



County Offices  
Newland  
Lincoln  
LN1 1YL

2 December 2022

**Highways and Transport Scrutiny Committee**

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 12 December 2022 at 10.00 am in the Council Chamber, County Offices, Newland, Lincoln LN1 1YL** for the transaction of the business set out on the attached Agenda.

Yours sincerely

A handwritten signature in black ink that reads 'DBarnes'.

Debbie Barnes OBE  
Chief Executive

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

Councillors M Brookes (Chairman), A M Hall (Vice-Chairman), T R Ashton, Mrs A M Austin, K J Clarke, T J G Dyer, R A Gibson, Mrs S Rawlins, E W Strenziel, Mrs C L E Vernon and R A Wright



**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA  
MONDAY, 12 DECEMBER 2022**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
1	<b>Apologies for Absence/Replacement Members</b>	
2	<b>Declarations of Members' Interests</b>	
3	<b>Minutes of the reconvened meeting (12/09/2022) held on 24 October 2022</b>	5 - 8
4	<b>Minutes of the previous meeting held on 24 October 2022</b>	9 - 16
5	<b>Announcements by the Chairman, Executive Councillors and Lead Officers</b>	
6	<p><b>A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston</b></p> <p><i>(To receive a report from Charlotte Hughes, Senior Project Leader-Place, which invites the Committee to consider a report regarding the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston, which is due to be considered by the Leader of the Council – Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT between 14 December 2022 and 16 December 2022. The views of the Committee will be reported to them as part of their consideration of this item)</i></p>	17 - 34
7	<p><b>Highways Performance Report, Quarter 2 (1 July to 30 September 2022)</b></p> <p><i>(To receive a report from Jonathan Evans, Head of Highways, Client and Contract Management, which sets out the performance of the highways service)</i></p>	35 - 98
8	<p><b>Transport Quarter 2 Performance Report</b></p> <p><i>(To receive a verbal update from Nicole Hilton, Assistant Director – Communities, and Verity Druce, Head of Transformation Services, on Quarter 2 Transport Performance)</i></p>	Verbal Report
9	<p><b>Grantham, Sleaford and Skegness &amp; Mablethorpe Transport Strategies 2022</b></p> <p><i>(To receive a report from Karl Gibson and Steve Brooks, Senior Project Leaders, Highways Infrastructure, which provides a final update on the Grantham, Sleaford and Skegness and Mablethorpe Transport Strategies and includes the final Grantham, Sleaford and Skegness and Mablethorpe Transport Strategies 2022 and summary documents)</i></p>	99 - 302

**10 Highways and Transport Scrutiny Committee Work Programme**

303 - 308

*(To receive a report by Kiara Chatziioannou, Scrutiny Officer, which enables the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit)*

Democratic Services Officer Contact Details

Name: **Tom Crofts**  
Direct Dial **07769 368547**  
E Mail Address [thomas.crofts@lincolnshire.gov.uk](mailto:thomas.crofts@lincolnshire.gov.uk)

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

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

Contact details set out above.

Please note: This meeting will be broadcast live on the internet and access can be sought by accessing [Agenda for Highways and Transport Scrutiny Committee on Monday, 12th December, 2022, 10.00 am \(moderngov.co.uk\)](#)

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





**HIGHWAYS AND TRANSPORT SCRUTINY  
COMMITTEE  
24 OCTOBER 2022**

**PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)**

Councillors A M Hall (Vice-Chairman), T R Ashton, K J Clarke, T J G Dyer, R A Gibson, E W Strengiel and R A Wright

Councillors: R Davies and C Perraton-Williams attended the meeting as observers

Officers in attendance:-

Chris Miller (Head of Environment, Client and Contract Management), Clair Dixon (Policy and Strategic Asset Manager), Helen Reek (Senior Projects Officer, Transport Services), Jonathan Evans (Head of Highways Client and Contractual Management Services), Kiara Chatziioannou (Scrutiny Officer), Nicole Hilton (Assistant Director – Communities), Thomas Crofts (Democratic Services Officer) and Verity Druce (Head of Transformation Services)

**19 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS**

Apologies for absence were received from Councillors Mrs Austin, Mrs Rawlins and Mrs Vernon.

It was reported that, under Regulation 13 of the Local Government Committee and Political Groups Regulation 1990, Councillor Ashton was replacing Councillor S Roe until further notice.

**20 DECLARATIONS OF MEMBERS' INTERESTS**

No interests were declared at this point in proceedings.

**21 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE HELD ON 18 JULY 2022**

RESOLVED:

That minutes of the meeting held on 18 July 2022 be approved as a correct record and signed by the Chairman.

**22 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR AND LEAD OFFICERS**

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE  
24 OCTOBER 2022**

In order to efficiently transact business from this reconvened meeting and the subsequent scheduled meeting, it was proposed and seconded that:

1. In relation to Item 4 - Announcements by the Chairman, Executive Councillor and Lead Officers consideration be given to announcements and updates as part of the agenda for 24 October 2022 (meeting starting at 10:15).
2. The Committee be briefed on Item 5 - Highway Service - Inflation Options Paper and on the relevant decision considered by the Executive Councillor for Highways, Transport, and IT, published on 20 September 2022, as part of the agenda for 24 October 2022.
3. The Committee be briefed on Item 6 - Highway Service - Winter Maintenance Contract Award and on the relevant decision considered by the Executive Councillor for Highways, Transport, and IT, published on 20 September 2022, as part of the agenda for 24 October 2022.
4. Item 7 - Highways Performance Report, Quarter 1 - (1 April 2022 to 30 June 2022), be considered as part of the agenda for 24 October 2022.
5. Item 8 - Transport Quarter 1 Performance Report 2022/23 be considered as part of the agenda for 24 October 2022.
6. In relation to Item 9 - Work Programme consideration be given to an updated report as part of the agenda for 24 October 2022.

**RESOLVED**

1. That in relation to Item 4 - Announcements by the Chairman, Executive Councillor and Lead Officers consideration be given to announcements and updates as part of the agenda for 24 October 2022 (meeting starting at 10:15).
2. That the Committee be briefed on Item 5 - Highway Service - Inflation Options Paper and on the relevant decision considered by the Executive Councillor for Highways, Transport, and IT, published on 20 September 2022, as part of the agenda for 24 October 2022.
3. That the Committee be briefed on Item 6 - Highway Service - Winter Maintenance Contract Award and on the relevant decision considered by the Executive Councillor for Highways, Transport, and IT, published on 20 September 2022, as part of the agenda for 24 October 2022.
4. That Item 7 - Highways Performance Report, Quarter 1 - (1 April 2022 to 30 June 2022), be considered as part of the agenda for 24 October 2022.
5. That Item 8 - Transport Quarter 1 Performance Report 2022/23 be considered as part of the agenda for 24 October 2022.
6. That in relation to Item 9 - Work Programme consideration be given to an updated report as part of the agenda for 24 October 2022.

**23      HIGHWAY SERVICE - INFLATION OPTIONS PAPER**

This item was deferred to the next meeting.

24 HIGHWAY SERVICE - WINTER MAINTENANCE CONTRACT AWARD

This item was deferred to the next meeting.

25 HIGHWAYS PERFORMANCE REPORT, QUARTER 1 - (1 APRIL 2022 TO 30 JUNE 2022)

This item was deferred to the next meeting.

26 TRANSPORT QUARTER 1 PERFORMANCE REPORT 2022/23

This item was deferred to the next meeting.

The meeting closed at 10.08 am

This page is intentionally left blank



**HIGHWAYS AND TRANSPORT SCRUTINY  
COMMITTEE  
24 OCTOBER 2022**

**PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)**

Councillors A M Hall (Vice-Chairman), T R Ashton, K J Clarke, T J G Dyer, R A Gibson, E W Strengiel and R A Wright

Councillors: R Davies and C Perraton-Williams attended the meeting as observers

Officers in attendance:-

Chris Miller (Head of Environment, Client and Contract Management), Clair Dixon (Policy and Strategic Asset Manager), Helen Reek (Senior Projects Officer, Transport Services), Jonathan Evans (Head of Highways Client and Contractual Management Services), Kiara Chatziioannou (Scrutiny Officer), Nicole Hilton (Assistant Director – Communities, Thomas Crofts (Democratic Services Officer) and Verity Druce (Head of Transformation Services),

**27 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS**

Apologies for absence were received from Councillors Mrs Austin, Mrs Rawlins and Mrs Vernon.

It was reported that, under Regulation 13 of the Local Government Committee and Political Groups Regulation 1990, Councillor Ashton was replacing Councillor S Roe until further notice.

**28 DECLARATIONS OF MEMBERS' INTERESTS**

No interests were declared at this point in proceedings

**29 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR AND LEAD OFFICERS**

No announcements were made at this point in proceedings.

**30 HIGHWAY SERVICE - INFLATION OPTIONS PAPER**

Members considered a report by the Head of Highways, Client and Contract Management in regards to the key risks that rising inflation was having on the construction sector and the potential impact on service delivery. The report was considered by the Executive Councillor for Highways, Transport and IT between 16th and 20th September. The following matters were reported

- Impact of inflation on the construction sector was above those experienced in wider society, especially regarding oil and gas prices.
- Mechanisms had been in place to address inflation but given the economic environment the money allocated was no longer enough; monthly rate of inflation from April to June was 3%.
- A decision was taken for the Council to apply a mid-year uplift from 1 August 2022 to selected areas of the contracts that target the small-to-medium enterprises (SMEs) working for the Tier 1 providers and which would target the most acutely affected providers.
- higher network activity for street works were recorded despite budgetary pressures.

Consideration was given to the report and during the discussion the following points were noted:

- Some areas and materials had experienced over 50% inflation in a week which made it difficult to plan projects
- There were expectations of the Government to provide funding. Given its geographical size, Lincolnshire received disproportionately less funding, and there were calls for Government to provide further funding for Lincolnshire.
- In terms of its financial position, Lincolnshire County Council was well equipped to deal with rising inflation.

RESOLVED:

That the report and comments be noted.

### 31 HIGHWAY SERVICE – WINTER MAINTENANCE CONTRACT AWARD

The Committee received a report from the Head of Highways Client and Contractual Management on the Highway Service Winter Maintenance Contract Award. This item was considered by the Executive Councillor for Highways, Transport and IT between 16th and 20th September 2022, and the decision was taken to award TCL, owned by the Council, on 20th September 2022.

RESOLVED:

That the report be noted.

### 32 HIGHWAYS INFRASTRUCTURE ASSET MANAGEMENT STRATEGY 2022-2025

The Committee considered a paper from the Head of Highways Client and Contractual Management regarding the Highways Infrastructure Asset Management Strategy. The

decision was considered by the Executive Councillor for Highways, Transport and IT between 31 October to 8 November 2022. The following matters were reported:

- The Strategy was an essential requirement of annual 'self assessment' from the Department of Transport (DoT) in order to receive £4.3 per annum in funding.
- Defined current asset position and aspirations from 2022-25.
- Comparisons of Lincolnshire's highways were drawn with 26 other rural authorities with large road networks.
  - Lincolnshire's road conditions fared well with A B and C category roads.
  - Unclassified roads fared badly compared to the average rural county.
- It was recommended to maintain a 'steady state' for all asset groups except for the unclassified carriageway.
- Stakeholders cited highway conditions as their biggest concern.

Consideration was given to the report and during the discussion the following points were noted:

- Comparisons drawn with the 26 authorities were broad, and Lincolnshire experienced specific challenges caused by recent droughts.
- Despite DoT allocated funding based on road length, the road quality was not high enough to receive the maximum amount of funding.
- The recommendation focused on unclassified roads due to the large amount in the South of Lincolnshire.
- Closing down unclassified roads was a last resort, and the best approach would be to make incremental changes in efficiencies.
- Members were reassured that unclassified roads were improving overall.
- The strategy aimed to acquire funding for unsafe slabbed pavements, and actions would be taken if there were insurance claims made.
- Funding was received to introduce on-street charging points for electric cars.
- Any road needing urgent improvements was still a primary focus.
- Surface dressing was an important part of extended the life of roads at low cost and industry standard. With reference to protecting cyclists and motorists from harm, risk mitigation could be built into the design going forward to ensure well-placed signage.

RESOLVED:

1. That the Committee support the recommendations of the report to the Executive Councillor for Highways, Transport and IT.
2. That the Committee's comments be passed on to the Executive Councillor for Highways, Transport and IT in relation to this item.

33      HIGHWAYS INFRASTRUCTURE ASSET MANAGEMENT PLAN 2022/23

The committee received a report from the Policy and Strategic Asset Manager. This decision was due to be considered by the Executive Councillor for Highways, Transport and IT between 31 October to 8 November 2022. The following matters were reported:

- Policy documents would change in appearance to ensure compliance with accessibility laws.
- Drainage would always be a key asset. A targeted approach to gullies and offlets now ensured that they were washed on an annual, biannual or biennial basis.
- The Management Plan defined the approach to obtaining condition data, safety and service inspections, managing risks and response times, and enabled works delivery programmes, inspections and data capture.

## RESOLVED:

1. That the Committee support the recommendations of the report to the Executive Councillor for Highways, Transport and IT.
2. That the Committee's comments be passed on to the Executive Councillor for Highways, Transport and IT in relation to this item.

34 RE-PROCUREMENT OF HIREBIKE SCHEME

The committee received a report from the Head of Environment in regards to the Hire Bike (Bike Share) Decision to Tender. This decision was due to be considered by the Executive Councillor for Highways, Transport and IT between 25 October 2022 and 1 November 2022. The following matters were reported:

- The original scheme introduced in 2013 was no longer fit for purpose and performance was lower than other authorities.
- Market testing indicated an interest for a more modern and lighter fleet.
- Companies were to be consulted on the specific challenges Lincoln faced regarding a bike scheme.

Consideration was given to the report and during the discussion the following points were noted

- Using providers in the market as a soundboard was beneficial and would bring their specialised knowledge into Lincoln.
- Market engagement would determine new places to establish docking stations outside of Lincoln; new technology of 'geofencing' for e-bikes, which could expand where bikes could dock.
- Demographic information of those who used the hire bike scheme would be circulated to the committee.
- A case could be made to introduce different size bikes in the future to encourage children to make use of the scheme.

## RESOLVED:

1. That the Committee support the recommendations of the report to the Executive Councillor for Highways, Transport and IT.



2. That the Committee's comments be passed on to the Executive Councillor for Highways, Transport and IT in relation to this item.

35 HIGHWAYS QUARTER 1 PERFORMANCE REPORT (1 APRIL 2022 TO 30 JUNE 2022)

Members considered a report from the Head of Highways Client and Contractual Management regarding the performance of the highways service, including the Major Highways Schemes Update, Lincolnshire Highways Performance Report and Highways and Transport Complaints Report. The following matters were reported:

- 3 Major schemes were making good progress:
  - Grantham Southern Relief Road was anticipated to open Phase 1 in the coming months. Phase 3 of the road was experiencing challenges, and was projected to finish in 2025.
  - Spalding Western Relief Road was still set to finish as programmed, at the end of 2023.
  - North Hykeham Relief Road – works were to commence in 2025.
- All of the Alliance partners had managed to achieve their targets for Quarter 1.
- Improvements Plans were underway for 2 performance indicators (PIs):
  - PI3: Tasks completed within timescaled - reactive works
  - PI8: Street Lighting Service Standard
- Inflation within the Highway Contract meant that the costs of service were 13% higher in April 2022 than April 2021.
- The number of live jobs in the reactive service had decreased from 8200 to approximately 1826 in March 2022.
- There were retention challenges, especially in professional roles. Work was ongoing with William Sale Partnership Limited (WSP) to remedy this problem.
- During Quarter 1, the Highway Service received a total of 20,099 fault requests and enquiries, of which 233 contacts to the Customer Relations Team resulted in individuals wishing to give feedback – 179 initiated a formal complaint process, an increase of 29% from Q1 2020-2021.

Consideration was given to the report and during the discussion the following points were noted:

- Attempts were being made to lobby a joint funded scheme to introduce new dual carriageways in Lincolnshire to reduce traffic caused by accidents.
- Complaints regarding staff conduct and attitude applied to the Council and its contractors.
- The Councillor Volunteering Scheme was receiving less applications
- Apprenticeship numbers within the contract were down in Quarter 1, this was because the academic year started in September so the Q2 performance report would capture movement.
- Work was ongoing to introduce care leavers into the service.

RESOLVED:

1. That the Committee support the recommendations of the report.
2. That the Committee's comments be passed on to the Executive Councillor for Highways, Transport and IT in relation to this item.

36 TRANSPORT QUARTER 1 PERFORMANCE REPORT (1 APRIL 2022 TO 30 JUNE 2022)

The Head of the Transport Service delivered a report which provided the Committee with the first of what will become quarterly performance reports in relation to passenger transport and the Council's Transport Services. The following matters were reported:

- Transport Services were under new management.
- Adoption of the Local Transport Plan, Green Masterplan and the Bus Services Improvement Plan.
- Achievements were reported on Educational Travel Transformation Programme; high demands from public and noted that the needs of children had become more complex.
- The transport industry was experiencing pressures due to inflation and staff shortages on a national scale.
- Passenger numbers for public busses had not returned to pre-covid levels.
- External recruitment drives would be undertaken once the internal staff restructuring project commenced on 1 February 2023.
- A comprehensive bus network review was being undertaken to meet demands of residents.
- Category Management Plan for Transport Supplier Market introduction had led to the appointment of a Category Manager to work in partnership with the Commercial Team and Transport Services.

Consideration was given to the report and during the discussion the following points were noted:

- Lack of public transport was an issue in Lincolnshire for residents and visitors. Call Connect's services were being investigated as part of the transformation work in terms of satisfying consumer demand before commercial viability.
- Complaints had been received about the number of Stagecoach bus cancellations. Reassurance was given as the public/commercial bus network operated on a separate contract to Council transport. Staff shortages were widespread, and the pandemic had played a role in cancellations.
- Complaints received regarding Stagecoach's communication of cancellations. Residents had been notified on twitter, which was inaccessible for some. All parties agreed that use of twitter not satisfactory and had contributed to a negative cycle where people disregarded bus travel as an option. Work was being undertaken with the Council to review the bus website, and make it the avenue of communication for passengers.
- Lincoln City bus shelter provision was required improvements.

RESOLVED:

1. That the Committee support the recommendations of the report to the Executive Councillor for Highways, Transport and IT.
2. That the Committee endorse the key priorities outlined in the report.
3. That the Committee's comments be passed on to the Executive Councillor for Highways, Transport and IT.

37      TRANSPORT CONNECT LIMITED (TCL) - TECKAL COMPANY UPDATE REPORT

A report was delivered by the Senior Projects Officer and the Managing Director of "Teckal Company Limited" (TCL), which provided an update on the activities and performance of the TCL since the previous report was considered in December 2021. The following matters were noted:

- Teckal Company Limited was owned by the County Council.
- There was a priority to provide the south of the county with reliable transport, especially to children with additional needs.
- Changes had been made to the management structure and roles.
- TCL continued to support the Council to meet its statutory obligations in relation to Education Travel.
- Driver recruitment and fuel prices were a significant challenge.
- Vehicle numbers had increased from 50 to 80 – facilitated by a replacement vehicle plan.
- Improvements could be made regarding the environmental sustainability of vehicles.
- External accountants had complete audits, and TCL had received praise for their clear audit in 2021.
- Diversification of maintenance was expected to increase the income and resilience of the service.
- TCL would continue to provide LCC with high quality and cost-effective services.

It was noted that TCL has been a great benefit to LCC and had been adaptable to various needs whilst ensuring its independence was maintained.

RESOLVED:

1. That the Committee endorse the report.
2. That the Committee's comments be passed on to the Executive Councillor for Highways, Transport and IT.

38      HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

The following items had been added to the work programme since the time of publication:

- Permit Schemes – street works, road works and activities in Lincolnshire

**8**

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE**

**24 OCTOBER 2022**

Members requested that the following matters be added to the work programme:

- That a report on Anglian Water emergency road closures be presented at a subsequent meeting of the Committee.
- That a mid-Winter update be presented regarding the Winter Maintenance Contract as well as the programmed update in July.

RESOLVED:

That the work programme be agreed subject to the amendments above.

The meeting closed at 12.39 pm

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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>12 December 2022</b>
Subject:	<b>A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston</b>

**Summary:**

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston.

This decision is due to be considered by the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT between 14 December 2022 and 16 December 2022. The views of the Scrutiny Committee will be reported to the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT as part of their consideration of this item.

**Actions Required:**

That the Highways and Transport Scrutiny Committee:

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

## 1. Background

The Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT are due to consider the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston between the 14 December 2022 and 16 December 2022. The full report to the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT is attached at Appendix 1 to this report.

## 2. Conclusion

Following consideration of the attached report, the Committee is requested to consider whether it supports the recommendations in the report and whether it wishes to make any additional comments to the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT. Comments from the Committee will be reported to the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT.

## 3. Consultation

The Committee is being consulted on the proposed decision of the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT between 14 December 2022 and 16 December 2022.

## 4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Report to the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT on A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston

## 5. Background Papers

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

This report was written by Charlotte Hughes, Senior Project Leader – Highways who can be contacted on 01522 782070 or [charlotte.hughes@lincolnshire.gov.uk](mailto:charlotte.hughes@lincolnshire.gov.uk).

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

Report to:	<b>Councillor M J Hill OBE, Leader of the Council (Executive Councillor for Resources, Communications and Commissioning), and Councillor R G Davies, Executive Councillor for Highways, Transport and IT</b>
Date:	<b>Between 14 December 2022 and 16 December 2022</b>
Subject:	<b>A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston</b>
Decision Reference:	<b>I027900</b>
Key decision?	<b>Yes</b>

**Summary:**

This report provides an overview of the following projects: the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston.

In addition, this report provides an overview of the proposed procurement route for these projects.

The paper seeks approval to:

- (1) enter into a contract for the purpose of delivering the the works proposed works by these two projects at this location by the Executive Councillor for Highways, Transport and IT; and,
- (2) gain financial approval of the capital scheme appraisal by the Leader of the County Council and Executive Councillor for Resources, Communications and Commissioning.

**Recommendation(s):**

This report has the following recommendations:

- (1) That the Executive Councillor for Highways, Transport and IT:
  - a) Approves the Council progressing with the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston described in the main body of this report;
  - b) Approves in principle the award and entering into a contract for the construction of the scheme; and,

- c) Delegates to the Executive Director for Place, in consultation with the Executive Councillor for Highways, Transport and IT, authority to take all decisions necessary to progress the scheme to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the scheme.

- (2) That the Leader of the Council (Executive Councillor Resources, Communications and Commissioning) approves the Scheme business case appraisal for the two projects.

**Alternatives Considered:**

- |    |   |
|----|---|
| 1. | The Feasibility Reports for A16/Marsh Lane and the Active Travel Scheme identified a final recommended option to be taken forwards to detailed design and construction (described within the Background section of the report). |
| 2. | Not to proceed with the project will result in the benefits of the schemes not being realised and the benefits of the overall LUF programme not being realised.   |

**Reasons for Recommendation:**

1. The delivery of these two schemes, as part of the overall LUF programme (as described below), will offer long-term benefits to all vehicles travelling northwards and southwards along the A16 which is a key arterial route serving South Holland, Boston and the Port of Boston providing an essential distribution route for the agricultural, food and logistical sectors and carrying significant commuter flows and to nationally important international gateways including the Humber Ports.
2. The delivery of the A16/Marsh Lane, Boston includes the following features and associated benefits:

Widening to the west of the roundabout to create a dedicated northbound lane which will be hatched to separate the northbound lane - this will allow all vehicles to travel northbound more easily and reduce queuing at the existing roundabout.

Creation of a dedicated right-turn lane for vehicles travelling north from the A16 into Marsh Lane – this will improve access for all vehicles in particular this will benefit Heavy Good Vehicles (HGV’s) travelling to surrounding industrial estates.

Creation of a dedicated left-turn lane for vehicles travelling south from Marsh Lane onwards onto the A16.

Introduction of an enhanced non-motorised user (NMU) crossing across Marsh Lane – this improves access for all.



3. The delivery of Active Travel, Boston includes the following features and associated benefits:

- There will be a new shared footway/cycleway facility along London Road, A16 and Marsh Lane. This includes the introduction of new toucan crossings on the A16 and Marsh Lane which allow both pedestrians and cyclists to cross the road under lights. This will improve journey times for local residents and workers travelling to Marsh Lane and beyond. Overall, this should reduce the conflict between cyclists and HGVs in the area.
- On Wyberton Low Road (north of the crossroads with Marsh Lane) there will be a new layout that will allow cyclists to pass through the island arrangement. This will reduce the conflict between cycle users and HGVs on Marsh Lane.
- Introduction of a new shared footway/cycleway on the eastern side of Marsh Lane.
- Introduction of a new shared footway/cycleway on the northern end of Wyberton Low Road to the school.

