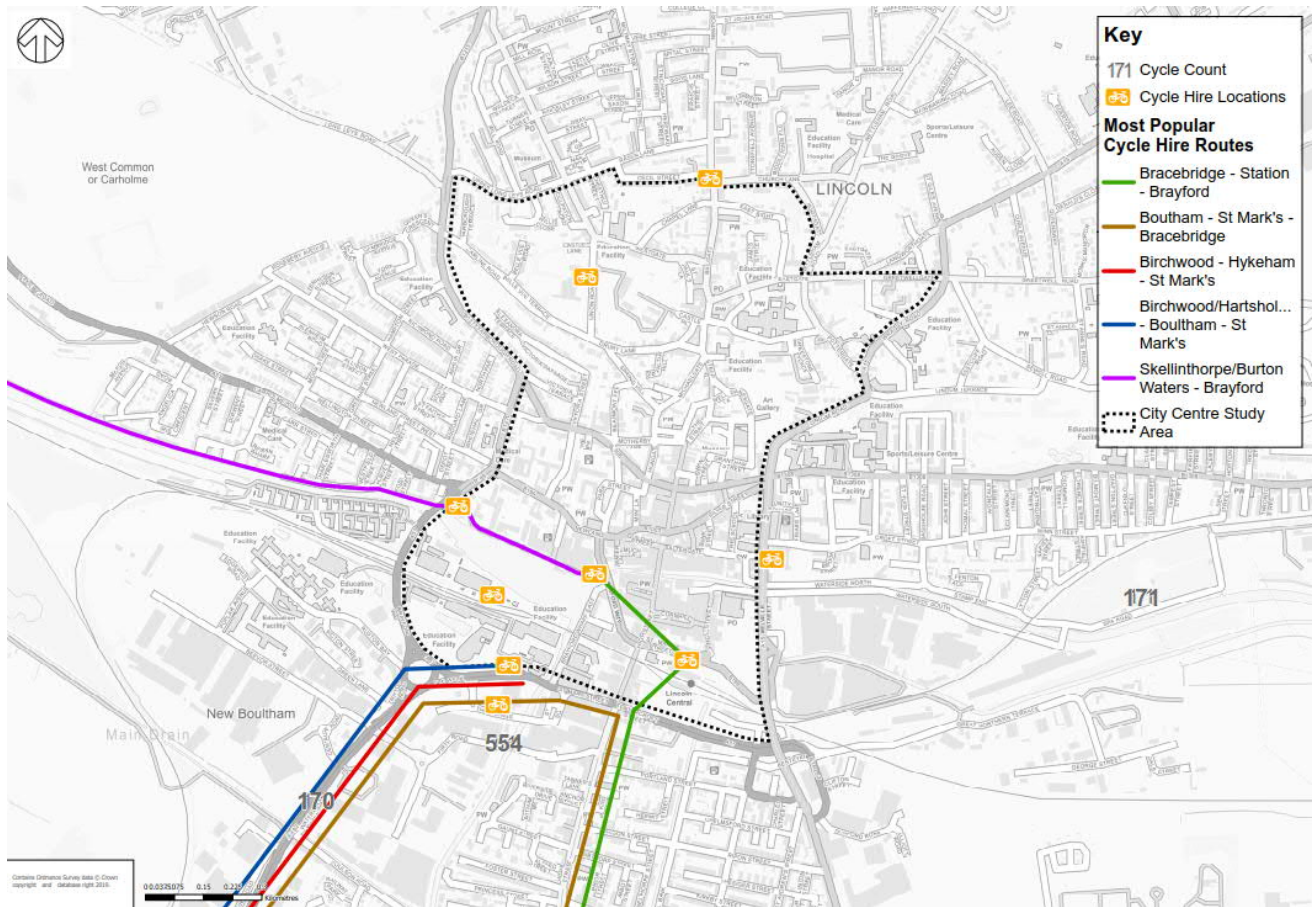


Figure 3-9 - Cycle Counts and Most Popular Cycle Hire Routes

3.8. CORE WALKING ZONE

3.8.1. The plan in Figure 3-10 displays the Core Walking Zone (CWZ) in Lincoln city centre. The CWZ centre point was identified within the LCWNP project as High Bridge, crossing the River Witham, and from here an 800m isochrone was assigned to the road network to form the CWZ. The outer walking zone is also shown in Figure 3-10, based on a walking distance to the CWZ of up to 2km.

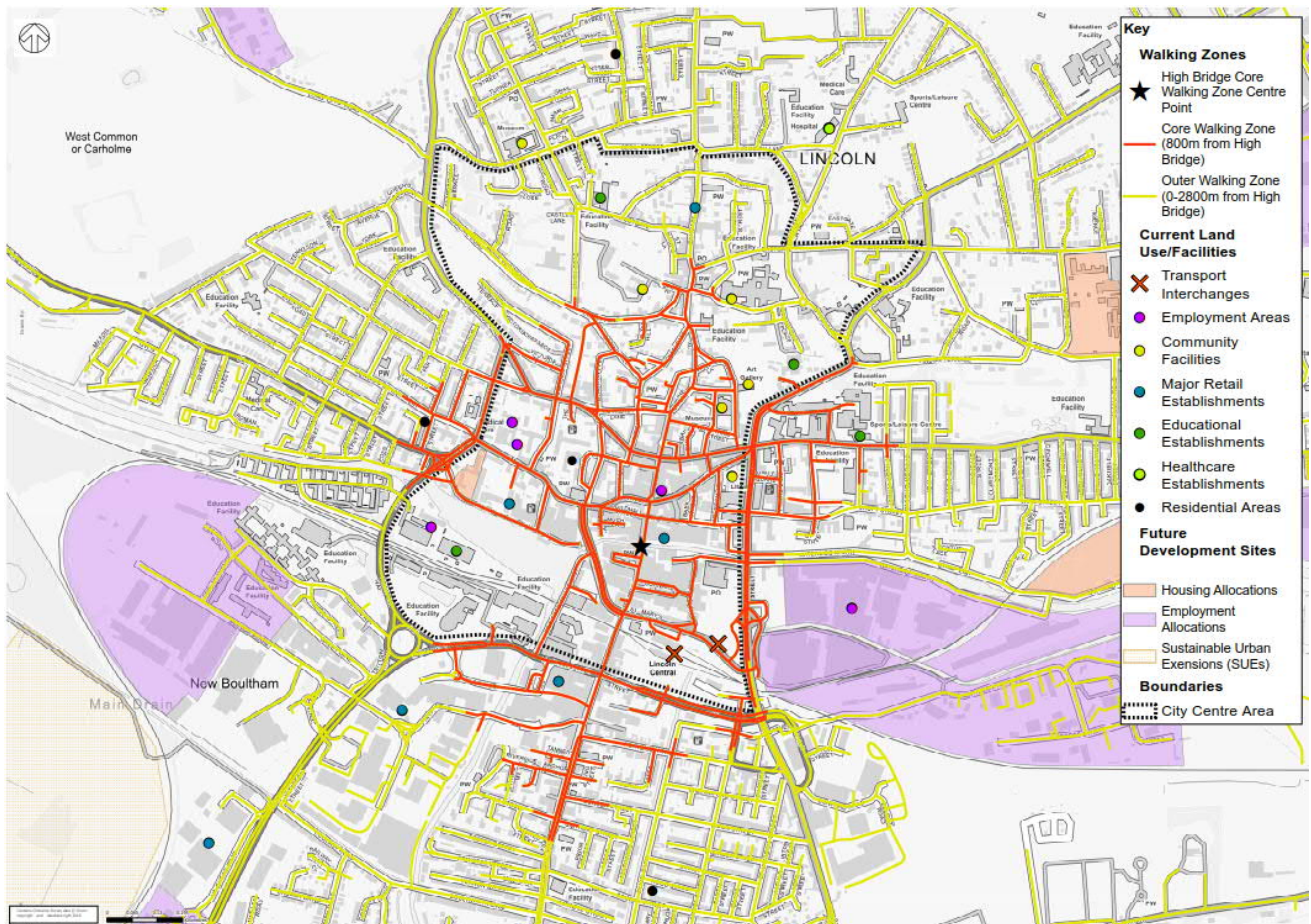


Figure 3-10 - Core Walking Zone

3.9. LCWNP PROPOSALS

- 3.9.1. The cycling and walking network outlined within the LCWNP project can be seen in Figure 3-11 and Figure 3-12. The cycling network, although outlined within the Lincoln city centre study boundary within the LCWNP project, is reassessed in detail within this focussed city centre project as it was identified that this required further analysis in order to define routes. The walking network highlights the most important walking routes to the CWZ as outlined within the LCWNP project.
- 3.9.2. Figure 3-13 shows the priority cycling and walking routes identified within the LCWNP project, where more focused analysis of the cycling and walking infrastructure requirements was undertaken. It was appreciated within the study that further analysis was required for the city centre infrastructure interventions, which this project provides.

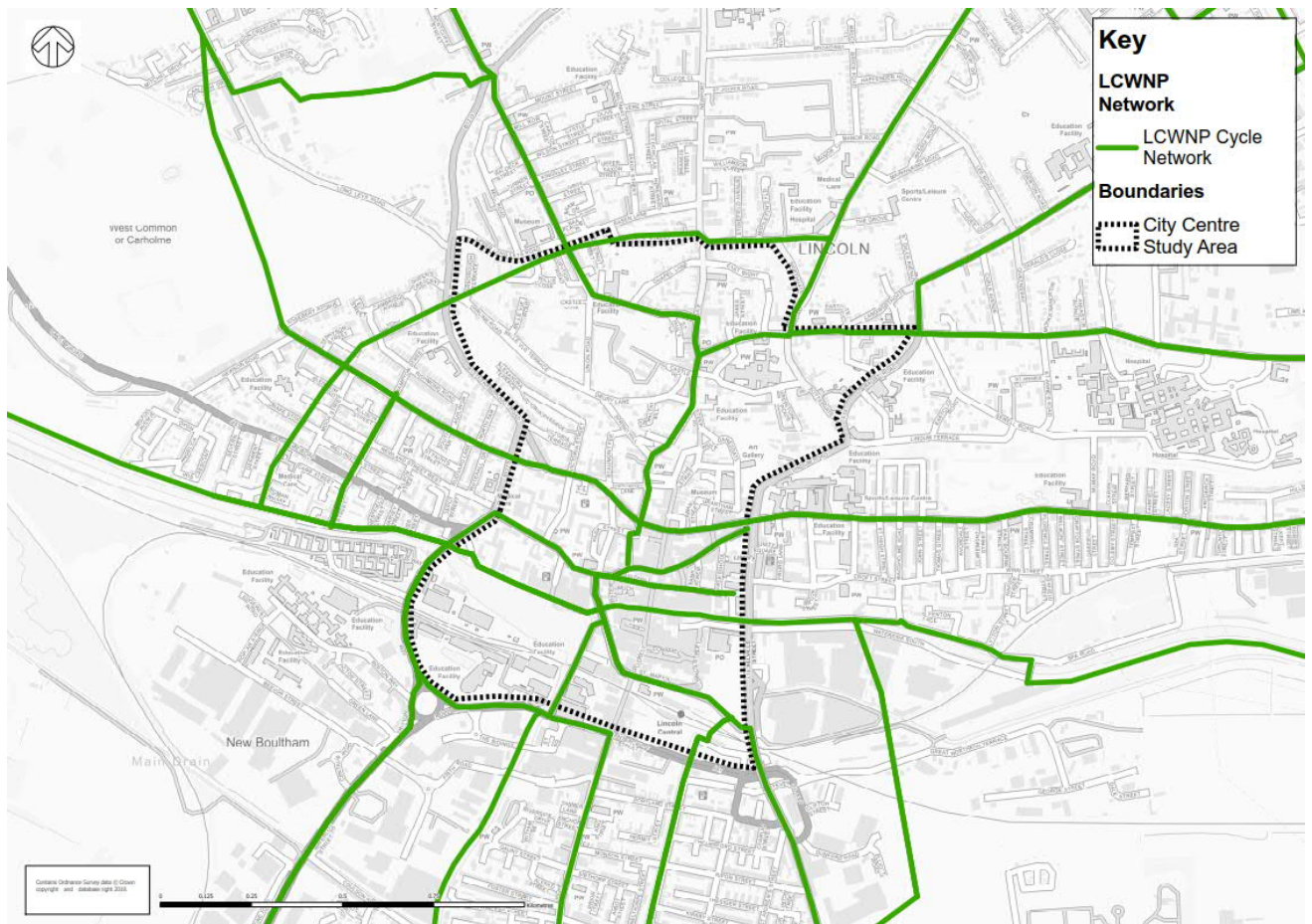


Figure 3-11 - LCWNP Cycling Network

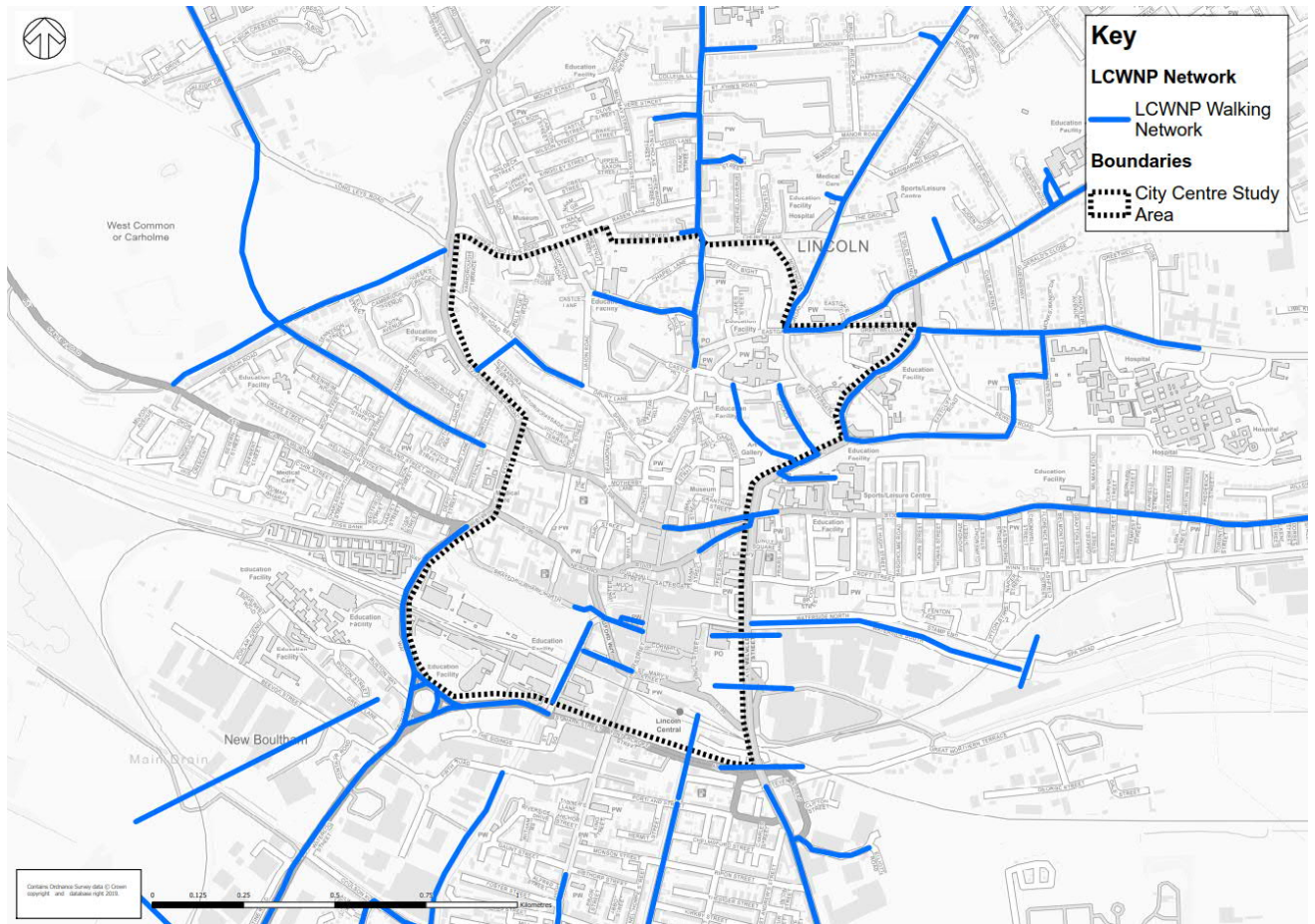


Figure 3-12 - LCWNP Walking Network

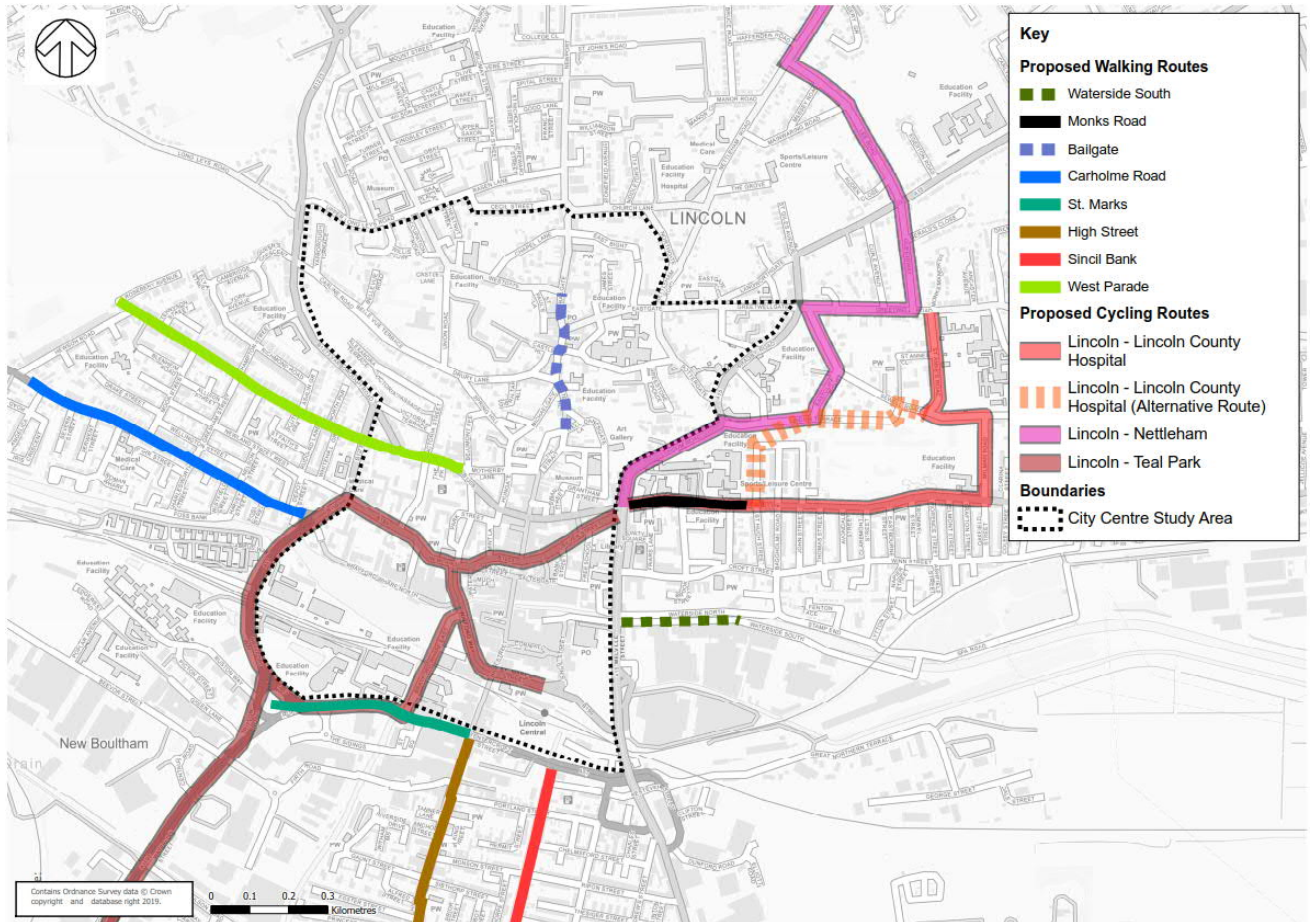


Figure 3-13 - Proposed City Centre Walking and Cycling Network

4. LINCOLN CITY CENTRE CYCLING AND WALKING NETWORK DEVELOPMENT

4.1. DESIRE LINE ANALYSIS

4.1.1. The identification of priority cycling and walking routes for Lincoln city centre has been developed methodically, firstly with the identification of city centre zones in agreement with LCC, as follows:

- Brayford Waterfront
- Cultural Quarter
- Cathedral Quarter
- High Street Quarter
- Lincoln West

4.1.2. Proxy central points were then added to the city centre zones. Desire lines were then added between the city centre zone proxy points and the points where the cycle network intersects with the city centre boundary. The cycle network used was that developed within the LCWNP project.

4.1.3. The city centre zones and resulting desire lines are shown in Figure 4-1 alongside the origin and destination points.

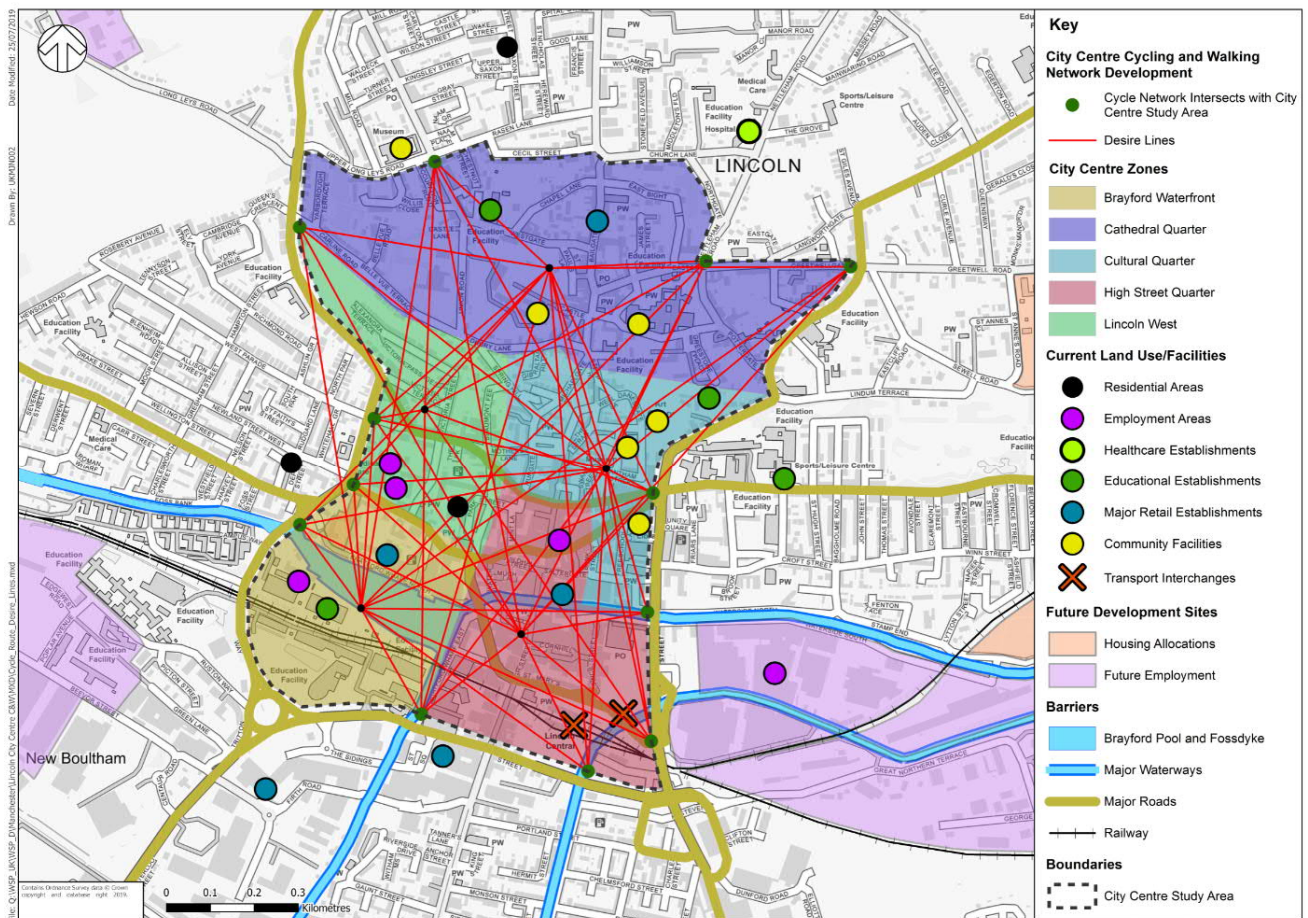


Figure 4-1 - City Centre Zones and Desire Lines

4.1.4. A second iteration of the plan was produced, as shown in Figure 4-2, with a reduced number of desire lines using only those from each major direction, in order to simplify the plan and identify strong patterns of movement.

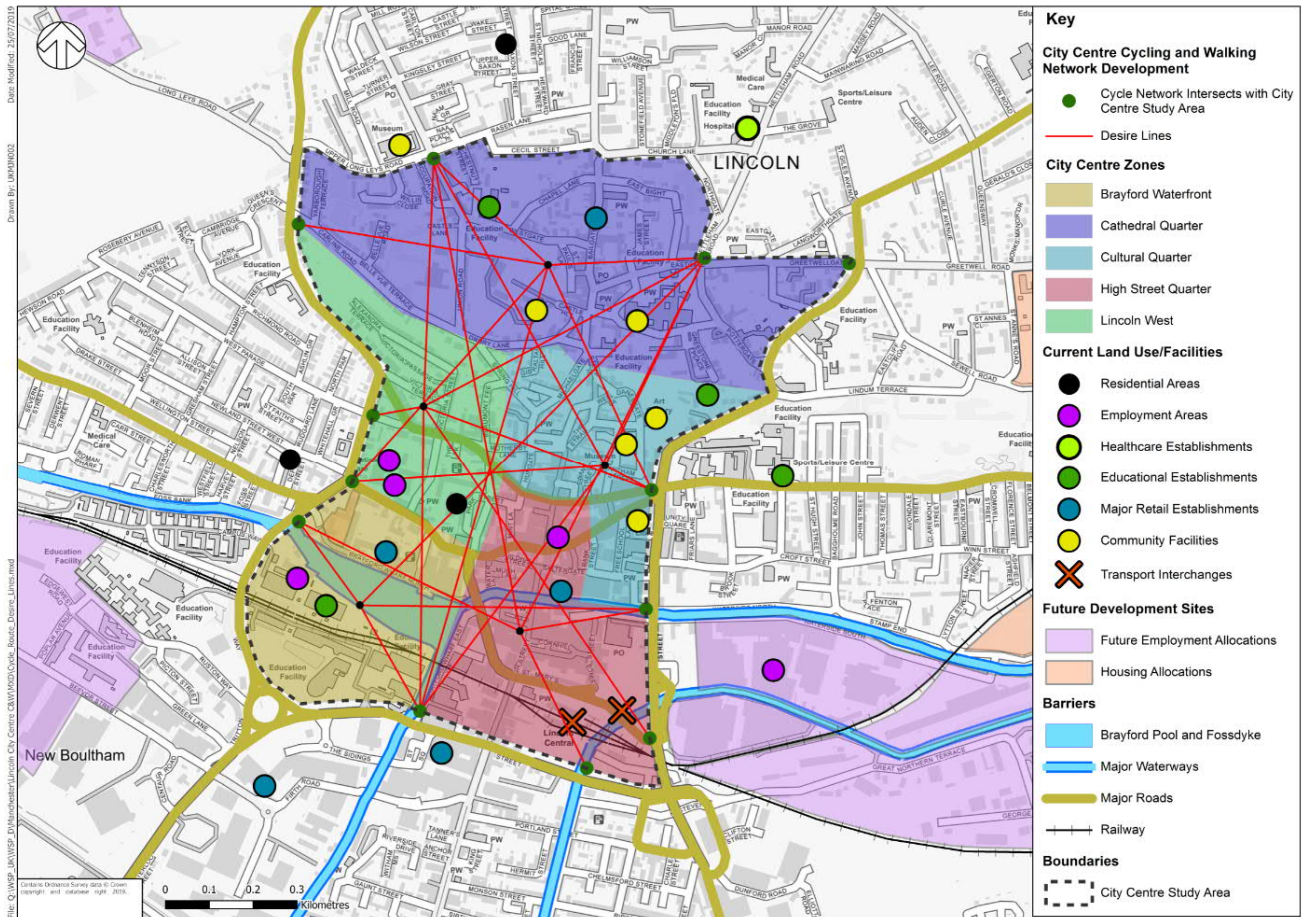


Figure 4-2 - Second Iteration Showing City Centre Desire Lines

4.1.5. From the second iteration of the plan, two north-south and three east-west desire lines were marked on to further consolidate the desire lines. This is presented in Figure 4-3. This approach was taken to create a mesh of desire lines from which to design the network. The mesh is based on the DfT LCWIP technical guidance advising that cycle users should typically not have to travel more than 400m to get between cycle routes of similar quality.