## **1. Background**

1.1 There are six schemes that are included as part of the overall Levelling Up Fund (LUF) programme:

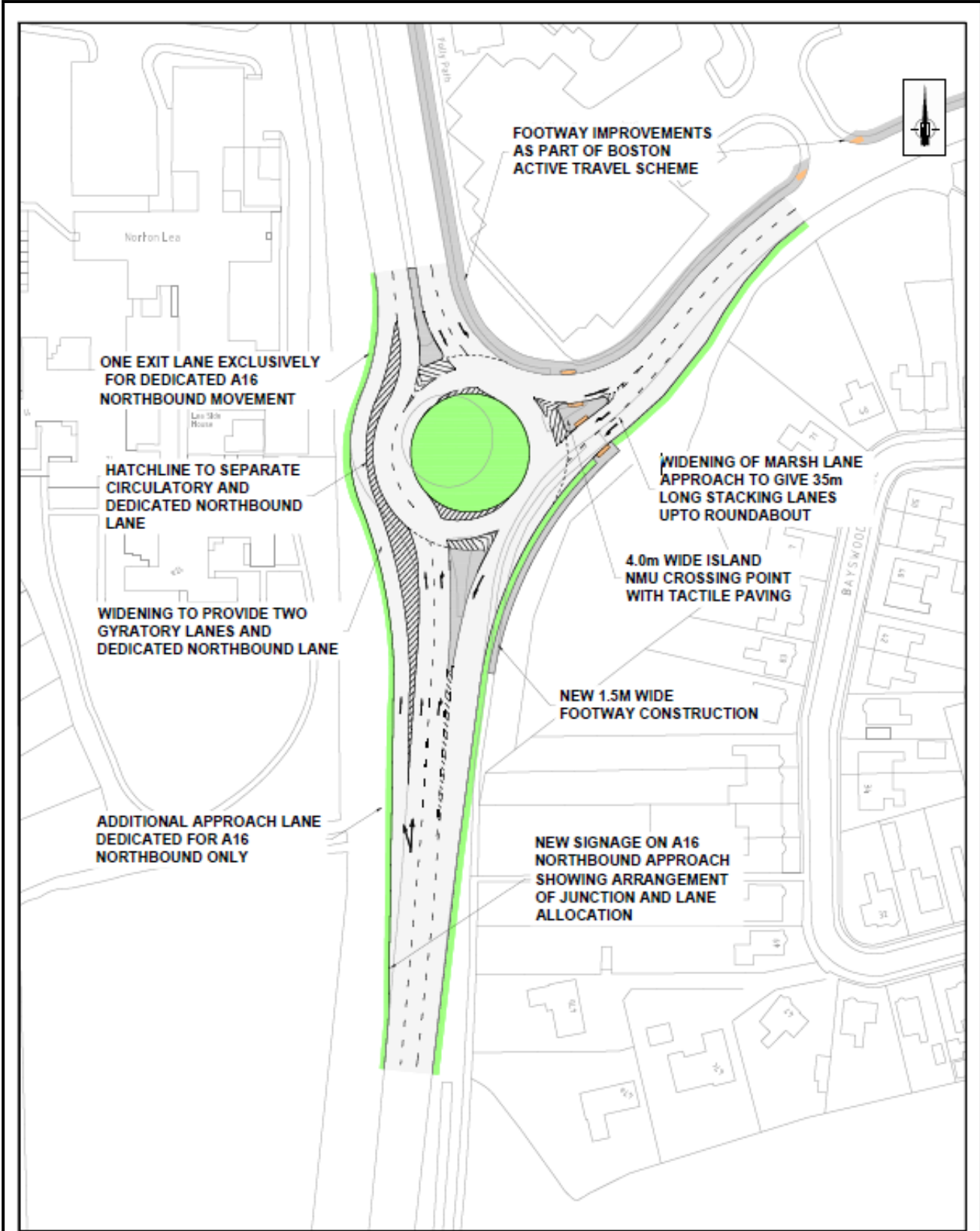
- 1 A16/Marsh Lane Boston Roundabout improvements scheme;
- 2 Boston Active Travel improvements scheme;
- 3 A16/Station Road Kirton Roundabout improvements scheme;
- 4 A16/B1180 Pinchbeck Greencell Roundabout improvements scheme;
- 5 A16/A151 Spalding Springfields Roundabout improvements scheme;
- 6 Spalding Camel Gate Active Travel improvements scheme.

1.2 This paper will provide an overview of: the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel improvements scheme, Boston scheme that form part of the wider Levelling Up Fund (LUF) programme.

1.3 The A16/Marsh Lane scheme and Active Travel schemes are located to the north of the A16 corridor.

- 1.4 The A16 corridor is a key arterial route serving South Holland, Boston and the Port of Boston providing an essential distribution route for the agricultural, food and logistical sectors and carrying significant commuter flows.
- 1.5 The A16 provides access to the UK road network; to central Boston and Spalding and to nationally important international gateways including the Humber Ports.
- 1.6 Feasibility reports were completed for all schemes, below is a description of the defined schemes for the A16/Marsh Lane Roundabout improvements in Boston and the Active Travel improvements scheme, Boston.
- 1.7 The delivery of the A16/Marsh Lane, Boston includes the following features and associated benefits:
- Widening to the west of the roundabout to create a dedicated northbound lane which will be hatched to separate the northbound lane - this will allow all vehicles to travel northbound more easily and reduce queuing at the existing roundabout.
  - Creation of a dedicated right-turn lane for vehicles travelling north from the A16 into Marsh Lane – this will improve access for all vehicles, in particular, this will benefit Heavy Good Vehicles (HGVs) travelling to surrounding industrial estates.
  - Creation of a dedicated left-turn lane for vehicles travelling south from Marsh Lane onwards onto the A16.
  - Introduction of an enhanced non-motorised user (NMU) crossing across Marsh Lane – this improves access for all.
- 1.8 Below is a project plan of the A16/Marsh Lane, Boston roundabout improvements:

(See next page)



Scale: NTS (Do not scale from this drawing)

**DISCLAIMER**  
 The information contained in this document is for general information only. It is not intended to constitute an offer of any financial product or service. It is not intended to be relied upon as a basis for any investment decision. The information is provided on an "as is" basis and without any warranty, express or implied. The user of this information should consult their own professional advisers for more information.

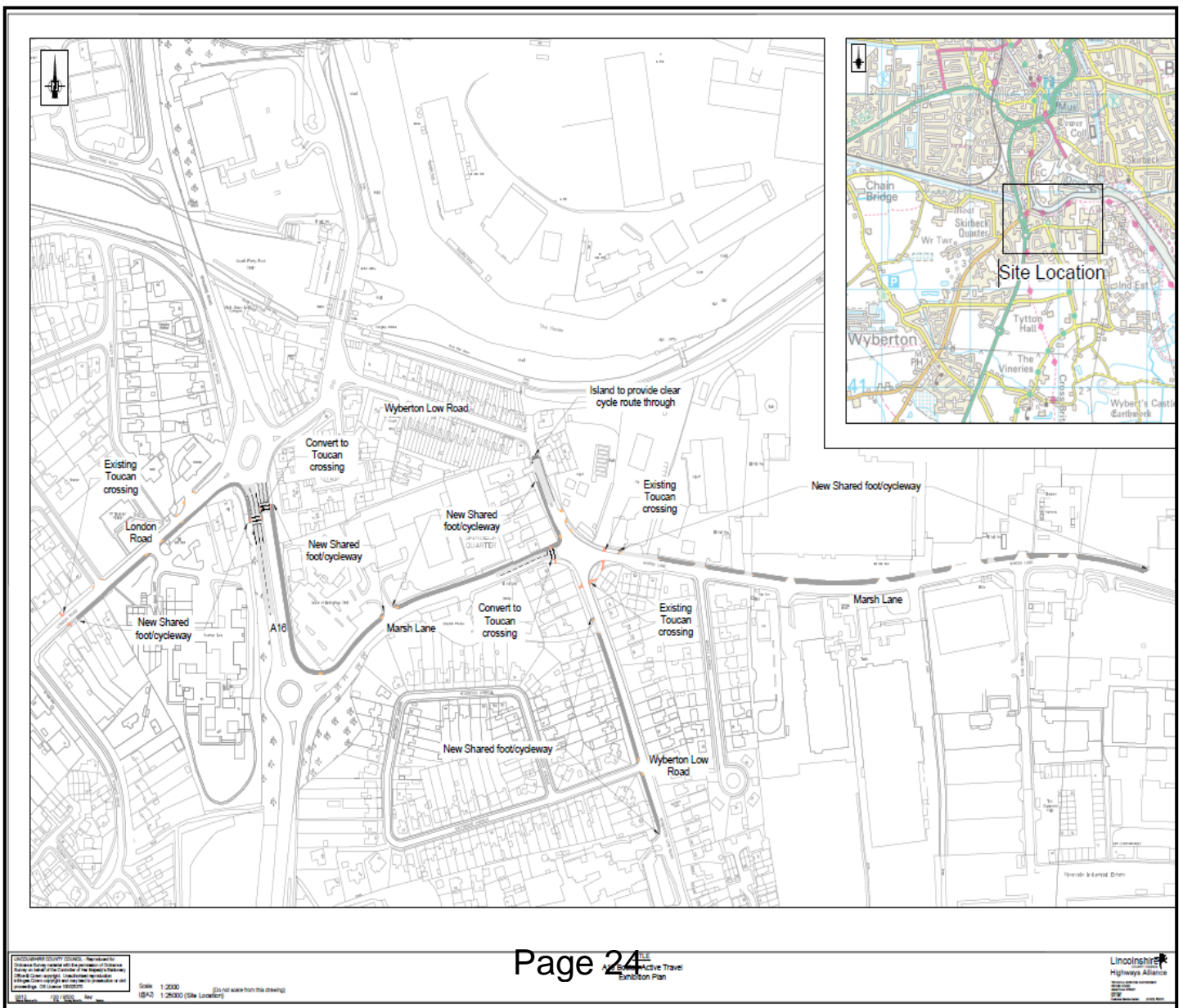
**TITLE**  
 A16/MARSH LANE BOSTON  
 OPTION 1 COLOUR PLAN

Lincolnshire  
 Highways Alliance

1.9 The delivery of the Active Travel, Boston includes the following features and associated benefits:

- There will be a new shared footway/cycleway facility along London Road, A16 and Marsh Lane. This includes the introduction of new toucan crossings on the A16 and Marsh Lane which allow both pedestrians and cyclists to cross the road under lights. This will improve journey times for local residents and workers travelling to Marsh Lane and beyond. Overall, this should reduce the conflict between cyclists and HGVs in the area.
- On Wyberton Low Road (north of the crossroads with Marsh Lane) there will be a new layout that will allow cyclists to pass through the island arrangement. This will reduce the conflict between cycle users and HGVs on Marsh Lane.
- Introduction of a new shared footway/cycleway on the eastern side of Marsh Lane.
- Introduction of a new shared footway/cycleway on the northern end of Wyberton Low Road to the school.

1.10 Below is a project plan of the Boston active travel scheme proposals:



## Procurement and construction programme

- 1.11 The procurement of these schemes together will ensure time and cost savings during the detailed design and construction period.
- 1.12 These options are now in the tendering period of the project.
- 1.13 The intention is to construct the works between April and August 2023. Exact dates will be confirmed nearer the time of construction once the contractor has been appointed for the works.
- 1.14 The works will be tendered via Lincolnshire County Councils Select List Framework.
- 1.15 Below is an overview of the procurement programme:

Item	Date
Project presented at Highways Scrutiny	12 <sup>th</sup> December 2022
Key Decision	14-16 <sup>th</sup> December 2022
Tender period	January to February 2023
Contractor mobilisation	March to April 2023
Construction	April – August 2023

## 2 Cost Estimates

- 2.1 Below is the detailed cost estimate for the project for the A16/Marsh Lane Boston Roundabout improvement scheme:

Item	Cost summary
Land Costs	£1,650.00
Lincs Lab	£55,000.00
Works costs	£1,993,700.40
Statutory Undertaker Costs	£407,383.00
Professional Fees	£ 257,935.00
Other Expenditure	£4,751.00
LCC Risk & Contingency	£1,062,534.00
<b>Total Expenditure</b>	<b>£3,782,953.40</b>

- 2.2 Below is the detailed cost estimate for the Boston Active Travel Scheme:

Item	Cost summary
Land Costs	£ 13,552.00
Lincs Lab	£ 7,575.00
Works costs	£ 432,408.55
Statutory Undertaker Costs	£ 24,200.00
Professional Fees	£ 123,725.00
Other Expenditure	£ 3,200.00

Item	Cost summary
LCC Risk & Contingency	£ 146,910.00
<b>Total Expenditure</b>	<b>£ 751,570.55</b>

- 2.3 For both projects the construction cost estimate uses Technical Services Partnership's Uncertainty Model based on previous construction projects and also includes a healthy risk value based on a separate Risk Register.

### 3 Funding

- 3.1 Overall the projects are both being funded by the Department for Transport (DfT)'s Levelling Up Fund (LUF), Lincolnshire County Council's Integrated Transport Block and Boston Development Fund.

### 4 Items of note

- 4.1 It is important that the Highways and Transport Scrutiny Committee is aware of the following in relation to the scheme:

#### Vegetation clearance

- The majority of the vegetation clearance took place in September 2022 with the possibility that further clearance maybe required by the contractor ahead of the ecology season. Any works will be published with a press release and a briefing note to key stakeholders.

#### Traffic Management

Below is a description of the proposed Traffic Management at A16/Marsh Lane, Boston:

- As part of the works, LCC will have a full road closure at Marsh Lane for a period of time – time and dates to be reviewed with the contractor. This is required for surfacing at the roundabout and surfacing at the adjoining roundabout arms.
- LCC is liaising with all local businesses located on and immediately adjacent to Marsh Lane to understand both the delivery requirements to and from the businesses and will advise them on the diversion route.

Below is a description of the proposed Traffic Management at the Active Travel Scheme, Boston:

- The works extend along London Road, A16, Marsh Lane and Wyberton Low Road and each will require separate traffic management.

- The A16 shall require lane closures with night-time road closures for final surfacing, crossroads of Marsh Lane/Wyberton Low Road and Marsh Lane east of crossroads shall require temporary traffic signals with night-time road closures for final surfacing. Wyberton Low Road shall require temporary traffic signals ideally during school summer holidays. Marsh Lane west of crossroads requires temporary traffic signals night-time only. London Road shall be carried out under a road closure once traffic management removed from A16.
- LCC is liaising with all local businesses located on and immediately adjacent to Marsh Lane to understand both the delivery requirements to and from the businesses and will advise them on any diversion routes.

## **5 Risks and issues**

- 5.1 A Risk Register is reviewed regularly for these projects and has been discussed with the Project Board for the project.

## **6 Approval**

- 6.1 Firstly the purpose of this paper is to seek approval from the Leader of the County Council (Executive Councillor Resources, Communications and Commissioning) for the scheme business case for the two schemes.
- 6.2 Secondly the purpose of the paper is to seek approval from the Executive Councillor (Highways, Transport and IT) to approve the Council progressing with the schemes and to approve in principle the award and contract for the construction.
- 6.3 Finally the purpose of this paper is to seek approval to delegate to the Executive Director of Place (in consultation with the Executive Councillor for Highways, Transport and IT) to take all decisions necessary to progress the scheme to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the scheme.

## **7. Legal Issues:**

### Equality Act 2010

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

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

- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

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

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

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

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

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

An Equality Impact Assessment has not been undertaken. This work is considered neutral in its impact on protected characteristics groups.

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

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

Consideration has been given to the Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS) and the scheme has benefits for both the health and wellbeing of people Boston:



- The new footpath and cycleways will address the objectives within the JSNA and JHWS covering health and well-being by encouraging walking and cycling within the local area.

### Crime and Disorder

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

Consideration has been given to Section 17 of the Crime and Disorder Act 1998 and the scheme does not have any impact on this Act.

### **8. Conclusion**

8.1 This paper seeks approval from the Leader of the County Council (Executive Councillor Resources, Communications and Commissioning) for the scheme business case for the two schemes and seeks approval from the Executive Councillor (Highways, Transport and IT) to approve the Council progressing with the schemes and to approve in principle the award and contract for the construction.

8.2 In addition, the paper seeks approval to delegate to the Executive Director of Place (in consultation with the Executive Councillor for Highways, Transport and IT) to take all decisions necessary to progress the scheme to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the scheme.

### **9. Legal Comments:**

The Council has the power to enter into the contract proposed.

The decision is consistent with the Policy Framework and within the remit of the Executive Councillor for Highways, Transport and IT and the Leader of the Council respectively.

### **10. Resource Comments:**

The works proposed in this report are funded by the Department for Transport Levelling Up Fund (LUF), Integrated Transport Block and the Boston Development Schemes (Infrastructure & Economic) budget included in the Council's approved Capital Programme.

Works of this nature are currently experiencing significant inflationary pressures which, for the proposed schemes, is being mitigated by the risk and contingency allowance.

## 11. Consultation

### a) Has Local Member Been Consulted?

No

### b) Has Executive Councillor Been Consulted?

Yes

### c) Scrutiny Comments

To be added

### d) Risks and Impact Analysis

An Equality Impact Assessment has not been undertaken. This work is considered neutral in its impact on protected characteristics groups.

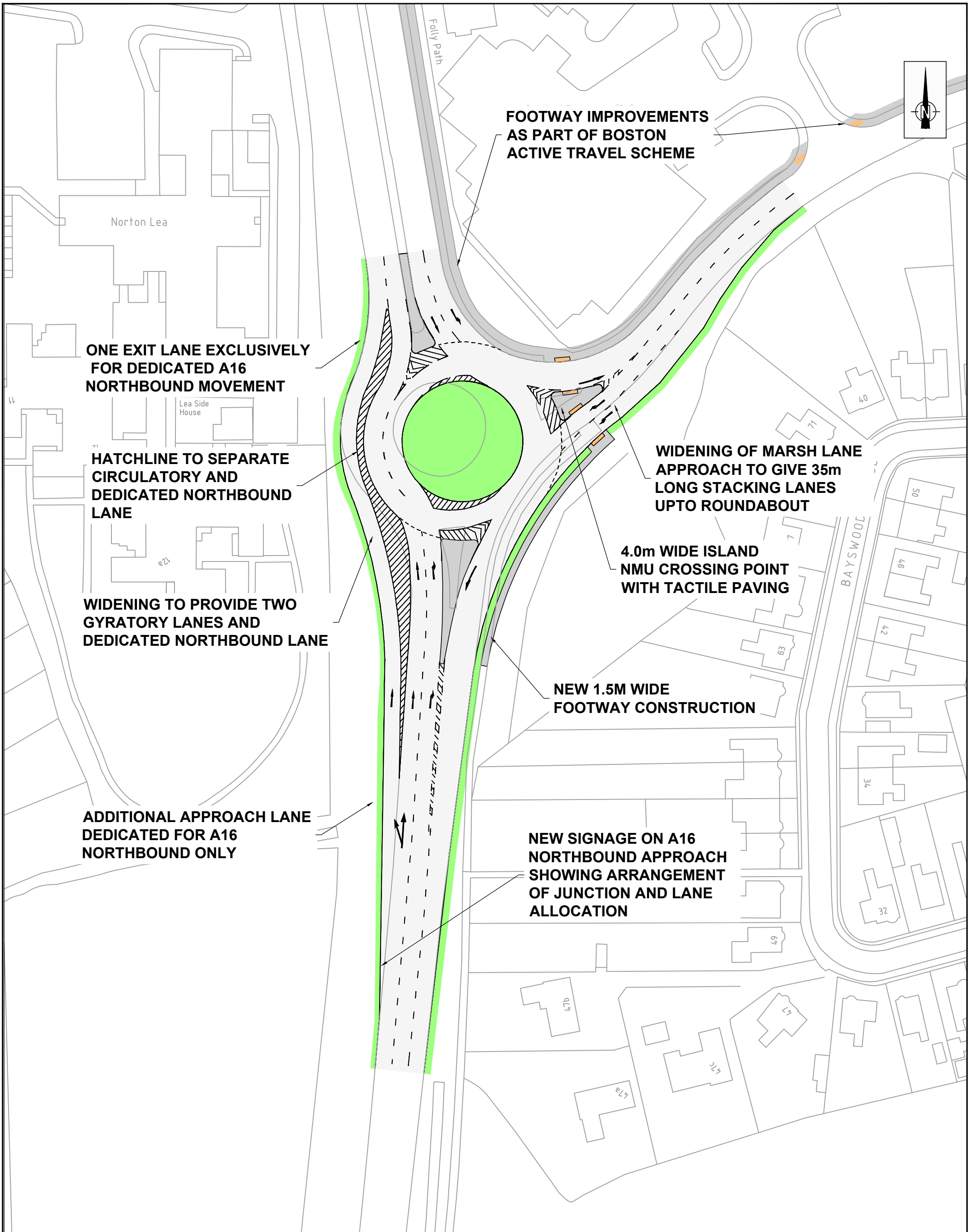
## 12. Appendices

These are listed below and attached at the back of the report	
Appendix A	Exhibition Plan - A16/Marsh Lane Roundabout Scheme, Boston
Appendix B	Exhibition Plan - Active Travel Scheme, Boston

## 13. Background Papers

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

This report was written by Charlotte Hughes, Senior Project Leader – Highways who can be contacted on 01522 782070 or [charlotte.hughes@lincolnshire.gov.uk](mailto:charlotte.hughes@lincolnshire.gov.uk).



Scale: NTS  
 (@A3) (Do not scale from this drawing)

LINCOLNSHIRE COUNTY COUNCIL - Reproduced for  
 Ordnance Survey material with the permission of Ordnance  
 Survey on behalf of the Controller of Her Majesty's Stationery  
 Office © Crown copyright. Unauthorised reproduction  
 infringes Crown copyright and may lead to prosecution or civil  
 proceedings. OS Licence 100025370

0820 / 01 / 9500 Rev:

TITLE  
 A16/MARSH LANE BOSTON  
 OPTION 1 COLOUR PLAN

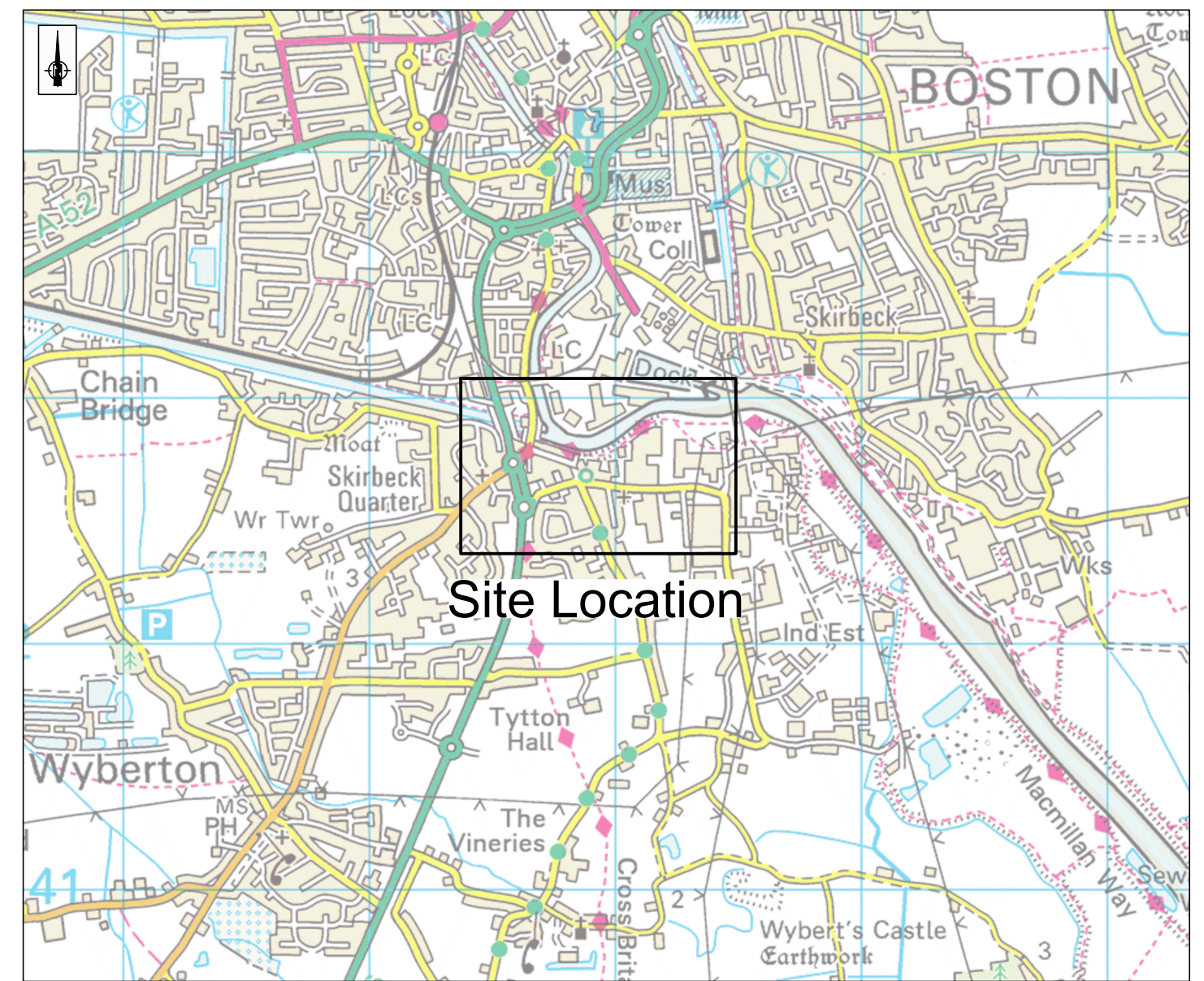
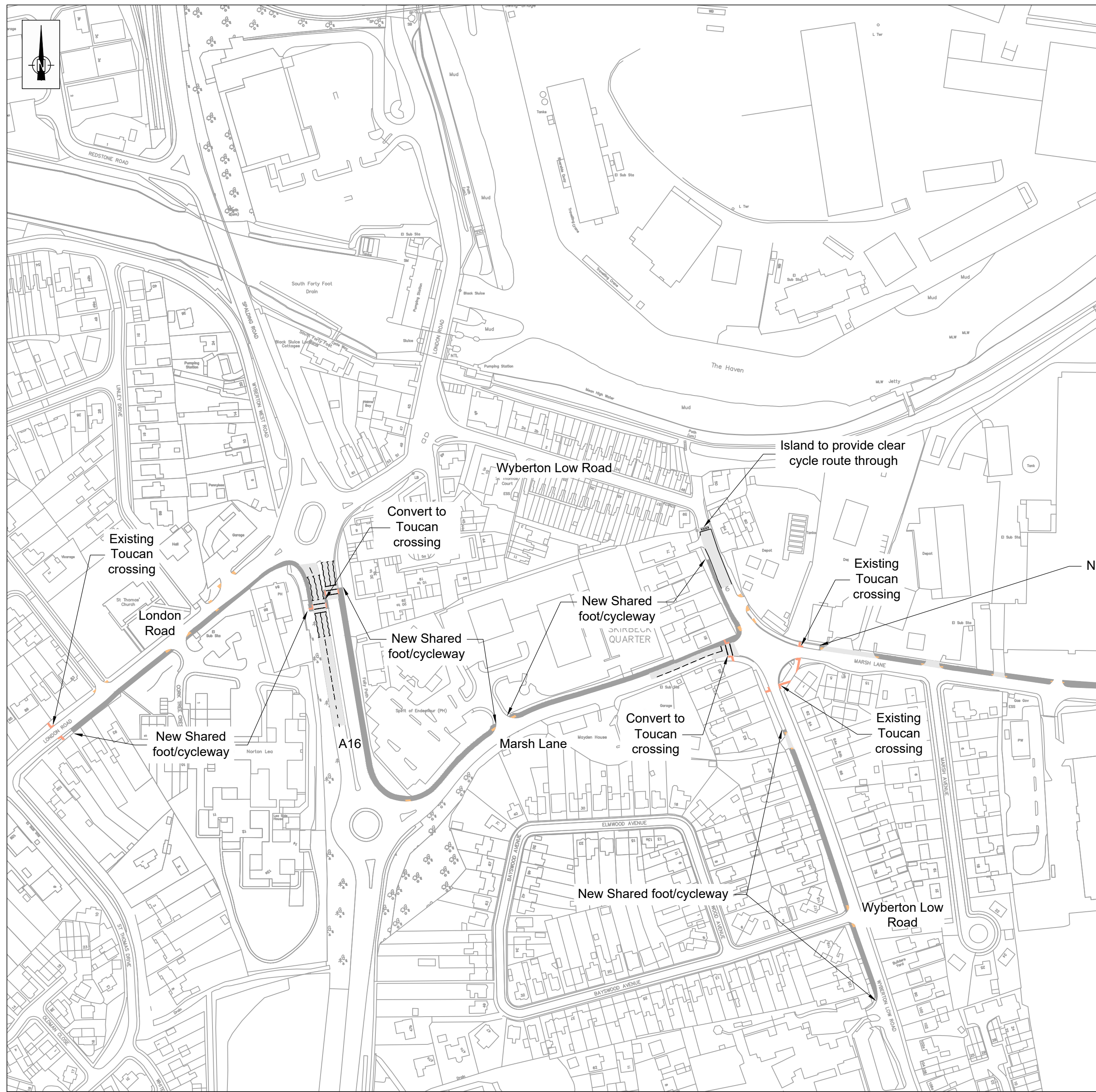
Lincolnshire  
 COUNTY COUNCIL  
 Highways Alliance  
 TECHNICAL SERVICES PARTNERSHIP  
 GYRON HOUSE  
 GYRON STREET  
 LINCOLN  
 LN6 1BD  
 Customer Service Centre (01522) 76070



FS 20705

This page is intentionally left blank







This page is intentionally left blank



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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>12 December 2022</b>
Subject:	<b>Highways Performance Report, Quarter 2 (1 July to 30 September 2022)</b>

**Summary:**

This report sets out the performance of the highways service, including the Major Highways Schemes Update, Lincolnshire Highways Performance Report and Highways and Transport Complaints Report.

**Actions Required:**

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

## 1. Background

This report provides an update on all aspects of the highways service delivery, including major schemes, quarterly performance data for the key contracts (Highways Works, Traffic Signals and Professional Services) and strategic highlights relevant to the Highways Service in Lincolnshire.

This report contains:

- Major Highways Schemes Update November 2022
- Lincolnshire Highways Alliance Performance Report, (1 July to 30 September 2022) Quarter 2
- Highways Complaints Report, Quarter 2

## 2. Major Highways Schemes Update

The Authority currently has three major highways schemes that are in progress:

- Grantham Southern Relief Road

- Spalding Western Relief Road
- North Hykeham Relief Road

There are a number of major highways and other infrastructure projects, which are of significant scale and have a major impact on the County and surrounding area. All of these schemes are included in the Major Highways Schemes Update, November 2022, found in Appendix A to this report.

## **2.1. Lincolnshire Highways update**

### **2.2. Performance Report**

Quarterly performance was reported through the Alliance management structure, with performance issues becoming the subject of an improvement action plan. A copy of the Lincolnshire County Council Highway Performance Report for Year 3, Quarter 2 can be found in Appendix B. This covers the period of July to September 2022.

The Alliance partners managed to achieve their targets for Quarter 2. The results per contract area are:

- Highways Works Term Contract Performance Indicators (Balfour Beatty) – 73.0%
- Professional Services Contract Performance Indicators (WSP) – 74.6%
- Traffic Signals Term Contract Performance Indicators (Colas) – 90.0% (provisional)
- Client Performance Indicators (LCC) – 83.0%
- Alliance Key Performance Indicators (LCC/Balfour Beatty/Colas/WSP) – 68.0% (provisional)

The success for Quarter 2 performance data was holding the dramatic improvements that were achieved between the Quarter 4 (Year 2) and the Quarter 1 (Year 3) scores that were reported in the last performance reports. The other success to note was that for the first time since the contracts were commenced in April 2020, the Highways Works PI3 scored for the first time following a significant package of works during the summer months of 2022.

For specific areas of the Service that are below the targeted performance, the following Improvement Plans are in place:

- Highway Works – PI3 – Tasks Completed within timescales – Reactive Works
- Highway Works – PI8 – Street Lighting Service Standard

In line with the contractual procedures, PI3 and PI8 have triggered a Low Service Damage penalty within the contract and continue to receive increased focus and effort. PI3 has scored for the first time since the contract commenced but falls below the tendered bid position of 8. Low performance for PI8 has shifted from an issue with routine maintenance in Quarter 4 to a new issue of delayed fault response time for this current quarter. The service continues to focus on these aspects of service delivery.



### 2.3. Contract Specific Update

The delivery of the three key highway delivery contracts (Professional Services – WSP / Highways Works – Balfour Beatty / Traffic Signals – Colas) are now in quarter 3 of year three of the contract. The linked contracts are due for renewal on the 31<sup>st</sup> of March 2026 with the possibility of extension up to 31st March 2032.

### 2.4. Highway Works Term Contract – Balfour Beatty

The Highways Work Term Contract delivers the vast majority of highway service, with maintenance of carriageways a priority but with footways and cycleways also being proportionally addressed according to the Highways Asset Management Strategy. Minor reactive works are used predominantly to address safety issues and faults within the carriageway and footway network. The contract also delivers most of the drainage, structures and streetlighting maintenance improvement schemes.

In Quarter 2 of 2022/23, Lincolnshire Highways repaired 17093 faults, including 8466 carriageway potholes (including edge potholes). The service fixed 509 gully grates/manhole covers, 1177 footway defects, replaced 55 gully pots completely, as well as conducting 356 kerbing jobs, 165 minor tree jobs and repaired or replaced 529 signs.

During the second Quarter of 2022/23 Lincolnshire Highways completed over 20 miles of surface dressing treatment, 12 miles of carriageway patching and surfacing, 41 miles of footway resurfacing and reconstruction, and refreshed 3.2 miles of carriageway lining.

Work Types	Miles	Schemes
Surface Dressing	20	40
Main Line Replacement	3.2	2
Footway Reconstruction	2.19	7
Footway Micro Asphalt	39.38	105
Carriageway Patching	5.63	6
Residential Resurfacing	0.3	3
Carriageway Resurfacing	6	16
PROW Improvements	0.75	4
Drainage Improvements		4
Structures Improvements		11
Volunteer Schemes		6

#### 2.4.1. Minor Works Gangs

The minor works gangs continue to deliver work slightly larger in scope than the reactive safety works covered by Series 6300, of the Term Maintenance Contract. The service

continues to focus on the most beneficial aspects of this work, such as civils, minor patching, and drainage.

628 individual jobs of this type were completed across the County in Quarter 2 of 2022/23. This included 97 tree jobs, 153 Carriageway sites, 56 drainage jobs, 55 jet patching sites and 85 footway repairs.

#### 2.4.2. Challenges / Improvements

Inflation within the construction sector continues to cause significant challenges for the Highway Service. Increasing material prices, skills shortages and supply chain disruption continue to hamper delivery however the rate of inflation increase is showing signs of a plateau. Inflation within the Highways Works contract means that the cost of the service is approximately 13% higher in April 2022 than it was in April 2021. Since April 2022, monthly inflation has continued to increase at a rate of 3% per month however between July and August 2022 the average increase rate has dropped to approximately 1% with some elements of the service starting to decrease.

% change	Prelims	Routine, Cyclic and Time Charge Works	Renewals and Construction Works	Professional Services	Machine Surfacing	Hand Surfacing/Patching	Surface Dressing	Road Markings	Street Lighting	Vehicle Maintenance	Columns
Year 1	1.14%	1.85%	0.91%	0.06%	-1.84%	-0.32%	-1.68%	-1.41%	0.38%	1.34%	0.91%
Year 2	1.08%	1.25%	0.91%	2.62%	0.00%	0.25%	-2.17%	0.78%	2.21%	1.99%	0.91%
Year 3	4.87%	5.36%	8.58%	3.36%	5.72%	5.71%	10.98%	5.22%	6.13%	4.48%	56.39%
Jun-22	12.67%	12.29%	20.98%	13.45%	19.89%	17.88%	31.88%	15.46%	13.07%	10.30%	93.78%
Jul-22	13.33%	13.07%	21.13%	13.51%	25.02%	20.86%	36.33%	16.32%	13.18%	10.77%	68.63%
Aug-22	14.14%	15.26%	21.93%	13.38%	26.37%	22.19%	30.14%	17.41%	12.82%	12.12%	65.93%

The combined Capital and Reactive budget for the Highway Maintenance service for 22/23 is approximately £82 million. The inflationary pressure since the start of the contract has reduced the buying power of the service by approximately £19.3 million. The consequence of this, is that less service can be delivered in comparison to previous years and strain is being placed on the contract, the partners and supply chain in Lincolnshire.

Whilst not contractually required to do so, LCC have implemented a mid-year rate review from the August 2022 that is targeting uplifts at Small and Medium sized enterprises working within Lincolnshire. The additional uplift is programmed to be implemented by the end of November 2022 so that the supply chain is supported during the challenging economic climate.

The Highway service continues to focus on the reactive service delivery. The scale of demand, resource requirements and commercial pressure within the contract are challenging, but all parties involved (including the supply chain) are making the required improvements. Since March 2022 the number of live jobs within the system has continually reduced from highs of 8200 to the current level of approximately 1800. Maintaining this figure in a manageable position will enable the service to deal with the demands placed on the service in line with the Highways Infrastructure Asset Management Plan.

## 2.5. Professional Services Contract – WSP

WSP work alongside Lincolnshire Highways colleagues in the Technical Services Partnership (TSP), where three Performance Indicators measure WSP performance directly and seven measure TSP as a whole (LCC & WSP). All schemes which completed in Year 3 Quarter 2 feed into this reporting period.

The overall Professional Services Partnership score for Year 3 (2022/23) Quarter 2 is 74.6 out of 100, a slight decrease on the adjusted Quarter 3 score of 75.5.

WSP are on target to deliver 9/10 of the selected Year 3 quality statements, which are measured annually. An example of a quality statement provision is the ongoing provision of 'Volunteering Days' which are being used through the Lincolnshire Councillor nominated Councillor Volunteering Schemes. WSP are also encouraged to develop continuous improvement / innovation initiatives, which target year on year cost savings for the contract. To date cost savings have included innovative approaches to problem solving on highways schemes, the provision of free training for local LCC highway colleagues and the use of a 'FlexMSE' vegetated wall system on a flood alleviation scheme, which also provided a carbon saving. LCC can also benefit from innovations which have been used elsewhere within WSP, which are shared through the Lincolnshire Highways Partnership innovation group.

WSP colleagues are also actively engaged in wider social value activities, including leading on a now completed volunteering scheme at Theddlethorpe Village Hall playing fields, where a combined WSP, Balfour Beatty, Colas and LCC Highways team worked alongside the parish council clear an overgrown ball court that is now back in use within the community. Work is also commencing with Construction and Built Environment students at Lincoln College on careers support and developing a 'real life' project for them to include within their studies.

The four measures which focus on TSP's ability to deliver highway schemes to time and cost achieved an average score of 7.9/10 for Y3 Quarter 2, which is slightly down on the previous quarter at 8.0/10.

There is an opportunity to continue improving performance in the timeliness of contract notifications within TSP Highway Schemes. The score of those completed to time in Y3 Quarter 1 is 5/10 which is the same as Quarter 1.

Internal TSP Client satisfaction scores, obtained through Client Satisfaction Questionnaires for those schemes completing in the quarter, have improved in Quarter 2 with most clients being satisfied with the service. Whilst the average response score looks reasonable at 7.5/10 there is 1 project which received a below 'minimum performance' score. This is being investigated in accordance with the Quality Management System.

Within the measures WSP are targeted to fill requested vacancies within 3 months. The score for Quarter 2 equates to 6/10, down 2 marks from Quarter 1. Whilst much effort goes into identifying quality candidates to the Lincolnshire contract it is currently proving difficult

to attract potential colleagues who have the right qualifications and experience, who are affordable.

### **2.5.1. Challenges / Improvements**

Recruitment for specialist roles within the engineering sector are proving difficult to attract and retain in the current climate. LCC have needed to pursue alternative routes to obtain staff on occasion to backfill hard to fill positions.

### **2.6. Traffic Signals Term Contract – Colas**

Quarter 2 scoring for Colas remained consistently good with an overall PI score of 90, up from 88 last quarter, driven by an improvement in responses to emergency faults. The changes made to the PIs for 2022/23 have driven the right behaviour and made great improvements to the task order process. Performance Indicators 2 & 10 are now under review with alternatives being considered for other areas that are perceived to be in need of improvement.

In terms of operations, the overall statistics for Quarter 2 were as follows.

- 95 emergency faults (2-hour response) of which 94 were attended in time (99%)
- 429 standard faults (response within 12 contract hours) of which all were attended in time (100%)
- 62 requests for signals to be switched off for road works

The Traffic Signal Capital Programme for Quarter 2 was quiet due to the postponement of resurfacing works in Lincoln. The works were due to tie into Traffic Signal schemes at Newland/Lucy Tower Street and Carholme Road / Brayford Way, in order to minimise disruption on the network. These schemes are now due to go ahead in the summer of 2023.

The annual inspection and maintenance of Lincoln tidal flow was conducted in August 2022. The opportunity was also taken to conduct remedial works to the Canwick Road / South Park junction at the same time, as well as allowing utility companies access to take advantage of the closure on this busy part of the network.

### **2.6.1. Challenges / Improvements**

The wider Colas business continue to offer support to the Highway Service as a sub-contractor providing recycling schemes on the unclassified road network. Colas have also been engaged to provide support work on Grantham Southern Relief Road that is due to take place in December 2022.

## **3. Complaints**

A copy of the Highways Complaints Quarter 2 report can be found in Appendix C. During Quarter 2, the Highway service received a total of 5,982 Fix My Street contacts, 11,007 Customer Service Centre (CSC) calls and 2,022 CSC emails in relation to the Highway service.

Out of these 19,011 contacts, LCC received a total of 232 Complaints to the Customer Relations Team in the second quarter of 2022/2023, equating to less than 1% of all contacts received. Out of these 232 contacts, 182 entered the formal complaints process, this equates to 78% of all complaints received.

The remainder were resolved informally through early resolution. The number of complaints entering the formal process has increased by 1.6% this quarter in comparison to the previous quarter and 77% in comparison to the same quarter last year.

## 6. Conclusion

Lincolnshire's Highway team and its strategic partners continues to deliver an efficient and effective service during extremely challenging market conditions. Performance reported for Quarter 2 demonstrates that the service has held the large improvements that were made in Quarter 1. Whilst some areas have improved, the service continues to pursue further initiatives to tackle areas of low performance and is consistently striving to implement value for money savings across the wider service.

The latest inflation data suggests that the rapidly rising inflation experienced over the past 12 months within the Construction sector is starting to plateau. The service will continue to monitor the impact this has on service delivery and ultimately the buying power of the Highway Service going forward.

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

## 7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Major Highways Scheme Update Report November 2022
Appendix B	Lincolnshire Highways Alliance Performance Report (1 July to 30 September 2022) Quarter 2
Appendix C	Highways Complaints Quarter 2 Report

## 8. 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 Jonathan Evans, Head of Highways Client and Contractual Management Services, who can be contacted on 01522 55222 or [Jonathan.evans@lincolnshire.gov.uk](mailto:Jonathan.evans@lincolnshire.gov.uk).

This page is intentionally left blank

## **Appendix A**

### **Major Highways Scheme Update – November 2022**

#### **Grantham Southern Relief Road**

Phase 1 from the B1174 running towards the A1 is already complete.

Phase 2 which is the new graded separated junction on to the A1 completed December 2021. The junction is likely to open later in 2022.

Phase 3 is the final phase of the project and is the largest and most complex to deliver. It consists of a five span viaduct carrying the road over the East Coast Mainline railway and the River Witham. Works commenced April 2021 and have focussed on extensive ground works, embankment construction either side of the Witham Valley and the installation of the bridge foundation piles. The piling works for the bridge piers commenced in January 2022 and the foundation for the western abutment has been completed. There are complexities and challenges with the construction of the eastern embankment which are being developed. One of these issues is that the underlying ground is not as robust as the designer had anticipated or designed the bridge to sit upon. The result is that the bridge is being lengthened approximate 70m towards the East to avoid the area where the poor ground is situated. This will result in approximately 18 months delay, pushing the completion back to Summer 2025. The project will also incur significant cost increases in excess of £15m. A full investigation is under way to understand how this has occurred and where the liability rests. This is being done in conjunction with the design remediation. Elsewhere the project is continuing well with the A1 junction planned to be open by the end of 2022 and the section between the A52 Somerby Roundabout and the development roundabout opening Spring 2023.

#### **North Hykeham Relief Road**

When complete, this new road will link the A15 Lincoln Eastern Bypass with the A46 Western Bypass at Pennells Roundabout to create a full ring road around Lincoln. The project also aims to:

- Assist the sustainable economic growth of Lincoln and Lincolnshire
- Maximise accessibility to Lincoln
- Improve journey times and road safety in Lincoln

In December LCC was informed that the project had achieved programme entry approval from the DfT, which also secured £110m towards the project from the DfT. A key decision to appoint Balfour Beatty as the Design and Build Contractor was approved on the 5<sup>th</sup> April 2022 who in turn will appoint a design consultant. The project has now entered the next key stage which focusses on data acquisition and design in advance of a planning application being

submitted in late 2023. Three public engagement events took place the 13<sup>th</sup>, 14<sup>th</sup> and 15<sup>th</sup> September to ensure the public are informed on progress and to gain their views on progress being made. These events were generally well received and positive towards the proposed scheme. Two further events are planned in Spring and then Summer 2023. It's likely that works will commence late 2025, however the project is subject to many statutory processes and risks that have the potential to delay the scheme. It's also worth noting that current material inflation will have a significant increase of forecast scheme costs.

### **Spalding Western Relief Road**

Section 5 (Northern Connection) – In February 2018 SHDC in collaboration with LCC were successful in securing £12m from the HCA for delivering this section of the SWRR. Since then, a further £8.13m has been sourced from the HCA.

Works commenced in January 2022 with the construction of the two piling platforms to allow the c1600 number piles to be installed to support the bridge over the rail line. These piles are now complete with the focus moving to pile caps (currently 650 completed) and construction of the embankment. In addition, the new roundabout on Spalding Road is largely completed and open to traffic. Works are programmed to be completed by the end of 2023.

### **Lincolnshire Coastal Highway**

Lincolnshire County Council investigated potential improvements to the A158 across the county from the A1 to the North Sea coast, known as the 'Lincolnshire Coastal Highway'. This looked at the options for intervention along the route. In identifying improvements to the Highway, consideration was given to being future-ready, building in capacity to support growth, investigating options across a range of modes and building in resilience and lower longer-term costs for management of infrastructure.

A Horncastle bypass concept paper was completed which identified expected costs and benefits. Due to the DfT scoring mechanism, the benefits are very low in comparison to the cost and therefore would not attract any central government funding. This project is therefore currently not being progressed but is included in the Council's pipeline of projects to consider in the future.

A Skegness Relief Road concept paper has also been completed which indicates a route that attracts a medium 'Benefit to Cost Ratio' score meaning that it may attract third party funding should a funding opportunity be presented. A further detailed feasibility of the potential road is now being developed.

A feasibility of an Orby bypass is also being progressed.



### **Levelling Up Fund Projects (LUF)**

LCC submitted a bid to central government under the LUF initiative, this consisted of the following projects:

- A16/A151 Springfield roundabout capacity improvement
- A16 Greencell roundabout (Spalding Power Station) capacity improvement
- A16 Kirton four-way signalised junction – with associated small section of dual carriageway leading into and out of the junction along the A16
- A16 Marsh Lane Roundabout – designated north bound lane
- Boston Active travel schemes

In October 2021 it was announced that the bid had been successful. Since the announcement the projects have all moved into detailed design with a view to start on site in 2023 and be completed 2025.

There have been some concerns raised from the local community regarding the development of the Kirton signalised junction. A public meeting was held in July where the project team attended to answer questions and took away a large quantity of views and thoughts for the form of the proposed scheme. The team are now considering those views with regards the final form of the improvement scheme and potentially its viability.

### **A17 Heckington Dual Carriageway**

LCC was successful with a funding bid of £50k from Midlands Connect to progress a scheme to a Strategic Outline Business Case Stage. This is matched funded by LCC to help build-up a sizable 'pool' of credible business cases Midland Connect region can prioritise for submission to the DfT when the next MRN fund and Regional Evidence Base process is called. A date for which is unknown at this stage, but it could possibly be in 2023.

LCC put forward the A17 Heckington dualling proposals which includes dualling the sections between the east and west junctions of Heckington and possibly some junction alterations. The Business Case is due to be completed Autumn/Winter 2022.

### **Red Lion Square**

This project is now complete and has been well received by those that wanted this form of paving. The project was delivered under budget.

This page is intentionally left blank



## **Lincolnshire Highways Performance Report**

**Year 3 Quarter 2 – July to September 2022**

***Prepared December 2022***



### Introduction

This report is prepared for the Lincolnshire County Council (LCC) Highways Strategic Board by the Performance Working Group. It offers a summary of the results from each of the agreed KPIs and PIs.

Key Performance Indicators (KPIs) are directed at measuring the achievement of the objectives of the Partners working with and delivering services for LCC Highways. These mutual objectives represent the aspirations of the Partners to deliver the best service for the residents of Lincolnshire.

Performance Indicators (PIs) are directed at measuring the achievement of the objectives of the participating organisations within their Own Contract. These indicators will impinge on the quality of performance at Key Performance Indicator level but would be the responsibility of the specific Partners to provide the appropriate improvements in performance.

The partners working with LCC are incentivised to work in collaboration with each other and add value to the wider Highway service delivery in Lincolnshire.

Table of Contents

Highways Works Term Contract Performance Summary	3
Professional Service Contract Performance Summary	4
Traffic Signals Term Contract Performance Summary	5
Client Performance Summary	6
Alliance Performance Summary	7
Comparative Yearly Averages	8
Conclusion	8
Improvement Actions	9
Highway Works Terms Contract (HWTC) – Performance Indicators	10
Professional Services (PSP) – Performance Indicators	18
Traffic Signals Term Contract (TSTC) – Performance Indicators	26
Client - Performance Indicators	32
Alliance - Performance Indicators	39

Lincolnshire County Council Highways  
Performance Report  
Quarter 2 2022/23 – Final Version

Highways Works Term Contract  
Performance Summary

		Target	Current Quarter	Quarter Score	Last Quarter	Rolling Year Average	2 Year Trend	
HWTC P11	Compliance with tendered Quality Statements	10 Achieved	<b>8 Achieved</b>	<b>8.0</b> ↔	8.0	8.0		10 Quality statements have been selected to score this measure. After assessment it has been deemed that 8 are currently being achieved
HWTC P12	Response times for emergency works	99.5%	<b>99.45%</b>	<b>10</b> ↔	10	9.0		Out of 727 emergency jobs over the quarter, 714 achieved the required response rate.
HWTC P13	Tasked completed within timescales - Reactive Works	99.0%	<b>93.34%</b>	<b>4</b> ↑	0	1.0		7778 out of 8333 jobs were completed on time.
HWTC P14	Tasked completed within timescales - Planned Works	99%	<b>95.6%</b>	<b>6</b> ↓	8	8.3		95.60% were completed within anticipated timeframe.
HWTC P15	% task orders in compliance with TMA	99%	<b>99.48%</b>	<b>10</b> ↔	10	10.0		This quarter there were 7 FPNs for non-compliance of TMA on 1371 completed JVs.
HWTC P16	Quality assessment of workmanship	95%	<b>91.00%</b>	<b>8</b> ↓	10	8.0		The data used for the quarter shows 91.00% compliance in lab test results.
HWTC P17	Contract Notifications processed within required timescales.	99%	<b>84.87% Notifications; 99.68% Target Costing</b>	<b>7.0</b> ↔	7.0	6.1		Out of 271 Contract Notification 207 were acknowledged in appropriate timescales. A further 64 were actioned in the acceptable extension period. 99.68% of jobs requiring a Target Cost did so within 4 weeks of works commencing.
HWTC P18	Street Lighting Service Standard	98.5%	<b>Measure under review</b>	<b>0</b> ↔	0.0	0.0		This service area is being reviewed and score has yet to be finalised
HWTC P19	Drainage Cleansing Maintenance	95%	<b>Score under review</b>	<b>8</b> ↓	10	4.5		The target cleanse for Quarter 1 was above target - the target was lowered due to the subcontractor going into liquidation. A new subcontractor will be brought onto contract from Q2. Score is to be finalised and is currently an estimate.
HWTC P110	Winter/Summer Maintenance	On Track	<b>On Track</b>	<b>10</b> ↔	10	10.0		Summer maintenance completed in required timeframes

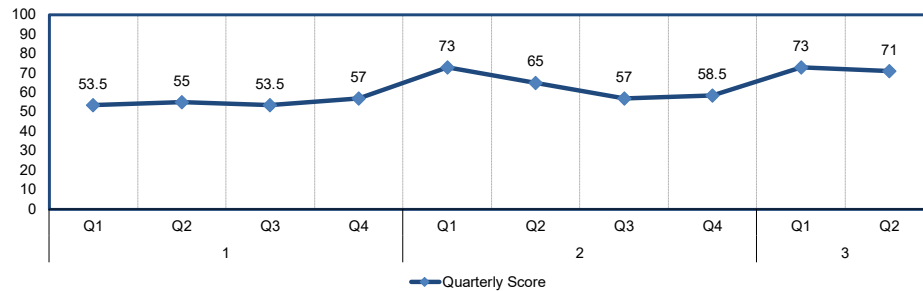


<b>Total</b>	<b>71.0</b> ↓	73.0	64.9

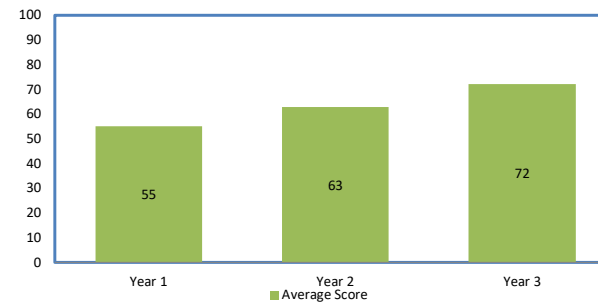
Overall Summary

The score for this quarter decreased from 73 points to 71. P13 has seen the biggest improvement by scoring points for the first time since the contract started. The focus on this area by the contractor has finally shown positive results. P18 is still undergoing a review, and P19 score has to be finalised - the delay being down to a new subcontractor being introduced to contract and data streams require streamlining.