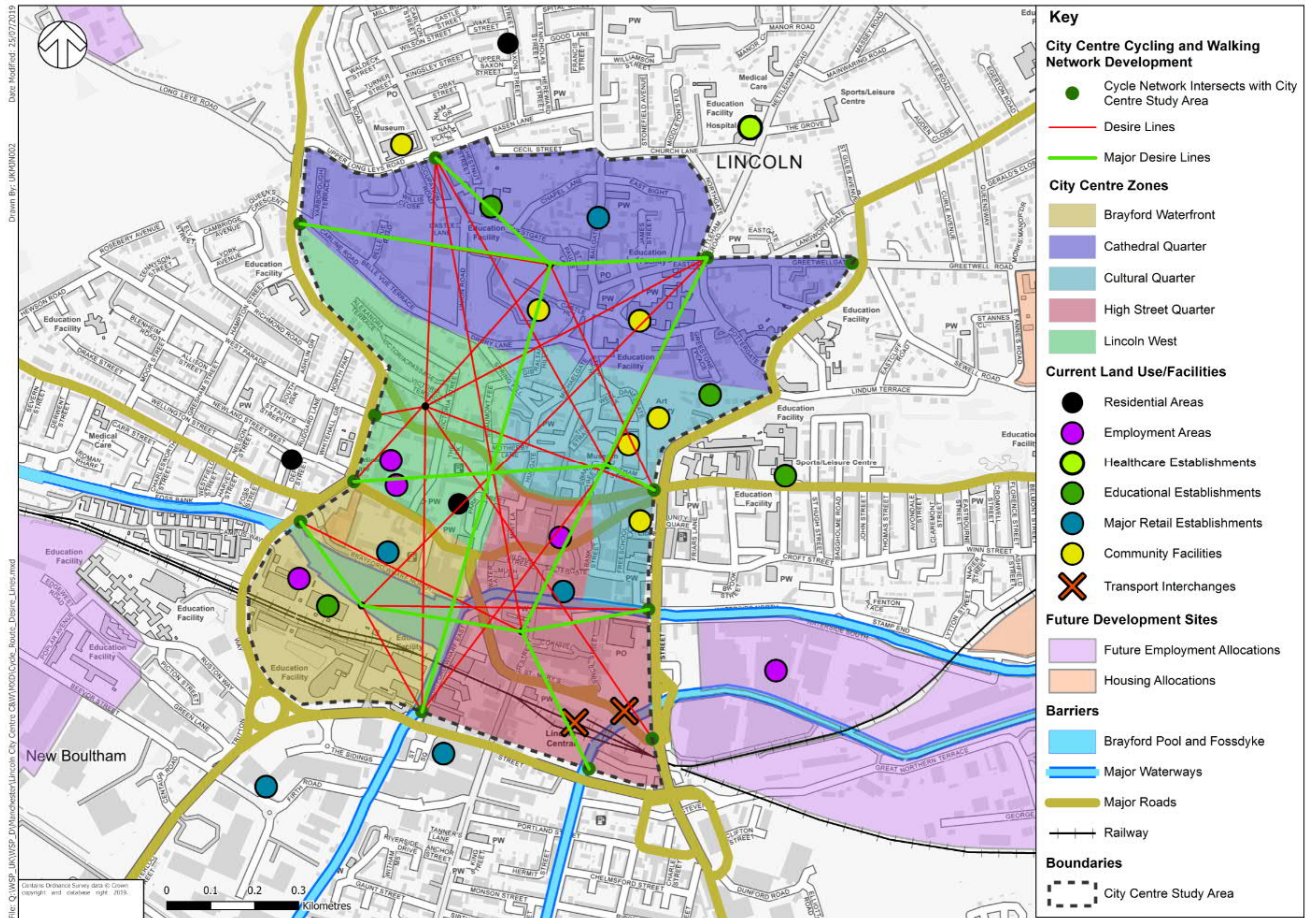


Figure 4-3 - Consolidated City Centre Desire Lines

- 4.1.6. Lastly, the consolidated desire lines were converted into potential cycling and walking routes on the existing road network. Figure 4-4 shows these potential cycling and walking routes.
- 4.1.7. The potential east-west routes pass along the following streets:
- the north embankment of the Brayford Pool and River Witham
 - Western Parade, Corporation Street and Clasketgate
 - Drury Lane and Eastgate
- 4.1.8. The potential north-south routes pass along the following streets:
- Oxford Street, Sincil Street, Free School Lane, Flaxengate
 - Brayford Wharf, Wigford Way, Beaumont Fee, Spring Hill, Union Road, Burton Road

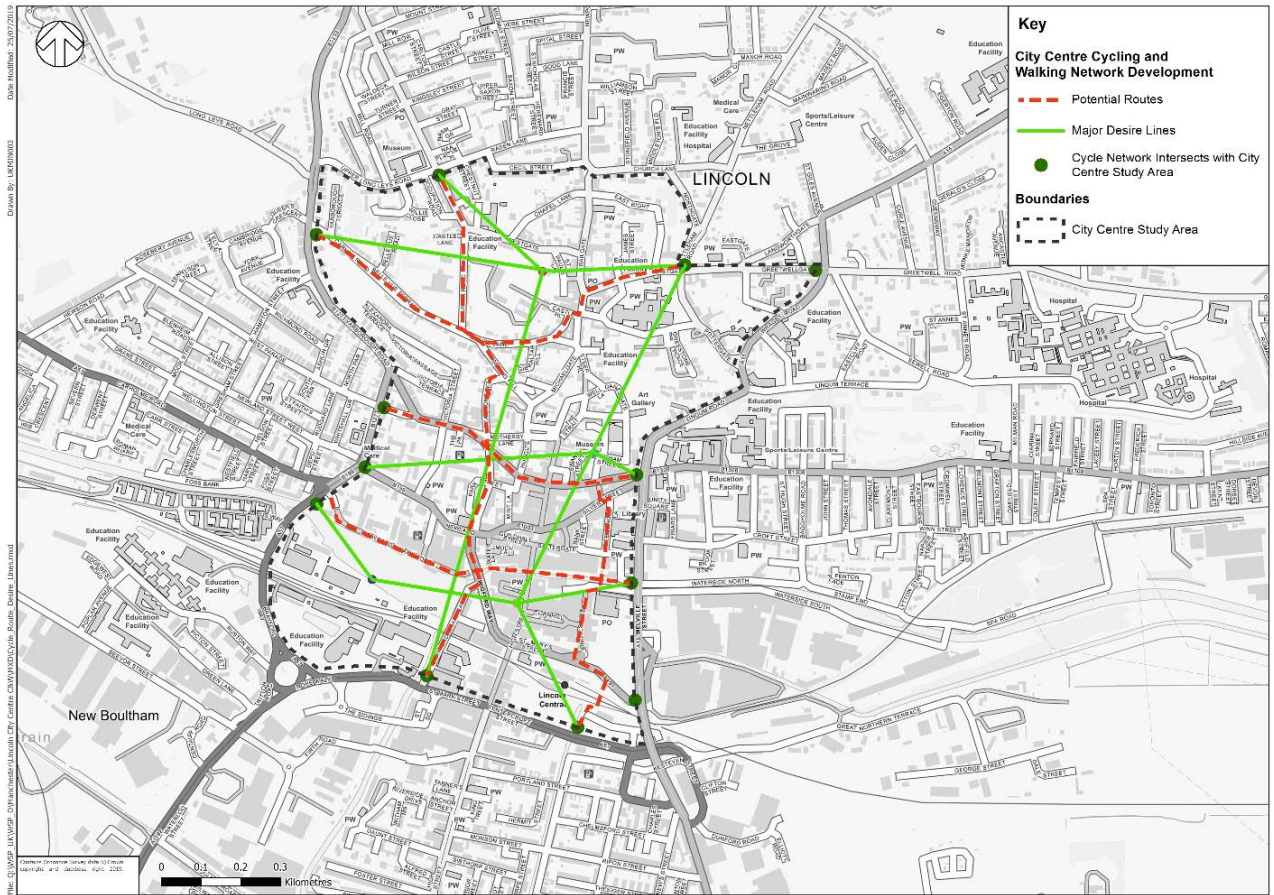


Figure 4-4 – Potential Cycling and Walking Routes

4.2. LINCOLNSHIRE COUNTY COUNCIL VALIDATION

- 4.2.1. Reviewing the above, a proposal was developed with LCC for the city centre cycling and walking network including the identified priority routes. The proposed Lincoln city centre cycling and walking network and priority routes are shown in Figure 4-5.

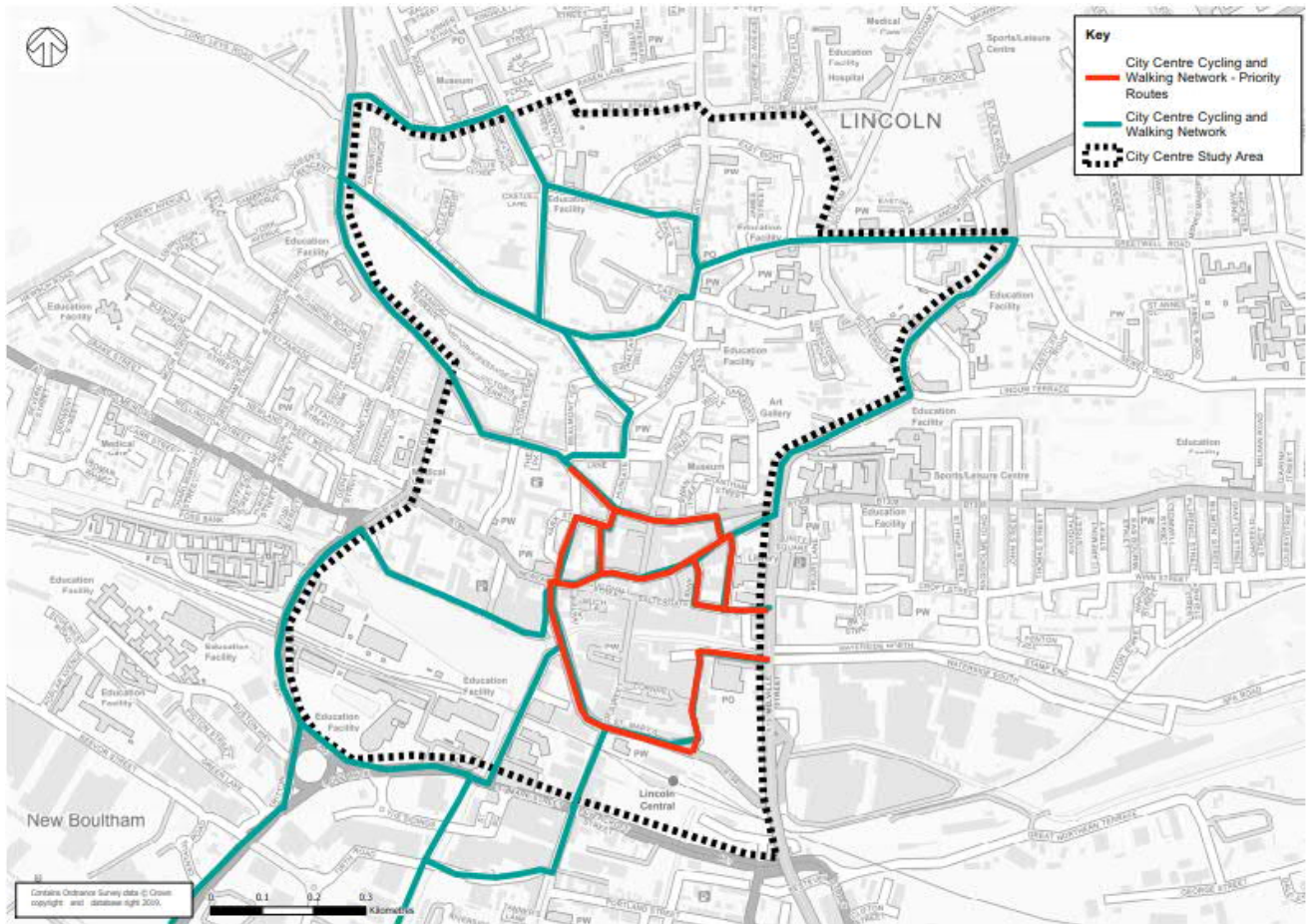


Figure 4-5 - City Centre Cycling and Walking Network

4.3. SITE VISIT OVERVIEW

- 4.3.1. Lincoln city centre site visits were held on Tuesday 30th July 2019 and Wednesday 31st July 2019. These were attended by Philip Watt (LCC), Sam Fleming (WSP) and Andrew Binder (WSP). The focus of the site visit was on the agreed city centre cycling and walking network (as shown in Figure 4-5).
- 4.3.2. The site visit was held to develop an understanding of the existing transport infrastructure along the proposed Lincoln city centre cycling and walking network in order to develop cycling and walking infrastructure options.
- 4.3.3. It was agreed with LCC that although the whole city centre cycling and walking network would be considered, the focus would be on the city centre cycling and walking priority routes shown in red in Figure 4-5, as it was agreed that these sections of the network are likely to be the most deliverable and effective in terms of increasing cycling and walking levels.
- 4.3.4. The priority routes were therefore looked at in more detail on the site visit, in order to provide high-level cycling and walking infrastructure options, provided in Section 6.3 of this report.

- 4.3.5. The priority city centre cycling and walking network was assessed by WSP with consideration of the core cycling and walking design outcomes, the Healthy Streets approach and street function.
- 4.3.6. The five core design outcomes for cycling and walking infrastructure that were considered are as follows:
- Attractiveness
 - Comfort
 - Directness
 - Safety
 - Coherence
- 4.3.7. Gradient was also considered as this is an important factor on the propensity to cycle.
- 4.3.8. Transport for London's (TfL) Healthy Streets approach which evaluates 10 key indicators of healthy streets was also considered:
- Pedestrians from all walks of life
 - People choose to walk, cycle and use public transport.
 - Clean air
 - People feel safe
 - Not too noisy
 - Easy to cross
 - Places to stop and rest
 - Shade and shelter
 - People feel relaxed
 - Things to see and do
- 4.3.9. The street function (movement vs place) was also assessed with the site visit used to understand the street function – how the streets are currently used, considering their role in place and movement and how this might change. Place and movement are defined as follows:
- Place – a focus on living and function
 - Movement – a focus on moving people efficiently and reliably.
- 4.3.10. The cycling and walking infrastructure core design outcomes, Healthy Streets approach and movement and place street function were used to develop a street-type intervention framework, which is detailed in Section 5.

4.4. CYCLE PARKING

- 4.4.1. Cycle parking is an essential part of cycle infrastructure and a sufficient number of convenient cycle parking spaces should be provided. When considering cycle parking, particular attention should be provided to the following:
- Close proximity to the destination (of particular importance in a short duration context, for example shopping), and
 - Security related to the parking duration context – higher security for longer duration
- 4.4.2. Cycle parking provision has been considered along the identified city centre priority routes using up-to-date guidance. Key cycle parking principles are set out below.
- 4.4.3. LCDS states that cycle parking should be:

- Fit-for-purpose – meeting future demand, accommodating short and long stays and different cycle types.
- Secure – either in secure compounds or outdoor places that have plenty of natural surveillance.
- Well-located – convenient, accessible, close to the destination, and preferably sheltered.

4.4.4. These primary requirements were assessed as part of this study, with recommendation provided in Section 6.5.

4.4.5. In addition to these primary requirements, cycle parking should also have an inclusive design for cycle users who have physical, sensory or cognitive impairments and the following approach is recommended:

- Step free access
- Signing to accessible facilities
- Adequate space for larger cycle models

4.4.6. Cycle parking is necessary at various locations and the provision will vary at these locations. These include places of residence; short stay destinations such as shops and cafes; or long-stay destinations such as work and education. They also include transport interchanges.

4.4.7. Design of short stay parking is heavily focussed on proximity to the destination. Longer stay parking is mainly concerned with security as users are expected to be further away from their cycles for longer periods. Yet longer stay parking should also consider use of shelter, ease of access, and walking distances to the final destination.

4.4.8. Section 6.5 presents a proposal for cycle parking along the priority city centre cycling and walking routes.

5. LINCOLN CITY CENTRE STREETS FRAMEWORK

- 5.1.1. To consider the role of movement and place on Lincoln city centre's streets, a Lincoln City Centre Streets Framework has been developed. This Framework is based and adapted from the TfL Streetscape Classification and from LCDS, whereby streets are categorised based on the relative strength of the place and movement functions of a street. The Framework allows cycling infrastructure interventions to be approached based on their street classification.
- 5.1.2. The Framework is presented in Table 5-1, which provides examples of where each street classification can be found in Lincoln city centre, accompanied by a description of each street type and the cycle infrastructure applicable. The street type categories are as follows and are explained in more detail in Table 5-1:
- City Place
 - Square
 - Local Street
 - City Street
 - Commercial Street
 - Connector
- 5.1.3. Table 5-1 provides examples of intervention which are based on the typical features of the street type. When choosing the type of infrastructure to be implemented, the traffic flow and traffic speed should be primary considerations. Figure 5-1 provides guidance on what level of protection should be provided for cycling dependent on the traffic flow and speed.
- 5.1.4. Table 5-1 and Figure 5-1 are used to advise the infrastructure options provided in Section 6.

Table 5-1 - Lincoln City Centre Streets Framework







Greater Place Function ↑					Greater Movement Function →						
Street Type	Location Examples	Typical Features	Examples of Intervention	Lincoln City Centre Example	Street Type	Location Examples	Typical Features	Examples of Intervention	Lincoln City Centre Example		
City Place	Steep Hill	Pedestrian priority	Integration (cycle street, mixed traffic)		City Street	High Street	Pedestrianisation	Integration (cycle street)			
	Lincoln Castle	Very limited vehicle access				Steep Hill	High footfall			Vehicle access restricted	
Brayford Wharf North	Some active frontages	Brayford North Wharf	Active frontages (retail) with activity spilling onto street in places								
Square	Grantham Street	Higher quality streetscape and carriageway surfacing	Integration (cycle street, mixed traffic)			Mint Street	Active frontages (mainly commercial, but some office)	Dedicated cycle tracks			
	Flaxengate	Limited access to residential properties and car parks				Silver Street	Little vehicle access restrictions				Integration (cycle street, mixed traffic)
	Danes Terrace	Residential roads primarily consisting on terraced or semi-detached properties.				Clasketgate	Parking/loading bays present				
	The Strait					Residential and employment land uses. Few active frontages. Dominance of car reflected by car parks and parking restrictions.	Corporation Street				Footways on both sides of carriageway
	Lincoln Cathedral						West Parade				Active frontages limited
Local Street	Greetwell Gate	Integration (cycle street, mixed traffic)		Connector		Wigford Way	General traffic movement focus reinforced by infrastructure design, such as guardrail	Dedicated cycle tracks			
	West Parade				Oxford Street (St Mary's Street)						
	Beaumont Fee				Broadgate						
	Saxon Street				Pelham Street						
					Newland						
	East West Link Road										

Figure 5-1 - Protected Space for Cycling - Relationship with Speed and Traffic Flow

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

6. CITY CENTRE ROUTE OPTION DEVELOPMENT

- 6.1.1. This section provides data analysis and option development for the priority city centre cycling and walking routes.
- 6.1.2. The data analysis includes datasets that have particular relevance when considering appropriate cycling and walking infrastructure options. This includes:
 - Traffic Flows
 - Traffic Speed
 - Bus Routes and Stops
 - Local Access and Loading/Parking
 - Street Types of Priority Routes

6.2. PRIORITY ROUTE DATA ANALYSIS

TRAFFIC FLOWS

- 6.2.1. In order to understand the volume of traffic on Lincoln city centre's streets, The Greater Lincolnshire Transport Model (GLTM) has been used. The model provides the Annual Average Daily Traffic (AADT) flows for the model base year of 2016. As seen in Figure 5-1, AADT flow impacts on what level of cycle infrastructure should be provided.
- 6.2.2. The Lincoln city centre AADT flows can be seen in Figure 6-1. It shows the highest flows are along the A15 Broadgate and along Silver Street. These existing high AADT flows of above 5,000 require protected space for cycling, as seen in Figure 5-1. Alternatively a plan for reducing the traffic flow is required, in order for mixing with traffic to be acceptable. It is anticipated that with the introduction of the Lincoln Eastern Bypass, that traffic levels on the A15 Broadgate will reduce, presenting an opportunity for cycling and walking.

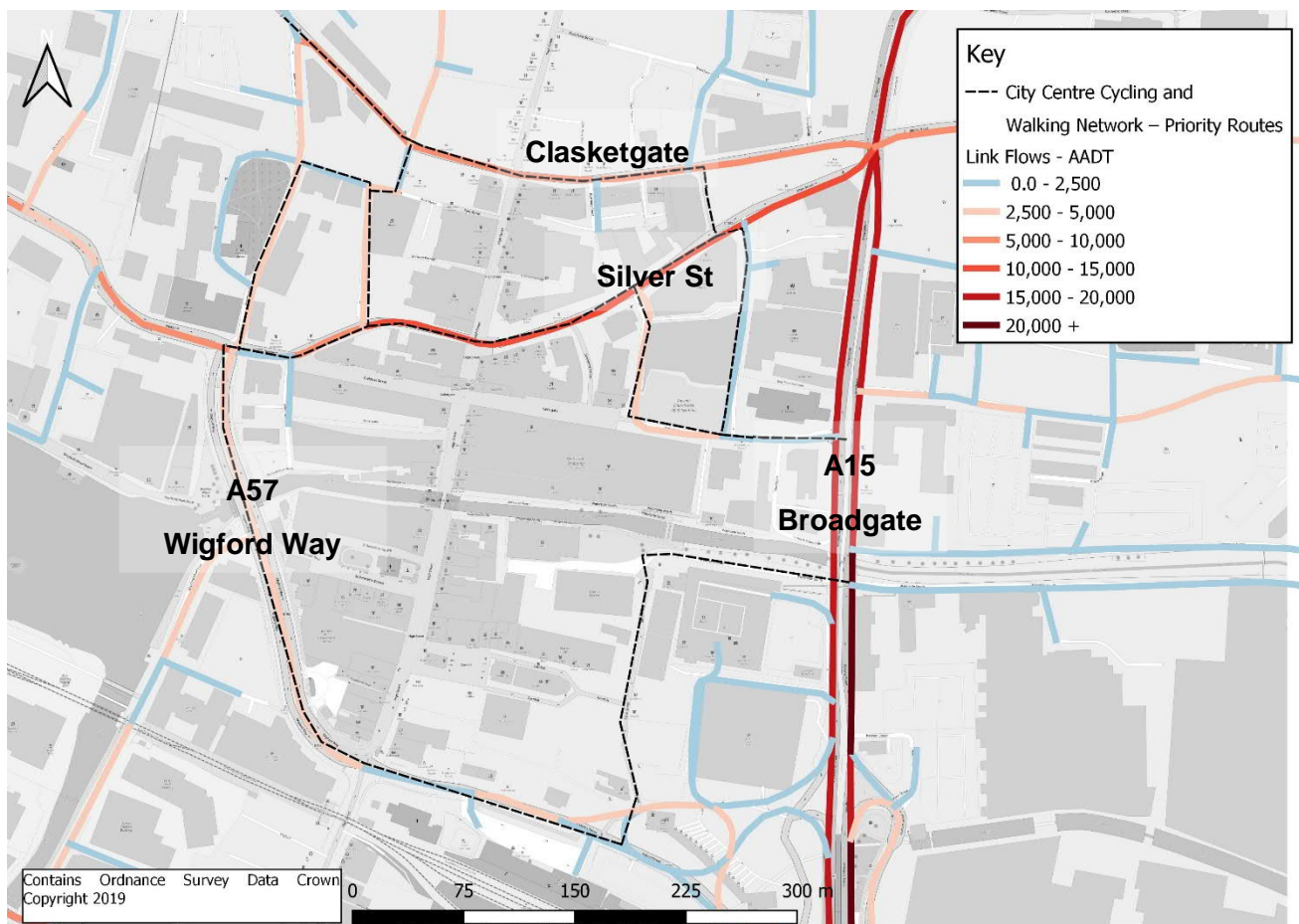


Figure 6-1 - Lincoln City Centre AADT Flows

TRAFFIC SPEED

- 6.2.3. The GLTM includes speed limits, which also provide an indication of the cycle infrastructure requirements, referencing against Figure 5-1.
- 6.2.4. The Lincoln city centre speed limits can be seen in Figure 6-2. It shows that there are a limited number of 20mph speed limits within Lincoln city centre. In order to provide an attractive environment for cycling and walking within this defined CWZ, a 20mph zone should be applied across the city centre.
- 6.2.5. With a view to traffic entering the city centre primarily for access to parking and deliveries, there should be no requirement for speeds above 20mph. A 20mph speed limit would reduce the requirement to provide separated infrastructure for different modes.