Highways Works Performance Scores Over The Contract Period  
(Average score = 61)



Yearly Average Highways Works Performance Scores



Lincolnshire County Council Highways  
Performance Report  
Quarter 2 2022/23 – Final Version

Professional Services Contract  
Performance Summary

		Target	Current Quarter	Quarter Score	Last Quarter	Rolling Year Average	2 Year Trend	Comments for Quarter
PSP PI1	Compliance with tendered Quality Statements	10 Achieved	<b>9 Achieved</b>	<b>8.0</b> ↔	8.0	8.0		10 Quality statements have been selected to score this measure. After assessment it has been deemed that 9 are currently being achieved
PSP PI2	Continuous Improvement and Innovation	110k savings	<b>On Track</b>	<b>10.0</b> ↔	10.0	10.0		The annual target for savings in Y3 is £110,670
PSP PI3	Accuracy of Task Order Price Proposal	90%-100%	<b>89.52%</b>	<b>7.2</b> ↓	7.6	7.3		The accuracy of Professional Services Price Proposals against the actual out-turn costs was at 89.52% this quarter.
PSP PI4	Ability to Meet Agreed Timescales to Complete a Task Order	90%-100%	<b>89.29%</b>	<b>8.5</b> ↑	8.0	8.3		There were 68 Task Orders completed this quarter - on average they took 97.14% of the agreed timescale. The average score for Design was 7.73 whilst Supervision was 9.24
PSP PI5	Overall Performance of Design and Supervision	85%-115%	<b>107.54%</b>	<b>6.3</b> ↓	8.8	7.7		The average Awarded Tender Value was 122% of the final out-turn cost. More than 100%; Out-turn cost less than the awarded tender value.
PSP PI6	Accuracy of Pre-Tender Works Cost Estimating	85%-115%	<b>95.76%</b>	<b>9.8</b> ↑	7.6	8.6		Of the 14 completed schemes the average percentage of Original Quote compared to Actual Cost was 95.76%. Less than 100%; Pre-Tender Works Cost Estimate greater than Assessed Tender Value.
PSP PI7	Contract Notifications processed within required timescales.	99%	<b>83.14%</b>	<b>5.0</b> ↔	5.0	4.3		Out of 175 Contract Notifications 143 were acknowledged or actioned in appropriate timescales. A further 32 were actioned in acceptable extension period.
PSP PI8	Client Satisfaction of Design Service	>9.5	<b>6.72</b>	<b>6.0</b> ↑	4.0	5.5		The average score by Task Order values were as follows - Below 10k = 8.16, 10k-50k = 6.79, 50k-100k = 5.77, Greater than 100k = 6.16. The average overall was 6.72
PSP PI9	Continuity of Key Staff	No impact	<b>Detail to be confirmed</b>	<b>7.9</b> ↓	8.5	8.3		Three schemes reported potential for a minor impact due to changes in staff. Two schemes reported a moderate impact due to change. One scheme reported a significant impact due to change.
PSP PI10	Time to fill a Vacancy	>90%	<b>No Vacancy Requested</b>	<b>6.0</b> ↓	8.0	8.5		6 vacancies were requested to be filled that are currently still outstanding. As such so this measure has been deemed to score 6 points.

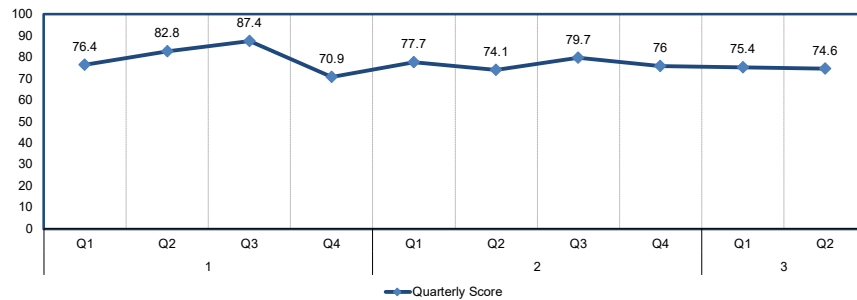


<b>Total</b>	<b>74.6</b> ↓	75.4	76.4
--------------	---------------	------	------

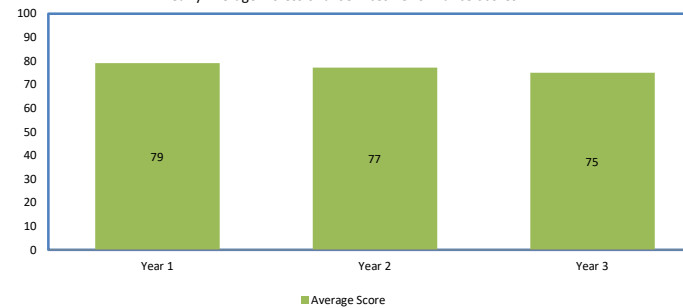
Overall Summary

The overall Professional Services Partnership score for 2022 Q2 is 74.6 out of 100. The main area requiring improvement is PSP PI7 Contract Notifications processed within required timescales. The time to fill a vacancy is being monitored.

Professional Services Performance Scores Over The Contract Period  
(Average score = 78)



Yearly Average Professional Services Performance Scores



Lincolnshire County Council Highways  
Performance Report  
Quarter 2 2022/23 – Final Version

**Traffic Signals Term Contract  
Performance Summary**

		Target	Current Quarter	Quarter Score	Last Quarter	Rolling Year Average	2 Year Trend	Comments for Quarter
TSTC PI1	Compliance with tendered Quality Statements	10 Achieved	<b>7.5 Achieved</b>	<b>4</b> ↔	4	5.0		10 Quality statements have been selected to score this measure. After assessment it has been deemed that 7.5 are currently being achieved
TSTC PI2	Weekly works planning	29 Supplied	<b>29 Supplied</b>	<b>10</b> ↔	10	10.0		Weekly works planning and asset data supplied within agreed timescales. 3/3 Inventory's received and 13/13 Whereabouts submitted. 13/13 Dashboard compliance checks carried out in Q1.
TSTC PI3	Response times for emergency works	None missed	<b>1 missed</b>	<b>6</b> ↑	4	6.0		94 emergency faults out of 95 faults received were attended within contract timescales.
TSTC PI4	Number of Faults Cleared within Contract Timescales	99%	<b>99.79%</b>	<b>10</b> ↔	10	10.0		525 faults out of 525 faults received during Q2 have been cleared within the contract timescales.
TSTC PI5	% Task Orders completed on time	99%	<b>Measure still under review.</b>	<b>10</b> ↑	6	8.5		81 of 81 task orders that have been received during Q2 have been completed within the contract timescales. Score for Quotations to be agreed - currently provisional score of 5
TSTC PI6	% Task Orders completed free of remedial works	99%	<b>100%</b>	<b>10</b> ↔	10	10.0		0 remedial have been reported for the task orders this quarter
TSTC PI7	% faults resolved at the first visit.	99%	<b>100.00%</b>	<b>10</b> ↔	10	10.0		525 out of 525 Standard faults & Emergency faults were resolved first time.
TSTC PI8	% Task Orders carried out in compliance with TMA.	99%	<b>100.00%</b>	<b>10</b> ↔	10	10.0		4 task orders out of 4 have been completed complying with TMA.
TSTC PI9	% annual inspections completed per annum.	On Track	<b>On Track</b>	<b>10</b> ↔	10	8.5		184 annual inspections were completed by the end of Q2 - which is ahead of target.
TSTC PI10	Signal Optic Failures	30 or less	<b>0 sites</b>	<b>10</b> ↔	10	9.5		There has been a total of zero sites where an Optic failure has occurred.

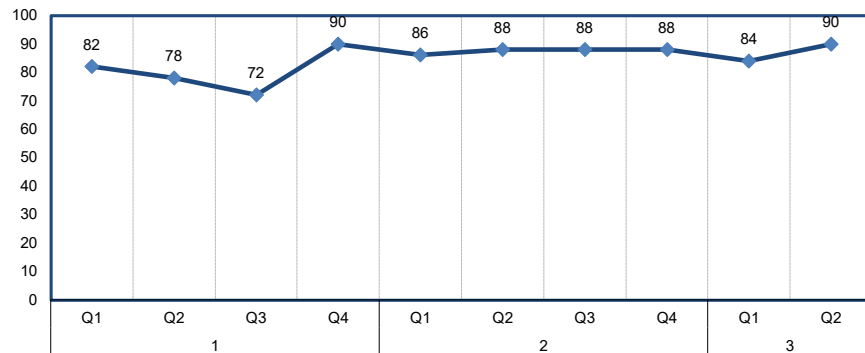


<b>Total</b>	<b>90.0</b> ↑	<b>88.0</b>	<b>87.5</b>
--------------	---------------	-------------	-------------

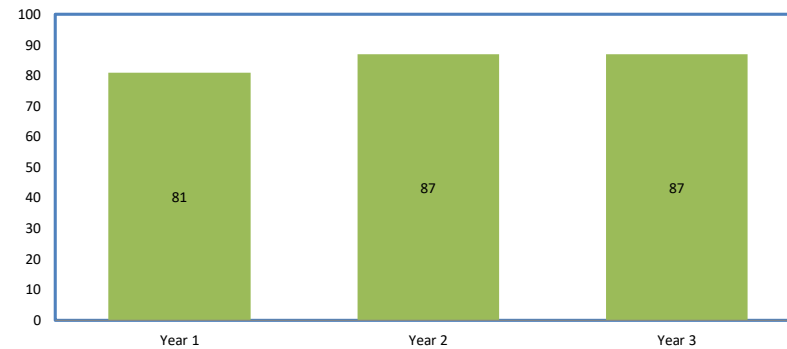
Overall Summary

The score for this quarter is provisionally 90 points. The score remains high.

Traffic Signals Performance Scores Over The Contract Period  
(Average score = 85)



Yearly Average Traffic Signals Performance Scores



Lincolnshire County Council Highways  
Performance Report  
Quarter 2 2022/23 – Final Version

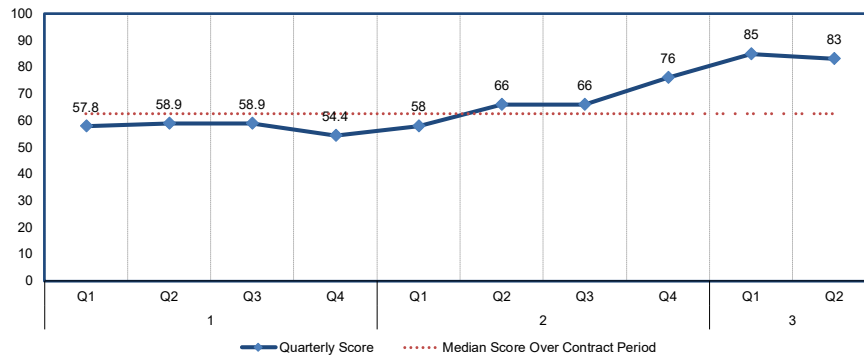
Client Performance Summary		Target	Current Quarter	Quarter Score	Last Quarter	Rolling Year Average	2 Year Trend	Comments for Quarter
Client PI1	Client scheme proposals	Sept 22	Late	10 ↔	10	10.0		The Scheme Proposals for 2023/24 were due to be issued by the Client to the Contractor at the end of September. This was delivered on time.
Client PI2	Variation from Annual Plan spend profile	98-102%	100%	10 ↔	10	10.0		There has been no budget movement as such this measure score full points.
Client PI3	Client Enquiry Response Times	100%	89.11%	6 ↓	7	6.8		Out of 9146 incoming enquiries only 8150 were actioned within appropriate time scales. The level has decreased from last quarter and has scored 7 points.
Client PI4	Early Contractor Involvement	>98%	96.55%	8 ↑	6	0.0		Out of 232 schemes that started this quarter 224 has had Early Contractor Involvement 12 weeks prior to start date.
Client PI5	Valuation of compensation events versus targets	<7% variation	4.66%	10 ↔	10	10.0		So far £30,219,855 has been raised on Confirm with £1,410,613 compensation events against that target.
Client PI6	Total Rejected Orders	<1%	2.21%	8 ↓	9	7.8		Out of 15814 committed jobs 350 were rejected
Client PI7	Contract Notifications processed within required timescales.	98%	89.03%	7 ↔	7	3.5		Out of 784 Contract Notification 682 were acknowledged or actioned in appropriate timescales. A further 32 were actioned within acceptable extension period.
Client PI8	Percentage of abortive works	<1%	0.87%	10 ↔	10	10.0		Out of 803 jobs that have gone through the ECI process 7 were subsequently cancelled.
Client PI9	Highways Inspections Completed	100%	96.82%	6 ↓	8	7.5		Out of 598 Highway Inspections 19 had an overdue inspection.
Client PI10	Value for Money	Constant Improvement	Baselines being agreed	8 ↔	8	7.0		The Value For Money process has been reviewed and is starting to be implemented. More areas have now had a review of Y1 and Y2 to establish baselines but not all have been finalised. As such the measure has maintained at a score of 8 accordingly.



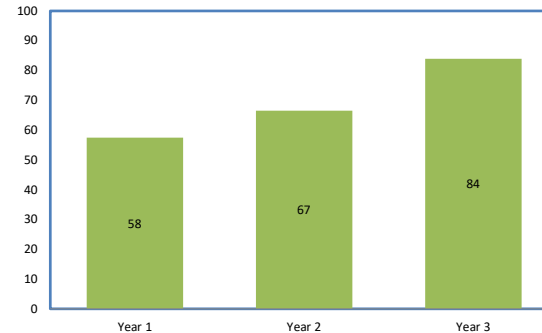
Total	83.0 ↓	85.0	72.5
-------	--------	------	------

**Overall Summary**  
The score this quarter has decreased from 85 to 83. Whilst there was a slight decrease in score on several measures that has resulted in this drop. Its worth noting though the the ECI process has improved again resulting in the highest score to date.

Client Performance Scores Over The Contract Period  
(Median score = 62)



Yearly Average Client Performance Scores





Lincolnshire County Council Highways  
Performance Report  
Quarter 2 2022/23 – Final Version

**Alliance Performance Summary**

		Target	Current Quarter	Quarter Score	Last Quarter	Rolling Year Average	2 Year Trend	Comments for Quarter
Alliance KPI1	Asset Management Strategy	Within Range	Within Range	10 ↔	10	10.0		This is annual data, and the figure for 2022 is within the anticipated range. Road Condition data show Principle Road at 1.8% Red, A&B Roads at 5.3% Red and Unclassified Roads at 26.8% Red.
Alliance KPI2	Creation of and Tasks delivered against the agreed Annual Plan programme	By Nov 30th and 95%	88.49%	8 ↓	10	9.0		The Annual Plan was agreed on target. This part of the measure has scored 3 out of 3. A score for accuracy of Programme has been set as 5 out of 7 for this quarter.
Alliance KPI3	Minimising disruption to the public	46 schemes annually	17 schemes ytd	6 ↔	6	8.0		17 schemes were confirmed by Q2 so Y3 is slightly behind target currently.
Alliance KPI4	Building Social Value	Mixed Measure	Level Maintained	8 ↑	7	7.3		The data received from the contractors show that we have not scored points for 30 day payment of invoices. There has been an increase in apprentices working on the contract however this is below the commitments from partners. The level of spend to suppliers locally has been maintained.
Alliance KPI5	Public Satisfaction Survey	>0% improvement	-1.80%	2 ↔	2	2.0		This is annual data, and the figure for 2021 was an decrease of 1.8% in satisfaction. This result changes once per year in October.
Alliance KPI6	Efficiency of Spend	>95%	86.00%	6 ↔	6	6.0		This is annual data, and the figure for 2021 was an increase of 1% in efficiency of spend This result changes once per year in October.
Alliance KPI7	Net/Positive Press Coverage	>95%	80.95%	4 ↔	4	4.0		This Quarter there was 78 positive, 126 neutral and 48 negatives stories. There were 252 stories in total.
Alliance KPI8	Relationship scoring	>7points	7.70	10 ↔	10	10.0		The average score for the alliance partners was 7.70 out of 10 - increasing from 7.53
Alliance KPI9	Reduction in Carbon Emissions and Waste	Mix	CO2 >£58 per Tonne 98% Recycled	4 ↔	4	7.0		5 points have been awarded as over 98% of waste has been recycled or reused. The final score for Carbon Emissions for Year 2 has still to be finalised but CO2 emmissions are provisionally up from last year. This part of the measures scores -1
Alliance KPI10	Acceptable Site Safety Assessment and Reportable Accident under RIDDOR	>95%	100.00%	10 ↔	10	10.0		48 assessments over the past twelve months have passed out of 48 assessments.

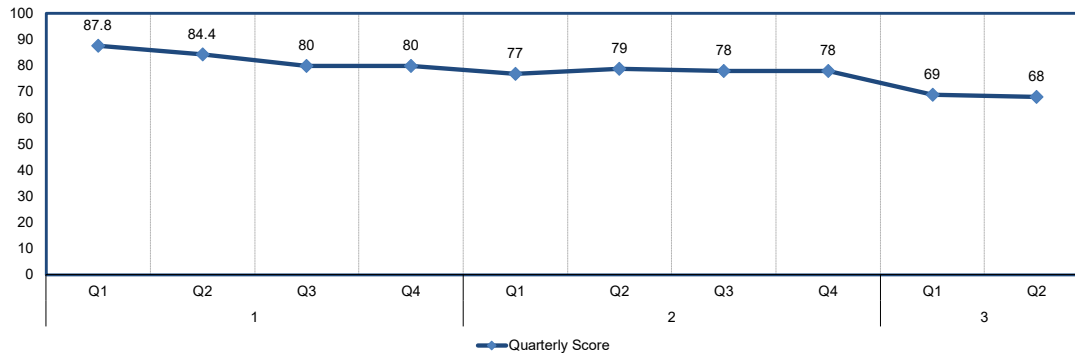


Total	68.0 ↓	69.0	73.3
-------	--------	------	------

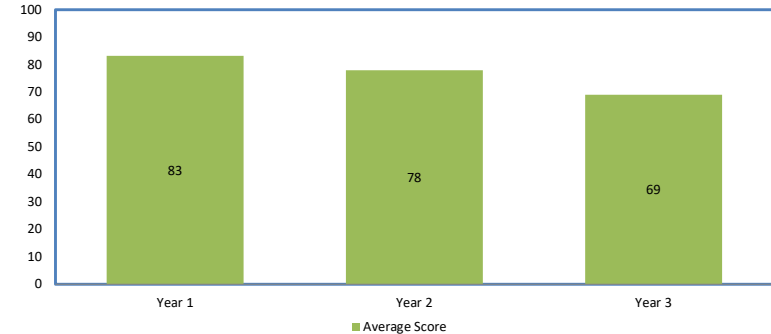
Overall Summary

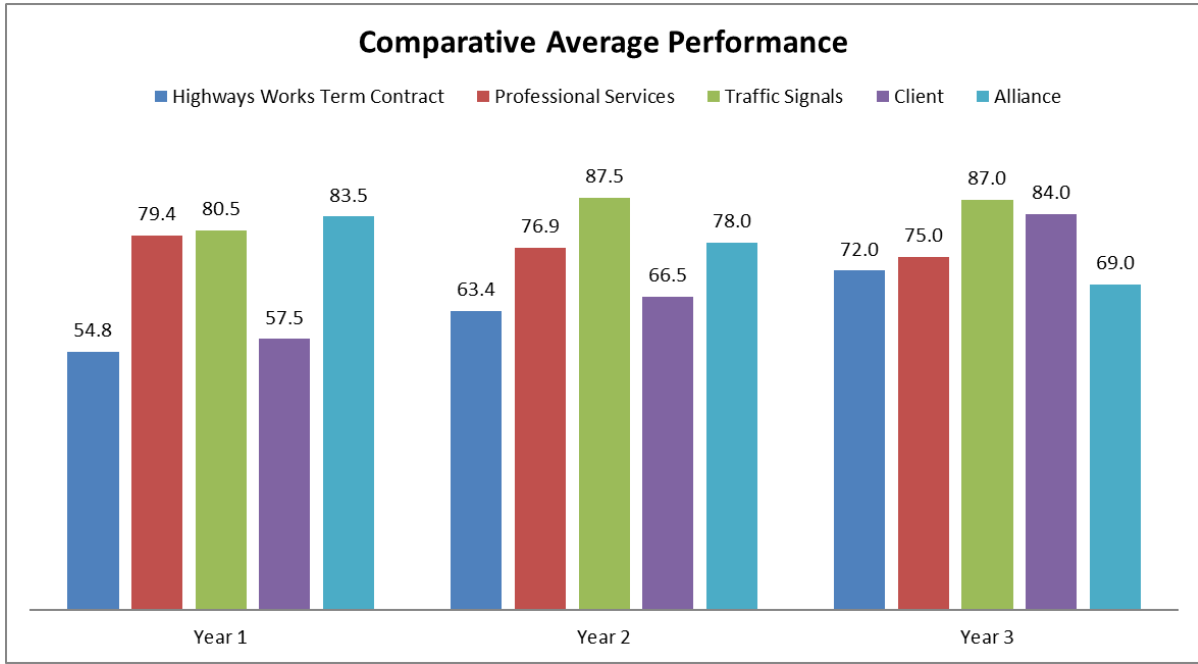
The score has reduced from 69 to 68 points. The annual programme has varied more than originally agreed and has seen a drop in score, however there has also been a slight increase in apprentices working on the contract.

Alliance Performance Scores Over The Contract Period  
(Median score = 79)



Yearly Average Alliance Performance Scores





## Conclusion

The Highway Works Term Contract has decreased from 73 to 71 which is still one of the highest score for the contract. Some areas are still under review, however the scores from the contractor generally continue to show improvement.

The Professional Service Contract score has decreased from 75.4 to 74.6. This remains a good score.

The Traffic Signals Contract score has provisionally increased from 84.0 to 90.0 points. Whilst this score is still being reviewed, it continues to show high performance.

The Client score has decreased from 85.0 to 83.0 points. This is the second highest score for the Client so far in this contract. Scores across all measures are now scoring at a good level.

The Alliance Indicator score has dropped from 69 to 68 points. Whilst this score is still being reviewed, there are a few measures that are having an impact – the biggest change relating to Carbon Emissions. Public satisfaction and negative press coverage remain areas of concern.

James Malpass  
November 2022

Improvement Actions

Indicator No	Description	Action	Owner	Target Date
HWTC PI3	Tasked completed within timescales - Reactive Works	This is a new measure that will need to be monitored to ensure improvement in future	Network and Development Managers, TSP management and Divisional management.	Ongoing
HWTC PI8	Street Lighting Service Standard	A workshop has been arranged to look into the measure to see what improvement and changes can be made.	Network and Development Managers, TSP management and Divisional management.	Ongoing
Alliance KPI9	Reduction in Carbon Emissions and Waste	This is a new measure - data capture need to improve for the measure to be accurate.	All Partners	Ongoing

## **Highway Works Term Contract PIs**

### **HWTC PI 1 - Compliance with Tendered Quality Statements**

This indicator is designed to measure the compliance with the tendered quality statements

To measure the Contractor's actual performance against the tendered quality statements and undertakings made in the tender submission.

Before the start of every contract year, ten undertakings will be identified from the quality statements.

On a quarterly basis during the contract year the undertakings will be compared against actual performance.

1 point will be awarded for each undertaking that has been deemed to have been completed or achieved.

### **HWTC PI 2 - Compliance of response times in respect of emergency works (emergency/urgent)**

---

This indicator is designed to measure the percentage of emergencies responded to within given timescales

Identified through emergencies responses reported and updated within Term Maintenance Contract Management System.

This includes the following priorities –

1 hour jobs

2 hour jobs

#### **Calculation i.e. numerator/denominator and formula if appropriate:**

Numerator = Total number of emergencies attended within time (X)

Denominator = Total number emergencies identified (Y )

$\frac{X}{Y} = \%$

Y

#### **Points Scale**

99.5 to 100% = 10

**98.5 to 99.5% = 8**

97.5 to 98.5% = 6

96 to 97.5% = 4      95 to 96% = 2

<95% = 0

### **HWTC PI 3 - Tasks completed with given timescales (reactive works)**

This indicator is designed to measure the percentage reactive works completed within agreed timescales

This is identified through the Term Maintenance Contract Management System looking at the amount of jobs completes within timeframe.

This includes the following priorities –

22 Hour jobs

5 Day jobs

20 Day jobs

75 Day Jobs

This is identified through comparing the total amount of work orders completed within agreed timescales, to the total amount of work orders.

Numerator = Total number of work orders completed within agreed timescales

Denominator = Total number of work orders

$\frac{X}{Y} = \%$

Y

Points Scale

99-100% = 10

98-99% = 9

**97-98% = 8**

96-97% = 7

95-96% = 6

94-95% = 5

93-94% = 4

92-93% = 3

91-92% = 2

90-91% = 1

<90% = 0

### **HWTC PI 4 - Tasks completed with given timescales (planned works)**

This indicator is designed to measure the percentage of planned works completed within agreed timescales.

This is identified through the Term Maintenance Contract Management System looking at the amount of jobs completes within timeframe.

This includes the following priorities –

Planned Works

## JV Works

This is identified through comparing the total amount of work orders completed within agreed timescales, to the total amount of work orders.

Numerator = Total number of work orders completed within agreed timescales

Denominator = Total number of work orders

$$\frac{X}{Y} = \%$$

## Points Scale

99-100% = 10

98-99% = 9

**97-98% = 8**

96-97% = 7

95-96% = 6

94-95% = 5

93-94% = 4

92-93% = 3

91-92% = 2

90-91% = 1

<90% = 0

## **HWTC PI 5 - Percentage Task Orders carried out in compliance with TMA.**

This indicator is designed to measure the compliance with the Traffic Management Act regulations with regards to correct notice of works being produced.