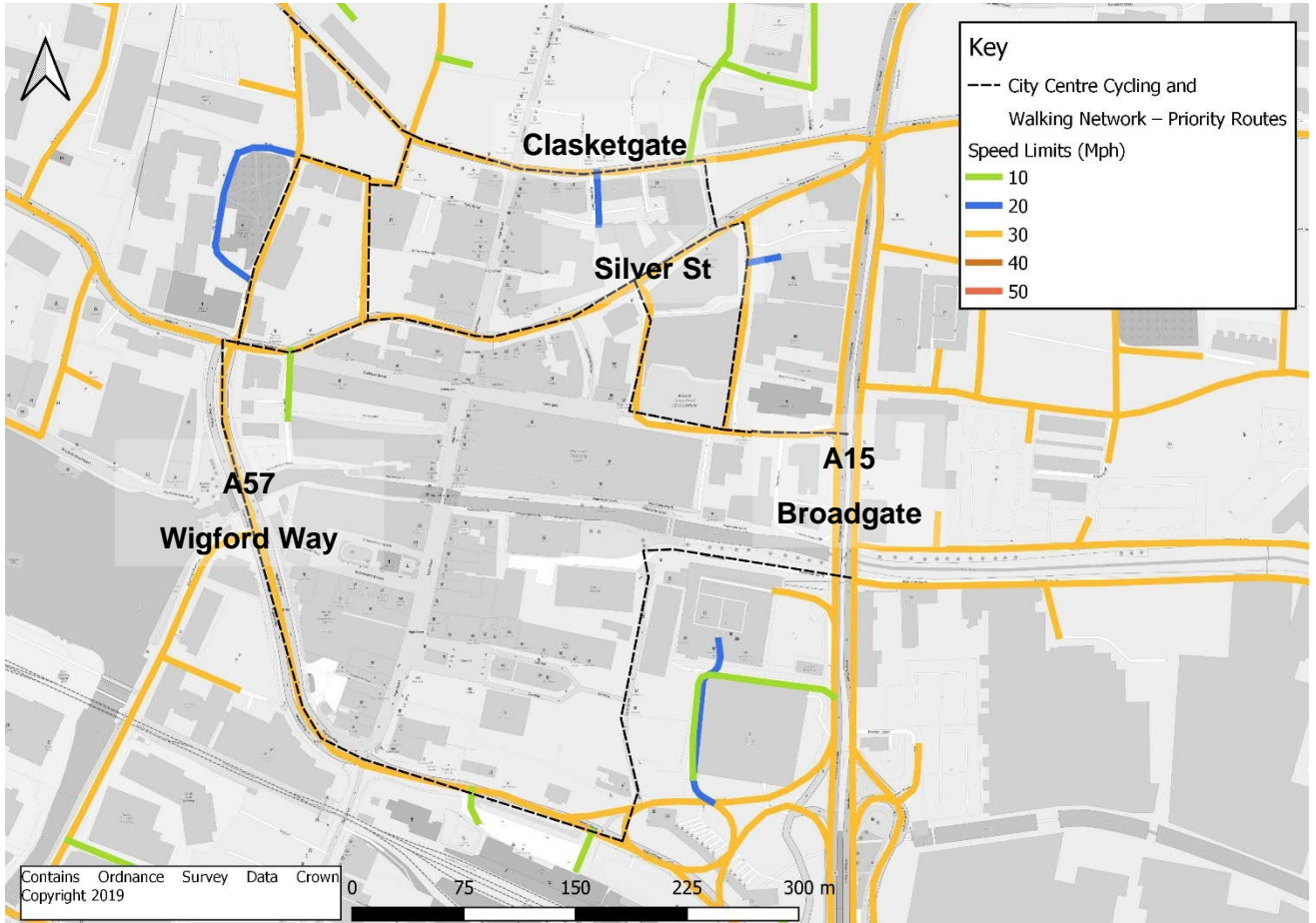


Figure 6-2 - Lincoln City Centre Speed Limits

BUS ROUTES AND STOPS

6.2.6. The bus stops and bus routes along the priority network for cycling and walking, are shown in Figure 6-3.

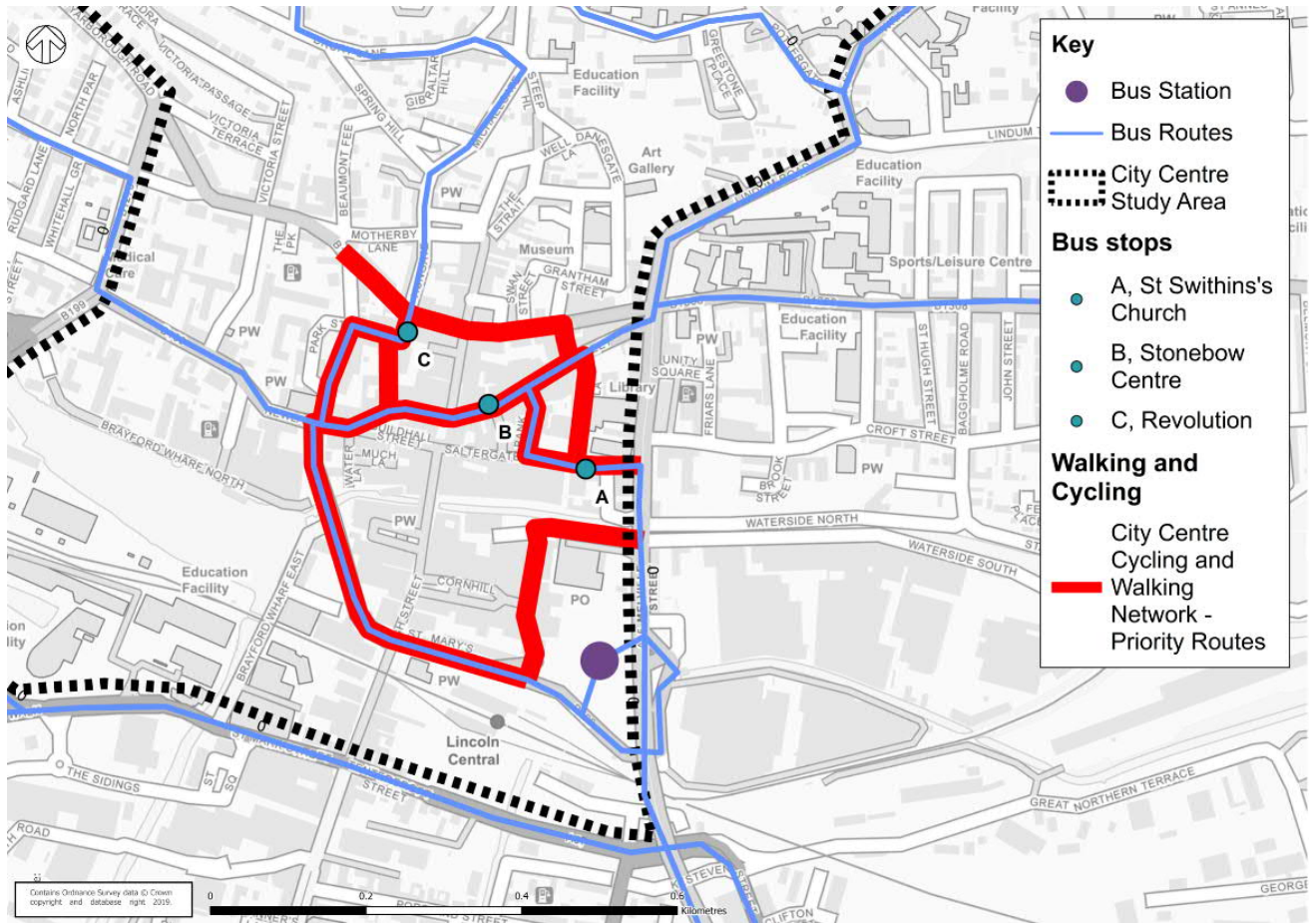


Figure 6-3 - Bus Stops along Priority Cycling Routes

6.2.7. The bus stops and the bus routes they serve are detailed in Table 6-1, Table 6-2 and Table 6-3. The Walk & Ride shuttle bus runs within the centre of the city, throughout the day, six days a week.

Table 6-1 - Bus Stop A – ‘St Swithin’s Church’, St Swithin’s Square – Westbound

Bus Service	Route	Maximum Weekday Services	Maximum Weekend Services
4	Central Bus Station - Nettleham	6 / day	16 / day
4 - Simplibus	Central Bus Station - County Hospital	24 / day	46 / day
17 - Simplibus	Lincoln North Circular	3 / day	36 / day
18 - Simplibus	Lincoln North Circular	1 / day	36 / day
29	Bardney War Memorial - Central Bus Station	1 / day	No Service
510	Central Bus Station - William Farr School Bus Park	1 / day	No Service
535	Lincoln South Circular	1 / day	No Service

Bus Service	Route	Maximum Weekday Services	Maximum Weekend Services
551	Cherry Willingham – Washingborough	1 / day	No Service
CT1 (City Tour),	CT1 (City Tour),	1 / day	No Service
M1	Anwick - North Hykeham	1 / day	1 / day
M2	Anwick – Lincoln	3 / day	2 / day

Table 6-2 - Bus Stop B - ‘Stonebow Centre’, B1003 Silver Street - Eastbound

Bus Service	Route	Maximum Weekday Services	Maximum Weekend Services
23	Market Rasen - Sudbrooke – Lincoln	2 / day	No Service
9811	Brigg – Lincoln	1 / day	No Service
Lincoln Walk and Ride (Circular)	The Stonebow Centre – Park Street	24 / day	48 / day

Table 6-3 - Bus Stop C - ‘Revolution’, Hungate - Southbound

Bus Service	Route	Maximum Weekday Services	Maximum Weekend Services
Lincoln Walk and Ride (Circular)	The Stonebow Centre – Park Street	24 / day	48 / day

LOCAL ACCESS AND LOADING/PARKING

Local Access

- 6.2.8. Table 6-4 identifies the local vehicles accesses along the priority cycle and walking routes, excluding side roads. This is carried out on a street by street basis with locations referenced on the plan shown in Figure 6-4.

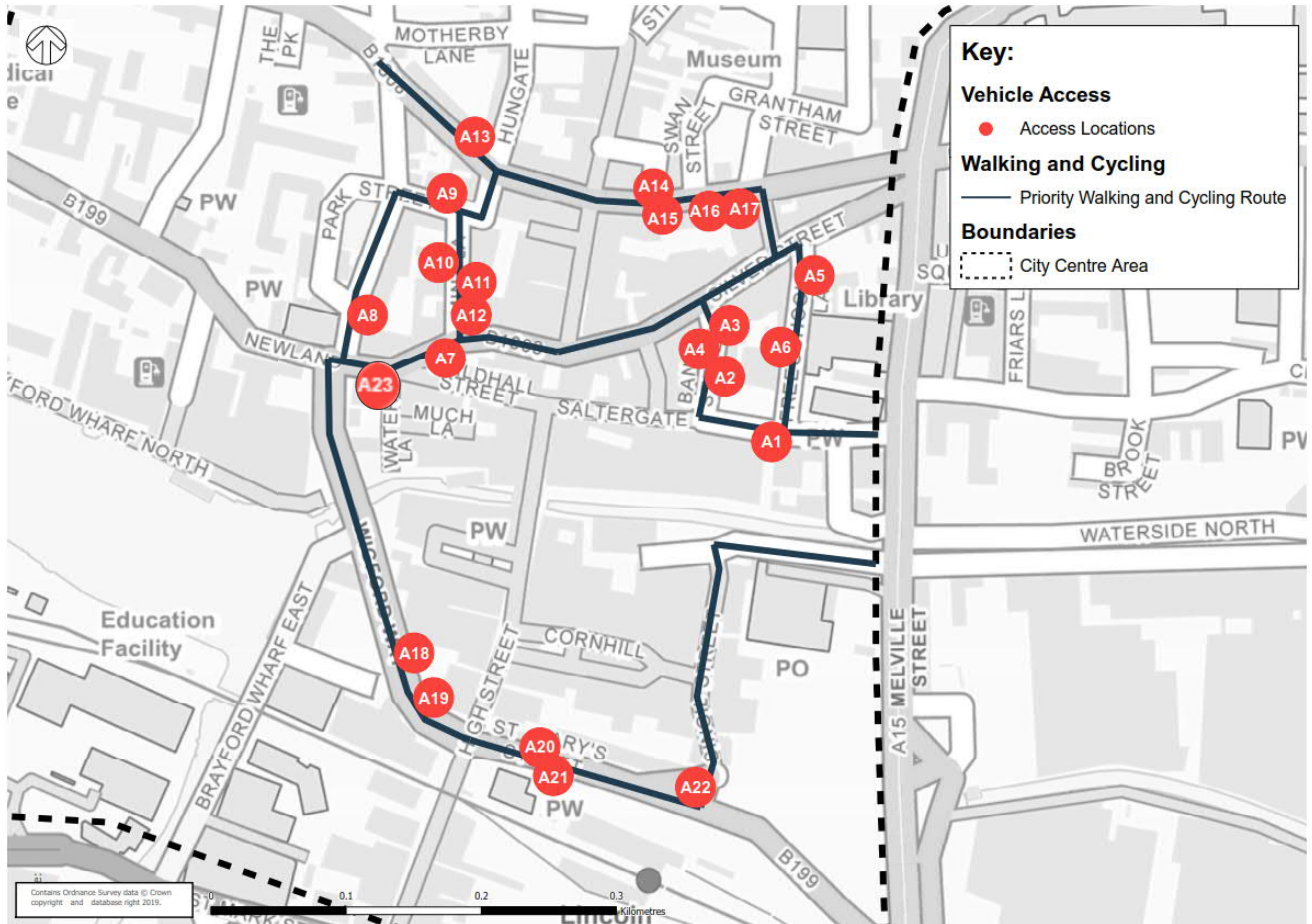


Figure 6-4 – Local Access Locations

Table 6-4 – Local Access Information

Street Name	Description of Access
Saltergate/ St Swithin’s Square	A1 - Waterside shopping servicing and delivery access
Bank Street	A2 - Private access to front of St. Swithin’s House A3- Private access to loading area behind Bank Street apartments A4 - Access to car park behind Queensgate house
Free School Lane	A5 - Access to Lincoln Central Car Park A6 - Access to Loading Bay linking Free School lane to Bank Street
Mint Street	A7 - Access to small gated area on south side of Mint Street
Beaumont Fee	A8 - Access to car park beside 4A Beaumont Fee
Park Street	A9 - Access to indoor ground-floor car park beside Age UK
Mint Lane	A10 - Access to car park on west side of Mint Lane A11 - Access to House of Fraser loading bay

Street Name	Description of Access
	A12 - Access to small private car park at Mint Street end of Mint Lane
West Parade	A13 - Access to NCP
Clasketgate	A14 - Access along Kings Arms Yard to parking area at rear of buildings A15 - Access to car parking areas on Butchery Court A16 - Access to car park opposite Swan Street A17 - Access into garage opposite Flaxengate
Wigford Way	A18 - First access to car park in front of Boots A19 - Second access to car park in front of Boots
St Mary's Street	A20 - Staff parking access for Nationwide A21 - Access to short stay car park of Lincoln station A22 - Access for servicing at the front of Lincoln bus station
Newland	A23 – Water Lane

Parking

6.2.9. The following streets include restricted parking facilities:

- Silver Street – disabled parking bays exist at intervals, and short stay standard bays available for approximately five vehicles.
- West Parade, Corporation Street and Clasketgate – each have several short stay standard parking bays.
- Free School Lane – a number of short stays bays and disabled parking bays.
- St Swithin's Square – approximately seven short stay parking bays outside of the Church.
- Mint Lane – disabled bays for approximately three vehicles.

Loading

6.2.10. Loading is provided for several vehicles on Silver Street opposite Stonebrow Centre bus stop, and east of the bus stop on a built-out footway. There is additionally a loading bay area for two vehicles on Corporation Street.

STREET TYPES OF PRIORITY ROUTES

6.2.11. Table 6-5 classifies the street types within the priority city centre routes of the cycling and walking network, based on the street type classification provided in Table 5-1. None of the priority routes include a street of type 'City Place', so this is not listed. Figure 6-5 shows a plan of these street classifications.

Table 6-5 – Street Types within Priority City Centre Cycling and Walking Network

Street Type	Street
Connector	Wigford Way St Mary's Street
Commercial Street	Newland/Mint Street Silver Street West Parade Corporation Street Clasketgate Free School Lane Bank Street Flaxengate
City Street	Sincil Street
Local Street	Beaumont Fee Mint Lane Park Street Hungate
Square	Saltergate/ St. Swithins Square Waterside South

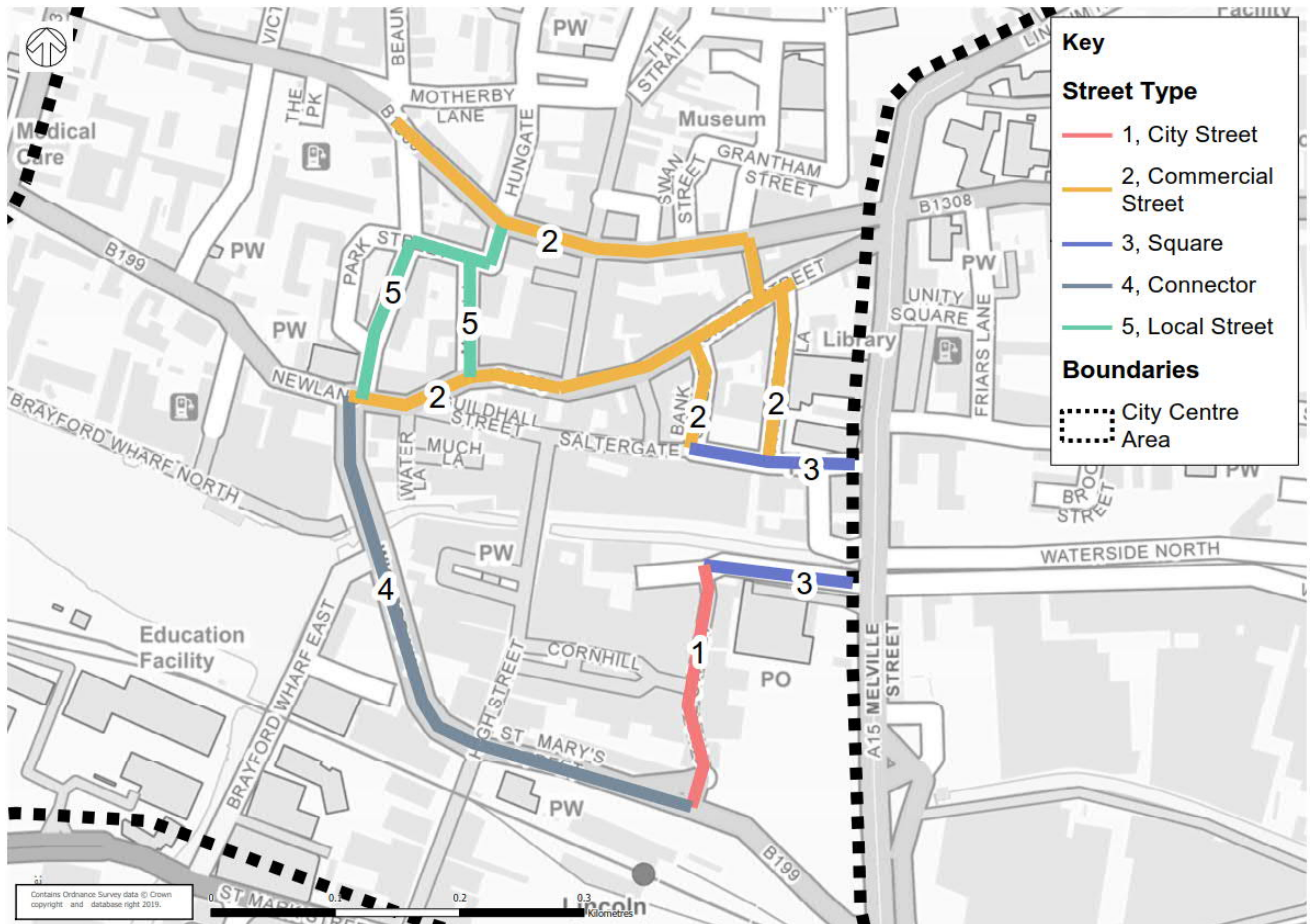


Figure 6-5 - Street Types within Priority City Centre Cycling and Walking Network

6.3. CITY CENTRE CYCLING AND WALKING ROUTE INFRASTRUCTURE OPTIONS

- 6.3.1. Using the data analysis provided above, short and long-term improvements are provided in Table 6-7, including comprehensive cycle route signage and automatic cycle counters. Short term improvements could typically be implemented in up to 5 years and long-term improvements are likely to take up to 10 years to implement. A plan of the interventions is shown in Figure 6-6.
- 6.3.2. It is proposed that a 20mph speed limit is applied to all routes.
- 6.3.3. The infrastructure options provided in this LCCCWNP are for use in high level network planning and do not constitute design in a CDM context. Feasibility studies will need to be undertaken by the relevant authorities to assess whether the proposals are viable, which should take account of the CDM regulations.
- 6.3.4. Figure 6-7 provides examples of the proposed interventions.

COST ESTIMATES

- 6.3.5. The LCWIP Technical Guidance for Local Authorities provides indicative costs for cycling infrastructure that can be applied to the priority routes. The indicative costing applied in Table 6-7 can be seen in Table 6-6. It should be noted that the costs applied are at 2014-15 prices.

- 6.3.6. The costs provided are intended to provide for high quality cycling and walking facilities and therefore, top end costs have generally been provided. This is to ensure adequate costings are provided to cover the infrastructure required to make a step change in the number of cycling and walking journeys.

Table 6-6 – Indicative Costs of Cycling Infrastructure at 2014-15 Prices

Scheme Type	Range of costs	Comments
Cycle Superhighway	£1.15-1.45m/km £0.74m/km	Two-way physically segregated Two-way lightly segregated
Mixed Strategic Cycle Route	£0.46-0.88m/km	
Resurfaced cycle route	£0.14-0.19m/km	Canalside routes
Cycle bridge	£0.10-0.50m	Bridge upgrades not whole new bridges
20 mph zone	£10,000-15,000/km £2,000-3,000/km	Including traffic calming measures Without any traffic calming measures
Remodelled major junction	£1.56-1.61m £0.24m	Cycling-specific schemes Cycling piggybacking on traffic measures
Cycle crossing at major road	£0.14-0.41m	
Area-wide workplace cycle facilities	£0.20-0.75m £6,000-7,000	Programme cost Cost per workplace grant
Area-wide school and college cycle facilities	£0.22-1.16m £8,000-110,000	Programme cost Cost per school
Large-scale cycle parking	£2.5m £0.12-0.70m	For a very large bike park For 3,000 bikes for secure bike parks for 10-1000+ bikes, including changing and showers at the largest
Large-scale provision of bicycles	£1.41m £350	Programme cost Cost per bike provided
Comprehensive cycle route signage	£6,000/km	
Automatic cycle counters	£28,000 £6,000	Programme cost for one cross-city route Cost per counter

Source: LCWIP Technical Guidance for Local Authorities (2017)

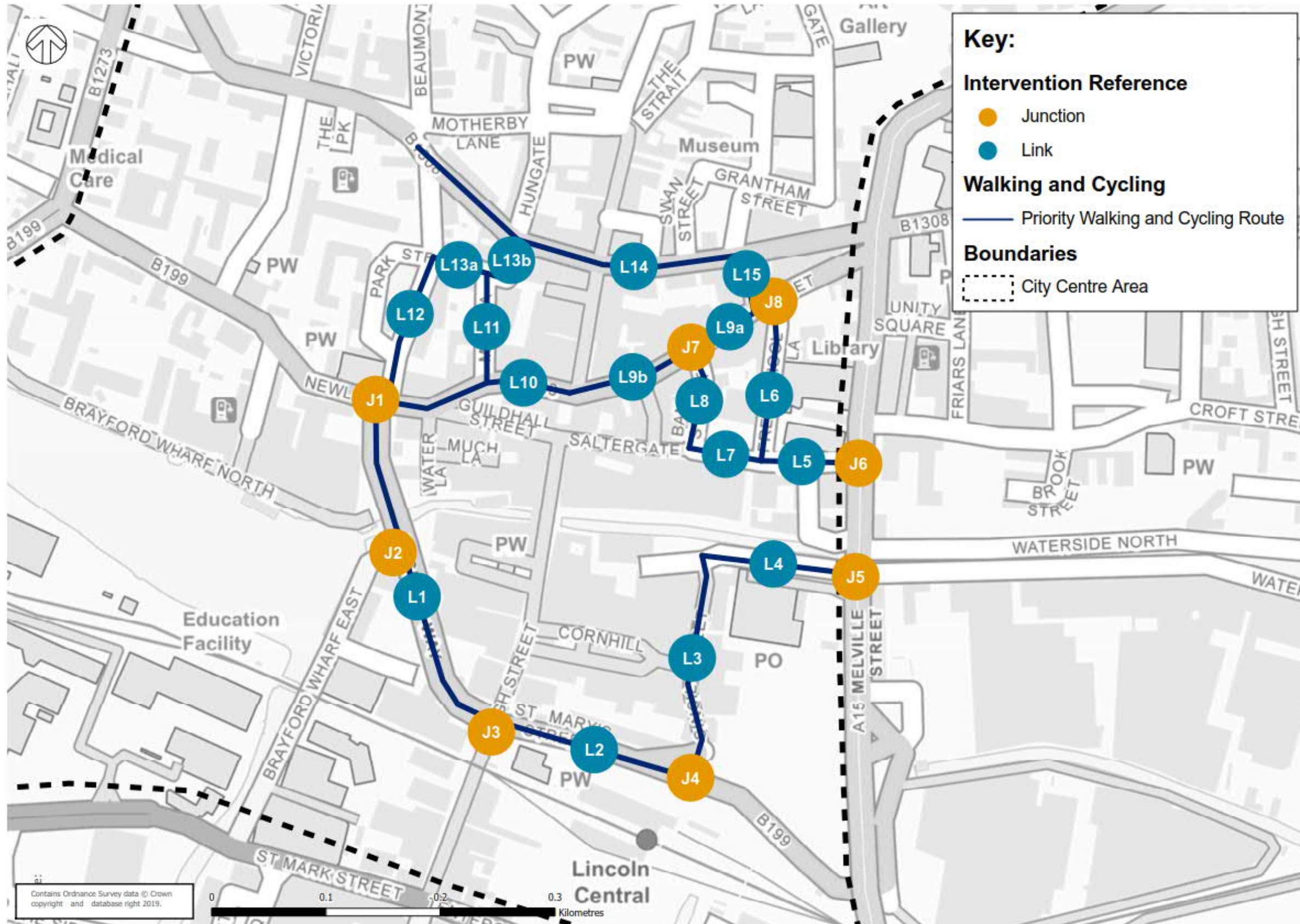


Figure 6-6 - Proposed Intervention Location Plan

Table 6-7 – Priority Cycling and Walking Route Infrastructure Options

Reference	Location	Street Type/Junction	AADT	Current Speed Limit	Short Term			Long term		
					Description of the intervention	Comments	Indicative Cost (£)	Description of the intervention	Comments	Indicative Cost (£)
J1	Wigford Way/Newland	Junction			<ul style="list-style-type: none"> Advanced Stop Line (ASL) introduced at Beaumont Fee with advanced green signal for cycles Single stage crossing provided at Toucan crossing Pedestrian Countdown at Traffic Signals (PCaTS) provided where appropriate Removal of guard rail 	Light segregation links to existing Toucan crossing and off-carriageway cycle track. PCaTS provides better, more consistent information about the time pedestrians available to cross.	140,000	<ul style="list-style-type: none"> Provide cycle protected CYCLOPS¹ junction 	Requires significant junction remodelling.	1,610,000
L1	Wigford Way between Newland and High Street	Connector	2,500–5,000	30mph	<ul style="list-style-type: none"> Light segregation – both sides of the road 	Requires conversion of one lane in each direction to cycle track.	300,000	<ul style="list-style-type: none"> Kerb segregated cycle track – either on both sides of the road or as bi-directional on one side of the road Maximising footway width and green infrastructure 	Intervention based on existing street type. Potential future reshaping of Wigford Way including active frontages may convert the street type to Commercial Street but with high flows will still require segregated cycle tracks.	460,000
J2	Wigford Way / Brayford Wharf East	Junction			<ul style="list-style-type: none"> Introduce ASLs where not provided Advanced green signals for cycles 		140,000	<ul style="list-style-type: none"> Potential closure of Brayford Wharf East to general traffic Cycle only signal on Brayford Wharf East arm Parallel cycle and pedestrian crossing across Wigford Way with PCaTS 		410,000

¹ See report published by TfGM, for further detail on CYCLOPS junctions (https://assets.ctfassets.net/nv7y93idf4jq/20Kq0JNhFmtp5vm9glsQn/ea4b299c69522e526b03180caaaa0b2/19-1369_CYCLOPS_technical_guide_A4_v3_Hi-Res.pdf)

Reference	Location	Street Type/Junction	AADT	Current Speed Limit	Short Term			Long term		
					Description of the intervention	Comments	Indicative Cost (£)	Description of the intervention	Comments	Indicative Cost (£)
J3	Wigford Way / High Street junction	Junction			<ul style="list-style-type: none"> Provide Advanced Stop Line for cycles Introduce east-west advanced green signal for cycles 		140,000	<ul style="list-style-type: none"> Remove High Street street clutter and improve pedestrian crossing to better serve desire lines Closure of subway to be replaced by suitable at-grade infrastructure Clearly marked east-west cycle track 	<p>Pedestrian crossing width should adequately accommodate pedestrian flows – consider raised table to reduce traffic speed.</p> <p>Provide further physical restrictions to motor vehicle access to High Street.</p>	1,560,000
L2	St Mary's Street between High Street and Sincil Street	Connector	2,500–5,000	30mph	<ul style="list-style-type: none"> Light segregation Cycle symbols used on road surface where segregation not available, i.e. bus/taxi layoff 	Light segregation subject to width requirements.	150,000	<ul style="list-style-type: none"> Remove centreline and narrow lanes Segregated cycle tracks and bypass of laybys 		260,000
J4	St Mary's Street/Sincil Street	Junction			<ul style="list-style-type: none"> N/A 	Recent intervention provides suitable environment for requirements in the short term.	N/A	<ul style="list-style-type: none"> Off-road cycle track linking St Mary's Street with Sincil Street Upgrade existing Puffin crossing to Toucan crossing 		Costs not available
L3	Sincil Street between St Mary's Street and Waterside South	City Street	N/A	N/A	<ul style="list-style-type: none"> Vehicle Restricted Area (VRA) - Pedestrian and Cycle Zone (cycles restricted at certain times of day if required) 'Share with care' signage 	It is acknowledged that the restricted street width may adversely affect the comfort of walking when mixing with cycle traffic. Trials and user feedback is encouraged to identify an arrangement that offers the maximum comfort for users.	N/A	<ul style="list-style-type: none"> Vehicle Restricted Area (VRA) - Pedestrian and Cycle Zone Cycle and pedestrian route with suitable design subject to trials 	<p>It is acknowledged that the restricted street width may adversely affect the comfort of walking when mixing with cycle traffic. Trials and user feedback is encouraged to identify an arrangement that offers the maximum comfort for users.</p> <p>Guidance paving can help create a legible environment for visually-impaired users within level surfaces.</p> <p>If a suitable solution is unable to be found, an alternative route should be sought. This could be provided around the bus station and along</p>	180,000

Reference	Location	Street Type/Junction	AADT	Current Speed Limit	Short Term			Long term		
					Description of the intervention	Comments	Indicative Cost (£)	Description of the intervention	Comments	Indicative Cost (£)
									Broadgate. This should be investigated with any proposal to improve Broadgate.	
L4	Waterside South	Square	<2,500	30mph	<ul style="list-style-type: none"> Further traffic calming features, e.g. raised table at entrance 		2,000	<ul style="list-style-type: none"> Narrow carriageway and widen footway with potential removal of parking bays to accommodate this Public realm and landscape improvements 	Footbridge over Broadgate impairs enjoyment of the street.	100,000
J5	Broadgate crossing at Waterside South	Junction			<ul style="list-style-type: none"> Artwork/visual enhancement of existing footbridge 		Costs not available	<ul style="list-style-type: none"> Demolition of existing footbridge Dedicated cycle and pedestrian crossings 	Reliant on more place-focused street type change to Broadgate.	410,000
J6	Broadgate crossing at St Swithins Square	Junction			<ul style="list-style-type: none"> Pedestrian Countdown at Traffic Signals (PCaTS) provided where appropriate 	Limited short-term options.	N/A	<ul style="list-style-type: none"> Straight across parallel cycle and pedestrian crossing 	Reliant on more place-focused street type change to Broadgate.	410,000
L5	St Swithins Square	Square	2,500–5,000	30mph	<ul style="list-style-type: none"> Install bollards Visual narrowing Further traffic calming features, e.g. raised table at entrance Remove guardrail 	Bollards to prevent off-road parking and driving across footway.	2,000	<ul style="list-style-type: none"> Narrow carriageway and widen footway with potential removal of parking bays to accommodate this Remove guardrail 		60,000
L6	Free School Lane	Commercial Street	<2,500	30mph	<ul style="list-style-type: none"> Contraflow mandatory cycle lane on west side of the street Remove guardrail 	May require removal of parking bays on east side of the street.	30,000	<ul style="list-style-type: none"> Contraflow cycle track on west side of the street Public realm and landscape improvements 	May require removal of parking bays on east side of the street. Private accesses on west side of the street to be accommodated into the design.	30,000
L7	Saltergate	Square	2,500–5,000	30mph	<ul style="list-style-type: none"> Add cycle symbols to carriageway to reinforce cycle route and presence of cycle user to motor vehicle users 	Bollards to prevent off-road parking and driving across footway.	2,000	<ul style="list-style-type: none"> Public realm and landscape improvements Remove guardrail 		30,000
L8	Bank Street	Commercial Street	2,500–5,000	30mph	<ul style="list-style-type: none"> Add cycle symbols to carriageway to reinforce cycle route 		2,000	<ul style="list-style-type: none"> Contraflow cycle track on west side the street 		20,000

Reference	Location	Street Type/Junction	AADT	Current Speed Limit	Short Term			Long term		
					Description of the intervention	Comments	Indicative Cost (£)	Description of the intervention	Comments	Indicative Cost (£)
					and presence of cycle user to motor vehicle users					
J7	Bank Street/Silver Street	Junction			<ul style="list-style-type: none"> and presence of cycle user to motor vehicle users 	Limited short-term options.	N/A	<ul style="list-style-type: none"> Westbound direction (of the two-way cycle track on Silver Street) to enter give-way to allow cycle traffic to access contraflow cycle track on Bank Street. 	Silver Street to be reduced to single lane with parking provision reduced and/or reallocated.	Costs not available
L9a	Silver Street (Free School Lane to Bank Street)	Commercial Street	5,000–10,000	30mph	<ul style="list-style-type: none"> and presence of cycle user to motor vehicle users 	Limited short-term options.	N/A	<ul style="list-style-type: none"> Two-way cycle track on north side of Silver Street Continuous footway at Bank Street 	Silver Street to be reduced to single lane with parking provision reduced and/or reallocated.	120,000
L9b	Silver Street (Bank Street to High Street)	Commercial Street	10,000–15,000	30mph	<ul style="list-style-type: none"> and presence of cycle user to motor vehicle users 	Limited short-term options.	N/A	<ul style="list-style-type: none"> Segregated cycle track on north side of the street 	Silver Street to be reduced to single lane for motor vehicle traffic with parking provision reduced and/or reallocated.	80,000
L10	Mint Street	Commercial Street	10,000–15,000	30mph	<ul style="list-style-type: none"> and presence of cycle user to motor vehicle users 	Limited short-term options.	N/A	<ul style="list-style-type: none"> Reduce carriageway width to 3m, use street design to create visual narrowing of the carriageway to promote low speeds. Provide continuous footway across Mint Lane 	Current motor vehicle flows would need to be reduced through traffic management measures to make it appropriate to mix bicycle and motor vehicle traffic. Potential removal of parking bays outside House of Fraser.	160,000
L11	Mint Lane	Local Street	2,500–5,000	30mph	<ul style="list-style-type: none"> Add cycle symbols to carriageway to reinforce cycle route and presence of cycle user to motor vehicle users 		2,000	<ul style="list-style-type: none"> Reduce carriageway width to 3m, use street design to create visual narrowing of the carriageway to promote low speeds. 	Current motor vehicle flows would need to be reduced through traffic management measures to make it appropriate to mixing bicycle and motor vehicle traffic.	90,000
L12	Beaumont Fee	Local Street	2,500–5,000	30mph	<ul style="list-style-type: none"> Mandatory cycle lane 	Remove left turn lane and left turn permission for motor vehicle traffic	25,000	<ul style="list-style-type: none"> Two-way segregated cycle track 	Remove left turn lane and left turn permission for motor vehicle traffic	200,000

Reference	Location	Street Type/Junction	AADT	Current Speed Limit	Short Term			Long term		
					Description of the intervention	Comments	Indicative Cost (£)	Description of the intervention	Comments	Indicative Cost (£)
						at the junction with Wigford Way.			at the junction with Wigford Way. Two-way segregated cycle track would provide additional accessibility for bicycle traffic. It would require the arrangement at the Beaumont Fee/West Parade junction to be amended. Linkages with any future interventions on West Parade (part of the wider city centre network) would be key to connecting the two-way track to the wider network.	
L13a	Park Street (between Beaumont Fee and Mint Lane)	Local Street	<2,500	30mph	<ul style="list-style-type: none"> Close street to through traffic using filtered permeability to maintain access for pedestrian and bicycle traffic. 	Access to be maintained to Age UK vehicle entrance. Low cost, temporary installations, such as planters, to be used to restrict access to motor vehicles.	15,000	<ul style="list-style-type: none"> Close street to through traffic using filtered permeability to maintain access for pedestrian and bicycle traffic 	Access to be maintained to Age UK vehicle entrance. Permanent installations and public realm improvements for a more complete street enhancement.	15,000
L13b	Park Street and Hungate	Local Street	2,500–5,000	30mph	<ul style="list-style-type: none"> Add cycle symbols to carriageway to reinforce cycle route and presence of cycle user to motor vehicle users. 		1,000	<ul style="list-style-type: none"> Linking to the proposal for Mint Lane, use street design to create visual narrowing of the carriageway to promote low speeds and increase footway width. 		50,000
L14	Corporation Street and Clasketgate	Commercial Street	5,000–10,000	30mph	<ul style="list-style-type: none"> 	Limited short-term options.	N/A	<ul style="list-style-type: none"> Segregated cycle track, breaking for the pedestrian crossing at High Street and entrance to Hungate. Widening of footway with continuous footways across side roads 	Would require the removal of parking bays along both sides of the street. The street would be reduced to a single lane for motor vehicle traffic.	500,000
L15	Flaxengate		n/a	n/a	<ul style="list-style-type: none"> Designation of Flaxengate as 		1,000	<ul style="list-style-type: none"> Cycle track segregated from pedestrian space linking the 		45,000

Reference	Location	Street Type/Junction	AADT	Current Speed Limit	Short Term			Long term		
					Description of the intervention	Comments	Indicative Cost (£)	Description of the intervention	Comments	Indicative Cost (£)
					shared pedestrian and cycle route.			parallel cycle crossings across Silver Street (J8) and segregated cycle track on Clasketgate (L14).		
J8	Free School Lane/Flaxengate				<ul style="list-style-type: none"> Small area of shared footway/cycleway on corner of Free School Lane and Silver Street linking to new Toucan crossing to Flaxengate. 	<p>Shared footways for cycling and walking are not an ideal approach and this area is constrained in terms of space.</p> <p>An option for cycle users to dismount at the top of Free School Lane to access the pedestrian crossing has been considered. However, in practice cycle users are unlikely to dismount for this short distance due to the inconvenience this would cause.</p>	140,000	<ul style="list-style-type: none"> Space from reducing the carriageway width on Silver Street (see L9c) can be utilised to accommodate parallel pedestrian and cycle crossing into Flaxengate. A cycle track to link the crossing with the contraflow cycle track on Free School Lane (see L6). 	Reduction of carriageway to one or two lanes.	410,000
A	All Priority Routes	N/A			<ul style="list-style-type: none"> Comprehensive cycle route signage 		15,000	<ul style="list-style-type: none"> Comprehensive cycle route signage 		15,000
B	City Centre	N/A			<ul style="list-style-type: none"> Automatic Cycle counter 		6,000	<ul style="list-style-type: none"> Automatic cycle counter 		28,000

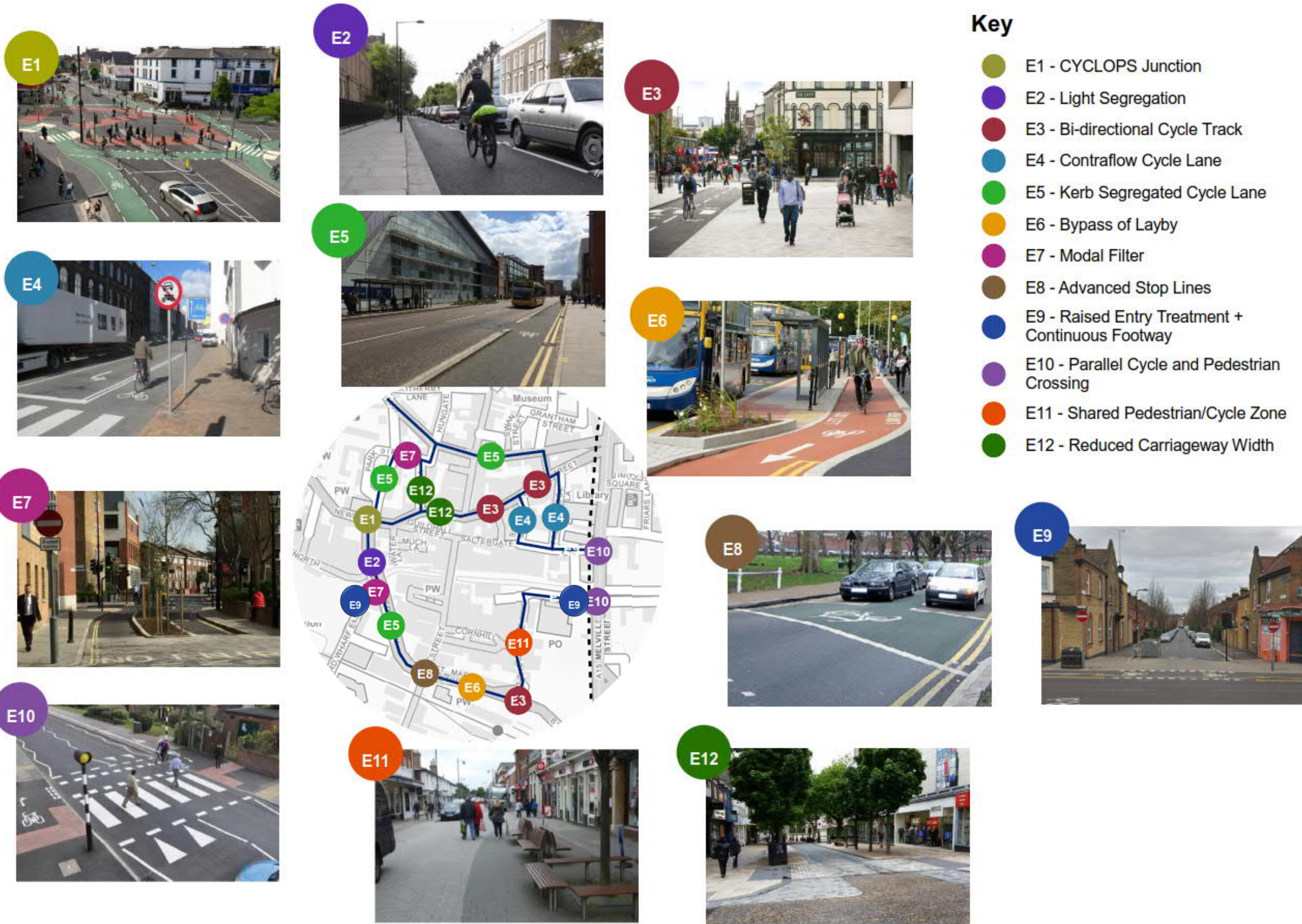


Figure 6-7 - Intervention Examples for Lincoln City Centre

6.4. EXAMPLE DRAWINGS

6.4.1. Example cross sections and general arrangement drawing are provided in Appendix A, demonstrating a potential layout for Wigford Way. The cross sections include two stepped cycle track arrangements and one kerb-separated cycle track arrangement. The general arrangement plan shows a kerb-separated cycle track.

6.5. CYCLE PARKING

6.5.1. Table 6-8 presents a proposal for cycle parking along the priority city centre cycling and walking network. It identifies existing cycle parking provision and recommends additional, if applicable, cycle parking at these sites. It also identifies sites that currently do not have cycle parking but where provision should be made.

6.5.2. The location of each existing and proposed site is referenced on the plan in Figure 6-8.

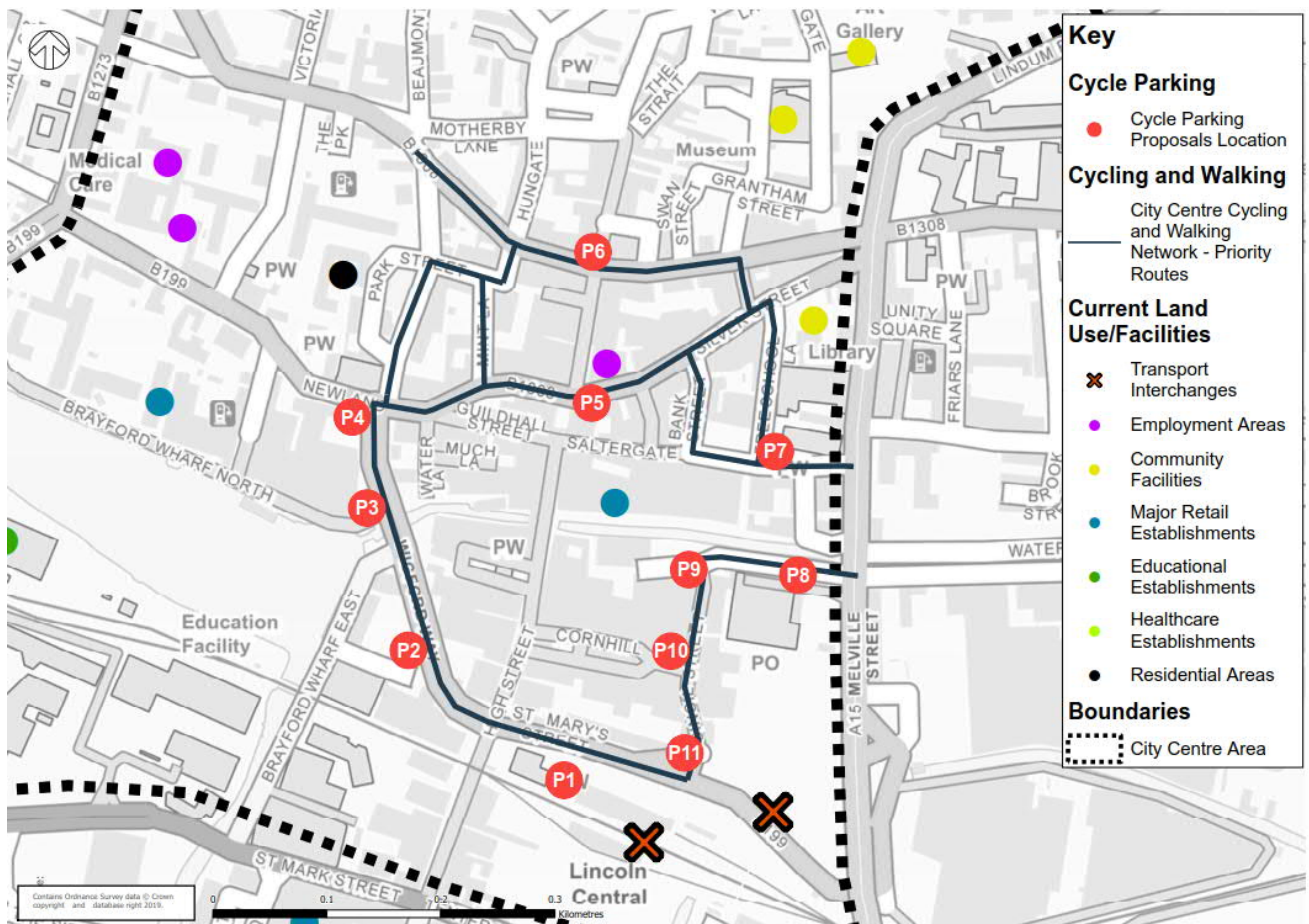


Figure 6-8 - Cycle Parking Proposed Locations

6.5.3. The cycle parking proposal is aimed at serving those destinations that lie close to the priority city centre cycling route, providing mostly short-stay parking of cycles.

6.5.4. The cycle parking proposed here is not generally suitable for long-stay cycle parking. Employers in the area are advised to provide cycle parking on the site of their premises, which is more secure, is likely to be sheltered and is suited to long-stay parking.

6.5.5. Figure 6-8 shows that proposed cycle parking is close to major origins and destinations, including the employment areas on Silver Street, the bus station and the library. It is likely to be used predominantly for retail and leisure purposes.

Table 6-8 – Lincoln City Centre Priority Routes – Cycle Parking Locations

Ref.	Location	Status	Existing Spaces ²	Proposed Additional Spaces (approximate)	Existing/ Proposed Type	Reason for number of spaces proposed
Cycle Hub	Lincoln Train Station	Existing	198	0	<ul style="list-style-type: none"> ■ 24hr secure with fob access ■ Two-tier racks ■ Changing facilities and toilets 	Existing cycle parking provision is likely to be suitable for existing demand.
P1	Wigford Way / Brayford Street junction	Existing	16	0	Sheffield Stands	Existing cycle parking provision is likely to be suitable for existing demand.
P2	Wigford Way / Brayford Wharf North	Existing	10	6	Sheffield Stands	The Brayford Pool waterfront would benefit from further cycle parking provision as a shared cycling/walking environment.
P3	Wigford Way / Newland	Proposed	0	20	Sheffield Stands	Cycle parking should serve the commercial areas of Newland and Guildhall Street.
P4	Silver Street	Existing	10	10	Sheffield Stands	A cycle parking increase will serve Silver Street, as a busier commercial street.

² One cycle stand can accommodate 2 spaces, subject to suitable clearance

Ref.	Location	Status	Existing Spaces ²	Proposed Additional Spaces (approximate)	Existing/ Proposed Type	Reason for number of spaces proposed
P5	Corporation Street / High Street / Clasketgate	Existing	2	8	Sheffield Stands	Additional stands to serve busier commercial streets of Corporation Street, High Street and Clasketgate.
P6	St Swithin's Square / Free School Lane	Proposed	0	20	Sheffield Stands	There is an absence of cycle parking in the east of the city centre particularly at the city centre boundary.
P7	Waterside South	Existing	12	12	Sheffield Stands	This street provides access to popular Sincil Street and would benefit from additional cycle parking.
P8	Sincil Street / Waterside South	Proposed	0	20	Sheffield Stands	A central pedestrianised public area should cater for parking of cycles.
P9	Sincil Street / Cornhill	Proposed	0	20	Sheffield Stands	A busy pedestrianised street that requires storage for cycles.
P10	St Mary's Street / Sincil Street	Proposed	0	20	Sheffield Stands	There is a lack of cycle parking in front of the bus station and as a gateway to the city centre.

7. SUMMARY AND NEXT STEPS

- 7.1.1. As well as the interventions detailed in Table 6-7 and Table 6-8, with regards to next steps and developing further initiatives the LCCCWNP can also be used within the LTS to support and facilitate the following aspects of improvement within the city centre:
- Humanising the streets of the city centre and increasing accessibility and safety;
 - Contributing to improving air pollution, reducing traffic levels and producing healthier streets overall;
 - Promoting the use of light freight and delivery movements via cargo and e-cargo bikes;
 - Supporting reduction in traffic speeds and reducing collisions – especially those involving pedestrians and cycle-users;
 - Supporting the promotion of active travel via the cycling and walking plan and improving access to public transport;
 - Reduce conflict between modes of transport, including cycling and walking;
 - Generating commercial activity within areas previously dominated by road traffic e.g. road and/or parking spaces given over to outside eating and retail spaces; and
 - Programmes of tactical urbanism to try out ideas and concepts aimed at improving the environments for active modes and generating commercial / social activity.

HUMANISING THE STREETS

- 7.1.2. A key aspect to consider in developing next steps is how best to progress humanising the streets of Lincoln city centre. This requires giving more space and priority to cycling and walking movements over motor vehicles, which allows for the natural occupation of these areas by people and activities. Providing people with the knowledge that they are safe to wander throughout the city and not corralled to the sides will allow for greater usage and dwell times in these areas by active modes.
- 7.1.3. Better management of traffic flows, better access to public transport and reallocation of road space to provide more generous public realm and access to commercial activity all contribute to streets where local businesses thrive. However, it is people, not pedestrians, who are the lifeblood of the city centre. Streets should become places for people rather than being purely thoroughfares for pedestrians. Ensuring streets have well designed areas and places to linger, sit and chat will ensure places where people want to come and spend time.
- 7.1.4. With local businesses suffering the two-fold impacts of the ‘death of the high street’ and the negative characteristics of streetscapes dominated by vehicles, solutions as adopted in other cities and towns should be explored. By encouraging public-facing activities (commercial and civic) into well linked and accessible concentrated areas, that are free from vehicular activity, there can be ‘strength in numbers’ to boost the viability of local businesses and organisations.

CYCLE HIRE

- 7.1.5. Lincoln’s existing Hirebike scheme will benefit from upgrades and increases in bikes and docking stations, as the cycle network is developed and cycle demand increases. This will ensure the benefits of additional cycle infrastructure are complemented with access to bicycles. Cycle hire offers an opportunity for those without a bicycle, to trial the experience. It also offers visitors and permanent residents that cannot store a bicycle, or who do not wish to own a bicycle, the opportunity to cycle.

- 7.1.6. The additional benefit of an improved cycle hire scheme is normalising cycling. The more bicycles that are seen on the street, the more normal and everyday it becomes, making it the natural choice for short journeys. It will also help improve the case for further investment in cycling, through the increased cycle flows and the health and further benefits that this brings.

E-BIKES

- 7.1.7. The topography of Lincoln city centre with Steep Hill make the increased usage and market of e-bikes for both residents and tourists a more likely scenario over the next 5 years.
- 7.1.8. The general usage and growth of e-bikes is likely to increase as costs decrease and technology improves. Opportunities should be sought to improve the e-bike offer in Lincoln, through the Hirebike scheme and supporting businesses and shops selling and servicing e-bikes.

FUNDING MECHANISMS

- 7.1.1. High level consideration has been given to the potential funding sources that could be pursued in the delivery of the LCCCWNP interventions and associated next steps. The schemes identified could potentially be supported by multiple funders and future funding opportunities including, but not limited to:

- Future High Streets Funding;
- Heritage Horizon Awards and other National Lottery Heritage Fund opportunities;
- Transforming Cities Fund / TV investment Fund;
- Network Rail 'Access for All' Programme;
- Towns Fund;
- DfT eCargo Bike Grant funding;
- Private developer contributions (e.g. Section 106);
- Future iterations of Access Fund-type funding;
- Synergies with ongoing workstreams within Lincoln ;
- Integrated Transport Block;
- Maintenance funding;
- Local Growth Fund and synergies with potential large local major schemes;
- National Productivity Investment Fund (NPIF);
- Housing Infrastructure Fund (HIF);
- Private financing initiatives;
- Other innovative fiscal mechanisms to help fund investment in infrastructure, including:
 - Business rates retention;
 - Reprioritisation of Vehicle Excise Duty;
- Other government funding streams not yet announced.

MONITORING AND EVALUATION

- 7.1.2. There has been a historic lack of adequate cycling and walking monitoring and evaluation to effectively inform cycling and walking scheme business cases. A monitoring and evaluation strategy will need to be developed alongside cycling and walking interventions to assess the delivery process, the outcome and the benefits and impact of the schemes. It is recommended that a monitoring and evaluation strategy is developed in line with DfT guidance which will provide greater accountability and a stronger evidence base for future decision making.

Appendix A

EXAMPLE LAYOUTS FOR WIGFORD
WAY - LONG TERM INTERVENTIONS





8 First Street
Manchester
M15 4RP

wsp.com

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

Report to:	Highways and Transport Scrutiny Committee
Date:	26 October 2020
Subject:	Rail Franchise update and engagement with Network Rail and Midlands Connect.

Summary:

This item provides an update regarding changes to rail franchising and the impact of COVID-19 from the Department for Transport.