All jobs with value that need a TMA notice are recorded over the Quarter and checked accordingly.

The target is for 99% of Task Order to be carried out in compliance with TMA. Points are lost for being under this benchmark.

99 - 100% = 10

**96 - 99% = 8**

93 - 96% = 6

90 - 93% = 4

87 - 90% = 2

Less than 87% = 0

## **HWTC PI 6 - Quality Assessment of Workmanship**

This indicator is designed to measure the compliance to agreed material standards as detailed within contract specification.

A number of sites are tested the Client and reported compliance is used to equate the indicator score.

Sites can be requested by the Client for investigation, but the majority of sites tested, are randomly selected.

This is identified by comparing the total number of passed quality assessments, to the total number of assessments carried out to get a pass percentage.

>99% =10

>97% =8

>95% =6

>93% = 4

>91% =2

<91% =0

### **HWTC PI 7 - Contract Notifications and Target Price Processed within Required Timescales.**

This indicator is designed to ensure that the Term Maintenance contract management processes are carried out in an efficient and effective manner.

The method of measuring this indicator will be to take information from a scheduled report form the Term Maintenance Contract Management System.

The report will show the contract notifications raised and committed within required timescales and will be shown as a percentage.

Additionally this indicator is designed to measure the timescales between works being proposes, to being target costed by the contractor.

Ideally all works will be target costed no less than 4 weeks prior to Task Order start date - points will be lost for being beyond this timescale

#### **Contract Notification Processed within required timeframe**

>99% = 10

>97% = 9

>95% = 8

>93% = 7

>91% = 6

>89% = 5

>87% = 4

>85% = 3

>83% = 2

>81% = 1

<81% = 0

#### **Works Accepted within 4 weeks**

100% = 10  
>99% = 9  
>98% = 8  
>97% = 7  
>96% = 6  
>95% = 5  
>94% = 4  
>93% = 3  
>92% = 2  
>91% = 1  
<91% = 0

Overall Score

Average of the two scores (CEs and Works Accepted)

**HWTC PI 8 - Street Lighting Service Standard**

To measure and improve the percentage of streetlights working within Lincolnshire

**Methodology (measurement):** Identified through measuring.

- Percentage of lights lit (a)
- Percentage of 5, 7 and 10 day Task orders completed within time frame (b)
- Percentage of 5, 7 and 10 day Task orders not requiring return visit (c)
- Delivery of daily whereabouts each day (d)
- Percentage of 1,2, and 3 month Task orders completed within time frame (e)
- Percentage of Routine maintenance completed (f)
- Percentage of Salix energy saving work completed (or appropriate seasonal work) (g)

**Calculation i.e. numerator/denominator and formula if appropriate:**

The overall score for the indicator is based on a combination of the scores.

The weightings and targets are as follows

Indicator	Target	Weighting
a	99.40%	15%
b	98%	15%
c	98%	8%
d	100%	2%
e	98%	20%
f	98%	25%
g	100%	15%

Each indicator will lose points for being below the target based on percentage points below



e.g

100% target with a 15% weighting

Target	Actual Performance	% below Target	Weighting	Converted Score
100%	100%	0%	15%	15%
100%	98%	2%	15%	14.7%
100%	96%	4%	15%	14.4%
100%	94%	6%	15%	14.1%

98% target with a 25% weighting

Target	Actual Performance	% below target	Weighting	Converted Score
98%	100%	0%	25%	25%
98%	98%	0%	25%	25%
98%	96%	2%	25%	24.5%
98%	94%	4%	25%	24.0%

All seven converted scores are added together to form a total score for the quarter.

The overall target is 98.5%

>98.5% = 10

95.5 – 98.5% = 8

92.5 – 95.5% = 6

**89.5 – 92.5% = 4**

86.5 - 89.5% = 2

<86.5% = 0

### **HWTC PI 9 - Gully Maintenance**

This indicator is designed to measure the percentage of Maintenance Areas that have fully completed their gully maintenance.

Each quarter a target cleanse of cyclical maintenance will be agreed.

The contractor performance will be measured based on maintenance areas that have been fully cleansed within timescales.

Number of maintenance areas fully cleansed during the quarter / Number of maintenance areas planned to be fully cleansed during the quarter

Point Scale

>95% = 10  
**90-95% = 8**  
80-90% = 6  
75-80% = 4  
70-75% = 2  
<70% = 0

### **HWTC PI 10- Winter/Summer Maintenance**

This indicator is designed to measure that the network remain safe and operational during the winter, and that routine programme of maintenance is maintained during the summer.

#### **Winter Maintenance**

##### **Precautionary Salting**

During the winter season (Oct-Mar) Precautionary Salting of the Network will be instructed by the Client when the Road Weather Forecast indicates a risk of snow or ice hazards on the network.

The response time is defined as the period between issuing instructions to carry out salting and the vehicles are loaded, manned and ready to leave the operating centre.

On all precautionary salting operations and post salting, the response time shall not exceed one hour unless approved by the Service Manager regardless of the time of day or night that the instruction is given.

The Contractor shall ensure that all manpower engaged upon these operations can achieve this specified response time and provide details to the Service Manager.

#### **Summer Maintenance**

During the summer season the contractor is required to carry out seasonal maintenance.

##### **Rural Mowing, Urban Mowing**

The Contractor shall programme their works to be carried out on dates set by the Contract Administration between 1 March and 31 October.

The anticipated two cut dates will be:

Cut one – Start on first week of May and be completed within five weeks.

Cut two – Start on first week of September and be completed within five weeks.

The anticipated three cut dates will be:

Cut one – Start on last week last week of April and be completed within five weeks.

Cut two – Start on third week of June and be completed within five weeks.

Cut three - Start on first week of September and be completed within five weeks.

The start date may be varied by plus/minus 2 weeks due to seasonal growth and the Contractor should have the flexibility to accommodate any such decision.

## Weed Control

The programming of work is based on two treatment cycles of the whole Network per year. The dates for each cycle will be dependent on the growth conditions, times of treatment will be notified and the plan will be agreed (typically this will be during the last two weeks of April and the months of May and June for the first cycle, and the months of August, September and the first two weeks of October for the second cycle).

## Calculation i.e. numerator/denominator and formula if appropriate:

### Winter (Oct-Mar)

100% of Drivers to be available within 1 hours of request - (85% on a Snow Day)

100% = 10

>98% = 8

>95% = 6

>92% = 4 >90% = 2

<90% = 0

### Summer (April - September)

Points are awarded for progress against the agreed programme of summer maintenance each quarter (Rural Mowing, Urban Mowing, Weed Control).

## **All three programmes on/ahead of specified timeframe = 10 (Minimum Performance Level)**

Two programmes on/ahead of specified timeframe. One programme behind by less than one week = 8

One programme on/ahead of specified timeframe. Two programmes behind by less than one week = 6

Any programme more than 1 week but less than 2 weeks behind specified timeframe = 5

## **One programme more than 2 weeks behind specified timeframe = 4 (Minimum Performance Level)**

Two/three programmes more than 2 weeks behind specified timeframe = 0

## **Professional Services Partnership PIs**

### **PSP PI 1 - Compliance with Tendered Quality Statements**

To measure the Consultant's actual performance against the tendered quality statements and undertakings made in the tender submission.

On an annual basis, ten undertakings will be identified from the quality statements and compared against actual performance.

Each quarter the undertakings will be assessed to determine which have been deemed to have been completed, achieved or maintained.

Points will be awarded based on this assessment.

Points Scale: -

10 achieved = 10

9 achieved = 8

**8 achieved = 6**

7 achieved = 4

6 achieved = 2

Less than 6 = 0

### **PSP PI 2 - Continuous Improvement and Innovation**

This indicator is designed to encourage innovations and improvements in the service.

The Consultant actively seeks out, identifies and implements improvements, innovations and efficiencies on an on-going basis in order to constantly improve the service provided and ensure that the contract remains best value for the Client.

The Consultant provides examples and/or case studies on an annual basis that shows how they have achieved innovations and improvements in the service and also demonstrates the cost and time benefits.

Each example and/or case study outlines:

- The detail of the improvement, innovation or efficiency
- The cashable saving, or improvement in the service
- The methodology employed to capture the actual cashable savings, or improvements to the service

Initially in Year 1 the Consultant will be expected to provide case studies that show a saving. A Score will be awarded based on total cases studies.

>20 = 10

17- 19 = 8

14 - 16 = 6

**11 - 13 = 4**

$$8 - 10 = 2$$
$$< 8 = 0$$

The total cashable saving from Year 1 will be used as a benchmark for subsequent years with a requirement for continuous improvement going forward of 2% cashable saving annually.

The scoring for Year 2

- >2% improvement = 10
- 1 to 2% improvement = 8
- 0 to 1% improvement = 6
- 1 to 0% improvement = 4**
- 2 to -1% improvement = 2
- 3 to -2 % improvement = 0

### **PSP PI 3 - Accuracy of Task Order Price Proposal**

This indicator is designed to measure the accuracy of Professional Services Price Proposals against the actual out-turn costs (taking into account any agreed changes).

This measure relates to the entire service with each element of service, both mixed economy and external delivery, carrying an equal weighting for the calculation of the indicator score.

Each Price Proposal is compared to the out-turn cost of the task to establish the accuracy of the proposal. (Excludes supervision costs)

Any agreed changes to the Price Proposal are taken into account during this process.

Each Task Order completed in the quarter adds to this measure

- Agreed price prior to commencement of work (A)
- Agreed changes (B)
- Actual out-turn cost (C)

Method of Calculation

$$PI = 1 - \frac{C - (A + B)}{(A + B)} \times 100$$

Interpretation

Value of PI=

100%; Out-turn costs equal agreed price.

Greater than 100%; Out-Turn costs less than agreed price.

Less than 100%; Out-turn cost greater than agreed price.

Each design is then scored -

>150%=0  
125-150%=2  
**111-125%= 4**  
101-110%=6  
90-100%=10  
80-89%=8  
75-79%=6  
**55-75%= 4**  
<55%=2

An average of all scores is then used to gauge the overall performance

#### **PSP PI 4 - Ability to Meet Agreed Timescales to Complete a Task Order**

This indicator is designed to measure the time taken to complete a Task Order compared to agreed timescales for this process (taking into account any agreed changes)

This measure relates to the entire service with each element of service, both mixed economy and external delivery, carrying an equal weighting for the calculation of the indicator score.

The actual time taken to complete a Task Order is compared to the agreed timescale.

Any agreed changes to the task are taken into account.

Each Task Order completed in the quarter adds to this measure

- The target delivery date (A)
- Agreed duration adjustment in days (B)
- Actual date Task Order completed (C)

Method of Calculation

$$PI = 1 - \frac{C - (A + B)}{(A + C)} \times 100$$

Interpretation

Value of PI=

100%; Work completed on agreed date.  
Greater than 100%;- Work completed after agreed date

### Less than 100%;- Work completed before agreed date

Each design work is then scored -

>150%=0  
125-150%=2  
**110-125%= 4**  
100-110%=6  
90-100%=10  
<90%=8

An average of all scores is then used to gauge the overall performance

### **PSP PI 5 - Overall Performance of Design and Supervision**

This measure relates to the entire service with each element of service, both mixed economy and external delivery, carrying an equal weighting for the calculation of the indicator score.

The out-turn works cost of a project is compared to the awarded tender value.

An account is taken of any changes to the works which are outside of the Consultant's control. For example changes to the scope of the work instructed by the Client.

Each project completed in the quarter adds to this measure

- Awarded Tender Value (A)
- Changes to cost outside of the Consultant's control (B)
- Actual out-turn cost. (Agreed final account) (C)

Method of Calculation

$$PI = 1 - \frac{C - (A + B)}{(A + B)} \times 100$$

Interpretation

Value of PI=

100%; Out-turn cost is equal to the awarded tender value.  
Greater than 100%; Out-turn cost less than the awarded tender value.  
Less than 100%; Out-turn cost greater than the awarded tender value.

Each project is then scored -

>135%=0  
130-135%=2  
**125-130%= 4**  
120-125%=6

115-120%=8  
85-115%=10  
80-85%=8  
75-80%=6  
**70-75%=4**  
65-70%=2  
<65%=0

An average of all scores is then used to gauge the overall performance

### **PSP PI 6 - Accuracy of Pre-Tender Works Cost Estimating**

The indicator is a comparison of the Pre-Tender Works Cost Estimate against the lowest assessed Tender Value.

This measure relates to the entire service with each element of service, both mixed economy and external delivery, carrying an equal weighting for the calculation of the indicator score.

Each Pre-Tender works cost estimate is compared to the lowest submitted assessed tender for the project or the agreed Task Order target (if delivered within the alliance)

Each awarded tender in the quarter adds to this measure.

- Pre-tender works cost estimate (A)
- Assessed Tender Value (B)

Method of Calculation

$$PI = \frac{B - A}{B} \times 100$$

Interpretation

Value of PI=

100%; Pre-Tender Works Cost Estimate equal to Assessed Tender Value.

Greater than 100%; Pre-Tender Works Cost Estimate less than Assessed Tender Value.

Less than 100%; Pre-Tender Works Cost Estimate greater than Assessed Tender Value.

Each construction work is then scored -

>135%=0  
130-135%=2  
**125-130%= 4**  
120-125%=6  
115-120%=8  
85-115%=10



80-85%=8  
75-80%=6  
**70-75%= 4**  
65-70%=2  
<65%=0

An average of all scores is then used to gauge the overall performance

### **PSP PI 7 - Contract Notifications Processed within Required Timescales.**

This indicator is designed to ensure that the Professional Services partner complies with the Term Maintenance contract management processes when supervising and managing works within the alliance and that they are carried out in an efficient and effective manner.

This measure only relates to the Mixed Economy Model (LCC and PSP Staff).

The method of measuring this indicator will be to take information from a scheduled report form the Term Maintenance Contract Management System (Confirm).

The report will show the contract notifications raised and committed within required timescales and will be shown as a percentage.

#### **Contract Notifications processed within required timescales**

>99% = 10  
>97% = 9  
>95% = 8  
>93% = 7  
>91% = 6  
**>89% = 5**  
>87% = 4  
>85% = 3  
>83% = 2  
>81% = 1  
<79% = 0

### **PSP PI 8 - Client Satisfaction of Design Service**

This measure relates to the entire service with each element of service, both mixed economy and external delivery, carrying an equal weighting for the calculation of the indicator score.

After the design or supervision phase of a project has been completed, a Client satisfaction questionnaire is sent by the Technical Services Partnership to the Client team so that a score can be awarded for the design.

The questions will be scored in accordance with the interpretation below:

Score		
Excellent	Totally satisfied. Excellent service	10
Good	Demonstrates above average proficiency. Exceeds expectations.	8
Satisfied	Competent service. Meets expectations. Neither satisfied nor dissatisfied.	5
Less than Satisfied	Does not fail but service is basic.	3
Poor	Total failure. Totally dissatisfied	1

All Task Orders for which a design has been completed in that quarter are to be included with the score

All questionnaires received within the quarter will be scored for the Design Service to determine an average score for the quarter.

All questionnaires received are separated to take into account of the cost for the individual Task Order. They will be separated as follows -

- Below 10k
- 10k-50k
- 50k-100k
- Greater than 100k

Each pot of questionnaires will equate to 25% of the total score for the quarter.

Each questionnaire is scored for the Design Service as follows -

Total score of questions answered.  
Number of questions answered.

Then the scores of all Questionnaires are averaged to get an overall score for each cost range for Task Order.

Total of average scores from questionnaires  
Total number of questionnaires

The average score for each of the four ranges then converts to a score for the Indicator as follows

- >9.5 = 10
- 9 - 9.5 = 8
- 8.5 - 9 = 6
- 8 - 8.5 = 4
- 7.5 - 7 = 2
- <7.7 = 0

**PSP PI 9 - Continuity of Key Staff**

After the design and works phase of a project has been completed a Client satisfaction questionnaire is sent by the Consultant to the Client team so that a score can be awarded for the design service.

One question will relate to any loss/changes of a key member of staff to a project.

The Client team will rate, in the relevant cases, whether there was an impact to the Design Service as follows -

Impact Level	Score	Description
Negligible	10	No significant impact to quality of service.
Minor	7	Potential for a minor impact in service, loss in efficiency
Moderate	4	Some impact on service provided, some effort, time or expense required to recover.
Significant	2	Considerable impact in the quality of service. Considerable effort, time or expense required to recover.
Major	0	Severe impact on Service. Critical loss to all users.

The average score will be used for the quarterly Indicator Score.

**PSP PI 10 - Time Taken to Fill a Vacancy**

To maintain staff resource levels this indicator is to measure the timeframe taken by the Consultant to fill a vacancy when requested by the Client.

A baseline of 3 months will be used for this measure.

Each quarter the total amount of vacancies will be compared to how many staff were appointed within 3 months.

Method of Calculation

Vacancies filled in 3 months (A)

Total Vacancies (B)

$$\frac{A}{B} \times 100$$

Scoring

>90% = 10

80 – 90% = 8

70 – 80% = 6

**60 – 70% = 4**

50 – 60% = 2

<50% = 0

## **Traffic Signals Term Contract**

### **TSTC PI 1 - Compliance with Tendered Quality Statements**

This indicator is designed to measure the compliance with the tendered quality statements

On an annual basis, ten undertakings will be identified from the quality statements and compared against actual performance.

Each quarter the undertakings will be assessed to determine which have been deemed to have been completed, achieved or maintained.

Points will be awarded based on this assessment.

Points Scale: -

10 achieved = 10

9 achieved = 8

8 achieved = 6

**7 achieved = 4**

6 achieved = 2

Less than 6 = 0

### **TSTC PI 2 - Weekly Works Planning**

This indicator is designed to ensure that work is planned in advance.

The Contractor is required to provide data regards to their forward planning to the Client. They will assess whether the correct data has been received.

The requirement is as follows: -

Planned whereabouts of Engineers – to be submitted weekly

Relevant Dashboard Checks – to be carried out weekly

Lincolnshire County Council purchased stock Inventory – to be submitted monthly

A score will be calculated quarterly based on data reports received.

3/3 Inventory's received, 13/13 Whereabouts submitted and 13/13 Dashboard checks carried out. (Maximum per quarter 29/29)

Each data report is of equal value to the Client.

Points Scale

29 = 10

28 = 8

**27 = 6**

26 = 4

25 = 2

Less than 25 = 0

### **TSTC PI 3 - Compliance of attendance times in respect of emergency works (emergency/urgent)**

This indicator is designed to measure the number of emergencies attended to within given timescales

Identified through emergencies responses reported and updated within the Traffic Signals Fault Contract Management System.

An Emergency Fault shall be an "all signals out" fault or any other fault considered by the Client to be a danger to the public.

The attendance time to attend this type of fault is 2 actual hours.

**Points are deducted for every emergency fault attendance time that is not met per quarter.**

0 = 10

1 = 6

2 = 4 (Minimum Performance Level)

>2 = 0

### **TSTC PI 4 - Number of Faults Cleared within Contract Timescales**

This indicator is designed to measure the ability to clear faults within the specified timescales.

When a fault is raised the fault will be resolved within contract timescales.

The target is for 99% of faults to be cleared in agreed timescales and points are lost for being under this benchmark.

**Calculation i.e. numerator/denominator and formula if appropriate:**

99 - 100% = 10

98.5 - 99% = 8

98.0 - 98.5% = 6

**97.5 - 98.0% = 5**

97.0 - 97.5% = 4

96.5 - 97.0% = 3

96.0 - 96.5% = 2

95.5 - 96.0% = 1

Less than 95.5% = 0

### **TSTC PI 5 - Percentage Task Orders Completed on Time**

**This** indicator is designed to measure the amount of task orders completed on time that the Client has specified the completion date.

To measure and improve the percentage of work orders completed within the agreed timescales. This indicator is also designed to measure the sites that are fully complete and ready for an onsite acceptance testing.

This measure does not include reactive works.

Measured by the Term Maintenance Management System.

The target is for 99% of orders to be completed in agreed timescales and points are lost for being under this benchmark.

#### **Calculation i.e. numerator/denominator and formula if appropriate:**

99 - 100% = 10

98 - 99% = 8

**95 - 98% = 6**

92 - 95% = 4

88 - 90% = 2

Less than 88% = 0

### **TSTC PI 6 - Percentage Task Orders completed free of remedial works**

This indicator is designed to measure the amount of tasks completed without the need to return for remedial works.

To measure and improve the percentage of task orders completed without the need to return for remedial works, ensuring efficiency of resources and network.

Measures by the Term Maintenance Contract Management System and Contractor

Ideally by monitoring this aspect, there will be an improvement in the percentage of task orders completed without the need to return for remedial works, ensuring efficiency of resources and network.

The target is for 99% of orders to be completed in agreed timescales and points are lost for being under this benchmark.

99 - 100% = 10

96 - 99% = 8

**93 - 96% = 6**

90 - 93% = 4

87 - 90% = 2

Less than 87% = 0

### **TSTC PI 7 - Percentage faults resolved at the first visit.**

This indicator is designed to measure the amount of tasks resolved with the need for only one visit.

The target is for 99% of tasks to be resolved in one visit. Points are lost for being under this benchmark.

#### **Points Scale**

99 - 100% = 10

98 - 99% = 8

97 - 98% = 6

**96 - 97% = 4**

95 - 96% = 2

Less than 95% = 0

### **TSTC PI 8 - Percentage Task Orders carried out in compliance with TMA.**

This indicator is designed to measure the percentage of task orders carried out in compliance with TMA.

Measured by the Traffic Signals Fault Management System and the Lincolnshire permits scheme.

This indicator is designed to measure the compliance with the Traffic Management Act regulations with regards to correct notice of works being produced.

All jobs with value that need a TMA notice are recorded over the Quarter and checked accordingly.

The target is for 99% of Task Order to be carried out in compliance with TMA. Points are lost for being under this benchmark.

Whilst being scored quarterly, this measure will take into account the previous 12 months on a rolling basis.

#### **Points Scale**

99 - 100% = 10

98 - 99% = 8

**97 - 98% = 6**

96 - 97% = 4

95 - 96% = 2

Less than 95% = 0

### **TSTC PI 9 - Percentage annual inspections completed per contract year.**

This indicator is designed to measure the percentage of site inspections carried out each year.

All of the Traffic Signals site based assets in Lincolnshire require an annual inspection to be carried out and reported back to the Client.

Quarterly target inspection levels will be based on a cumulative total for the financial year.

This is to ensure 100% are completed by year end.

The targets will be set as follows -

- Q1 – 25% completed
- Q2 – 50% completed
- Q3 – 75% completed
- Q4 – 100% completed

At the end of each quarter the target is compared to the actual amount of inspections that have taken place to see if we are on course for all inspections to be achieved.

Scoring will be as follows –

#### Q1-Q3

On track /ahead of target = 10

**Behind target = 4**

#### Q4

100% Inspections completed = 10

Less than 100% = 0

### **TSTC PI 10 - Signal optic failures**

To record the number of signal optic failures for any given quarter.

To ensure the whole Client asset has no more than 30 Signal optic faults in a quarter and to highlight when this happens.

Failures that are caused by third party damage or Distribution Network Operator supply will not be subject to this KPI.

Each quarter the total of occurrences-Signal Optics failure will be calculated and used to score the measure.

Points Scale

Total quarterly occurrences 30 or less = 10

31 – 33 = 8

34 – 36 = 6



**37 - 39 = 4**

40 - 42 = 2

> 43 = 0

## **Client PIs**

### **Client PI 1- Client scheme proposals**

Client scheme proposals are required to be delivered to the Contractor in appropriate timescale. This is to give the Contractor adequate time to programme resources and submit an Annual Plan.

The Indicator is designed to allow sufficient time ahead of scheme commencement to ensure Early Contractor Involvement can be fully implemented and also encourage effective planning throughout the alliance.

**An** agreed Annual Plan allows for a co-ordinated programme of works across the alliance and efficient scheduling of works.

An Annual Plan should be submitted to the Service Manager for acceptance by 30th November each year for the follow year.

In order for this date to be achieved the Client is required to deliver a list of scheme proposals by 30<sup>th</sup> September each year.

#### Points Scale

Having a proposed list of schemes issued -

By 30th September = 10

By 31st October = 7

By 30<sup>th</sup> November = 3

Later than 30th November = 0

### **Client PI 2 - Variation from Annual Plan spend profile**

The Indicator is designed to encourage the Client to minimise variation from the accepted Plan / Programme. Reducing this variation will provide greater budget certainty to deliver ongoing and improved efficiencies. Additional one off grants/funds awarded within year shall not form part of this measure.

The method of measuring this indicator will be to calculate the percentage variation from target price commitments against the disaggregated budget for eight key areas.

There are eight budgets that add to this measure.

Surfacing and Patching

Surface Dressing

Reactive Works

Minor Works

Cyclical Works

Structures

Street Lighting

Traffic Signals

Each area is weighted equally within the overall score.

2% variation per budget is allowable – after that points are lost for additional variation.

Each of the areas is measured for variation and scored a percentage for the budget being maintained.

Target Order Commitment = A

Disaggregated Budget agreed in Annual Plan / Programme = B

$$PI = \frac{A}{B} \times 100$$

The scores are then averaged to get an overall score

Points scale -

>110% = 0

108 – 110% = 2

106 – 108% = 4

104 – 106% = 6

102 – 104% = 8

98 – 102% = 10

96 – 98% = 8

94 – 96% = 6

92 – 94 % = 4

90 – 92% = 2

<90% = 0

### **Client PI 3 - Client Enquiry Response Times**

indicator is designed to monitor the time taken by the Client to initially respond to incoming enquiries/fault received from members of the public.

Enquiries should not exceed prescribed amount of working days to move from initial status to the creation of a job, or a response to the public.

All members of the Client team will be expected to help works towards this target, and actively deal with enquires as they are received.

All enquires/faults are classed as either emergency or non-emergency when they are received.

Emergency requests require a response within 24 hrs.

Non-emergency requests require a response within 10 days.

A percentage is calculated based on what has achieved the appropriate level of response.

Points Scale

100% = 10  
>97% = 9  
>94% = 8  
>91% = 7  
>88% = 6  
>85% = 5  
>82% = 4  
>79% = 3  
>76% = 2  
>73% = 1  
<73% = 0

#### **Client PI 4 - Early Contractor Involvement**

The Indicator is designed to allow sufficient time ahead of scheme commencement to ensure Early Contractor Involvement can be fully implemented and also encourage effective planning throughout the alliance.