Representatives from East Midlands Railway (EMR), Network Rail and Midlands Connect will be in attendance to outline current rail schemes/proposals for Lincolnshire and answer questions.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to discuss progress on rail related issues with representatives of the Department for Transport, East Midlands Railway, Network Rail and Midlands Connect and to consider the recovery and role of rail in Lincolnshire going forward.

1. Background

1.1. COVID 19 impact on Rail & Williams Review

Eddie Muraszko, Deputy Director, Midlands, North & Wales Market for the Department for Transport (DfT) will provide a brief overview of the current rail situation and the transition from rail franchising and move towards concessions.

In the Lincolnshire County Council (LCC) region the majority of rail services are provided by East Midlands Rail (Abellio), but also London North Eastern Railway, Northern & Cross Country (Arriva). Both LNER and Northern are owned and overseen by the DfT Public Sector Operator, DfT OLR Holdings Ltd (DOHL).

Normal financial mechanisms of franchise agreements were suspended for an initial period of six months on 23 March transferring all revenue and cost risk to the government. Key worker emergency timetables were introduced across the rail network providing approximately 45% of normal services.

Speaking to the Transport Committee on the 24 June, Secretary of State Grant Shapps MP informed that concessions will be the way forward for rail, with the DfT or another contract-awarding body collecting the revenue and taking responsibility for investment.

He said the Williams Review would have been published by now had it not been for the pandemic, and that 'without revealing too much we are already moving to a different type of railway and different types of contracts. With everything that is going on at the minute there is an opportunity to move things along faster than might have otherwise been the case.'

'Up to £3.5 billion pounds is being spent to keep trains running during the coronavirus pandemic due to the huge reduction in people using services, but at the same time the essential role being played in transporting key workers.'

On the 21 September 2020 an announcement was made by Grant Shapps MP that confirmed the renewal of Emergency Recovery Measures Agreements (ERMAs), and the transition away from rail franchising:

"These agreements, which run for up to 18 months, are designed to bring the rail franchising system to an end. Coming into force yesterday, they contain provisions to bring current franchises to an end when these agreements expire.

They are the first step in creating a new kind of railway. One which is customer-focused, easy to use, good value and where the trains run on time. A structure will take shape over the coming months."

Read full announcement at: [Rail update: Emergency Recovery Measures Agreements](#)

The Williams Rail Review was established in September 2018 to look at the structure of the whole rail industry and the way passenger rail services are delivered. The review will make recommendations for reform that prioritise passengers' and taxpayers' interests.

The reviews findings and recommendations were due to be published in a government white paper in Autumn 2019, with reform due to begin this year.

COVID-19 short, medium and long term impact on rail patronage has been and could continue to be devastating. It is difficult to assess at this stage what this could mean for future rail provision in the Lincolnshire region considering that the December 21 timetable would have generally brought services up to an hourly frequency on all routes (Brigg route exception). Timescales for this will now run into 2022. The financial costs, loss of patronage and revenue are likely to be great risks to rail service provision.

1.2 Lincolnshire regional railway update: Great Northern & Great Eastern Joint railway (GNGE) - new service Doncaster to Peterborough via Lincoln.

Max Taylor (Senior Commercial Strategy Manager) and Laura Etheridge (Stakeholder Manager) from East Midlands Railway, will update Members on improvements planned across Lincolnshire in particular for the GNGE route as part of the new East Midlands rail franchise which began on 19th August 2019.

There will be delays to the provision of specified train service enhancements that were scheduled for December 2020 and December 2021 timetables because of the impact of COVID-19.

December 2020 timetable service enhancements will be delayed until May 2021.
EMR Regional improvements included:

- **Nottingham, Grantham to Skegness** – summer services operate year round with additional peak services between Nottingham and Grantham. Later weekday evening services.
- **Lincoln to Grimsby Town** – more daytime services with a more consistent timetable. Leicester to Lincoln services will extend to Grimsby Town every two hours.
- **Lincoln to St Pancras** via Nottingham - additional 1tpd each way

December 2021 timetable service enhancements will be delayed into May/December 2022

EMR Regional improvements included:

- **Enhanced GNGE service** - this will provide a significant uplift to an hourly weekday and Saturday service that will operate between Doncaster and Peterborough via Lincoln.

A Sunday summer service will operate at this time between Doncaster and Lincoln providing 5 trains/day each way, there is currently no regional passenger service provision on a Sunday on this route. However, no Sunday service is specified for GNGE between Lincoln and Peterborough.

1.3 Network Rail update for schemes in Lincolnshire

Paul McKeown, Investment Director, Eastern Region will be attending the meeting on behalf of Network Rail to update the Committee on the current position and answer questions.

Network Rail is a key partner working with Lincolnshire County Council to manage the interface between our respective transport infrastructures. Relationships between the two organisations are critical to managing the ongoing delivery of a range of activities and projects.

1.4 Nottingham to Lincoln route line-speed Improvement scheme

Andy Clark, Senior Rail Programme Manager for Midlands Connect will provide a progress update for this scheme. The Nottingham to Lincoln line speed enhancement is a collaborative rail infrastructure scheme being developed by Network Rail, Midlands Connect (MC) and stakeholders.

Steer have been commissioned by Midlands Connect to provide the business case for the scheme. This scheme would provide journey time benefits to Inter-City (London – Lincoln) and regional services.

Submission of the final business (phase 1 & 2) to the Rail Network Enhancement Pipeline (DfT) is now scheduled for November 2020; timescales have been delayed from the original scope.

Network Rail delivery for Swinderby signalling renewal is scheduled to commence in 2021 with planned completion in 2022.

If the funding bid to DfT is successful this scheme would deliver a line speed enhancement to 75mph for phase 1 & 2. Current maximum line speed is 70mph with long stretches of 50mph.

In May 2020, Midlands Connect commissioned Steer to progress a feasibility study for phase 3, the same methodology will be used and both 75mph and 90mph linespeeds will be assessed.

- Phase 1 : the same geography as Network Rail's proposed Swinderby renewal
- Phase 2: Extension of the line speed improvements closer to Lincoln and Newark flat crossing, either side of the Swinderby renewal geography; and
- Phase 3: Line speed improvements between Newark and Nottingham.

Delivery of all 3 phases at a line speed of 75mph could deliver journey time savings of approximately 4 to 5 minutes in total. There could be significant operational cost savings if the scheme enables the current service to be provided using a reduced number of trains. A reduction in operating costs could be considered as part of the business case for intervention.

2. Conclusion

The Highways and Transport Scrutiny Committee is invited to discuss progress on rail related issues with representatives of the Department for Transport, East Midlands Railway, Network Rail and Midlands Connect and to consider the recovery and role of rail in Lincolnshire going forward.

3. Consultation

a) Risks and Impact Analysis

N/A

4. Background Papers

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

This report was written by Jayne Wingad, who can be contacted on email: Jayne.wingad@lincolnshire.gov.uk

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

Report to:	Highways and Transport Scrutiny Committee
Date:	26 October 2020
Subject:	Review of Highways Customer Engagement and Liaison Arrangements

Summary:

In October 2019 we published our Highways Customer Engagement and Liaison Strategy to ensure that;

"Customers are properly engaged in the delivery of the right highways service at the right time in Lincolnshire. This will enable the right decisions to be made and ensure that we are working for a better future for the people of Lincolnshire"

How we would deliver the strategy was documented in the Highways Customer Engagement and Liaison Implementation Plan 2019/20, see appendix A.

Actions Required:

The Highways and Transport Scrutiny Committee are invited to review the content of the report and consider if further work is required in the forthcoming six months.

The Committee is also requested to consider future scrutiny arrangements for customer engagement and liaison activity.

1. Background

On 28 October 2019 the 'Highways Customer Engagement and Liaison Strategy and Implementation Plan' was presented to the Highways and Transport Scrutiny Committee. These documents were approved by the Committee.

This report is intended to provide an update to the Committee on our progress to date. In appendix A we have documented what we have done against what we said we would do.

Whilst the impacts of COVID-19 continue to be felt across all aspects of society, we have been determined to put into action ensure 'what we said we would do' in our implementation plan.

2. Conclusion

The Highways and Transport Scrutiny Committee are invited to consider and comment on this update report.

3. Consultation

a) Risks and Impact Analysis

N/A

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	'What we said we would do' versus 'what we have done'

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 Karen Cassar, who can be contacted on 07778935822 or karen.cassar@lincolnshire.gov.uk.

Update to Highways and Transport Scrutiny Committee

'What we said we would do' *versus* 'what we have done'

In October 2019 we published our Highways Customer Engagement and Liaison Strategy to ensure that;

"Customers are properly engaged in the delivery of the right highways services at the right time in Lincolnshire. This will enable the right decisions to be made and ensure that we are working for a better future for the people of Lincolnshire"

How we would deliver the strategy was documented in the Highways Customer Engagement and Liaison Implementation Plan 2019/20.

This update details the actions we have taken to deliver the aims and objectives of the strategy.

Strategy Heading	We said we would	Who is responsible for the action	We have
Our customers	Continue to develop appropriate mechanisms for engaging with our customers	Highway Liaison Manager	<ul style="list-style-type: none"> Worked with colleagues in the communications and highways asset management teams to develop comms to inform in advance all surface treatments across the county. Continued to develop and evaluate FixMyStreet and the responses provided to our customers (see Appendix 1 and 2). Placed regular informative articles in the Town and Parish Council e-newsletter
	Respond to customer complaints effectively and efficiently, working to achieve Early Resolution where possible	Complaints Resolution Manager Customer Relations Team	<ul style="list-style-type: none"> Worked with colleagues in the Customer Relations Team and Business Support to achieve a consistent increase in the percentage of contacts resolved at Early Resolution each quarter (see Appendix 3).
	Apply continuous improvement methodology to enhance our customers experience when dealing with us by listening and responding within an agreed timeframe	Assistant Director Highways	<ul style="list-style-type: none"> Delivered a series of staff roadshows clearly defining expectations of all highway officers when communicating with our customers. Created a culture where the customer is at the heart of our officers' decision making. Been clear about timescales for responding to FixMyStreet reports.

Strategy Heading	We said we would	Who is responsible for the action	We have
Engagement	Continue to develop our engagement with our customer groups to keep them informed of our future works programme	Highway Liaison Manager	<ul style="list-style-type: none"> • Simplified the published programme for surface treatments. • Worked with colleagues in Digital Engagement to explore the potential for using PowerBI to show programmes more intuitively. • COVID-19 has prevented all planned activities with Team Lincolnshire, LALC and other customer groups.
	Deliver a Councillor briefing following full Council in January to inform and update on our approach to customer engagement	Assistant Director Highways	<ul style="list-style-type: none"> • Delivered 4 Councillor events in Autumn 2019. • The planned event after full Council was not possible due to the programme and then Covid-19.
	Review current "How to guides" to provide consistency across a single highway service approach	Assistant Director Highways	<ul style="list-style-type: none"> • Reviewed all Highways and Transport Guidance Notes and developed Highways Guidance Documents. • Documented new digital processes and produced clear and concise guides.
Responding to Enquiries	Review and draft improved "Fix My Street" and Customer Service Centre digital responses and templates	Assistant Director Highways	<ul style="list-style-type: none"> • FixMyStreet templates reviewed and updated in January 2020 and September 2020. • The FixMyStreet templates will continue to be reviewed on a regular basis. • Additional review of templates in April 2020 to add Covid-19 information. • CSC email template review is continuous.
	Finalise new responses and templates with colleagues ready for testing	Highway Liaison Manager	<ul style="list-style-type: none"> • FixMyStreet responses reviewed and shared in January, April and September 2020.

Strategy Heading	We said we would	Who is responsible for the action	We have
	Develop new processes to enable our officers to respond to non-standard responses	Assistant Director Highways	<ul style="list-style-type: none"> • Since February 2020 we have provided a personal response on FixMyStreet when closing a report if it is not LCC responsibility. We also tell the customer who is responsible (if known) and if LCC have reported it to the third party. • Since February 2020 we have provided a personal response on FixMyStreet when closing a report if we are not taking immediate action. We also advise the customer why this has been necessary. • Up to 30/09/2020 3435 FixMyStreet reports have been updated with this personal response.
Liaison and making information available	The website is currently being updated, once completed we will review the highways web page	Highways Liaison Manager	<ul style="list-style-type: none"> • Reviewed and simplified the highways pages on the new LCC website. • Implemented new web forms to enable customers to apply for highways licences and permits as well as submit a highways claim form.
	Continue to deliver training and shadowing for customer service team and our highway officers	Highway Liaison Manager	<ul style="list-style-type: none"> • We have been unable to carry out shadowing due to Covid-19 restrictions. • We are currently exploring if this can be provided via Teams.
	Publish highway plans and programmes on web site	Highways Liaison Manager	<ul style="list-style-type: none"> • Published a highways works programme, 2-year rolling surface dressing programme, micro-asphalt programme, grass cutting programme and weed treatment programme. • Published all current TRO's on a map and proposed TRO's in a directory. • Published Section 58 roadwork restrictions in a directory with access to a pdf map.

Strategy Heading	We said we would	Who is responsible for the action	We have
	Review and update highway standards	Head of Highway Services	<ul style="list-style-type: none"> Highways Infrastructure and Asset Management Plan reviewed and published. Reviewed all Highways and Transport Guidance Notes and developed Highways Guidance Documents. Reviewed enforcement manual and letters.
	Review advance notifications and signage for road works to better improve our engagement	Highway Liaison Manager	<ul style="list-style-type: none"> We have not made as much progress as planned but work is beginning to gather momentum.
	Continue to review our customer enquiry monitoring process and controls	Client and Contract Manager	<ul style="list-style-type: none"> Monitoring of time taken to make initial response to enquiries monitored quarterly as an Alliance Client Performance Indicator and reported to this committee.
	Continue to review our performance management reporting requirements	Client and Contract Manager	<ul style="list-style-type: none"> Implemented Alliance and Client Performance Indicators as part of the Highways 2020 contract.
Measuring how we are doing	Undertake the annual NHT/CQC survey	County Highways Manager	<ul style="list-style-type: none"> Survey undertaken in October 2019. Survey undertaken in August 2020 and awaiting results.
	Establish a highways customer panel	Highway Liaison Manager	<ul style="list-style-type: none"> We have not made as much progress as planned but work is beginning to gather momentum.
	Review the NHT Survey results	Client and Contract Manager	<ul style="list-style-type: none"> Reviewed and reported the survey findings in 2019. Awaiting results to carry out review.
	Prepare 2019 public satisfaction report	Client and Contract Manager	<ul style="list-style-type: none"> Prepared the 2019 public satisfaction report. Used recommendation to influence work in improving public satisfaction
	Analyse complaints data to ensure trends are monitored on a live basis so that immediate action can be taken where appropriate	Complaints Resolution Manager	<ul style="list-style-type: none"> Complaints reason is reported on each quarter and trends are monitored. Complaints level has reduced greatly due to increased early resolution.

Strategy Heading	We said we would	Who is responsible for the action	We have
	Use quarterly complaints reports and biannual compliments reports to guide policy change where appropriate.	Complaints Resolution Manager	<ul style="list-style-type: none"> Main complaint is about potholes and Highways Infrastructure and Asset Management Plan is set up to address this.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	26 October 2020
Subject:	Civil Parking Enforcement Annual Report 2019 to 2020

Summary:

The adoption of Civil Parking Enforcement (CPE) by Lincolnshire County Council requires the Council to submit an annual report on CPE related activities and a financial statement showing the cost of the operation, including any deficit or surplus. This is in accordance with the Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions.

The Lincolnshire County Council Annual Parking Report 2019/20 is attached at Appendix A.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the contents of the annual report and support the report being published on the Council's website.

1. Background

The annual parking report covers the period from 1st April 2019 to 31st March 2020. It is a transparent document that allows the disclosure of various statistics related to enforcement and appeals. The report contains financial information on the cost of the service. The report also includes details of projects where parking enforcement has helped to contribute to parking schemes or the review of current parking restrictions. The report will be sent to the Department for Transport and PATROL (Parking and Traffic Regulation Outside London).

The report contains information on the following subjects:

- Cost of service provision
- Income from penalty charges
- Any surplus or deficit made
- The number of penalty charges issued
- The number of penalty charges paid
- The income raised from penalty charge payments

- The number of appeals
- The number of successful appeals
- The number of penalty charges cancelled, along with reason for cancellation.

2. Conclusion

Parking enforcement continues to contribute to the overall transport strategy by helping to reduce congestion, increase traffic flows and improve pedestrian safety.

The provision of free high street parking helps to contribute to the economic viability of local shops and services. Ensuring that the limited waiting times are adhered to by enforcing the restrictions increases the turnover of vehicles, allowing higher footfall and accessibility to local facilities and amenities.

The table below highlights the past three financial years.

Financial Year	Costs	Income	Surplus / Deficit
17/18	£1,105,551	£1,031,247	£74,304 Deficit
18/19	£1,151,569	£1,174,975	£23,405 Surplus
19/20	£1,231,791	£1,209,123	£22,668 Deficit

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

N/A

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Lincolnshire County Council Annual Parking Report 2019/20

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 Matt Jones, who can be contacted on 01522 552110 or matt.jones@lincolnshire.gov.uk.

Lincolnshire County Council Civil Parking Enforcement Annual Report 2019 / 20



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1. Setting the scene

I. Introduction from Councillor Richard Davies



The aim of this report is to highlight and demonstrate that we undertake enforcement duties efficiently and in a transparent style. In addition to the detail, statistics and information within this report we also publish a wealth of data on the Councils website which allows a user to gather information in a more user friendly, beneficial manner.

We pride ourselves on taking a pro-active, logical and sensible approach when carrying out our enforcement duties throughout the County. Carrying out enforcement in a fair manner resonates through the parking services team, whether it is when undertaking on street enforcement duties or when handling correspondence received in relation to a Penalty Charge Notice.

We carry out a well-structured and effective enforcement practice which helps to improve road safety whilst assisting in managing traffic flow throughout the County. Parking plays a key part in supporting events within the County.

We continue to provide a service that is well respected. Working together with our partners and members of the public who utilise our parking service helps assist this. We hope that you find this annual report informative, detailed and useful.



II. About Lincolnshire



In November 2012 the contract for on-street enforcement was awarded to APCOA Parking Ltd. After a successful tendering process, the contract was extended in November 2016 for a further 5 years with the possibility of a 3 year extension. The structure of the enforcement workforce is 1 manager, 1 data analyst, 3 supervisors and approximately 20 Civil Enforcement Officers (CEO's).

Lincolnshire has 9000km of road network within an area of 5921km², making our enforcement area amongst the largest in the country. To cover this area with such a small team requires a proactive approach to patrol requirements, customer requests and the efficient use of transport. For the purposes of enforcement, the County is split into 3 categories, A, B and C. Category A covers town and city centres, along with other high traffic density routes and locations – these locations are patrolled daily. Category B areas are for smaller towns and are patrolled approximately once a week. Category C areas are all other

areas, subject to parking restrictions, not covered by category A or B and are patrolled on an ad hoc basis and when resources are available.

CEO's are allocated to a patrol location to meet the councils requirements, however category C areas are also patrolled using cars and scooters. These routes are planned so that the most efficient use of the CEO's time is made, along with lower transport and fuel costs.

In August 2019, APCOA took control of the Notice Processing element of the contract and employed 4 new employees to carry out this function. The structure of the notice processing workforce is 1 Supervisor and 3 Notice Processors.



III. Partnership working



The Council's parking enforcement contractor APCOA continues to work in partnership with Lincolnshire County Council to supervise, manage and coordinate the deployment of CEO's throughout the County.

In addition to the enforcement contract, APCOA have also taken on the management of the Notice Processing element of the contract in 2018.



Providing a valuable service to the community is at the forefront of the Council's mind-set and this has been replicated when continuing to conduct a number of successful joint patrols involving Civil Enforcement Officers, Police Constables and Police Community Support Officers throughout Lincolnshire.

The Council and APCOA work in conjunction with Chipside who provide the specialist back office system in regards to Penalty Charge Notice case management and progressions.



As part of the Council's enforcement contract with APCOA, a CCTV vehicle is utilised to monitor school keep clear markings. TES has provided the Council with a specialised mobile CCTV solution since 2017. Working in tandem with both APCOA and TES has enabled the Council to deliver this solution as part of an on-going trial monitoring parking outside of selected schools in the County.



IV. Comments and compliments

"Good Morning, Firstly thank you for your continued support and it's great to see a warden in Alford this morning your support is so greatly appreciated and make a real difference. Many thanks"

"Although it (Walden Gardens, Boston) isn't perfect it is a lot better than it used to be thanks to the presence of your CEO's, keep up the good work."

"I would just like to thank the warden who was patrolling the Bath Row car park, Stamford ... He was very helpful and patient with me as I got very confused as to which part was for 2 hours and which was pay and display. I know wardens are continually ridiculed and moaned about. However, they have a job to do, like most of us, and we should appreciate that fact."

"Many thanks for your quick and extremely helpful reply."

"Well done and many thanks for your help with this, I am sure it will be greatly appreciated by all. Excellent service."

"My sincere thanks for the help and promptness you have shown in dealing with this matter"

"Parking in the bays opposite our shop has been much improved since you have been regularly patrolling, we can't thank you enough."



V. How and why we issue PCNs

The enforcement of parking restrictions is a key component of effective traffic management and assists to improve traffic flow. Poor, dangerous and obstructive parking can pose a danger to pedestrians by blocking pavements and forcing them onto the streets; it also reduces visibility for other motorists and impedes traffic flow. All residents, visitors and businesses benefit from better enforcement of parking regulations and the reduction of incorrectly parked vehicles.

The Councils approach to parking enforcement is to be fair but firm and our procedures manual outlines how we intend to deliver the best possible service to motorists. This document can be found via www.lincolnshire.gov.uk/parking/parking-enforcement.

What do we mean by a fair but firm approach?

Fair

We will explain and communicate the parking rules.

Where possible we will photograph parking contraventions to support the issue of a Penalty Charge Notice.

We will regularly monitor traffic signs and road markings to help motorists parking throughout the County.

Firm

We will review the provision of parking services regularly to see how they can be improved.

We will take consistent enforcement action to deter inconsiderate parking.

We will pursue people who try and evade penalty charges to recover debt owed to the Council.

We will work with our partners and the police to help prevent crime and anti-social behaviour and to protect parking staff against abuse and violence.

We intend to seek prosecution of any attempt to threaten or assault any employee involved with parking enforcement.



2. Parking as a service

1. Residential parking permits

There are four areas within Lincolnshire that have resident permit schemes in operation – Lincoln, Sleaford, Stamford and Louth.

Lincoln

The largest resident permit zone in the County rests in the City of Lincoln. There are currently 19 residential zones within the City with parking restrictions in place. Enforcement Officers carry out patrolling duties in a proactive manner when enforcing residential areas and monitor bay usage on a daily basis. Additional information regarding each zone can be found via <https://www.lincoln.gov.uk/resident/parking-transport-and-travel/parking-permits/>



Louth

There is currently one zone in the market town of Louth with restrictions in place Monday to Saturday. Information relating to this scheme can be obtained by contacting the County Council directly via the e-mail address waiverpermits@lincolnshire.gov.uk.

Stamford

A thriving resident permit zone was introduced to Stamford shortly after the introduction of Civil Parking Enforcement to Lincolnshire. South Kesteven District Council administer the resident permit scheme, whilst on street enforcement is carried out by Lincolnshire County Council. Information regarding the scheme itself can be found via <http://www.southkesteven.gov.uk/index.aspx?articleid=8369>

Sleaford

There is currently one resident parking scheme in operation in the North Kesteven District area which covers three roads in Sleaford. North Kesteven District Council administer the resident permit scheme, whilst on street enforcement is carried out by Lincolnshire County Council. Information regarding the scheme itself can be found via <https://www.n-kesteven.gov.uk/residents/living-in-your-area/travel-transport-and-roads/car-parks/residents-parking-schemes-faqs/>



II. Suspensions

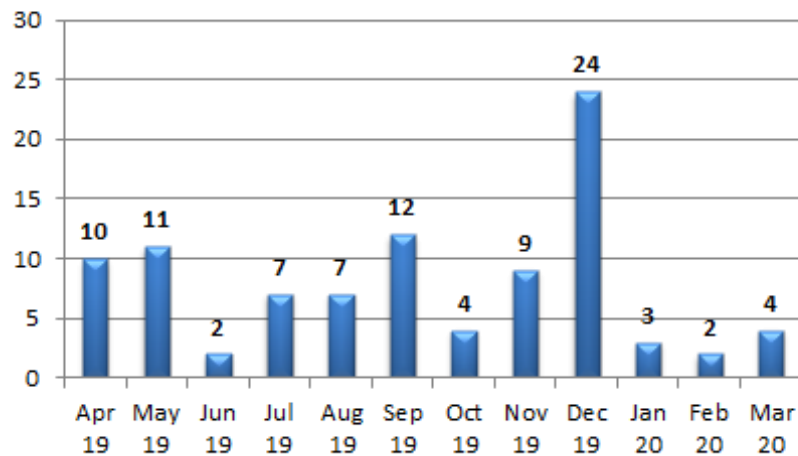
Lincolnshire County Council has the power to suspend parking within a designated parking bay to allow events to take place or access by a specific vehicle for highway/bay maintenance to be carried out. In such cases, advance notice is placed alongside the bay and is distributed to nearby properties giving the date, times and length of the suspension.

Essential maintenance is often difficult due to parked vehicles. The use of suspensions, whilst inconveniencing residents and displacing parking temporarily, is an effective way to ensure essential maintenance is undertaken. For instance, if the Council can improve access to service gullies and drains, the Council can help to minimise the risk of flooding.

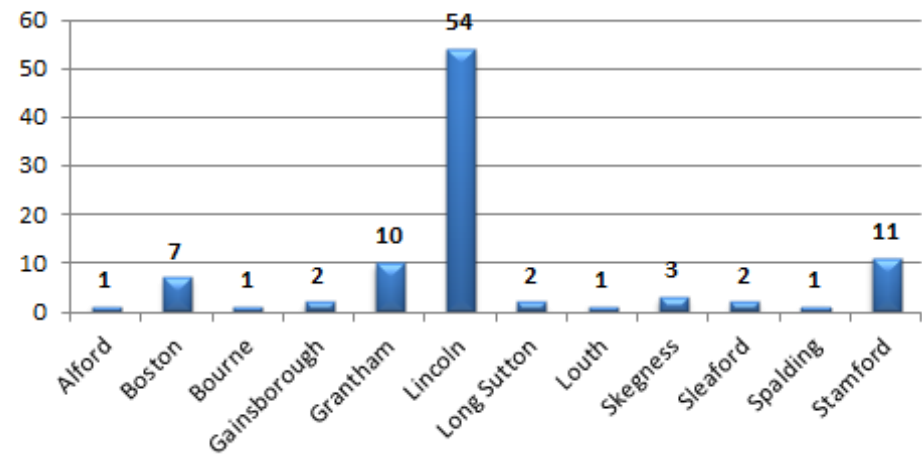
Temporary parking restrictions and parking bay suspensions have also been implemented to help accommodate special events. The below shows the number of parking suspensions implemented and which areas of the County they have occurred.



Suspended Bays by Month



Suspended Bays by Area



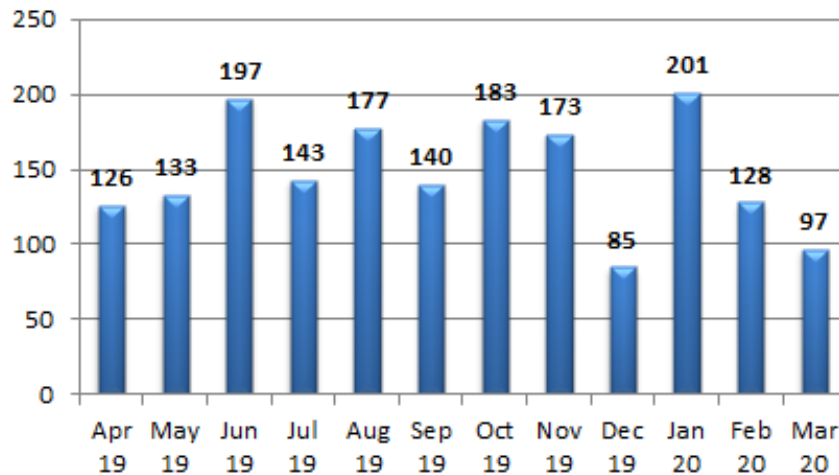
III. Waiver permits

Lincolnshire County Council understands that sometimes it is necessary for a vehicle to be parked in contravention of parking restrictions to undertake works at adjacent or nearby properties. A waiver permit will only be granted when it is essential that the vehicle is parked close to the property and the impact on other road users, businesses or pedestrians is kept to a minimum.

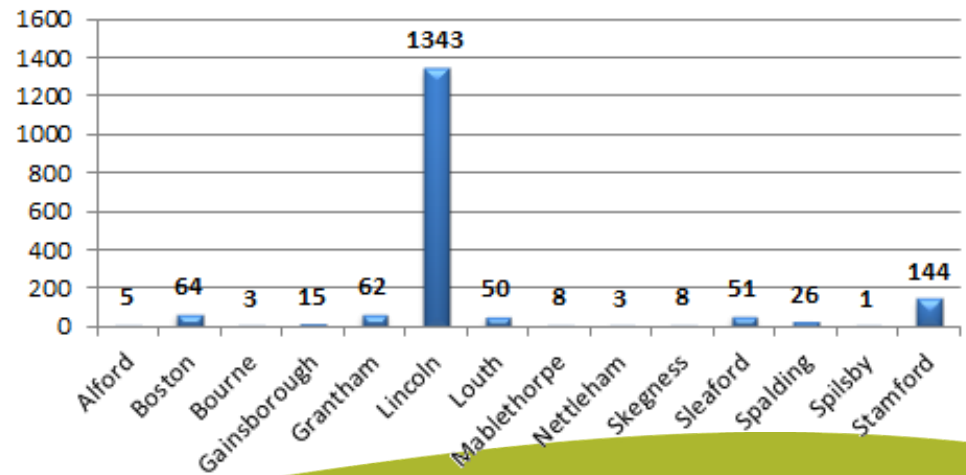
A permit will allow for extended parking in permit holder bays and limited waiting bays. In extenuating circumstances a permit may be granted to allow parking on single yellow lines, loading bays or in restricted zones such as pedestrianised areas but only if there are no other suitable parking alternatives. The below shows the number of parking suspensions implemented and which areas of the County they have occurred.



Waivers Issued by Month



Waivers Issued by Area



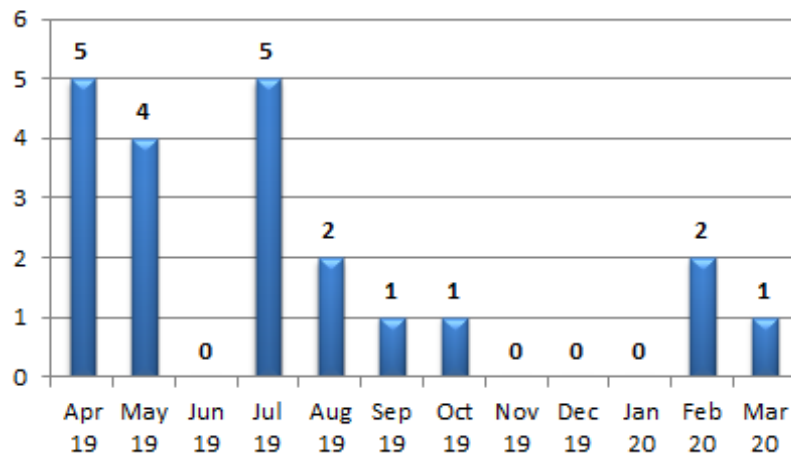
IV. Disabled blue badge scheme

The Disabled Blue Badge scheme helps a badge holder park closer to their required destination. The Council provides a large number of allocated disabled bays at various locations within town centres and effective enforcement helps to ensure that the bays themselves are utilised in the correct manner. Any vehicles seen parked within a disabled bay without a valid blue badge on display could be issued with a Penalty Charge Notice. Further information relating to the enforcement of these bays can be found in Section 4 below.

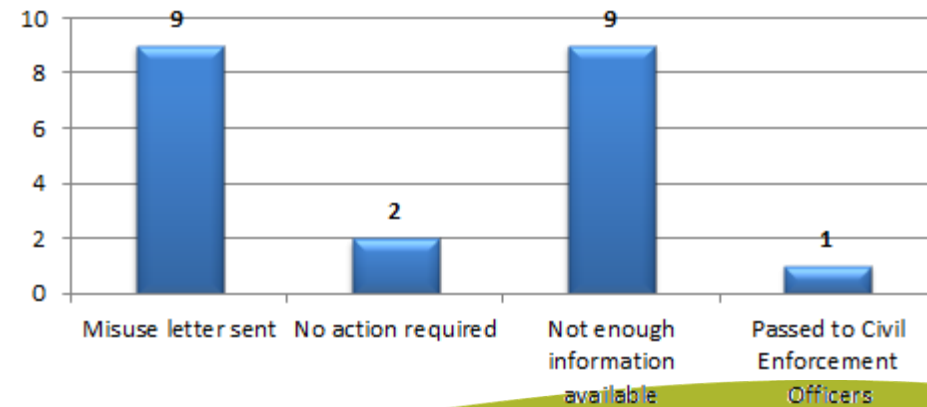
Blue badges can be applied for by visiting the webpage - <https://www.gov.uk/apply-blue-badge> and if a member of the public wishes to report an incident of abuse or alleged misuse of a Blue Badge, this can be reported online via the following web link - <https://www.lincolnshire.gov.uk/parking/apply-renew-blue-badge/5?documentId=48&categoryId=20025>



Disabled Blue Badge Misuse

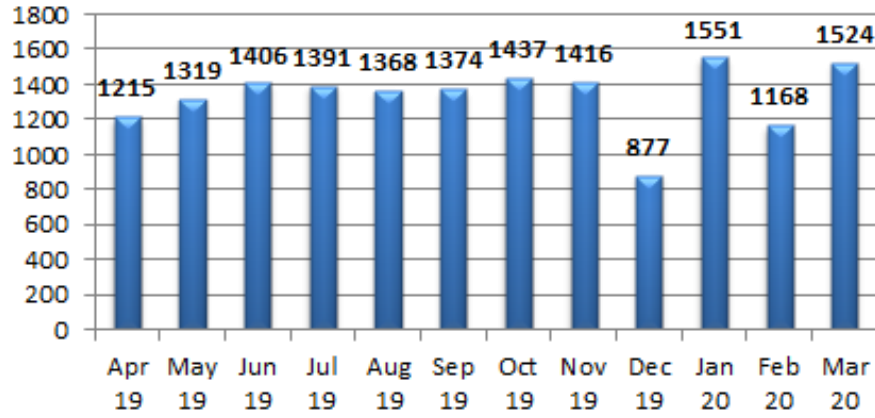


Disabled Blue Badge Misuse Outcome 2019/20



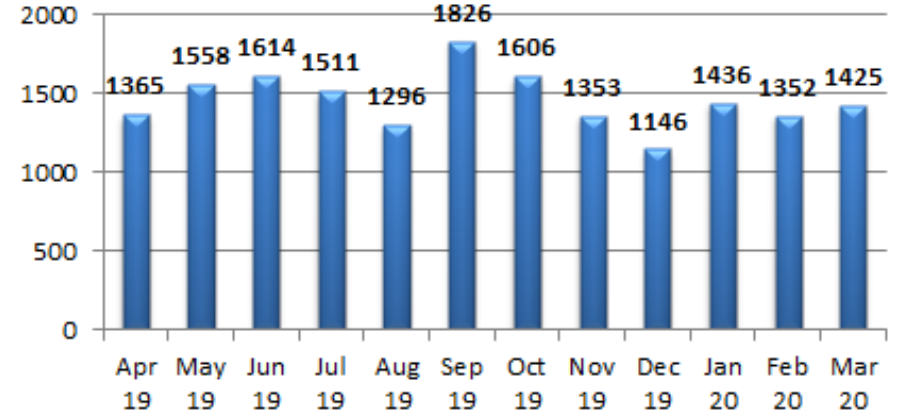
The tables below show the number of blue badges issued within Lincolnshire over the course of the past two financial years.

Disabled Blue Badges Issued in 2018/19



Total badges issued - 16,046

Disabled Blue Badges Issued in 2019/20

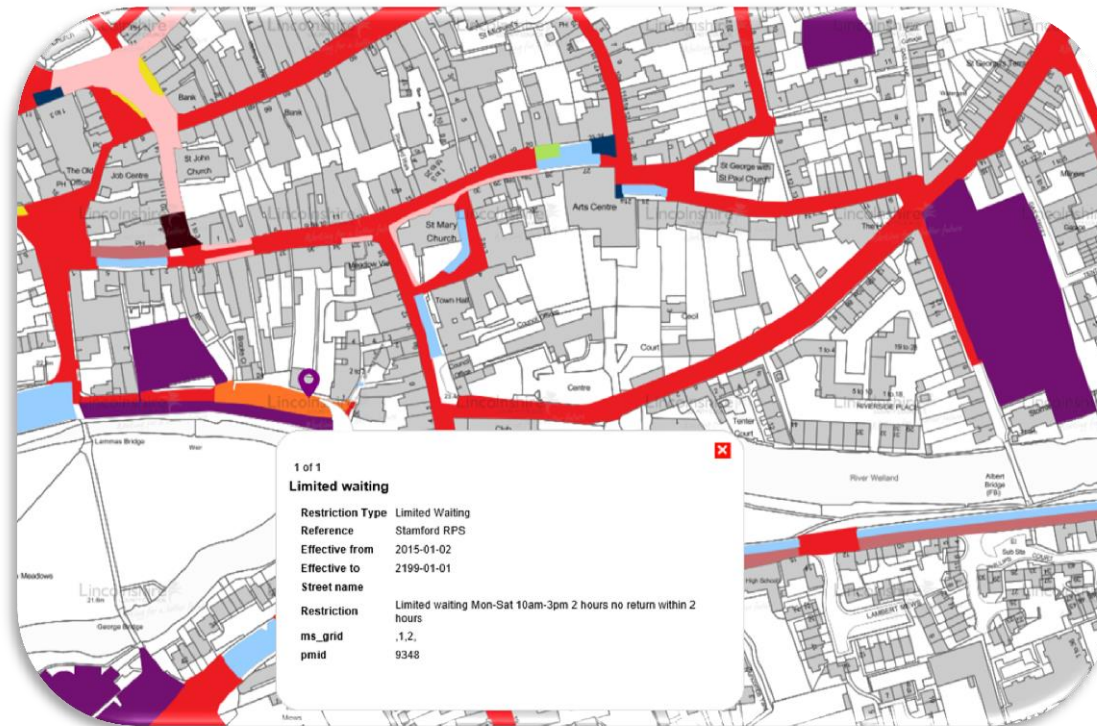


Total badges issued - 17,488



v. Where can people park / parking restrictions

All on street parking restrictions located within Lincolnshire are published on our online interactive mapping tool <https://lincs.locationcentre.co.uk/internet/internet.aspx?articleid=YfmDQ6wYrkU~&preview=true>. This system is commonly used by residents and visitors to the County looking to investigate where parking availability is located. The map enables the user to search via a street location and manoeuvre around the map. We have also highlighted on the maps the locations of District Car Parks should a motorist wish to park on a long stay basis.

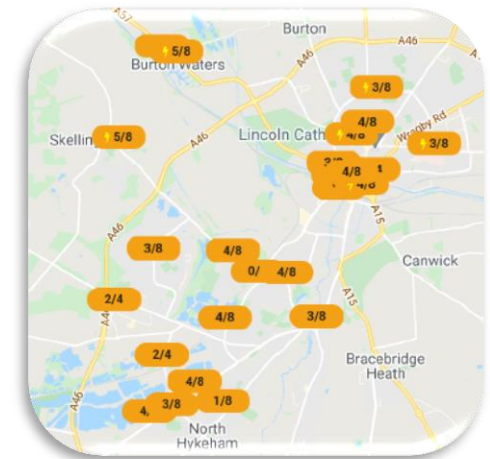


VI. Bike hire scheme



For tourists visiting Lincoln City for a short period, or residents who just want to use the scheme occasionally; cycling is a great way to get around. The distinctive orange bikes are available to hire 24 hours a day, 7 days a week from on-street docking stations. There are several membership options available and a range of e-bikes and regular bikes available to meet the needs of the customer.

Pedal or e-bike, casual or annual, there's a membership for you. Please note if you would like to use both the e-bikes and pedal bikes, you will need to take out more than one membership. If you are already a pedal bike member, you will need to purchase an additional e-bike subscription, (membership or casual). Simply log in to your pedal account, and purchase an additional e-bike subscription. This way, when you enter your membership number and PIN at the console, you will be offered both pedal and e-bikes to rent. You will be charged the appropriate amount depending on the bike you choose. More information can be found on our website - <https://www.hirebikelincoln.co.uk/>



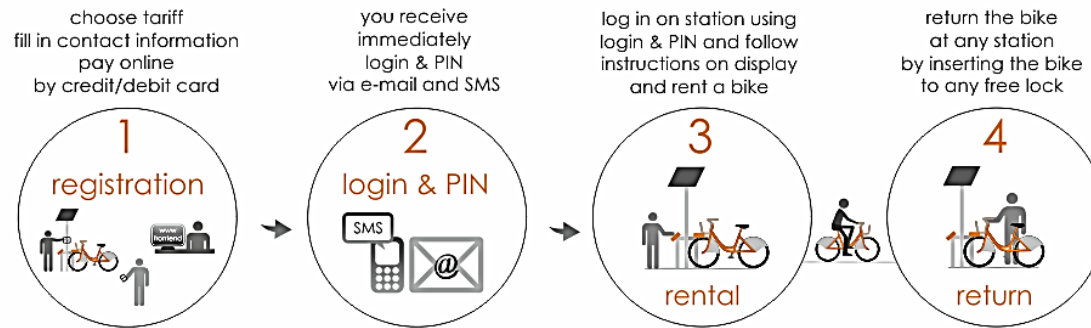
Park and Bike (or "Last Leg") offers a staging post, providing convenient locations for people to break their journey, park their car and continue by bike, making the most of traffic-free routes. There are two official Park and Bike schemes available in Lincoln, encouraging commuters to park on the outskirts of Lincoln city centre and cycle to work. Commuters can park their cars for free at Skellingthorpe or Burton Waters before using their own bike, or rent a hire bike to cycle into the city centre in less than 20 minutes.



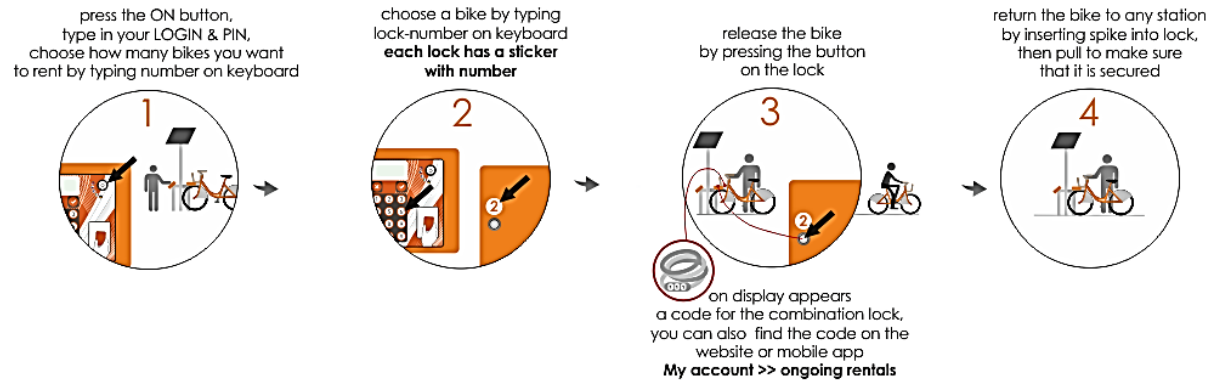
The park and bike site in Skellingthorpe is at Skellingthorpe Community Centre on Lincoln Road. Parking is free of charge. Further information is available by contacting Skellingthorpe Parish Council on 01522 683 061 or email skellingthorpe@north-kesteven.gov.uk.

The park and bike site at Burton Waters is located in the visitor car park. Parking is free, but drivers must obtain a permit from the security office on their first visit. Further information is available by contacting Burton Waters security office on 01522 589 111.

HOW LINCOLN HIREBIKE WORKS



HOW TO RENT & RETURN A BIKE



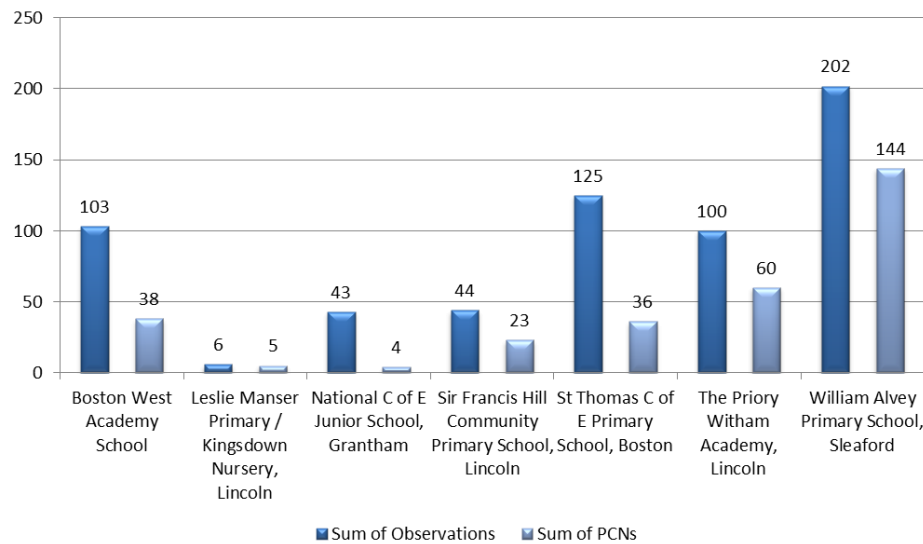
VII. CCTV

Lincolnshire County Council continues to conduct a trial scheme involving a CCTV enforcement vehicle. This trial was implemented to monitor motorists parking habits on school keep clear markings outside the following eight schools within the County.

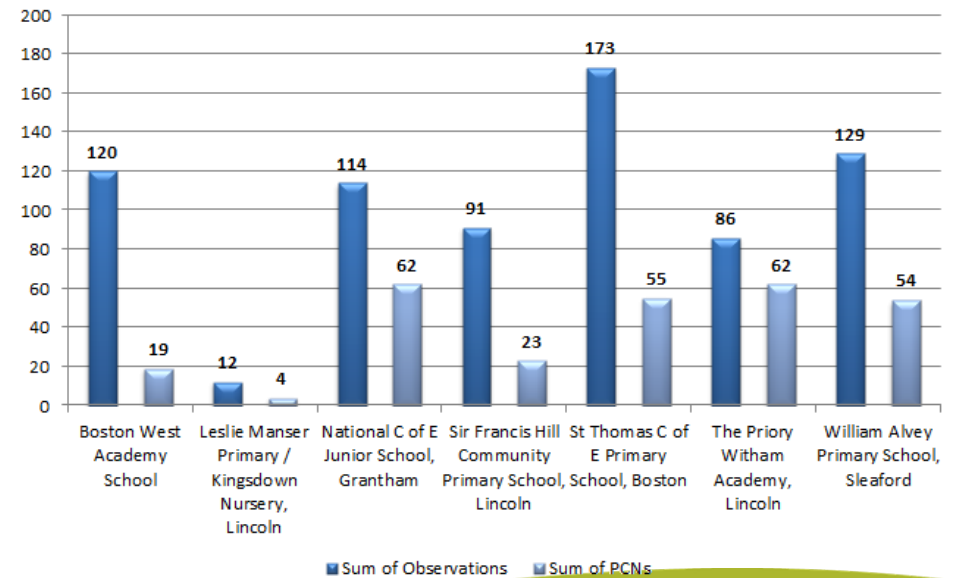
- William Alvey Primary School, Eastgate, Sleaford
- St Thomas' School, Wyberton Low Road, Boston
- Boston West Academy, Sussex Avenue, Boston
- National Junior School, Castlegate, Grantham
- Sir Francis Hill School, Bristol Drive, Lincoln
- The Priory Witham Academy, Shannon Avenue, Lincoln
- Leslie Manser Primary School, Kingsdown Road, Lincoln
- Kingsdown Nursery School, Kingsdown Road, Lincoln



PCNs issued by the CCTV car in 2018/19



PCNs issued by the CCTV car in 2019/20

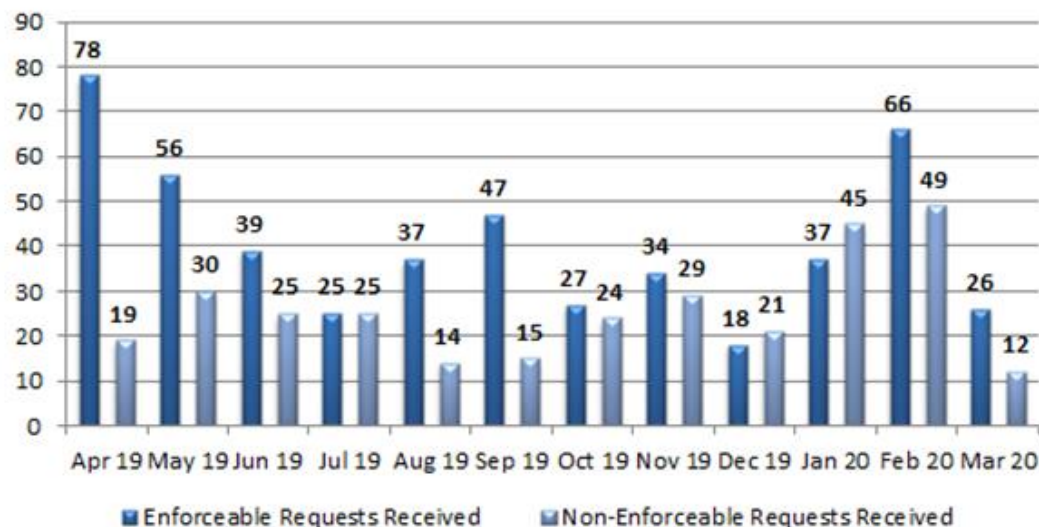


VIII. How to report nuisance parking

Any vehicles seen to be parked in breach of parking restrictions could be issued with a Penalty Charge Notice. A designated hotspot reporting line and e-mail address is in operation for members of the public to utilise. These contact details are linked directly through to the Enforcement Team who endeavours to action the request if possible. A new online reporting tool is being developed to replace this system; further information can be found in the Innovation and New Developments section of this report.

Our Enforcement Officers provide us with detailed reviews of patrols and the information received from residents, business owners and visitors to the County allows us to learn and develop innovative methods of responding to customer requests. This can be dependent upon the resources available to us; however, it has proved beneficial to act upon customer feedback in order to aid parking compliance within Lincolnshire. Of the 798 enforcement requests received in 2019/20, we were able to carry out enforcement action to 490 of these requests. The remaining 308 requests were either matters for Highways Officers to rectify non enforceable restrictions (i.e. damaged lines and signs) or obstruction matters for the Police (i.e. pavement parking).

Enforcement Requests received 2019/20



IX. Events

There are a wide variety of events that take place across Lincolnshire that may require road closures and temporary parking restrictions. Where possible, the Civil Enforcement Officers will enforce these restrictions. Here are a few examples of the events we enforced in 2019 to enable the safety of participants and spectators:

Gainsborough Garden and Food Festival:



The Gainsborough Garden and Food Festival took place with a packed programme of demonstrations and a range of traders from the popular Continental Street Market event, as well as a host of local and regional producers.

Special celebrity guests throughout the three day event included the Michelin Star Chef Jean-Christophe Novelli and the CBeebies presenter Katy Ashworth. Madame Zucchini, from Britain's Got Talent, also ran some fun children's workshops.



Summer Solstice Race:

This was the tenth year of this midsummer evening 10km road race organised by Grantham Running Club in the quiet lanes around Long Bennington.

The accurately measured course whilst not pancake flat has delivered many 'seasons best' and a few elusive PB's. This is also an ideal course to attempt your first 10k race.



Lincoln Christmas Market:



Lincoln Christmas Market is one of the oldest and most popular markets around, scooping award after award. Over 250 market stalls line the streets around the city’s stunning gothic Cathedral, whilst twinkling lights lead you through Castle Square to Victorian themed traders selling a wide range of festive food and drinks alongside handmade crafts and stocking fillers; all of which is wrapped up in a friendly welcome. The Christmas Market gives visitors and residents a truly festive experience, with a traditional, high quality event for all the family.



Bourne CiCLE Festival Sportive:

The Bourne CiCLE Festival took place over a 55, 69 or 90 mile ride from Bourne and through Lincolnshire and Leicestershire countryside. Including the highlight of riding through private roads of Grimsthorpe Estate, taking in four and half miles of traffic free,



historic parkland with spectacular views of the lake and the castle. The ride culminated in Bourne town centre, passing under the race finish gantry where the elite riders raced later that day!



3. Innovation and new developments

We are committed at Lincolnshire County Council to continuously develop and review the services we offer; this includes the regular review of patrols across the county and CEOs performance. We ensure our local communities, business users, visitors and the adjudicators feel listened to and this feedback helps to shape how we manage or meet those expectations. In doing so, this will allow for a more economic, cost effective, visible and efficient use of our finite resource. The work with our inter-departmental links also ensures we remain open and transparent making parking data readily accessible to all members of the public in a friendly and accessible manner.

I. CEO quality checks update

Random spot checks of PCNs were completed for each day patrols were carried out in 2019/20. The system designed in 2017 has been further developed to improve the time spent processing the data and increase the amount of reports it produces. The image to the right shows the input screen when carrying out a quality check and highlights the detail each check requires. No personal data is stored in the database. The VRM entered is to carry out a check to ensure the details were correctly entered by the CEO, the database simply stores a yes, no or N/A response in this particular field.

Each month, a 4 page PDF report was produced for each CEO and an additional overview of all CEOs performance. An excel spreadsheet containing the raw data including all comments on each individual case was also produced. These reports highlight any areas for development to be factored in to CEOs local training. All reports are sent through to APCOAs supervisors to incorporate in each individual's supervision.

In addition to reviewing randomly selected PCNs, the time spent in and between each street is monitored and reported on. These details are also included in these reports to ensure a comprehensive review is carried out each month.



II. Annual Report update

PATROL

PARC AWARDS

Parking Annual Reports by Councils

Overall Winner

Local parking and traffic management
...explained through Annual Reports



We are proud to announce that our 2018/19 Annual Report was declared as the overall winner of the 2020 PATROL PARC Awards. Please find below some comments we have received regarding last year's report:

"Chosen from a huge number of high-quality report entries this year, your report really stood out as one that encompassed comprehensive, but concise and well-presented information, while maintaining a distinct character and sense of place. Of particular note were the links to interactive mapping and lots of content on innovation and new developments, the great personal introduction from Councillor Richard Davies, graphical representations of contraventions and the clear, transparent sections on enforcement, appeals and finance."

Louise Hutchinson
Director, PATROL

"These are extraordinary times and I just want to thank you [PATROL member authorities] for everything you've been doing throughout them. A huge congratulations to Lincolnshire County Council for being this year's overall winner... I very much hope that I can look forward to hosting you all in Parliament in 2021, when these unusual times are behind us. But for now, best wishes to you all."