It also gives the contractor the opportunity to plan and control resources

The Client should notify the Contractor at least 10 weeks prior to commencement of works that Early Contractor Involvement is required.

The Term Maintenance Contract Management System reports any ECI's and a comparison of work start date to ECI being notified to Contractor will be used to calculate a quarterly percentage.

To measure the amount of ECI flagged to the contractor at least 10 week prior to the start of works.

>98% = 10  
>96% = 8  
>94% = 6  
>92% = 4  
>90% = 2  
<90% = 0

#### **Client PI 5 - Value of Compensation Events versus Targets.**

This indicator is designed to encourage the Client to minimise the amount of change whilst on site. Compensation Events also disrupt Annual Plan delivery and get in the way of efficient planning.

The method of measuring this indicator will be to calculate the percentage value of compensations events against the total spend.

This is measured by the Term Maintenance Contract Management System.

7% variation is allowable – after that 1 point is lost per percentage point of variation.

Additional points can be scored for improving on previous year's variation after the financial year close out.

Quarterly the score will reflect the year to date variation.

>95% = 10  
>94% = 9  
>93% = 8  
>92% = 7  
>91% = 6  
>90% = 5  
>89% = 4  
>88% = 3  
>87% = 2  
>86% = 1  
<85% = 0

After financial close out – an additional measure may reduce the score for the preceding 12 months, based on whether variation has improved from the previous year.

Points Scale

>0% improvement = 2

Example 1

Year 1 variation was 10%, in year 2 variation was 11% - this would result in no change to points score. Although there was no improvement, the variation was similar to the previous year.

Example 2

Year 1 variation was 10%, in year 2 variation was 9% - this would result in additional point points due to variation level improvement = +2 points

### **Client PI 6 - Total Rejected Orders**

This indicator is designed to ensure that orders give the correct and required information. Correct information ensures the processes work as planned, avoids cost plus and builds confidence in LCC professionalism.

The method of measuring this indicator will be to take the scheduled report from the Term Maintenance Contract Management System which details all jobs rejected and displays the reasons for rejection.

Each reason is checked and a count made of the number of jobs rejected for incomplete information.

Report from the Term Maintenance Contract Management System will show the number of rejected orders not giving all information are counted.

1 point is lost per percentage point (maximum 10 points). The aim is to be 100% correct.

**Client PI 7- Contract Notifications processed within required timescales.**

This indicator is designed to ensure that the Term Maintenance contract management processes are carried out in an efficient and effective manner.

The method of measuring this indicator will be to take information from a scheduled report form the Term Maintenance Contract Management System.

The report will show the contract notifications processed within required timescales and will be shown as a percentage.

The aim is 100% to be processed within required timescales – there after 1 point is lost every 2 percentage points.

**Points Scale**

Contract Notifications processed within required timescales

- 100% = 10
- >98% = 9
- >96% = 8
- >94% = 7
- >92% = 6
- >90% = 5
- >88% = 4
- >86% = 3
- >84% = 2
- >82% = 1
- <80% = 0

**Client PI 8 - Percentage of abortive works**

The Indicator is designed to encourage the Client to minimise abortive works and inefficient time management. Reducing change will provide greater efficiency and resource certainty within the Alliance.

The method of measuring this indicator will be to calculate the percentage of JV schemes proposed to the Contractor that are aborted after completion of Early Contractor Involvement

Each scheme is weighted equally within the overall score.

**Calculation i.e. numerator/denominator and formula if appropriate:**

Target Order Commitment = A

Disaggregated Budget agreed in Annual Plan / Programme = B

$$PI = \frac{A}{B} \times 100$$

## B

Points scale –

>99% = 10  
>98% = 8  
>97% = 6  
>96% = 4  
>95% = 2  
<95% = 0

### **Client PI 9 - Highways Inspections Completed**

This indicator is designed to measure the percentage of planned highway safety inspections and, principal and general bridge inspection, actually completed

The percentage is based on inspections carried out in a quarter compared to inspection due in a quarter.

(Total number of planned general and principle inspections completed within timeframe)

+

(Total number of planned routine safety inspection completed with timeframe)

100% = 10  
>97% = 8  
>94% = 6  
>91% = 4  
>88% = 2  
<88% = 0

### **Client PI 10 - Value for Money**

All Client Team are assessed annually to establish if Lincolnshire County Council considers them to be cost-effective. The focus is on -

Economy – Spending Less

Efficiency – Spending Well

Effectiveness – Spending Wisely

All Client Teams have a set of performance indicator that are monitored throughout the year in the form of an Individual Specification of what is required

The teams in question are -

Asset Management

Highway Network Management

Infrastructure Commissioning

Lincs Laboratory

Network Resilience

Streetwork Permitting

Technical Services Partnership

Annually the data collated is used in a Value for Money assessment to establish whether the team has improved from previous years.

Each Area is given a score out of 100 for Economy, Efficiency and Effectiveness.

The scores are then used to calculate an average score for the Client Team.

The target is for this average to improve each year.

#### Points Scale

>0% improvement = 10

-1% to -0.01% = 8

-2% to -1.01% = 6

-3% to -2.01% = 4

-4% to -3.01% = 2

<-4% = 0



## **Alliance KPIs**

### **Alliance KPI 1 - Asset Management Strategy**

This indicator is designed to gauge how successful the Asset Management Strategy has been with regards to Asset condition.

The purpose of this Asset Management Strategy (AMS) is to:  
Formalise strategies for investment in key highway asset groups  
Define affordable service standards  
Improve how the highway assets are managed  
Enable a more effective and efficient highways service to be delivered

The AMS sets a plan of how Lincolnshire County Council will maintain its Asset based on financial constraints.

A performance report will be compiled annually summarising the condition of each asset group. The report will describe the result of the previous year's investment in terms of meeting the target service standards and key outcomes.

The report will also include long term predictions of levels of defects and condition and will be used to enable the council to best allocate the following years budgets and to decide whether any of the service standards contained in this plan or funding levels need to be revised.

A comparison of 'Expected Condition of Asset' is compared to 'Actual Condition of Assets' to make an assessment as to whether the Asset condition has improved or worsened in alignment with the AMS.

#### Points Scale

≥0% improvement = 10  
-0.5% to -0.01% = 8  
-1% to -0.51% = 6  
-1.5% to -1.01% = 4  
-3% to -1.51% = 2  
<-3% = 0

### **Alliance KPI 2 - Creation of and Tasks Delivered against an Annual Plan**

An alliance Annual Plan will be agreed by the Client and Contractor. The performance of the alliance will be measured by number of works completed against this agreed Annual Plan.

An agreed Annual Plan allows for a co-ordinated programme of works across the alliance and efficient scheduling of works.

To measure the performance of all parties in effectively programming and delivering works. To this end the Annual Plan must be agreed and a degree of ownership for each

member of the alliance and be kept up to date as the programme must be able to flex to the demands of the parties whilst still delivering planned works by the alliance.

An agreed Annual Plan should be complete by 30th November each year for the follow year.

The current Annual Plan is also measured for accuracy by taking the number of jobs that have been planned for completion during the monthly period and those that have been notified as substantially complete / technically complete.

This measure takes place within the Term Maintenance Contract Management System.

Points scale -

Having an Annual Plan agreed by -

By 30th November = 3

By 31st December = 2

By 31st January = 1

Later than 31st January = 0

Additionally the performance measure is calculated by taking the number of scheme that have been planned for completion, and comparing this figure to the amount that have been notified as substantially complete / technically complete.

Points Scale >95% = 7

90% to 94.9% = 6

85% to 89.9% = 5

80% to 84.9% = 4

75% to 79.9% = 3

70% to 74.9% = 2

65% to 69.9% = 1

<65% = 0

### **Alliance KPI 3 - Minimising disruption to the public**

indicator is designed to gauge co-working and coordination between different Partners within the alliance and also co-working between Partners and National Works Promotors.

Infrastructure Improvements involving Traffic Management can have an impact on the general public. This indicator is designed to work towards minimising possible disruptions.

The performance measure is calculated by looking at number of schemes, planned works and reactive works that have been completed in a quarter that involved traffic management/ road closures and calculated how many used the same Traffic Management.

e.g. Partners using the same TM to do Traffic Signals installations and surfacing at the same time. Or bridge deck / resurfacing at the same time.

This data will be generated through and Term Maintenance Contract Management System, but also from alliance Partner Managers whom can highlight where co-working and coordination has taken place.

Also any works with National Works Promotors and Partners will be included if the same Traffic Management was utilised.

Initially there will be an annual target during of 5 completed works involving co-ordination annually. Each quarter will be scored based on reaching this target by the end of Year 1.

Q1	Q2	Q3	Q4
1 = 10	2 = 10	3 = 10	5 = 10
0 = 5	1 = 8	2 = 7	4 = 8
	0 = 6	1 = 4	3 = 6
		0 = 2	2 = 4
			1 = 2
			0 = 0

From Year 2 there will be a requirement for 5% incremental improvement per year.

#### **Alliance KPI 4 - Building Social Value**

The Public Service (Social Value) Act placed a formal requirement on public sector organisations to consider the economic, social and environmental benefits for communities (social value), as well as the overall cost when awarding contracts.

The purpose of this measure is to gauge whether these areas have been considered.

This measure will be calculated with equal weighting for each alliance partner per annum.

All alliance Partners will be required to supply data annually on the following areas.

- Adopt the **Construction Supply Chain Payment Charter** or demonstrate that all principle objectives have been adopted for all supply chain payments for all services delivered through the individual contracts.
- Number of **Apprentices employed** in delivering the service. Measurement of all alliance partners in FTEs. Measured quarterly and should be maintained or improved relative to the volume of expenditure through the total contract value.
- Estimated Spend as a percentage of total spend that goes to **local suppliers** within 20 miles of the county of Lincolnshire. (Looking for annual improvement through life of the contract)

Year 1 will be used as benchmark for subsequent years unless a commitment has been offered as part of the tender process.

Each of the alliance Partners will be scored as follows .

Points Scales - Construction Supply Chain Payment Charter

100% of Invoices paid within 30 days= 2

90 -100% paid within 30 days = 1

Below 90% = 0

Points Scale – Number of Apprentices employed (as a % of workforce)

Level Maintained or Improved = 4

1% to 0.01% below = 3

2% to 1.01% below = 2

3% to 2.01% below = 1

<3% below= 0

Points Scales - Locally Based Suppliers

Level Maintained or Improved = 4

1% to 0.01% below = 3

2% to 1.01% below = 2

3% to 2.01% below = 1

<3% below= 0

The average score of all partners will be used as an overall score.

**Alliance KPI 5 - Satisfaction with the Condition of the Highway**

To directly measure a continual improvement in the perception of the people of Lincolnshire in their highway network.

This measure is designed to capture all elements of the work of the alliance by using the Overall Satisfaction indicator.

Annual data from NH&T Survey is produced every October.

The main purpose of this report is to show satisfaction scores from the survey of the year and highlight areas where areas changed most significantly from the previous year.

The report comprises a page of summary results, followed by a series of individual pages which show high level results for each of the main themes of the survey.

The areas included in this score and weighting are as follows –

Accessibility – 10%

Walking & Cycling – 10%

Tackling Congestion – 10%

Road Safety – 10%

Highway Maintenance – 60%

The overall percentage is then compared to the previously year to establish if there has been an improvement.

## Points Scale

>0% improvement = 10  
-0.5% to -0.01% = 8  
-1% to -0.51% = 6  
-1.5% to -1.01% = 4  
-3% to -1.51% = 2  
<-3% = 0

### **Alliance KPI 6 - Efficiency of Spend**

This indicator is designed to gauge the efficiency of the alliance Spend when compared to other authorities

CQC provides a basis for measuring efficiency savings. Authorities that are able to improve their CQC Rating over time and close the gap to their minimum cost realise efficiency savings.

CQC Efficiency Network Results - Data is provided annually on how efficient spend has been compared to other authorities.

The CQC statistical methodology measures efficiency by allowing for factors outside an authority's control so they can be compared with others on a like for like basis.

CQC takes into account of each authority's individual characteristics and circumstances including their size and scale, service quality and customer perception and evaluates how these affect the cost of their activities.

Once these adjustments have been made CQC measures how close authorities are to the minimum theoretical cost of providing their current level of service, and expresses the difference between their current cost and this minimum potential cost, in percentage terms, as a 'CQC Rating'.

The rating is received annually. The annual percentage is converted into a score.

Points Scale >95% = 10  
90% to 95% = 8  
85% to 90% = 6  
80% to 85% = 4  
75% to 80% = 2  
<75% = 0

### **Alliance KPI 7 - Net Positive Press Coverage**

This indicator is designed to gauge the public satisfaction with the service provided by the alliance.

By capturing the positive press coverage of those areas impacted by the Highway alliance, it is possible to target the areas which have significant impact on the perception of the Highway Service for all parties in the alliance and gauge the positive impact the alliance is having for the people of Lincolnshire.

Analysis of press coverage by the Client will provide this data. An agreed bespoke analysis tool has been developed by the Client and will provide a reliable measure of all Highways and Traffic related stories.

Data provided directly from Press Team

$$100\% \times \frac{\text{Positive Stories} + \text{Neutral Stories}}{\text{Total Stories}}$$

The Target is for at least 95% positive or Neutral press coverage each quarter.

Points Scale	>95% = 10
	90% to 95% = 8
	85% to 90% = 6
	75% to 85% = 4
	65% to 75% = 2
	<65% = 0

### **Alliance KPI 8 - Alliance Satisfaction Scoring**

Alliance Partners are asked to score a survey that will gauge opinion on areas of the alliance that may include:

- Delivery: Consistency and Effective
- Systems and processes
- Continuous improvement
- Consistent communications and direction
- Challenge
- Reputation
- Alliance Behaviours

Returned scores are entered into excel spreadsheet to give average client score, an average Partner score and an average alliance score

Baseline scores are currently set as 6.5.

Points towards the monthly performance are lost for being below this baseline.

Points scale	>7.0 = 10
	6.75 to 6.99 = 8
	6.50 to 6.74 = 6
	6.00 to 6.49 = 4
	5.75 to 5.99 = 2
	<5.75 = 0

### **Alliance KPI 9 - Reduction in Carbon Emissions and Waste**

This indicator is designed to monitor the amount of Carbon Emissions and Waste produced each quarter to try to ensure that there is a reduction.

Lincolnshire County Council are in the process of renewing their Carbon Management Plan. Within this will be a target of carbon reduction of (expected 20%) from the 2016/17 baseline by Apr 2023.

All Partners of the alliance will be expected to help works towards this target

The alliance Partners will be expected to providing LCC with the following information:

- Electricity , Oil and Gas used by any site that they operate in Lincolnshire in the delivery of the LCC highways contract. (Consumption for Electricity and Gas needs to be in kWh's and Oil can be in Litres or kWh's so long as which is used is clearly identified).
- Fuel used by fleet vehicles. (This can be in Litres, miles or Km's so long as which is used is clearly identified).
- Fuel used by business vehicles including pool, hire and private vehicles. (This can be in Litres, miles or Km's so long as which is used is clearly identified).

Additionally all alliance Partners will be required to provide details of tonnages of waste recycled and reused from all sites.

The target for the indicator is that 98% of waste does not go to landfill, so that the environmental impact of the service is reduced.

#### Part A

Data received will be compared to the Carbon Management Plan to check that carbon reduction is on track for Apr 2023  
Spend, increase/decrease in workload, Priority Type will be taken into consideration when comparing data The comparison will be based on Carbon per £ spend.

For example

Budget = £40 million

Tonnes of CO2 = 1000£ per kg = £40

Data will be supplied within 30 days of the end of the quarter in question.

Each year the target will be of 2% reduction of Carbon until 2023. At this time a new Carbon Management Plan will be in place.

All Contractors and the Client must adopt the next target when set in 2023.

Year 1 initial target will be set at a target of £39 per kg CO2 and will be scored as follows.

>£39 = 5

>£38 = 4

>£37 = 3

>£36 = 2

>£35 = 1

Year 1 will be then used as a benchmark going forward with a 2% improvement each year being required.

Points towards the monthly performance are lost for being below this target.

Points scale

- >On track or better = 5
- 1.5% - 2% improvement = 4
- 1% – 1.5 % improvement = 3
- 0.5% - 1% improvement = 2
- 0%- 0.5% = 1
- Up to 1% increase in carbon = 0
- Over 1% increase in carbon = -1

### Part B

Numerator = Total tonnage of waste recycled or reused (X)

Denominator = Total tonnage of waste (Y)

X = % of waste recycled/Reused

Y

X(1) = % of waste reused within contract

Y

Points scale:

- 98% to 100% = 5pts
- 96% to 98% = 4pts
- 94% to 96% = 3pts
- 92% to 94% = 2pts
- 90% to 92% = 1pts

Indicator Reference: Alliance KPI 10

This indicator is designed to measure the safety of site work and the number of reportable accidents occurring

Identified through results of onsite health and safety inspections, and through the number of RIDDOR Reportable accidents

The target is for 95% of assessments to be considered acceptable.

95 to 100%=10

85 to 94 = 7

75 to 84%=2

> 75% =0

Additionally this indicator is designed to measure the number of RIDDOR reportable accidents.

This indicator does not provide points as ideally there will be no accidents/incidents. Instead points are lost from the total if any occur, 1 point per incident.



# Highways Complaints Report

---

Quarter 2; 2022/23

---

October 2022

---

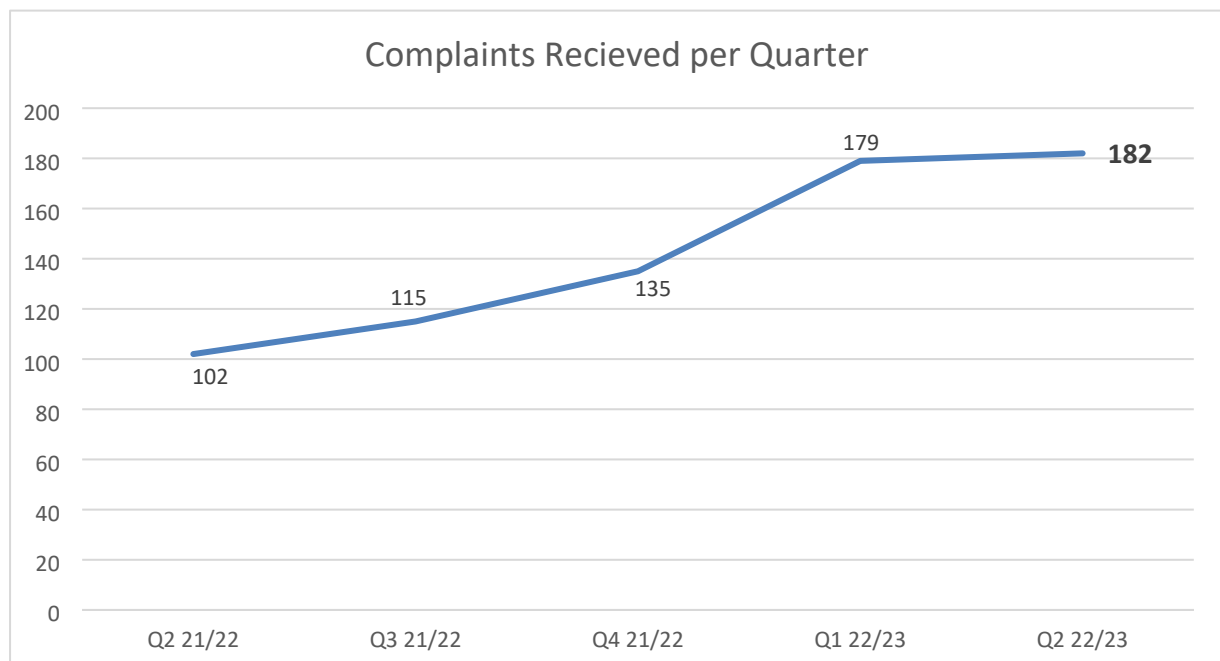
## Introduction

The following report is a summary of findings from the complaints raised in the 2nd Quarter of 2022/2023 for Highways. Details on any common themes within complaints and overall figures for numbers received and the outcomes will be provided. This report will be incorporated into reports provided to the Audit Committee and CLT.

In this report the figures for each department will be broken down to provide a more in-depth look at the main issues we are currently experiencing.

## Q2 Overview

Lincolnshire County Council received a total of 5,982 Fix My Street contacts, 11,007 Customer Service Centre (CSC) calls and 2,022 CSC emails in relation to the Highway service. Out of these 19,011 contacts, LCC received a total of 232 Complaints to the Customer Relations Team in the second quarter of 2022/2023, equating to less than 1% of all contacts received. Out of these 232 contacts, 182 entered the formal complaints process, this equates to 78% of all complaints received. The remainder were resolved informally through early resolution. The number of complaints entering the formal process has increased by 1.6% this quarter in comparison to the previous quarter and 77% in comparison to the same quarter last year.

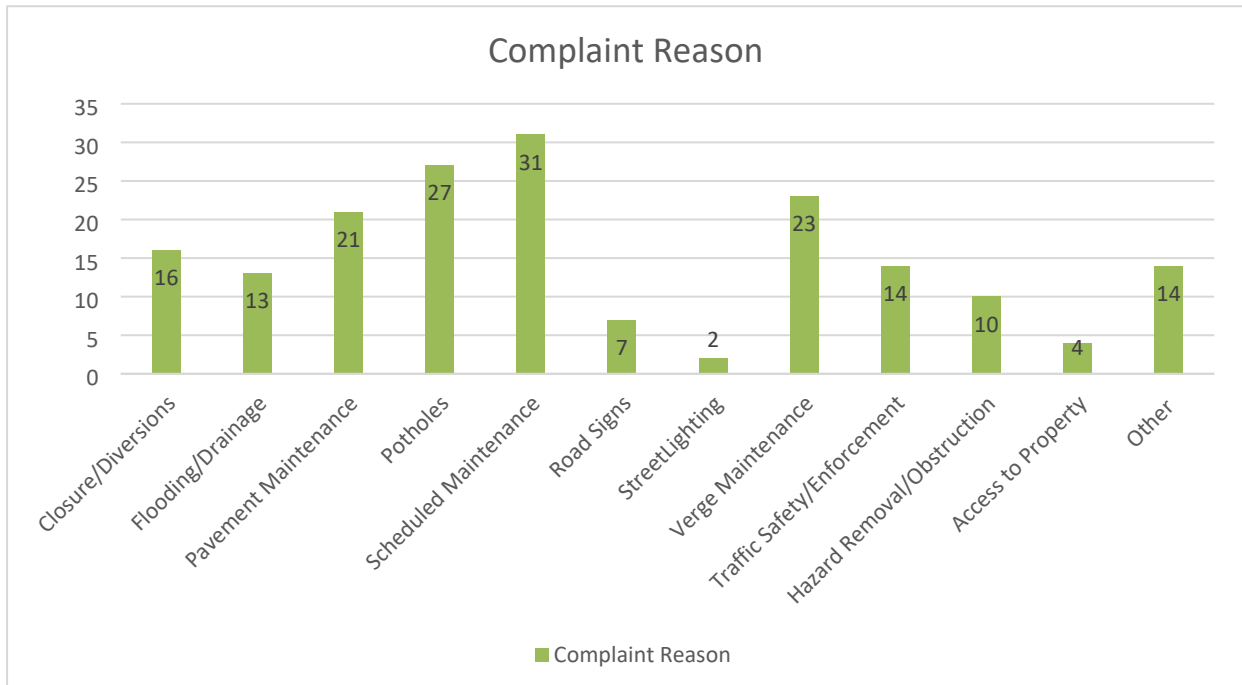


Of the 182 complaints formally investigated, 5 cases were escalated to the next stage of the complaints process and required a further investigation. 1 case was upheld, 2 were partially upheld and 2 resulted in no fault being identified. The upheld case was as a result of a lack of communication in keeping the customer informed of delays that were agreed in the stage 1 response.

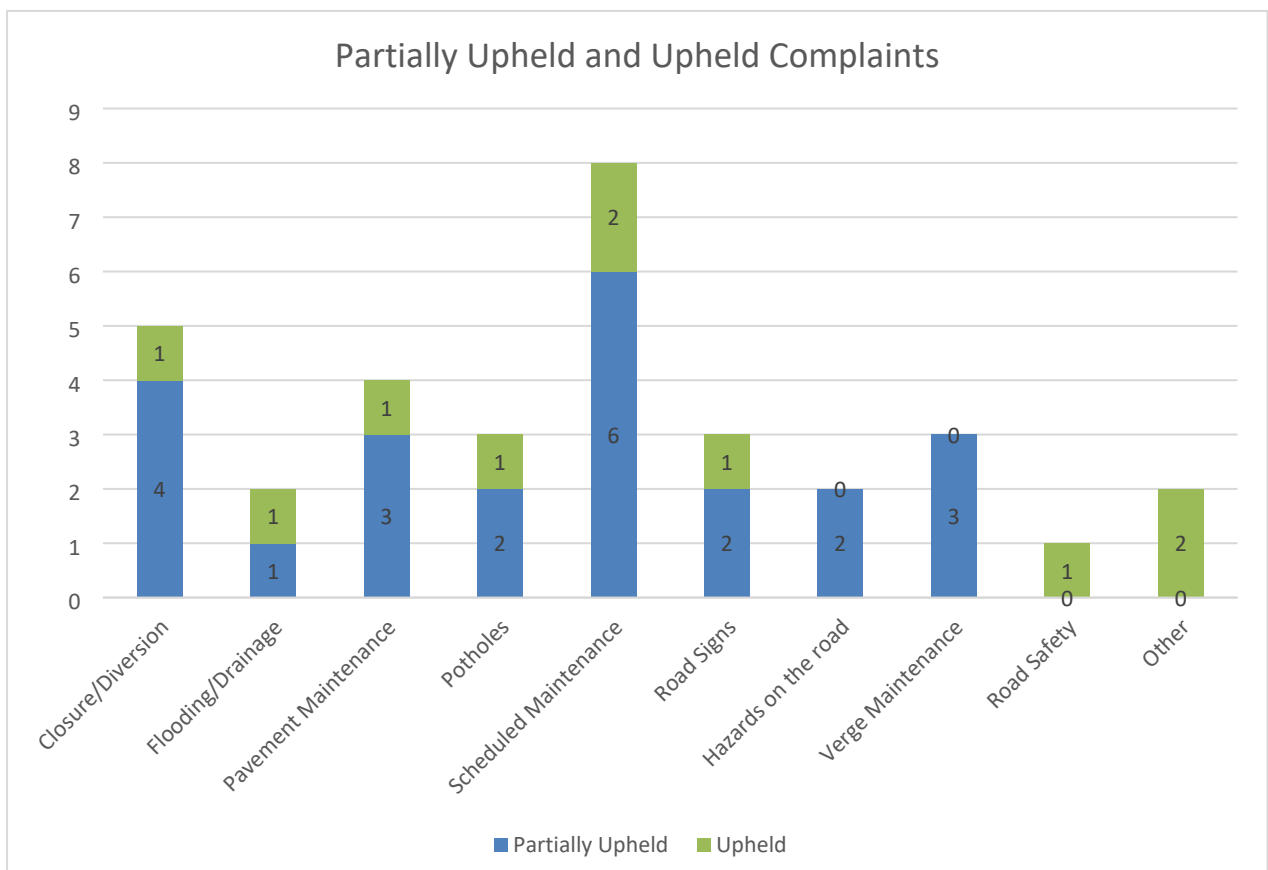
Given the significant volume of enquiries/contacts that teams in this area received in the quarter, the receipt of 182 complaints with an escalation of 2.75% of cases, reflects the positive work being done on addressing the concerns raised. The positive approach in providing thorough responses and

suitable remedy, where appropriate, whilst remaining in line with the Local Government Ombudsman (LGO). No cases raised with LGO have resulted in further action being required from the Local Authority.