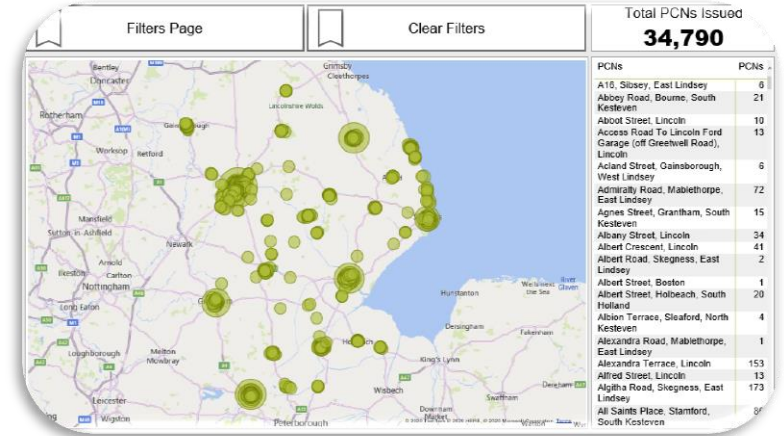
Huw Merriman - MP for Bexhill and Battle,
Chair, Transport Committee

We have continued to make minor improvements to the content and layout of the new style of report established last year whilst remaining committed to producing the in-depth detail. If you wish to review any of our previous reports, they are all located via the following link - <https://www.patrol-uk.info/annual-report/?au=Lincolnshire%20County%20Council>



III. Interactive mapping tool update

We have developed the mapping tools on our open data significantly, the process we follow to produce the data each week has also been improved to speed up the process. In addition to the current financial year's tool (2020/21) which is updated each week, we have also created tools for the previous financial years 2018/19 and 2019/20. We do not display the appeals and financial data for each PCN issued during these periods as this would require updating weekly for the data to remain relevant. However, we already make this data available in our annual reports via the following link - <https://www.patrol-uk.info/annual-report/?au=Lincolnshire%20County%20Council>. A copy of the 2019/20 version is live on our open data platform, a screenshot of how this data is display is to the right of this page.



All of the interactive mapping tools are located on our open data platform which can be found via the following link - <https://lincolnshire.ckan.io/dataset/pcns>.

We have also developed a virtual tour / video guide to demonstrate how to navigate around the website and tools, the video can be viewed via the following link - <https://lincolnshire.ckan.io/dataset/44202da3-749e-480f-8fb7-b47c2b3ab59a/resource/0ef0b463-756c-4324-b32c-19050931019d/download/virtual-tour.mp4>

IV. What's next 2020/21?

We have invested a great deal of time in 2019/20 reviewing how we communicate with members of the public and local councillors to establish what is important to them, what they wish to see and how they prefer to make contact with us. We then set out a clear strategy on areas to develop to introduce in 2020/21 and explored what options are available to us to implement these changes. Below is a summary of the work that has begun, further information on the implementation and interest in these systems will follow in next year's report.



➤ Report Nuisance Parking

Nuisance parking is an issue that affects a lot of residents and something local councillors are often approached about. Historically we have had a dedicated phone line / answer machine service and email account available for requests to be submitted through. These contact details were managed by APCOA and requests for enforcement were carried out where resources allowed. Unfortunately, APCOA did not have the resources to enable them to call or respond to individual requests to provide updates on their requests. It was evident that the public wished to know the result of their requests and when action was carried out so they felt listened to and a genuine interest was paid to the issues they were experiencing. Developments began in early 2020 to create a new online tool to submit requests and generate tailored responses based on the type of request made and outcome of their request. Keep an eye on our website for further information - <https://www.lincolnshire.gov.uk/parking/parking-enforcement>.

➤ Patrol Data Reports

We receive requests throughout the year for varying levels of information from local councillors wishing to know whether their areas are being regularly patrolled and the result of these patrols. The information required could be very time consuming to produce these ad-hoc requests, but was clear that it is something the public found of particular interest. It was decided to investigate whether we could develop a tool similar to the public interactive mapping tools, but to incorporate the patrol data to display when streets have been patrolled. Developments began in early 2020 to create a new online tool to produce this data in a friendly platform that can be manipulated to only display data for the electoral division required.

➤ School Patrols

The CCTV car trial is due to end at the end of March 2020, discussions have already taken place on what resources will be made available in lieu of the CCTV car. Two additional Civil Enforcement Officers will be recruited purely to focus on patrolling the restrictions surrounding school sites during drop off and collection times. Work took place in 2019/20 to identify which schools receive the most amounts of requests for enforcement from members of the public and local councillors, the sites were then inspected to ensure the restrictions were enforceable to make the best use of this new resource. The CEOs would patrol the more rural locations around Lincolnshire between these core times to increase our presence in these towns and villages. New patrols will be trialled in September 2020.



➤ Limited Waiting Bay return time analysis

We highlighted in last year's annual report that we took a more targeted approach to patrols. Following the in-depth analysis of the data displayed in the new deployment tool, it was established that a key element was missing from this data. It was not yet possible to establish how effective a patrol was when looking at a CEO's return time to limited waiting bay. Whilst improving our presence in the more non-complaint areas, we needed to ensure that the effectiveness of the patrol was not negatively impacted. Developments began in early 2020 to create a new tool to interrogate patrol data to establish whether CEOs returned to limited waiting bays within a reasonable timeframe, once the system is fully tested and developed, we can begin to make more minor and well thought out amendments to patrols to have the greatest impact.

➤ Signs and lines survey

Lincolnshire has 9000km of road network with road marking and signage in varying levels of condition. While we inform our local Highways Officers of missing or damaged signs and lines as we come across them via the appeals process, it is apparent that a comprehensive survey is required to establish how great the issue is across Lincolnshire so we can put a plan in place to establish the correct level of resource in required in the areas that need the attention most.

➤ South Holland District Council car parks

A new partnership between South Holland District Council and Lincolnshire County Council will start in July 2020, making sure Spalding's car parks are used fairly and safely, and making it easier for shoppers to visit the town centre. Parking fees in council car parks will also return from this date. With this re-introduction the way in which car parks are managed will change, with the district and county council working together to bring on and off-street enforcement together under one service.

The agreement means that uniformed officers will be more frequently patrolling the council-owned car parks in the town, ensuring there is an appropriate level of enforcement in place to help keep motorists moving, reduce congestion caused by inconsiderate parking and ensure spaces are used fairly to help more people find spaces and visit the town centre.

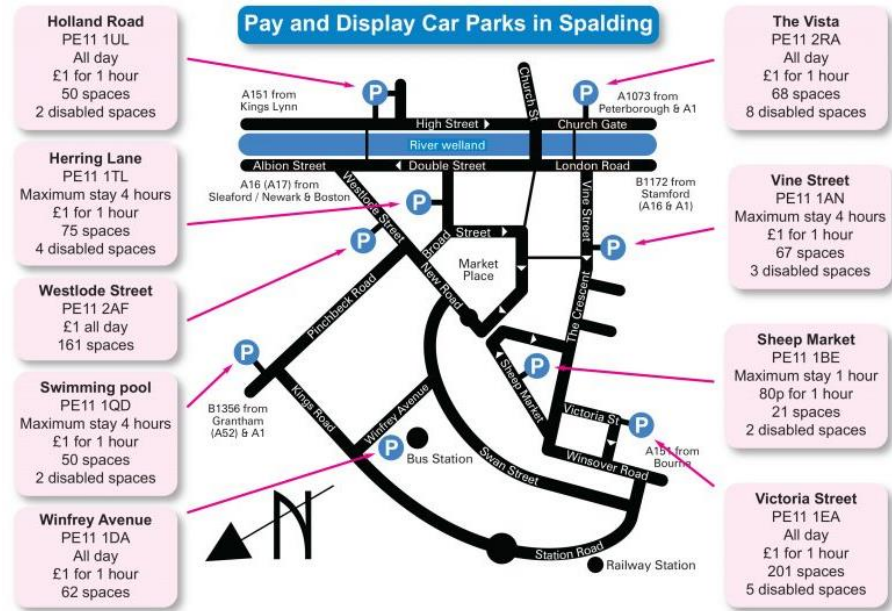


The two councils have worked jointly to find ways to offer residents, businesses and visitors the most effective service together, following feedback from shops and residents about town centre car park spaces being taken up by all-day parkers without tickets, and will help people to feel more confident to park and travel into town and shop.

Councillor Roger Gambba-Jones, South Holland District Council portfolio holder for place said: "I am pleased that we have entered this new partnership with Lincolnshire County Council and believe it will provide us with good opportunities to continue to invest into the District's car parks.

As well as new machines providing more ways to pay and the introduction of electric vehicle charging points, we are continuing to explore ways to improve the provision of, better lighting, signage and extra parking bays for the benefit of everyone who visits the town.

Spalding continues to offer one of the lowest car parking charges available in large towns in the County, and the charges are vital to allow us to maintain, operate and improve the facilities. Being able to ensure fair usage by the whole public through enforcement is an important aspect of this."



4. Education, enforcement and appeals



I. A day in the life of a Civil Enforcement Officer (CEO)

Around 20 Civil Enforcement Officers work across Lincolnshire, taking a sensible approach to local parking problems. The CEOs have powers to issue Penalty Charge Notices (PCNs) to vehicles that do not comply with parking regulations. Our CEOs are easily recognisable by their uniforms. CEOs typically patrol on their own, however, you may see trainee officers, or those receiving on-the-job assessments, with another member of staff. Lincolnshire County Council is committed to training their staff to the highest standards and encourages the development of skills in customer relations.

Although CEOs are there primarily to enforce parking restrictions, they may give directions and often act as the 'eyes and ears' for the Council across a range of services including reporting defects to signs and lines. Our CEOs do not have targets to work towards and the number of PCNs issued is not linked in any way to their pay. Each CEO is equipped with a CCTV badge; we believe that this will help reduce instances of physical threat and abuse when they are carrying out their duties.

This will also support any prosecutions that may take place following instances of abuse. If an appellant feels that a PCN has been issued incorrectly, we can review the video footage to support these claims. Our CEOs are out in all weathers and here's what some of our CEOs have to say about their job:



What do you enjoy about your role as a Civil Enforcement Officer?

"Despite living and working in Lincolnshire for some years, I had never really ventured very far within the county. So, I have enjoyed being deployed to all areas of the county from little villages in North Kesteven, that have the best cake to the bustling seaside resorts of Skegness and Mablethorpe. The county really is so diverse, and I really have been able to see Lincolnshire in all its glory. Patrolling around the cathedral really doesn't compare to being stuck inside for the working day, there is just something so uplifting about it. It has also made me a hit with the wife at the weekend as I have been able to in turn show her some of the amazing places Lincolnshire has to offer."

CEO 271, Darren

Why do you feel Civil Parking Enforcement is important?

"Enforcement is important mainly for safety. I did the school patrols and witnessed first-hand the dangers of vehicles parked in contravention on several occasions. The rules allow for traffic to keep moving, otherwise the towns would come to a stop.

It also ensures that everyone gets a fair approach to parking options in the county. We have a lot of resident's bays but also limited wait bays within the same stretch of roads so there are plenty of spaces for residents and visitors alike. That is the same for disabled parking and loading areas but if cars are parked in contravention in these areas it makes it difficult for the legitimate users to access the spaces and this is where parking enforcement is key."

CEO 202, Cezary

What has been the biggest highlight whilst carrying out your duties?

"I once helped an elderly lady on a wet windy day, she had several bags of shopping and was not great on her feet. The wind was giving her extreme difficulty so I took her bags from her and told her to grab my arm. I walked her from Lumley Road to Burgh Road, this took me well away from my route but I knew my supervisor would have been ok with this given the circumstances, a number of people acknowledged what I was doing which made me feel very good for doing it."

CEO 374, Jordan



What type of training have you taken part in within your career as a CEO?

"I have been fortunate that my time as a senior CEO has allowed me to not only gain my qualification in parking enforcement but also develop my skill set in the other branches of this field such as the CCTV traffic enforcement qualification. The latter was important to me as my grandson is at primary school and the dangerous parking would always trouble me, when I would drop him off on my scheduled rest days. The fact that my qualification was used in Lincolnshire, solely for managing dangerous parking at various schools throughout the county made me feel like I was having a positive impact on the safety of not only my grandson but the children in general.

I am also a fully qualified trainer and APCOA have been very supportive of me delivering the WAMITAB course and the local training to new recruits. This has led to continued CPD in the area as it is a requirement in order to continue delivery. This has allowed me to establish good working relationships with the staff members."

CEO 256, Anthony



II. CEO contravention code of practice

Civil Enforcement Officers (CEOs) work within a stringent set of guidelines governed by the Traffic Management Act. They have limited discretion, for example, they may offer advice about where to park if the situation allows such advice to be given. Further discretion will be allowed by the Notice Processing Officers who will consider representations against PCNs taking into account the evidence provided by the motorist as well as the guidance provided.

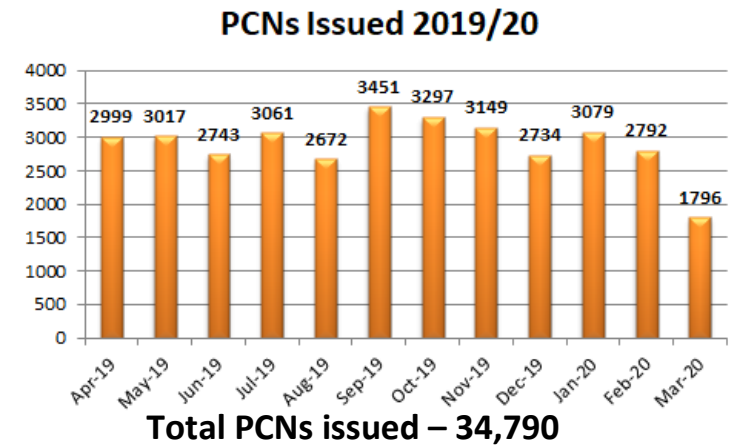
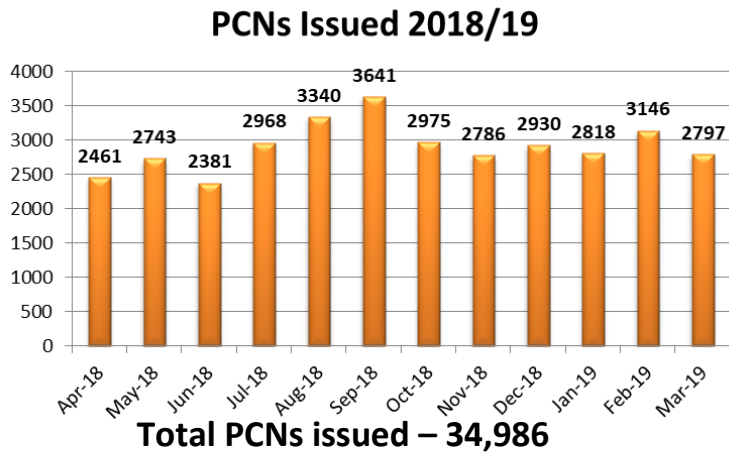
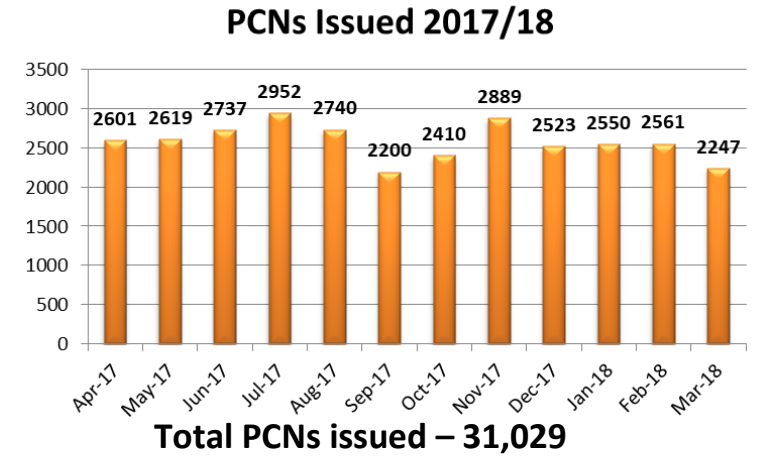
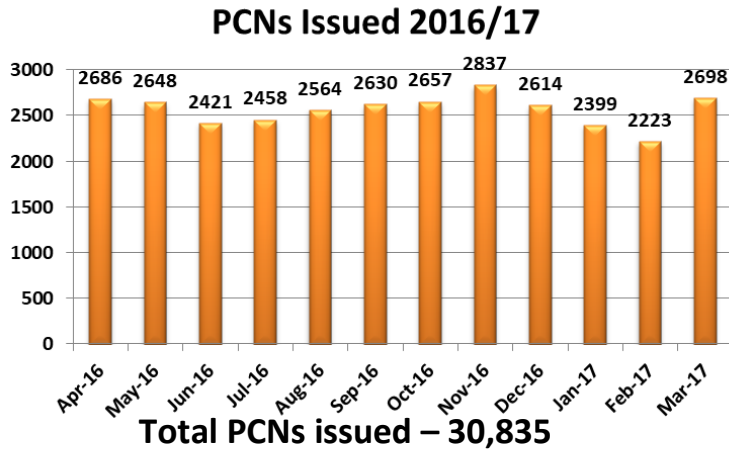
Before the issue of a PCN and depending on the circumstances, CEOs will usually observe vehicles to see if loading or unloading is taking place. However this observation time does not apply to streets with loading prohibitions, bays for specific users such as disabled drivers and doctors, or to suspended bays where instant PCNs will be issued.

Prior to the issue of a PCN the CEOs will, for some contraventions, allow a period of time to elapse between first observing the vehicle parked in contravention of the regulations and the issue of the PCN. The details of the vehicle will be entered into the CEO's Hand Held Computer (HHC) when first seen and the computer will prevent issue of the PCN if an observation period is required. The CEOs will be able to continue with their patrols, as long as the contravening vehicle is kept in view, and then return to the contravening vehicle. The observation time and the PCN issue time will appear on the face of the PCN itself and will be recorded by the enforcement software system. Some contraventions do not require an observation period and can be issued immediately. For a detailed list of which contraventions require an observation period, please refer to our Civil Parking Enforcement Procedures Manual which can be located on our website - <https://www.lincolnshire.gov.uk/parking/parking-enforcement>



III. Penalty Charge Notice (PCN) issue stats

Below is an overview of the number of PCNs issued over the past four financial years. For a more detailed breakdown of this data, please visit our open data website via the following link - <https://lincolnshire.ckan.io/dataset/pcns>



IV. Most issued contravention codes

Below is a list of the most commonly issued contraventions in Lincolnshire, we have provided the description of the contravention and included some examples of the road markings and signs you are likely to see.

01 Parked in a restricted street during prescribed hours

Parked for longer than permitted **30**

40 Parked in a designated disabled person's parking place without clearly displaying a valid disabled person's badge

Parked in a residents' or shared use parking place without clearing displaying either a permit or voucher or pay and display ticket issued for that place **12**



23 Parked in a parking place or area not designated for that class of vehicle

02 Parked on a taxi rank

45 Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force

25 Parked in a loading place during restricted hours without loading

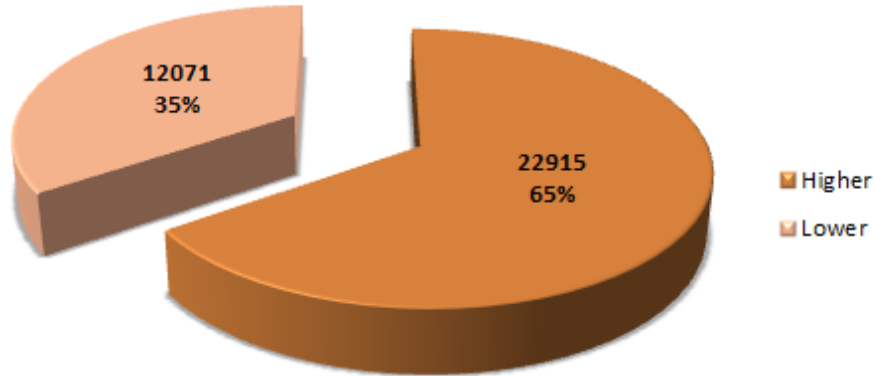


Code	Description	Issued in 2018/19	Issued in 2019/20	Difference
1	Parked in a restricted street	10,293	9,978	-315
2	Loading in restricted street	1,347	1,139	-208
5	Parked after payment expired	197	265	68
6	Parked without clear display	1	3	2
8	Parked at out-of-order meter	0	1	1
10	Parked without clear display 2	0	2	2
11	Parked without payment	601	616	15
12	Parked in a residents' place	2,161	1,912	-249
16	Parked in a permit space	220	299	79
19	Parked in a residents' place	680	458	-222
20	Parked in a loading gap	3	5	2
21	Parked in a suspended bay	410	269	-141
22	Re-parked in the same place	240	179	-61
23	Wrong class of vehicle	1,985	1,992	7
24	Not parked correctly	966	594	-372
25	Parked in a loading place	1,089	514	-575
26	Double parking in a SEA	150	210	60
27	Dropped footway in a SEA	233	344	111
30	Parked longer than permitted	9,384	10,403	1,019
35	Disc without clearly display	2	1	-1
36	Disc longer than permitted	0	1	1
40	Disabled person's parking	2,702	2,939	237
42	Police vehicles	13	19	6
45	Taxi rank	1,291	1,614	323
46	Clearway	139	143	4
47	Restricted bus stop or stand	245	298	53
48	Restricted school area	325	246	-79
49	Cycle track or lane	164	167	3
61	Commercial footpath parking	0	2	2

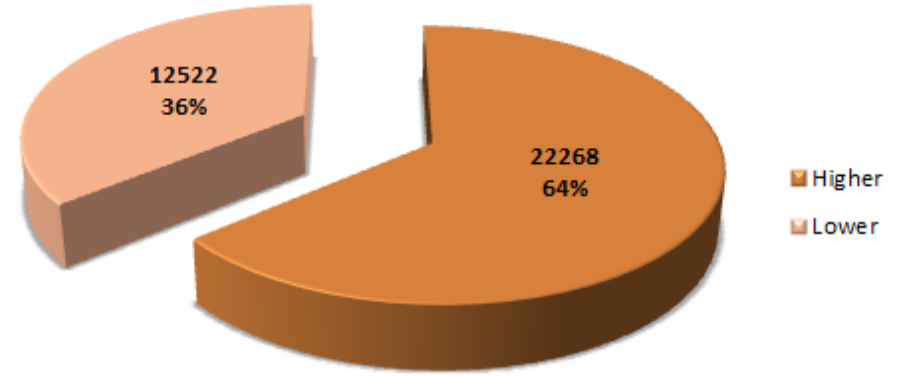


62	Footpath parking	5	0	-5
99	Pedestrian crossing	140	177	37
Grand Total		34986	34790	-196

Charge Levels, 2018/19



Charge Levels, 2019/20



V. Appeal response times

Type of PCN	How you usually challenge it
Local council PCN - received on the spot, i.e. Reg 9 PCN on your windscreen	Make an informal challenge to the council
Local council PCN - received in the post, i.e. sent a 'Reg 10 PCN/Notice to Owner'	Make a formal challenge (called a 'representation') to the council

Lincolnshire Councils urge every motorist who is issued a Penalty Charge Notice to deal with it quickly. PCN's are processed using a set of national procedures and timescales.

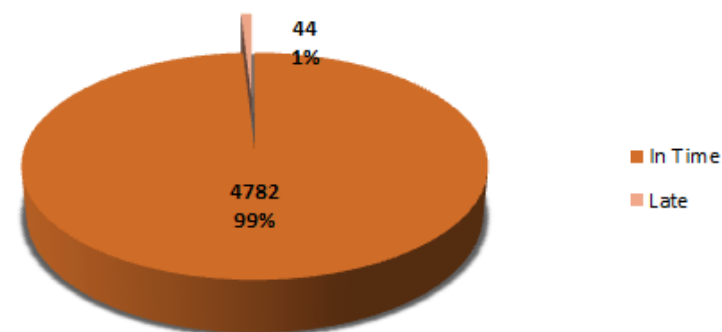
You can pay the penalty charge straight away using the payment details on the Penalty Charge Notice; or, if you believe that the penalty charge should not have been issued; you may challenge the issue of the PCN in writing as described on the Penalty Charge Notice.

It is not possible to document every scenario or circumstance that may exist, however, we have detailed the typical lifecycle of a Penalty Charge Notice in full in our procedures manual which can be found via www.lincolnshire.gov.uk/parking/parking-enforcement. This details the options available to the public and outlines the council's responsibilities.

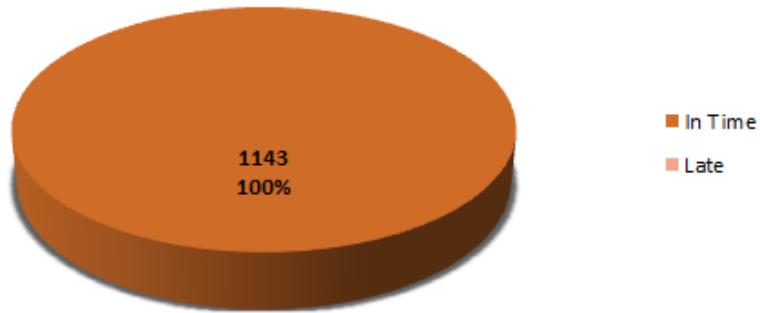
A motorist has 28 days to informally challenge a Regulation 9 Penalty Charge Notice (PCN) prior to a Notice to Owner being served to the registered keeper of the vehicle. If this action is carried out within 14 days and the challenge is unsuccessful, it is likely that the discounted sum due will be extended for a further 14 days from the date of rejection. Lincolnshire County Council endeavours to respond to all challenges within 14 days upon receipt of an appeal.

Of the **4,826** challenges received in the financial year 2019/20, **4,782 (99%)** were responded to in time. Responses to informal challenges made out of time may be due to the Council obtaining additional evidence, i.e. reviewing video footage from the Civil Enforcement Officers badge camera.

Informal Challenge Response Times 2019/20



Formal Representation Response Times 2019/20



The owner of a vehicle is given the opportunity to make a Formal Representation against a PCN once the Notice to Owner (NtO) is sent to them by the relevant Council. This representation must be made within 28 days of receipt of the NtO. A written Notice of Acceptance or Rejection will be sent within a maximum of 56 days (however, the Council aim to serve decision notices within 21 days whenever possible) of receipt of a formal representation from the owner of the vehicle. Of the **1,143** challenges received in the financial year, **100%** were responded to in time and **1,074 (94%)** of these were responded to within 21 days.

VI. Enforcement action taken

Currently Lincolnshire County Council does not actively immobilise or remove vehicles as per the statistics shown below.

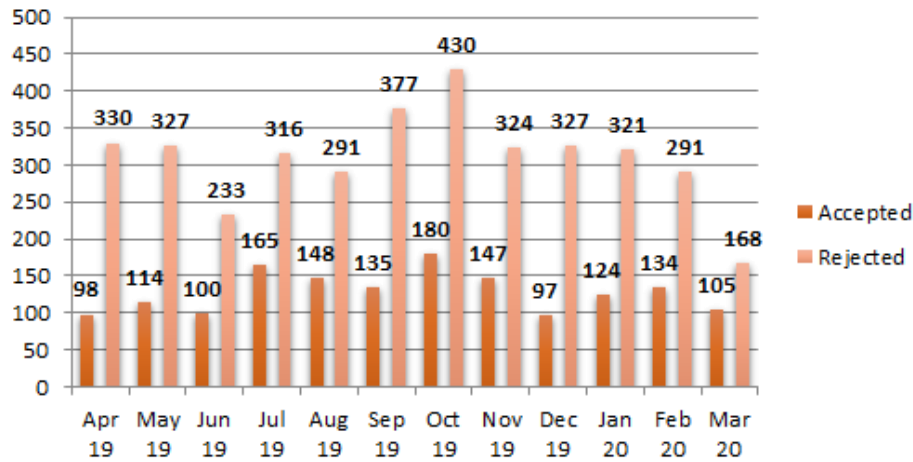
	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Totals
Vehicles Immobilised	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Removed	0	0	0	0	0	0	0	0	0	0	0	0	0

	Apr 19	May 19	Jun 19	Jul 19	Aug 19	Sep 19	Oct 19	Nov 19	Dec 19	Jan 20	Feb 20	Mar 20	Totals
Vehicles Immobilised	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Removed	0	0	0	0	0	0	0	0	0	0	0	0	0

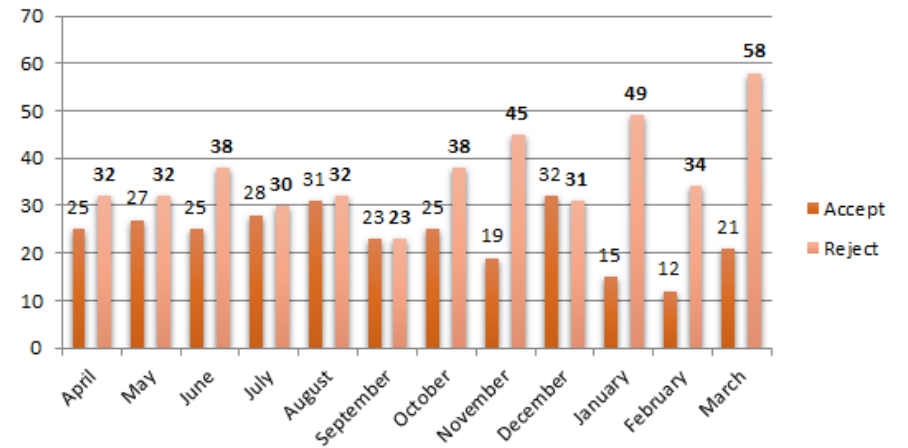


VII. Challenges, representations and appeals

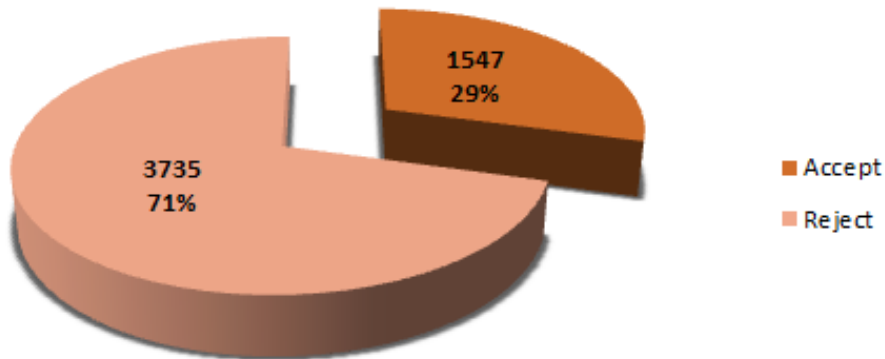
Informal Challenge Decisions 2019/20



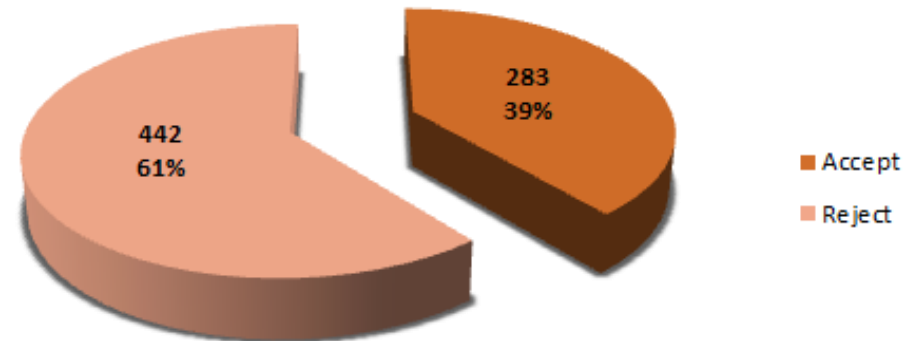
Formal Representation Decisions 2019/20



Informal Challenge Decisions 2019/20



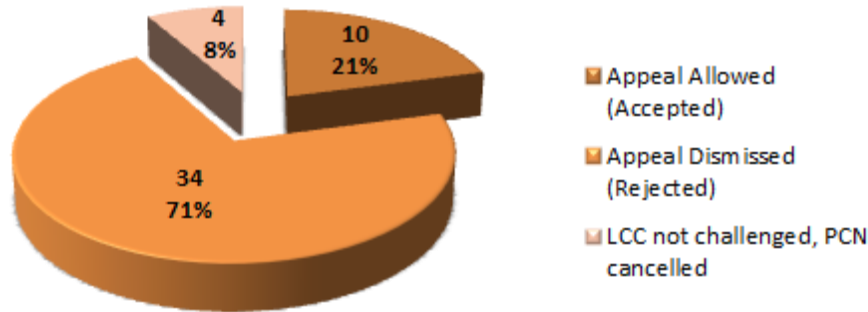
Formal Representation Decisions 2019/20



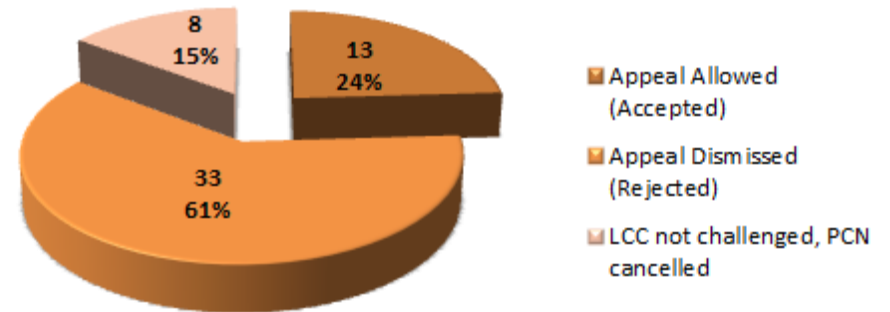
If an appellant is not satisfied with the decision made by the Council regarding their formal representation, they have the right to challenge the issue of the PCN to a parking adjudicator based within the Traffic Penalty Tribunal (TPT).

The TPT are a group of independent parking adjudicators and they conduct hearings relating to parking, bus lane, and moving traffic contraventions (outside of London). These hearings can be carried out in person, over the telephone or in writing. The below charts show the cases submitted to the Tribunal over the past 2 financial years and their outcome.

Cases appealed at TPT 2018/19



Cases appealed at TPT 2019/20



5. Transparency in finance

I. Financial information

The table below shows a breakdown of the costs incurred by the Council and any surplus generated from Civil Parking Enforcement.

In line with the Traffic Management Act 2004, any surplus arising from on-street parking and enforcement is ring-fenced and can only be used for the provision of the enforcement service, supplying or making good parking facilities, transport projects, environmental projects or if the council feels that none of these are required, the funds can be set aside against potential losses for up to 5 years.

Lincolnshire County Council receives no income for on-street parking, preferring to provide free limited waiting parking in town centres, helping to support local businesses and services by encouraging more visitors. Surplus income has previously been spent to help finance the CCTV Pilot enforcement scheme currently being undertaken outside of selected schools in Lincolnshire and has also contributed towards remedial works to improve marking and signing of restrictions and parking bays.

A deficit of £22,668 was recorded in 2019/20 which has been balanced and drawn down from the CPE reserves. Although in its early stages financial wise, the deficit was partially due to a loss of income in late March due to the COVID-19 pandemic.

		2018/19	2019/20
Income	Penalty Charges	£1,174,975.46	£1,209,123
Costs	Enforcement Contract	£802,251.40	£811,500
	Notice Processing Contract	£185,352.00	£229,400
	Council costs	£163,966.31	£190,891
	Total	£1,151,569.71	£1,231,791
Draw down from reserves	Total	£0	£22,668
Deficit/Surplus	Total	+£23,405.75	£0



Contact Us



ParkingServices@lincolnshire.gov.uk



01522 552222 (8am-6pm Monday to Friday, closed Bank Holidays)



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

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

Report to:	Highways and Transport Scrutiny Committee
Date:	26 October 2020
Subject:	Annual Update on Lincolnshire County Council's Approach to Traffic Model and Transport Strategy Developments

Summary:

This report details what a transport strategy is and what the purpose and benefits of them are for Lincolnshire County Council (LCC). It then outlines what progress has been made since the last report in June 2019 and what further developments are planned in the coming year.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to make comment on the actions taken to date and the planned developments for future years.

1. Background

In June 2018 a paper was presented to the Highways and Transport Scrutiny Committee detailing what a transport strategy is and what the purpose and benefits of them are to LCC. It then outlined the status of LCC's existing Transport Strategies and recommended a more robust future approach across the whole County.

1.1 This recommendation was endorsed and a request was made to provide an annual update to the committee outlining progress against the planned activities. This paper will provide that update and detail what further development has occurred and what is planned to occur.

1.2 Prior to providing an update it is worth revisiting the background of this Transport Strategy approach. It is also imperative to appreciate that where the word transport is used, this is not necessarily related to motorised vehicles or roads. Transport is an encompassing word which relates to mobility and movement so by its nature includes: walking, cycling, bus travel, rail travel and other forms of public transport. In some cases it may be that road space for vehicles is sacrificed to allow space for more sustainable forms of transport, as outlined above so to address the aims of the strategy.

1.3 Purpose and Need for Transport Strategies

Transport strategies are key to the delivery of improvements to the transport network through the identification of policies and proposals founded on a sound evidence base. The strategy documents set out what a local authority intends to achieve in an area and how it will go about it, presenting the authority's proposals for improving the transport network over a period of time.

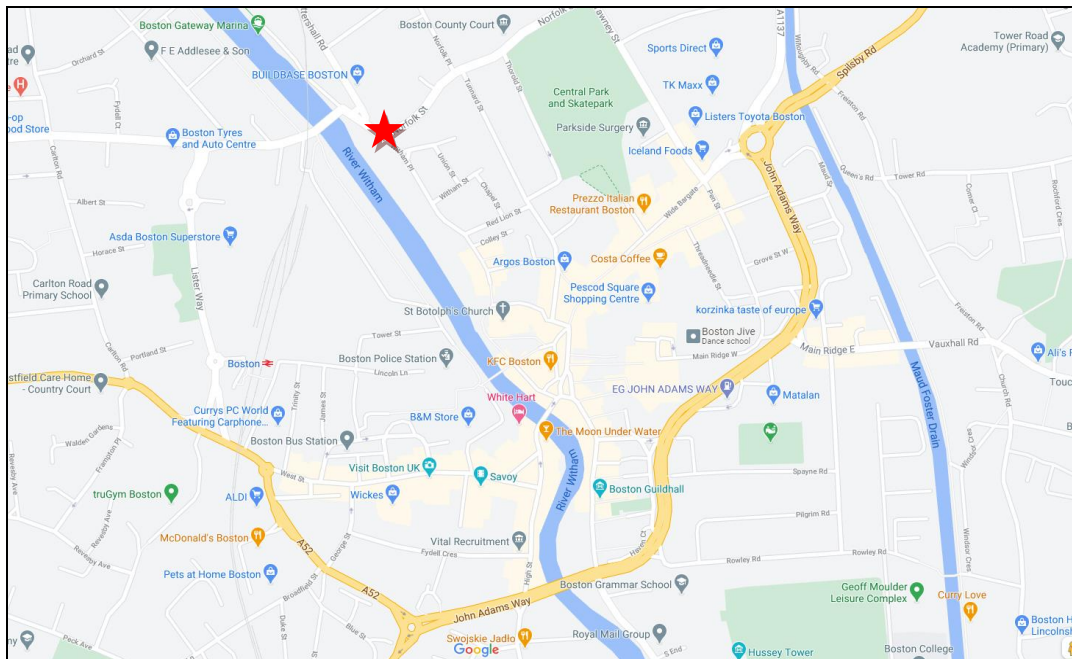
- 1.4 Developed using a comprehensive and robust methodology, aligned to Department for Transport processes, transport strategies can provide the basis for the formulation of funding bids and provide strong evidence for the strategic case for schemes which such bids are required to demonstrate.
- 1.5 These strategies have evolved to consider not only transport but also accessibility that transport provides to both people and the wider economy as well as its interaction with land use, planning and economic development. Together, an understanding of plans for new developments and the needs of the local and wider economy are vital to identifying the future requirements for the transport networks and the transport policies and proposals which will support them.
- 1.6 Strategies need to consider why, where and how people travel therefore they need to be based on an understanding of the journey purposes (e.g. travel to work, school or for leisure, or the movement of goods), the travel areas (e.g. travel within neighbourhoods, urban areas, counties, regions, nationally or internationally) and what modes of travel are used. Strategies should be multi-modal through which they focus on all main modes of transport and it is the norm to use a hierarchy which:
 - reduces the need to travel;
 - prioritises walking and cycling;
 - promotes public transport; and,
 - mitigates the impact of traffic.
- 1.7 Without a sound strategy, it can be difficult for local authorities to provide the evidence base upon which to justify transport improvements which in turn makes it more difficult to generate support for schemes and secure funding. These documents also provide the basis for authorities to be proactive in understanding current and future trends and pressures on its network rather than simply being reactive to changes within or external to their areas. For example, with a well-developed understanding of potential impacts of local plans, authorities can proactively formulate their approach to major planning applications based on the overall impact of all development rather than assessing in isolation the individual site impacts on a case-by-case basis.
- 1.8 Transport strategies enable authorities to comprehensively plan a pipeline of work over the period of the strategy's life. Furthermore, with a set of strategies covering locations across an authority's area, decisions can be made on which areas, policies and proposals should be prioritised and delivered first.

- 1.9 The completion of a transport strategy can subsequently lead to the development of a delivery plan for the policies and proposals it contains. In general, strategies provide the overall policy and high level scheme proposals through which an authority will improve transport in its area while plans are more detailed setting out how and when specific projects will be delivered and funded.
- 1.10 Transport Strategies are developed through a standard process although the individual steps and tasks will vary. All strategies will be based on a robust understanding of the current situation within the strategy area and how the situation will change in the future if the strategy was not to be delivered. This understanding should then lead on to identifying the key problems and opportunities, 'challenges', in the strategy area and the confirmation of the need to take action or 'intervene' in the transport system. To steer both the identification of options and the eventual delivery of the strategy, a robust set of objectives and outcomes needs to be developed, building on both wider economic, land use and transport policies, and the challenges identified. A long list of options is then developed to resolve the challenges and achieve the objectives and outcomes. The list is then sifted through initial appraisal to form a short list of the most promising options which is then taken forward for more detailed assessment and appraisal. Options that successfully pass through the process are then included in the final strategy. To support the delivery of the strategy, it should set out how policies and proposals will be taken forward and how the delivery will be monitored
- 1.11 Transport Strategies should set out the following:
- an evidence base supporting the identification of current and future challenges
 - the basis for the need for intervention
 - strategy objectives and outcomes
 - the strategy policies and proposals
 - the approach to monitoring delivery
- 1.12 The following sets out a standard set of stages in developing a strategy:
- Understand the current situation
 - Understand the future situation
 - Confirming the need for intervention
 - Identification of objectives
 - Option identification – long list
 - Initial sifting and shortlisting
 - Option development and appraisal
 - Strategy development and reporting
 - Delivery and programme
 - monitoring and evaluation of the implemented strategy

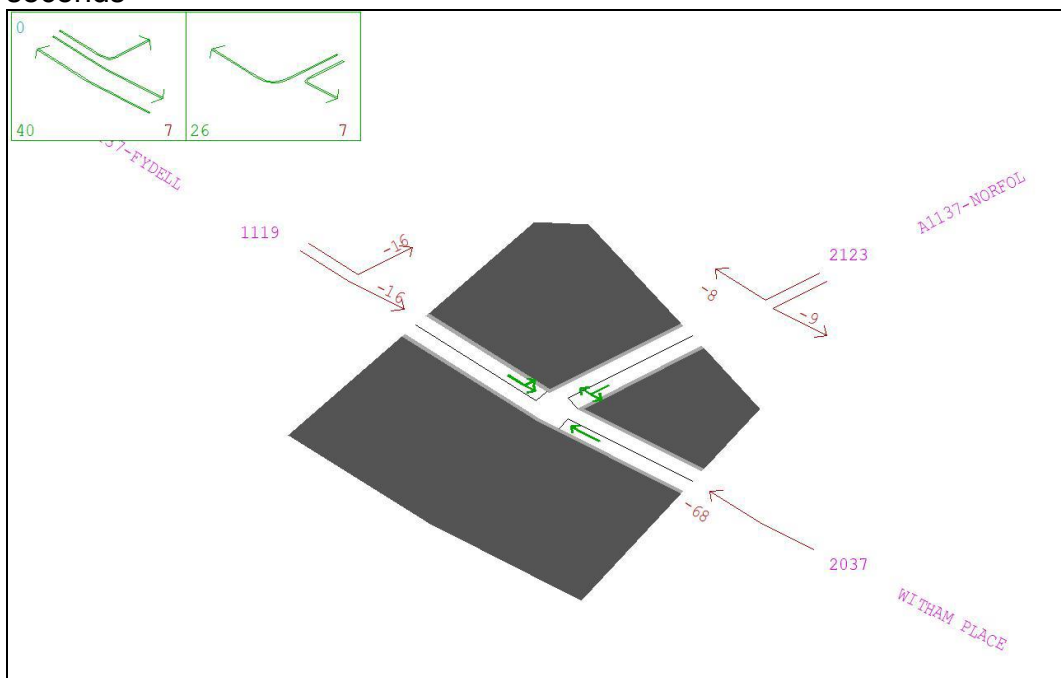
1.13 Traffic Modelling

Traffic modelling is used to both understand the current and future conditions within a strategy area, based on predictions of land use and economic development, and then to test the impact of potential options before the more promising of those options are taken forward into the final strategy.

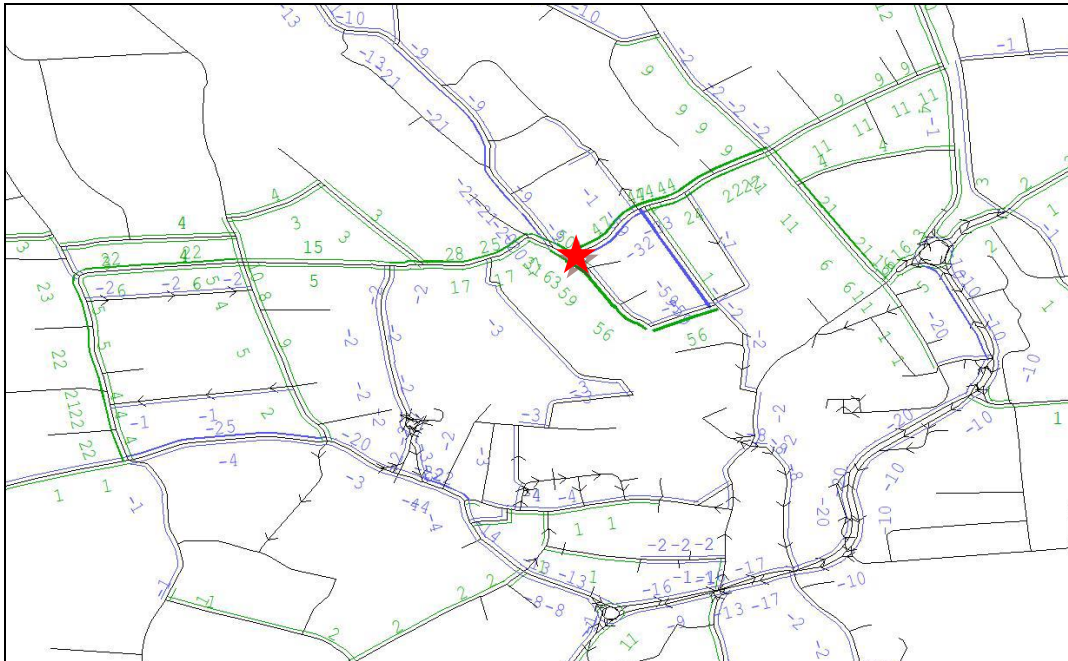
1.14 Traffic Modelling is referenced as a key tool for developing the evidential need/justification for intervention. The following is a brief diagrammatical explanation of the output abilities of a traffic model. Below identifies a scenario of implementing a right turn ban from Witham Place to Norfolk Street in Boston.



1.15 The below is the output of implementing this change in a reduction of seconds



- 1.16 The above impact can be measured using traffic figures gained at just the junction; however that wouldn't result in the ability to assess the impact across the strategic area. By having a traffic model in place the below wider impact can be measured and understood. The below table indicates the No. of vehicles/hour change in flows.



1.17 Transport Strategy Aims

The purpose of creating these various strategies is that a number of projects can be brought forward which deliver clear benefits (agreed by both the County and District Councils) across the entirety of the County, thus distributing capital expenditure. It also has the benefits of improving the likelihood of attracting third party funding, improving the forward programme of capital project delivery and focuses LCC's investment into the areas which deliver the most balanced improvements. It's important that once a place based transport strategy is adopted a board be established to review the continued viability and progress of the strategy on a regular basis.

1.18 Progress Update

Since the last update report in June 2019 the following traffic models and transport strategies have been completed or are near to completion:

- Boston Traffic Model
- Lincoln Transport Strategy
- Gainsborough Transport Strategy

The following traffic models have commenced this financial year:

- Grantham Traffic Model
- Sleaford Traffic Model
- Skegness and Coastal Area Traffic Model

1.19 Below is a programme of 'completed', 'in progress' and 'planned' traffic models and Transport Strategies.

Traffic Model																
Location	Estimated Population (000's) by 2011 Census	Prior to 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln	130								Update			Update			New Model	
Grantham	42							New Model				Update				
Boston	41											Update				
Spalding	32									Update						New Model
Skegness + General East Coast	25							New Model					Update			
Gainsborough	21									Update					New Model	
Stamford	20								New Model					Update		
Sleaford	17							Update					New Model			

Place Based Transport Strategy																
Location	Estimated Population (000's) by 2011 Census	Prior to 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln	130											Review / Update			Review / Update	
Grantham	42								New Strategy				Review / Update			
Boston	41											Review / Update				
Spalding	32											Review / Update				
Skegness + General East Coast	25								New Strategy					Review / Update		
Gainsborough	21							New Strategy			Review / Update					Review / Update
Stamford	20								New Strategy						Review / Update	
Sleaford	17								New Strategy				Review / Update			

Planned

In Progress

Completed

1.20 Transport Boards

Transport Boards have been set up in the eight urban areas, these are attended by both County and District members and have representatives from County and District officers too. They are chaired by either the Executive portfolio holder for Highways, Transport and IT Cllr Richard Davies or the support councillor to the Executive portfolio holder for Highways, Transport and IT Cllr Clio Perraton-Williams. This chair has been held by a member to ensure the boards have a clear emphasis on public concerns and the board also has local members to ensure the focus is on the local area.

- 1.21 The boards have been well received by members and officers in both the County and District Councils and have acted as a forum for discussing items such as; new junctions, additional cycle lanes, residents parking schemes, major highway projects, planned growth in the local plan, public transport concerns, etc. The result is that the questions, concerns and or initiatives are assigned to specific board members to consider before reporting at the next board (these are either bi-monthly or quarterly depending on what is happening in that place at that time). Where this has resulted in the need for capital expenditure then the potential project/area of investigation has been captured on a pipeline of future projects for consideration when funding becomes available.

2. Conclusion

That the Highways and Transport Scrutiny Committee note what a transport strategy is and what the purpose and benefits of them are to LCC. The Committee should consider the continued benefits a transport strategy approach will develop in identifying future transport improvements across the county.

The Highways and Transport Scrutiny Committee note that this paper is an annual update paper of the whole approach, however as place specific transport strategies are completed they will be presented to this committee and then seek executive approval before adopting.

The Highways and Transport Scrutiny Committee is invited to make comment on the actions taken to date and the planned developments for future years.

3. Consultation

a) Have Risks and Impact Analysis been carried out??

No

b) Risks and Impact Analysis

A Risk and Impact analysis has not been completed in relation to this paper, however each individual transport strategy will undergo a specific Risk and Impact analysis as it progresses in line with LCC's policy.

4. Background Papers

Document title	Where the document can be viewed
Route and Place Based Transport Strategy	http://lincolnshire.moderngov.co.uk/documents/s23128/Route%20and%20Place%20Based%20Transport%20Strategy.pdf

This report was written by Sam Edwards, who can be contacted on 01522 550328 or sam.edwards@lincolnshire.gov.uk.

Open Report on behalf of Andrew Crookham, Executive Director of Resources

Report to:	Highways and Transport Scrutiny Committee
Date:	26 October 2020
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 to ensure that scrutiny activity is focused where it can be of greatest benefit. The work programme will be reviewed at each meeting of the Committee to ensure that its contents are still relevant and will add value to the work of the Council and partners.

Members are encouraged to highlight items that could be included for consideration in the work programme.

Actions Required:

Members of the Committee are invited to review and comment on the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

1. Background

Overview and Scrutiny should be positive, constructive, independent, fair and open. The scrutiny process should be challenging, as its aim is to identify areas for improvement. Scrutiny activity should be targeted, focused and timely and include issues of corporate and local importance, where scrutiny activity can influence and add value.

All members of overview and scrutiny committees are encouraged to bring forward important items of community interest to the committee whilst recognising that not all items will be taken up depending on available resource.

Members are encouraged to highlight items that could be included for consideration in the work programme.

2. Work Programme

26 OCTOBER 2020		
Item		Contributor
1	Rail in Lincolnshire – Engagement with Network Rail and Train Operating Companies	Strategic Transport Policy Manager
2	Review of Highways Customer Engagement and Liaison Arrangements	Karen Cassar, Assistant Director – Highways Georgina Statham, Highways Liaison Manager
3	Cycling and Walking Strategy	Philip Watt Project Officer
4	Civil Parking Enforcement Annual Report 2019 - 2020	Matt Jones, Parking Services Manager
5	Route and Place Based Transport Strategies Annual Report	Sam Edwards, Head of Highways Infrastructure

14 DECEMBER 2020		
Item		Contributor
1	Highways Quarter 2 Performance Report (1 July to 30 September 2020)	Paul Rusted, Head of Highways Services
2	Roadside Nature Reserves and Wildflower Planting Progress Report	TBC / Karen Cassar, Assistant Director – Highways
3	Highways – Gully Cleansing/Repair and Surface Water Flooding	Shaun Butcher; Richard Fenwick
4	Fifth Local Transport Plan	Vanessa Strange Head of Infrastructure Investment
5	TransportConnect - Teckal Company Annual Report	Anita Ruffle, Head of Transport Services

25 JANUARY 2021		
Item		Contributor
1	Revenue and Capital Budget Proposals 2020/21 <i>Pre-Decision Scrutiny – Executive</i>	
2	Permit Scheme Annual Report 2018/19	Mick Phoenix, Network Management Commissioner; Mandi Robinson, Network Regulation Compliance Manager
3	Road Safety Partnership Update	Steven Batchelor, Lincolnshire Road Safety Partnership

08 MARCH 2021		
	Item	Contributor
1	Highways Quarter 3 Performance Report (01 October to 31 December 2020)	Paul Rusted, Head of Highways Services
2	Street Lighting Update	John Monk, Group Manager Design Services
3	Highways Infrastructure Asset Management Plan 2021	TBC, Policy and Strategic Asset Manager

3. Conclusion

Members of the Committee are invited to review and comment on the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

4. Background Papers

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

This report was written by Daniel Steel, Scrutiny Officer, who can be contacted on 01522 552102 or by e-mail at daniel.steel@lincolnshire.gov.uk

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