Complaints raised were in relation to the following areas;



The following shows the areas in which complaints were either fully or partially upheld, out of 182



cases, 33 were partially upheld or fully upheld;

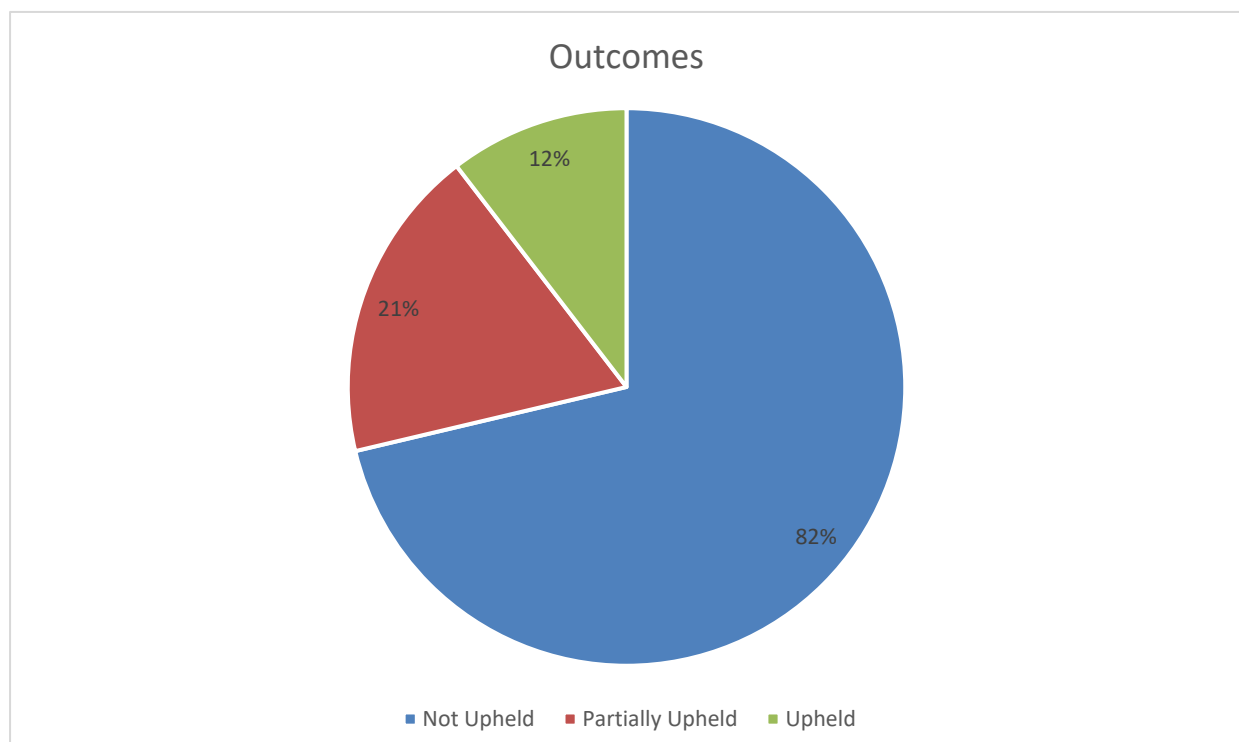
The area which received the highest number of concerns, raised by the public, was the repair to road defects and scheduled ongoing roadworks. The main cause of this is the public's perception that the need for repair is greater than the intervention levels agreed in the Highways Infrastructure Asset Management Plan and the quality of repairs that have been completed by contractors.

The active travel scheme in Louth, with the installation of the parklets along Mercer Row, saw 15 new cases of concerns raised by the public, however as this was a scheme that was still in the initial stages, there were no upheld cases as all feedback was noted for the outcome of the scheme.

There has been a high number of contacts made regarding scheduled maintenance, this has not resulted in a single location being of note. We have seen an increase in concerns around works being completed during the night, where contractors have not made local residents aware that this may be occurring and resulting in unexpected noise.t.

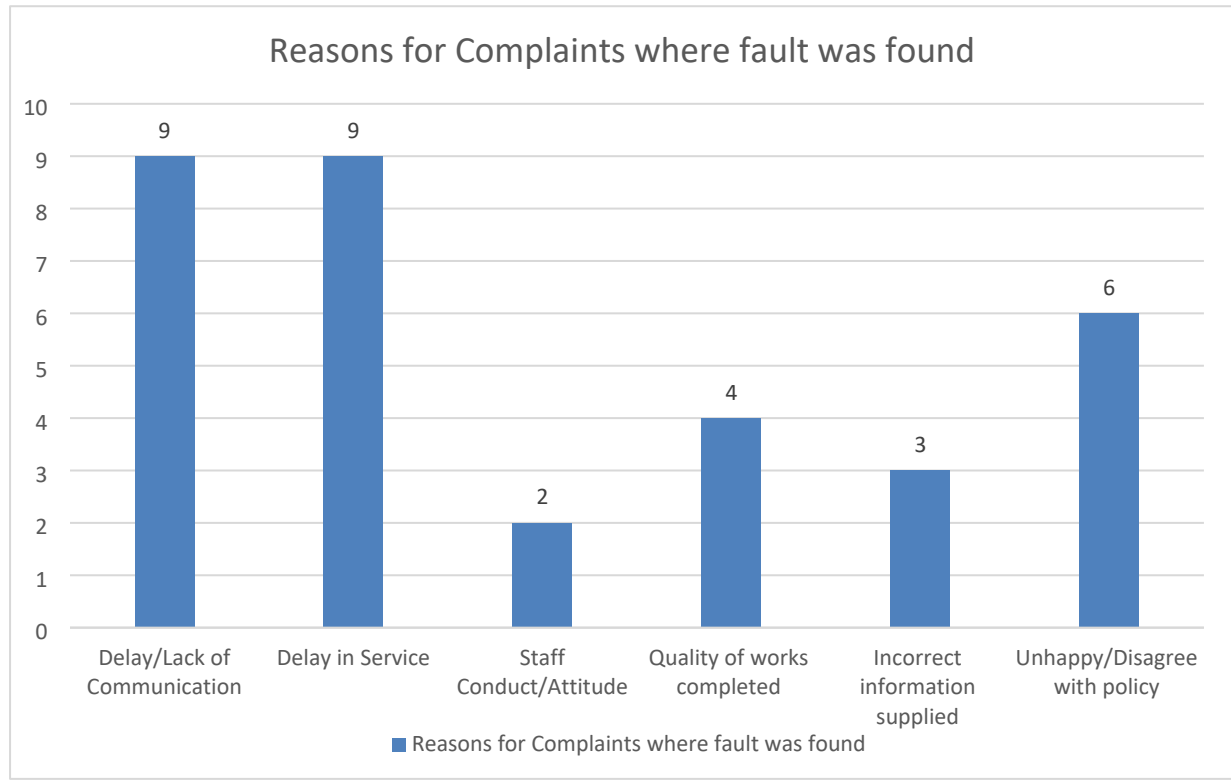
There has also been an increase from last quarter in concerns raised regarding verge maintenance, from 15 to 22 cases. However, no cases were fully upheld in this area and only 3 cases which resulted in an outcome of were partially upheld. This was a result of the agreed 3 cuts to vegetation, stated in the policy, not having been completed.

The following shows an overall breakdown of the outcomes of complaints. Whilst the numbers of concerns being reported are higher, the percentage breakdown of outcomes in comparison to previous quarters has shown an increase of complaints not upheld. 130 complaints identified no service failure.



### **Partially and Fully Upheld Complaints**

The following shows a breakdown of the main reasons for complaints received where the Council agreed that the service provided was not to the standard expected and, as such, resulted in an outcome of upheld or partially upheld;



### **Summary**

Number of complaints remain higher than pre-pandemic levels, the numbers of stage 1 complaints have seen a steady increase since last year. It is positive however, that even with an increase of stage 1 complaints we have seen a decrease of 9% in complaints being upheld and partially upheld. The main reason for the 18% of cases where fault was found, was due to not completing works satisfactorily or within the expected timeframes.

This page is intentionally left blank



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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>12 December 2022</b>
Subject:	<b>Grantham, Sleaford and Skegness &amp; Mablethorpe Transport Strategies 2022</b>

**Summary:**

The report provides the final update on the Grantham, Sleaford and Skegness and Mablethorpe Transport Strategies and includes the final Grantham, Sleaford and Skegness and Mablethorpe Transport Strategies 2022 and summary documents.

**Actions Required:**

- (1) The Highways and Transport Scrutiny Committee is invited to review and make comments on the contents of and endorse each of the three area Transport Strategies:
  - Grantham Transport Strategy
  - Sleaford Transport Strategy
  - Skegness and Mablethorpe Strategy
- (2) That the Committee also approves the plans contained within each Transport Strategy.

## **1. Background**

Lincolnshire County Council (LCC) is seeking to publish three new strategies to support the economic and spatial development of the Grantham, Sleaford, and Skegness and Mablethorpe urban areas and beyond through the delivery of improvements to access and transport. Through the LCC Technical Services Partnership, WSP were commissioned to undertake a project to develop the new Transport Strategies.

Since the previous Transport Strategies were developed, transport plan-making has evolved, and the approach now focuses not just on the transport services and schemes that need to be delivered but also consider these in the context of broader economic and spatial planning aspirations. Transport strategies need to be developed as part of an

integrated suite of policies that aim to improve the economy of areas, steer their spatial development and improve access and transport for both communities and businesses.

In addition, there has been significant change in working patterns following the pandemic which has changed travel habits to a certain degree with more people using online services and working in home/work hybrid scenarios.

The final Grantham Transport Strategy in the form attached at Appendix A has been developed by Lincolnshire County Council and South Kesteven District Council.

The final Sleaford Transport Strategy in the form attached at Appendix C has been developed by Lincolnshire County Council and North Kesteven District Council.

The final Skegness and Mablethorpe Transport Strategy in the form attached at Appendix E has been developed by Lincolnshire County Council and East Lindsey District Council.

The aim of the strategies is to make travel within, through and around the respective study areas inclusive and sustainable, encouraging people to walk and cycle for short journeys and use shared and public transport when they must travel further. When car travel is necessary, the Transport Strategies aim to encourage the uptake of low emission vehicles whilst also making journeys safer and more reliable.

The strategies also aim to bring new travel choices and approaches to the study areas both now and over the course of the strategy period, whilst also monitoring how new technologies are changing travel around the country and how this may affect our towns.

This sustainable and future ready approach will help to support the growth of the towns, make their economy stronger and more resilient and their communities more vibrant, healthy and inclusive.

The new Local Transport Plan 5 was adopted by LCC in the early part of this year and these strategies are aligned to its key themes and outcomes.

## **2. Conclusion**

The production of the three strategies has now come to the final stages and approval is now sought for the Grantham, Sleaford and Skegness and Mablethorpe Transport Strategies and the associated summary document attached in the appendices.

## **3. Consultation**

### **a) Risks and Impact Analysis**

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



#### 4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Grantham Transport Strategy
Appendix B	Grantham Transport Strategy summary
Appendix C	Sleaford Transport Strategy
Appendix D	Sleaford Transport Strategy summary
Appendix E	Skegness and Mablethorpe Transport Strategy
Appendix F	Skegness and Mablethorpe Transport Strategy summary

#### 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 Steve Brooks Senior Project Leader - Highways Infrastructure, and Karl Gibson, Senior Project Leader - Highways Infrastructure, who can be contacted on 07920 576630 or via email at [steve.brooks@lincolnshire.gov.uk](mailto:steve.brooks@lincolnshire.gov.uk) and [karl.gibson@lincolnshire.gov.uk](mailto:karl.gibson@lincolnshire.gov.uk).

This page is intentionally left blank



# Grantham Transport Strategy

December 2022





# Grantham Transport Strategy

## Foreword

“With the A1 to the west, and the East Coast Main Line and River Witham passing through its centre, Grantham is one of Lincolnshire’s most important market towns. We’re currently more than halfway finished building the new Grantham Southern Relief Road, and we want to be ready for making even more improvements that help make getting around town quicker and easier for people now and in the future. And this strategy will help achieve just that.

During its development, we listened to the views of residents, businesses, schools and other important local groups and organisations because the new Grantham Transport Strategy will affect every single person that lives, works and learns in town. Due to coronavirus, we’ve seen significant changes to the working patterns and travel habits of people throughout the county, so have factored these, and other changing travel demands, into our strategy.



And by offering a wider range of affordable, reliable and environmentally-friendly travel options for people to choose from, we hope to encourage more people to use alternative forms of transport, resulting in less congestion and a more pleasant town centre. In the end, we want to make Grantham a more prosperous, attractive and healthier place to live, learn, work and visit – all while supporting planned economic growth for the area. Within this document, you’ll find a number of proposals for us, the district council and developers to consider over the next fifteen years.

Some of our top priorities are to: complete the Grantham Southern Relief Road; make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands. Combined with other measures, like improving bus and rail services, the strategy aims to ensure Grantham has the infrastructure it needs to meet travel demands over the coming decades.

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

**Cllr Richard Davies**

Executive Member for Highways and Transport at Lincolnshire County Council

# Grantham Transport Strategy

1	Introducing the strategy	4
2	The strategy process	9
3	Informing the strategy	11
4	What does the strategy aim to achieve?	20
5	Defining the strategy	26
6	The strategy	29
7	Interventions	32
8	Delivering the strategy	52



1

# Introducing the strategy



## Overview



The Grantham Transport Strategy has been developed by Lincolnshire County Council and provides a clear place-based vision for the future of transport and travel in and around Grantham up to 2036.

The transport strategy seeks to improve travel choices and the transport network for people living, working, and visiting Grantham. It aims to tackle congestion, deliver more sustainable and low carbon travel options, and help the town grow, adapt and be resilient to wider challenges and opportunities over the next 10 to 15 years.

The aspiration is to deliver improvements which will make travelling around Grantham more convenient, reliable, easier, and greener. Transport and mobility considerations play a key place enhancing role in the communities by improving access to employment, education, leisure, and recreation activities.

The strategy's proposals are designed to provide an inclusive, future ready transport network which facilitates access to opportunities and services and provide the infrastructure that helps to protect the environment and improve the health and wellbeing of those in Grantham.

## Understanding Grantham



Grantham's location adjacent to the A1 and on the East Coast Main Line means that it is a strategic gateway to both the East Midlands region and the county of Lincolnshire. The town's transport network provides important routes to market for people, goods, and freight whether that be businesses accessing the Port of Boston via the A52 or residents travelling for employment and recreation reasons through the direct rail connections to Nottingham, Peterborough, and London.

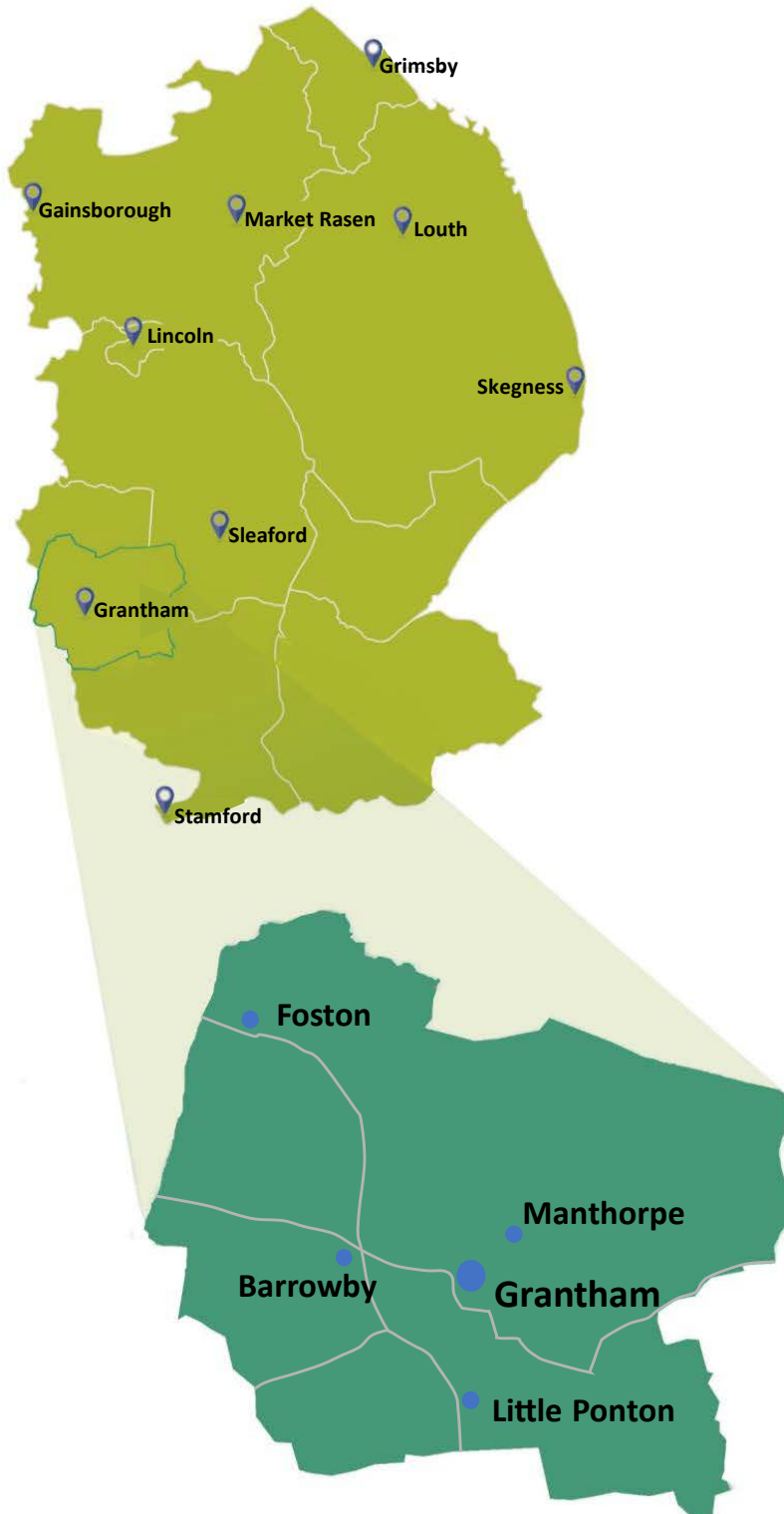
Grantham is South Kesteven's principal settlement in both size and function. The market town is rich in culture and heritage, with the Guildhall Arts Centre, Grantham Museum, Belvoir Castle and St. Wulfram's Church being examples of the wealth of historical assets. The town has several high-quality green spaces with Dysart Park, Wyndham Park, Queen Elizabeth Park and Belton Park being places to enjoy nature, as well as the River Witham and its path meandering through the town. Grantham has a vibrant town centre and an abundance of independent shops and hotels and a market place and high street to be celebrated.

The position of Grantham on key transport corridors in an attractive rural setting with access to a range of amenities has meant that the town has grown significantly, with further housing and retail development planned. The growth of the town is a success but has resulted in a range of problems including congestion and town centre air quality issues. There is a need to redefine the travel choices and improve the transport network so that it is fit for purpose for the people of Grantham, both now and in the future. There is a need to improve the reliability and resilience of the transport network, provide convenient public bus services, safe cycle routes and an attractive people focused town centre.

In order for Grantham to continue to flourish, protect its historic and green assets and play an important role in the regional economy, low carbon, inclusive and sustainable travel choices are a priority.

The town is an important service centre for the wider rural hinterland of villages. However, access from these places can be a challenge, particularly for those without access to a private car, and there is a clear need to ensure that the outlying areas have convenient access to retail, employment, education, leisure, and healthcare services.

## The strategy area





## The purpose of the strategy



The purpose of the strategy is to provide the framework for improving the travel choices and everyday journeys for people living, working, and visiting Grantham in the short, medium, and longer term.

Whilst taking full account of the Lincolnshire County Council Corporate Plan, Green Masterplan and Local Transport Plan 5, the strategy will also have a significant role to play in helping to address a range of strategic challenges that will affect Grantham over the coming years.

It identifies schemes and interventions which aim to support a low carbon recovery from the effects of the COVID-19 pandemic and to allow for sustainable growth of the town and its economy.

There are a range of challenges that the transport strategy will help the town and the surrounding area to meet, these include:

- The significant environmental challenges resulting from transport and travel and the transition to low carbon travel. This includes town centre air quality, protecting the town's historic nature and green spaces and seeking to tackle climate change by using more sustainable forms of travel and transitioning to low emission vehicles
- Supporting the recovery and growth of Grantham's key economic sectors by improving the reliability and the resilience of the strategic highway network
- Supporting the sustainable roll out of planned housing, employment, and retail development
- The need to provide a connected and reliable transport network which serves both the urban centre and more rural areas
- The need for travel choice and flexibility across different and changing travel demands and patterns, including how people access different activities such as employment, education, healthcare, retail, leisure, and tourism



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

- The national and regional strategic and policy context and direction, including net zero carbon and levelling up, and the wider trends which have an influence on Grantham
- The views and experiences of the public and stakeholders
- The changing way transport is provided and accessed, and the new challenges and opportunities presented by technology
- Different modes of transport, as well as increasing opportunities to do things digitally
- Considerable plans for housing and employment development on the edge of the town
- The function and role of the urban centre and high street
- The needs of Grantham town centre, as well as the surrounding rural area and villages



2

# The strategy process



## The process

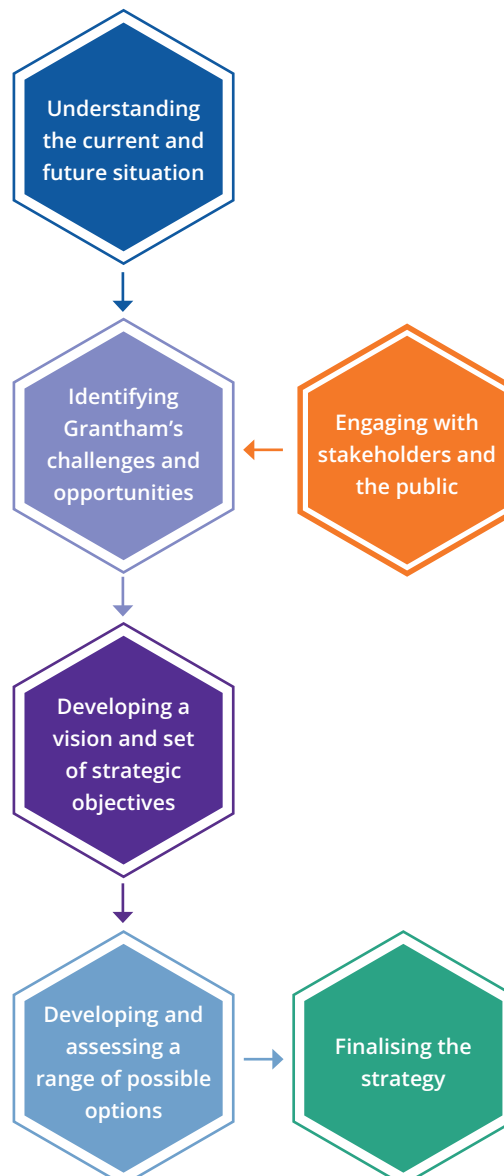


The Grantham Transport Strategy has been developed using a process that incorporates the use of policy, data, public views, and stakeholder contributions to form the evidence to support a set of key emerging themes.

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

- Issues and opportunities to be addressed
- Investments that need to be made
- Outputs to be delivered
- Short to medium-term outcomes
- Overall impact of the proposals

The following flow diagram illustrates the steps that have been taken in producing Grantham Transport Strategy.



# 3

## Informing the strategy

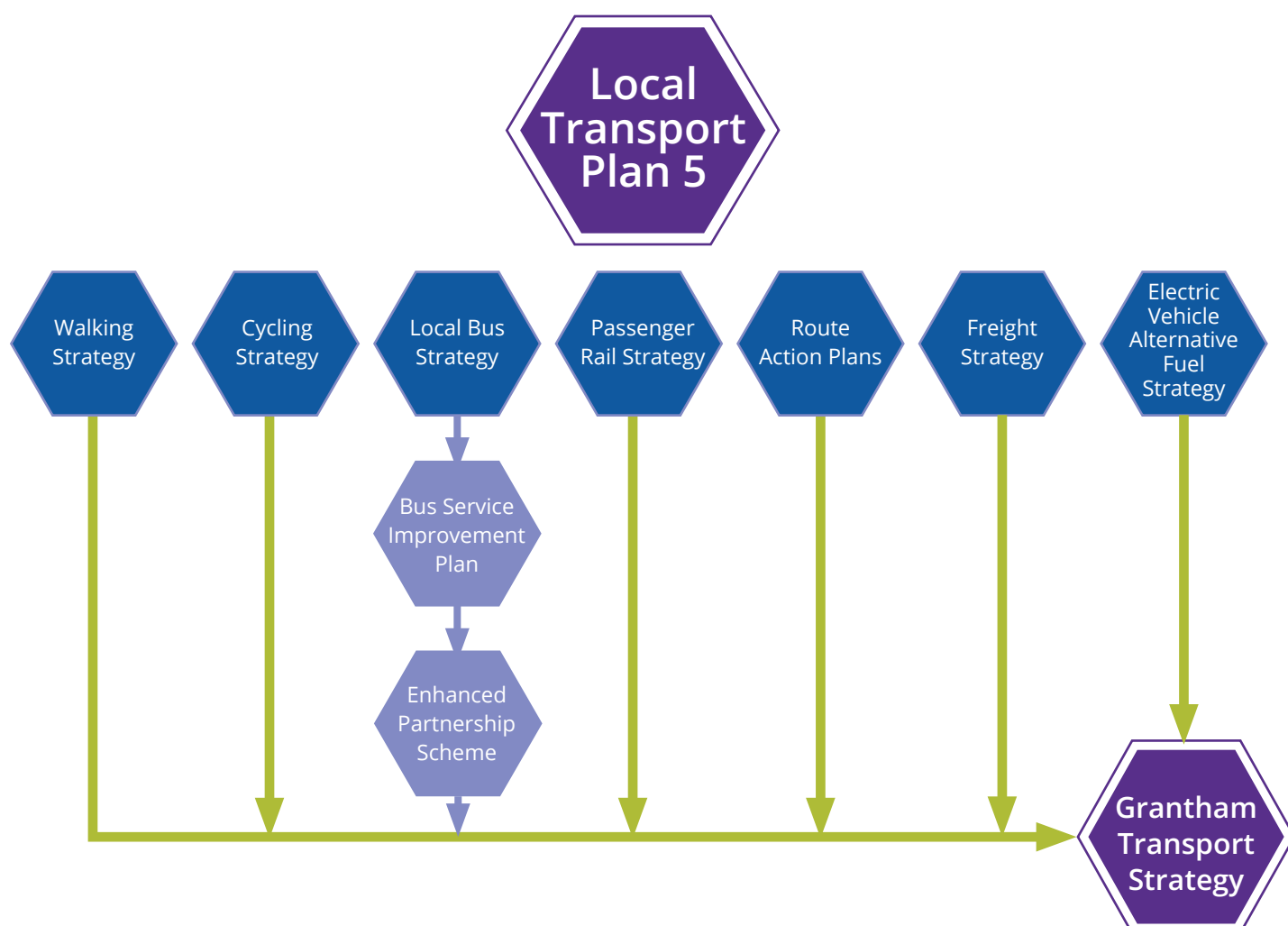


## Evidence, engagement and opportunities



To support the strategy and ensure that it was developed in a collaborative way, a range of engagement activities were undertaken. Members of the public and stakeholders were invited to comment on transport and accessibility issues in Grantham at workshops, drop in events and by completing a questionnaire either on-line or in person. This process shaped what was needed from the strategy and ensured that the key local issues were understood. The engagement was undertaken with:

- Elected members at key stages of the process to steer decision-making
- Key stakeholders discussing specific travel needs and modes of transport
- Wider stakeholders at workshops
- The general public to identify the transport challenges and to support the development of possible options and solutions - a total of 878 public survey responses were received, as well as several hundred members of the public attending two drop-in sessions to provide their views

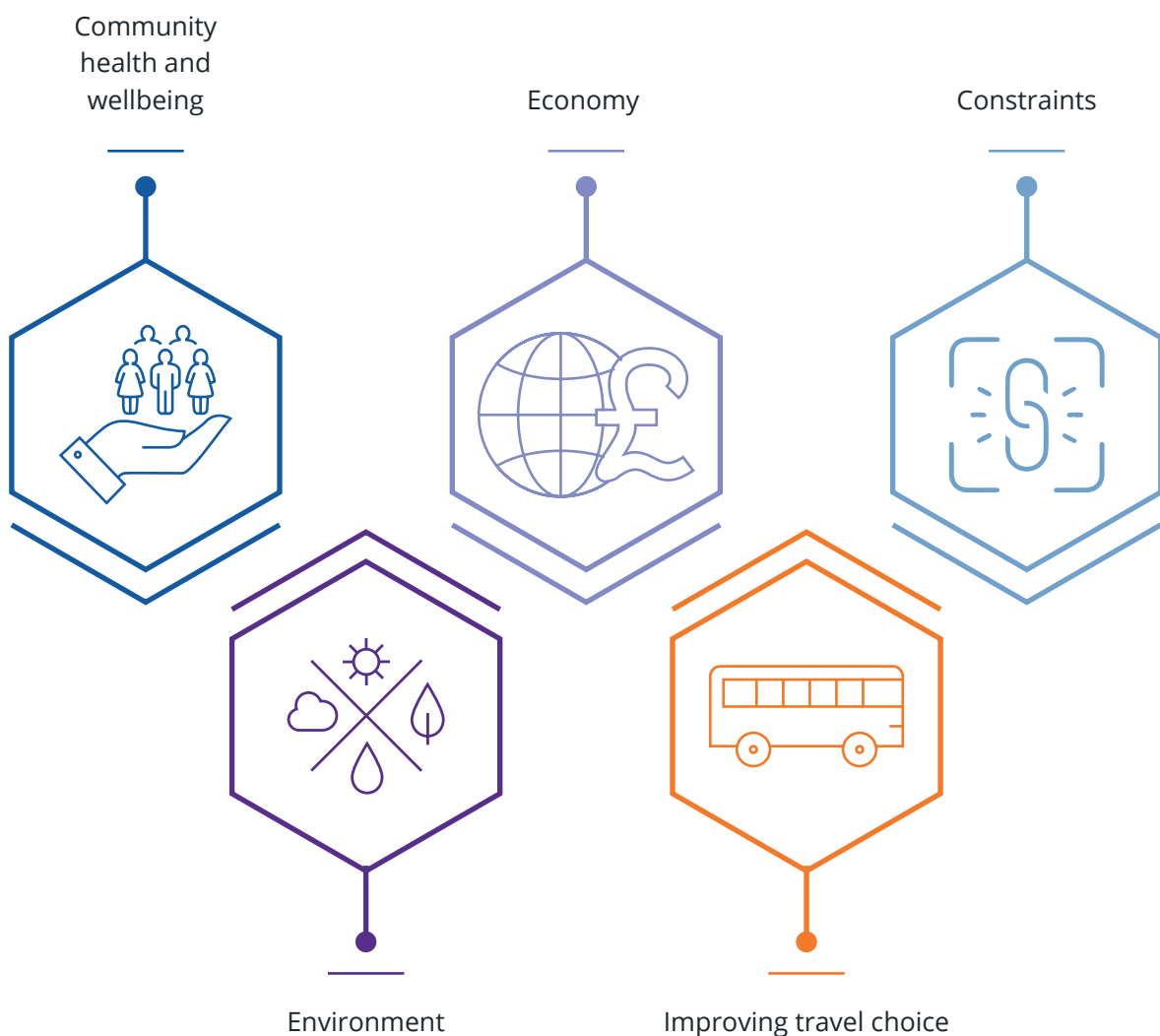


## Evidence and engagement



The strategy is also supported by comprehensive evidence gathering and analysis. This has helped to reveal the current challenges faced by the town and surrounding area and to gauge what they may be over the lifetime of the strategy and beyond. The evidence gathering and analysis has included a range of national and regional data and information sources, traffic modelling, economic and land use planning policy and supported by inputs from stakeholders and the public.

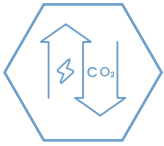
To understand the current challenges, the strategy has been supported by a detailed evidence gathering and assessment process. A wide range of evidence has been collated and reviewed in order to identify the existing and potential future challenges and opportunities focussed around the following themes:



## What are the challenges now?



### Improving community health and wellbeing



#### Reducing the impact of transport

There is a clear need to support the move towards cleaner, more sustainable transport and reduce the environmental impacts of transport and travel. Transport can have a significant negative impact on our communities through air pollution, traffic noise and road safety as well as the wider impacts of climate change.



#### Improving safety

Road accidents have been highlighted as an issue at various locations on the transport network and often having a greater impact on more vulnerable groups.

## What are the challenges and issues?



### A focus on the environment



#### Climate change and net zero carbon

Transport is one of the biggest local contributors to carbon emissions. We need to make significant changes both in how we power our vehicles and how we travel which forms a key part of contributing towards the government's net zero carbon 2050 target and the county's Green Masterplan.



#### Historic and built environment

There is a desire to both celebrate and protect Grantham's cultural and heritage assets. High volumes of motorised vehicles currently access Grantham's historic core affecting the town centre environment.



#### Post-COVID-19 recovery

The global pandemic has had a significant impact on the economy of the country, the delivery of services, and on our communities. Improvements to accessing opportunities digitally and through the provision of transport can support Grantham to recover, adapt and to build on some of the positive travel trends that have resulted from the pandemic.







### New developments

The economic growth of Grantham will be, in part, delivered through an expanding population and the delivery of new housing, employment, and retail and the build out of the Sustainable Urban Extensions. This will have clear benefits for the town and help to retain young people, however, it is vital that growth must be focused around the development of a sustainable and inclusive transport network.



### Need for investment in infrastructure and services

As economic growth brings in more people, businesses and opportunities, the demand for travel will increase across the town. It is evident that the existing network does not fully meet the needs of the existing community. As such investment is needed in the transport network and schemes to support more journeys on foot, by bicycle and by public transport to rebalance movement away from the private car.



### Need for inclusive growth

Transport needs and challenges vary across the area. As well as providing for those living close to the centre of Grantham, there is a significant rural population and a large number of people without access to private transport. Ensuring that there is an equality of opportunity across the Grantham area and providing practical and realistic alternatives to private motorised car travel continues to be a key challenge.

## Improving the health and wellbeing of our communities



### Reducing the impact of transport

Transport can have a significant negative impact on lives in our communities through heavy traffic passing residential streets, air pollution, traffic noise and road safety not to mention the wider impacts of climate change. There is a clear need to reduce these impacts and support the development of a cleaner and more sustainable network.



### Improving air quality

Grantham has a designated Air Quality Management Area as a result of poor air quality and there are impacts on the health of the local community. Addressing air quality within the town, reducing the impacts of road traffic, and providing more sustainable alternatives remains a priority.



### Improving safety

Road accidents are an issue at various locations in Grantham and they often have a greater impact on more vulnerable groups such as pedestrians and cyclists. Infrastructure and schemes need to be delivered to address existing issues and to promote an environment in which people feel safe to travel.



### Encouraging communities to be active

Making journeys in whole or in part on foot or by bike is greatly beneficial to health, wellbeing, and fitness.

## Improving access



### Car dependent community

A significant 70% of residents within Grantham commute to work by car. Although this reflects the rurality of the wider area, the majority of these journeys are short and local. Shorter journeys are most suited to cycling and walking, and if some journeys could be made in this way and by car sharing or local bus, this would have a huge benefit on reducing congestion, improving the health of the community, and making the town centre a more people focused less car focused place.



### Fragmented active travel network

Designated cycling facilities and routes within the town are limited, fragmented, vary in level of provision. These may also be poorly maintained with a lack of coherent signage. Footways and designed pedestrian routes need to be accessible for people with varying mobility, be well maintained, safe, and connect the places people want to go to.



### Bus provision

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



### Congested highway network

Grantham is adjacent to a strategic corridor for people and goods, but the highway network is often congested. This is exacerbated during morning and evening peak hours with the existing available road space and many junctions not able to function efficiently or effectively.



### Asset maintenance and public realm

It is clear from the engagement activities that there are issues surrounding asset maintenance, particularly highways and footways, which impact the ways in which individuals choose to travel and how they feel about the town. Stakeholders want to see improvements to the town centre in terms of provision and condition of open spaces, green spaces, planting, seating, and public amenities.



## Constraints



### Physical constraints

Grantham has a number of physical barriers which affect how easily people can move around the town. Heavily trafficked roads are a barrier to those on foot and bike without protected space and the provision of safe and convenient crossing points. The railway line and low bridges put a constraint on vehicular routing and limit how heavy goods vehicles can move around the town. Options are available to limit certain routes to vehicles, for example weight limits. However, with the opening on the Grantham Southern Relief Road, strategic traffic will be routed to bypass the town.



### Funding

The availability of funding is an important consideration and constraint, whether that be paying for bus improvements, upgrading the road network, or providing active travel focused infrastructure. Delivery of the strategy will be dependent on securing funding from a range of sources, and it will be necessary to demonstrate how the proposals address and support national and regional stated priorities to gain funds.



### Uncertainty

Uncertainty is one of the most significant issues for transport. This can be related to the speed of changes in new technologies, how people are changing their daily and weekly travel patterns, the need to make journeys and the impact of on-demand deliveries.





## What are the future challenges?



### A changing society



#### A growing and ageing population

South Kesteven's population is expected to grow by 7.5% by 2036, with the biggest change being growth in the proportion of the population over 65 years. Grantham needs to have a transport network that is inclusive and accessible for all. It is crucial that reliability, affordability, and ease of use are central to transport provision and the access to key services.



#### Travel habits

It is likely that there will be changes in travel demand patterns given that more flexible working and increased home working is forecast to continue as a trend.

### Sustainable growth



#### Congestion

At the current rate of car use, traffic modelling of Grantham's highway network in 2036 forecasts that many junctions could be overcapacity without further intervention, despite the benefits afforded by the Grantham Southern Relief Road. This will impact air quality and the quality of life of residents and those using the road network.



#### Future land-use including the high street

Over 5,000 new dwellings are proposed by 2036 in Grantham, as well as new employment and community facilities. It is vital that new developments connect people to key destinations including the town centre in a sustainable manner.



## How we travel



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



### Walking and cycling

A focus will be placed on walking and cycling for short journeys. This will help to reduce traffic and its negative impacts, as well as supporting healthy lifestyles.



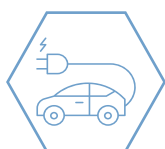
### Public and shared transport

Public and shared transport must be at the centre of Grantham's transport strategy as the principal way to move large numbers of people efficiently.



### Decarbonising transport

Transport must be decarbonised by investing in other modes such as active travel and 'clean' public transport, supporting the increased use of electric and low emission vehicles and associated infrastructure, and taking advantage of digital connectivity to reduce the number of journeys we make.



### Future of mobility

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



# 4

What does the strategy aim to achieve?



## Key themes



The process to prepare this Grantham Transport Strategy has been driven by a clear objective to provide a coherent vision for mobility and transport up to 2036. The strategy considers all accessibility needs in Grantham and will provide a framework for dealing with the key local and wider challenges and changes which will impact on the area over the coming years.

Key themes have been identified from the strategy development process in order to help facilitate and prioritise what the strategy aims to achieve. These are as follows:

- Supporting sustainable economic growth
- Future-ready sustainable transport
- Promoting thriving environments
- Ensuring safety and health and wellbeing
- Promoting high aspirations
- Improving quality of life

## Sustainable and strategic gateway



The focus of Grantham Transport Strategy will be to build on its position as a strategic gateway which has a network of local sustainable travel choices and which promotes a low carbon environment.



### Economically resilient and vibrant town centre

A priority of the strategy will be to protect and enhance Grantham's cultural offer and heritage assets. The strategy will support increased sustainable access and movement into and around the town centre and high street. Improved accessibility for all will promote economic activity in the town and deliver a cleaner and greener town centre which will benefit residents, businesses, and visitors.



### Local plan aspirations

There are significant Local Plan development allocations to facilitate in Grantham. It is a priority of the strategy to facilitate the sustainable delivery of additional housing, retail, employment and leisure spaces. The strategy puts in place measures that will embed sustainable travel choices into the design, delivery and operation of the developments.



### Strategic connections and integrated network

It is a strategy priority for Grantham to capitalise on its excellent position on the rail and highway network and improve the resilience of its strategic routes. In addition to strategic connections, it is a priority for the town to have an integrated sustainable transport network. This should be comprised of reliable, convenient, and efficient public transport services and facilities and improved walking and cycling infrastructure.



## Net zero carbon

The focus of the strategy is to promote low traffic, liveable and pedestrian friendly neighbourhoods, making active travel the primary and natural choice for short journeys. Transport is increasingly moving away from moving people to goods and services and towards moving goods and services towards people. However this must be done in a way that is not counterintuitive to reducing carbon emissions. A shift towards digitally connected, future mobility solutions will reinforce low carbon technology and low emission journeys throughout the town and the wider area.

## Vision statement



By 2036, Grantham town centre will have a strong retail, cultural and service offer alongside historic spaces and an attractive riverside which are interconnected via active travel routes. Opportunities for employment will result from the regenerated town centre which will help to retain local skills and boost economic growth. Improved transport links will support employment of local residents, with public transport serving rural settlements on a frequent basis, in addition to walking and cycling networks to improve access. Bus and train are the preferred mode of transport for longer distance journeys and private motorised vehicles are kept to a minimum for travel in the town centre, helping to protect and enhance the historic nature of the environment.

The population of Grantham will have grown through the ambitious but managed delivery of new housing and employment, including the delivery of the Sustainable Urban Extensions that will be an example of how the movement of people can have sustainable travel at its core. Growth will be supported by strong digital connectivity, extensive walking and cycling networks, a fast and reliable passenger transport service and local facilities and services to support more sustainable travel choices and reduce urban traffic.

Grantham continues to be an important strategic gateway. Improved rail travel has enhanced its regional connectivity. International assets such as East Midlands and Doncaster Airport are also easily reachable, and the Future High Street Fund investment has transformed the station approach at Grantham railway station and revitalised the setting to ensure visitors are met with a vibrant town centre. Its position in respect of the major road network continues to play an important role in the local economy. The A1 and A52 places Grantham in the midst of major destinations. In 2036, the major road network will be equipped with electric vehicle infrastructure and innovative technology that continues to enable and support these journeys.

In line with national policy, the transition to low carbon transport will continue to accelerate. In 2036, private motorised vehicles will no longer dominate our town centre streets and Grantham will have become a more 'people friendly' place – making the most efficient use of existing urban spaces. With the 2030 ban on new petrol and diesel vehicles in place, the electric and alternative fuel infrastructure will support the transition to low emission vehicles and form a key ongoing workstream. Ultimately, the investment in transport will have resulted in a much more resilient network supporting a significant shift towards net zero carbon and helping to improve the quality of life of residents whilst facilitating sustainable economic growth.





## Vision strapline



“By 2036 Grantham will have a thriving town centre and high street with a focus on walking and cycling for shorter journeys and improved public transport connectivity and access to the strategic network. There is a choice of travel and a transition to low carbon transport. Transport is inclusive and accessible, providing mobility for all.”



## Objectives



Objective theme	Objective
<b>Sustainable economy</b>	◆ Strengthen Grantham's position as a strategic gateway by improving network resilience along the A1 to support sustainable economic growth.
<b>COVID-19 recovery</b>	◆ Support business and resident recovery following the COVID-19 pandemic through an inclusive, connected, accessible and future ready transport network.
<b>New development delivery</b>	◆ To support the sustainable delivery of new housing and employment sites, including the Sustainable Urban Extensions, facilitating digital and sustainable transport infrastructure within new developments, and connecting to and from the wider area.
<b>Environmental resilience</b>	◆ To support the Green Masterplan and net zero 2050 and the transition to a decarbonised transport network to help mitigate the impact of climate change.
<b>Accessibility, inclusivity, and integration</b>	◆ To increase the accessibility of Grantham's town centre by inclusive and integrated transport options improving linkages with the surrounding towns and villages.
<b>Future mobility ready</b>	◆ To ensure Grantham is future mobility ready, facilitating the use of electric, shared, connected, alternative fuelled and automated transport as well as the business models that support them.
<b>Health and wellbeing</b>	◆ To enhance the health and wellbeing of Grantham's communities through improved air quality, reduced noise levels, increased physical activity and safety.



**Active travel,  
natural  
environment and  
open space**

◆ To reduce congestion and promote health benefits by promoting walking and cycling within Grantham as a viable option and natural choice for short trips, including access to open space.

**Protecting and  
celebrating  
heritage**

◆ To protect and enhance the historic and cultural environment of Grantham including supporting an improved public realm.

**Thriving  
high street**

◆ To connect residents and visitors with the town centre using sustainable modes whilst also ensuring the efficient use of existing infrastructure and facilities for essential vehicle travel, in recognition that increased footfall and dwell times support the economic vitality of the town centre.

**Travel choice and  
access to services**

◆ Provide Grantham's communities with the ability to work, learn, manage healthcare, shop, and socialise through digital connectivity and an improved range of viable travel options.

**Journey  
reliability**

◆ To improve journey reliability for all trip purposes and modes, not just in terms of travel time but in terms of punctuality.



# 5

# Defining the strategy



## Delivering a comprehensive strategy for accessibility



Accessibility for all is at the heart of Grantham Transport Strategy. Residents, businesses, and visitors need a real choice in terms of transport options to access employment, education, leisure, and recreation – ultimately for equality of opportunity. This is vitally important in a place where density in population varies substantially from an urban centre to rural outlying communities.

As well as choice, transport service provision needs to be affordable and reliable. Infrastructure needs to be coherent, easily navigable, well-maintained and safe, as well as helping people to access the everyday services and amenities that they need.

The strategy needs to cover all types of journeys that we make and the links between the different travel modes we may use – everything from walking, cycling and public transport to local and long-distance trips, as well as the role of digital. It needs to consider how we can best make those journeys and ensure that the options are available for people to make more sustainable choices.

The strategy also needs to consider how it can support Grantham's growth ambitions including the Sustainable Urban Extensions, support the development of a vibrant people centric town centre and support the transition to a net zero carbon.

## Delivering for the current and future population



The transport strategy needs to provide a future ready transport network for the population of Grantham that addresses the current challenges and provides for the medium and longer-term needs of the town.

The transport strategy period will see continued societal and technological changes that will affect movement and travel locally and nationally. This will result in the needs of the resident community changing and it will be important for the transport network to be able to provide for these changes particularly as the population grows and the average age increases.

The delivery of the Sustainable Urban Extension provides a significant opportunity to boost the local economy. This is likely to bring in more families to the town and increase the proportion of residents of working age. The transport strategy must provide the framework for this to happen sustainably, implementing measures early and placing sustainable infrastructure at its core and with measures to promote low carbon journeys embedded within it.





## Need for change and defining the priorities



The identification of issues and opportunities for transport in Grantham has been established through engagement and as part of the strategy process. The need for change to deliver a sustainable, reliable, low carbon transport network and improved travel choices is clear.

The transport strategy identifies schemes and initiatives which seek to address the challenges and support Grantham's continued growth and development. In order to generate options that meet the need for change and follow our vision and objectives, four priority areas have been defined. These help to develop and shape options which meet the needs for change and align with Grantham's transport priorities.



### **Influencing travel behaviour**

*Helping to provide greater choice in meeting daily activities from home without the need to travel (e.g., hybrid / home-working). When people do need to make journeys, influencing where these are from and to, so that distance travelled is reduced.*



### **Prioritising active modes**

*Making cycling and walking the preferred options for shorter journeys by considerably improving infrastructure.*



### **Promote shared and public transport**

*Encouraging existing and new forms of public and shared transport for longer distance journeys by providing priority measures and increasing frequency and level of service.*



### **Mitigate residual impacts of traffic**

*Where there is no realistic alternative, longer journeys will still need to be made car. Where this is the case, the impact of the resulting traffic and pollution will be mitigated.*



# 6

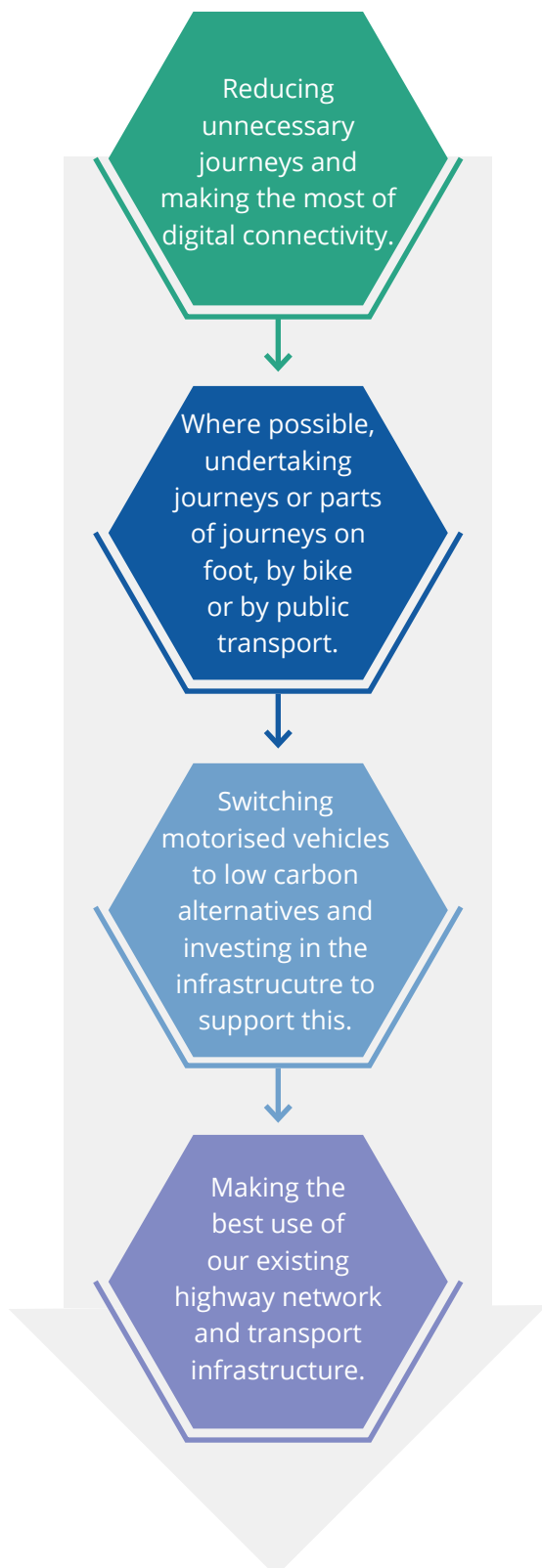
## The strategy



# The strategy



Through changing travel behaviour, prioritising active travel, promoting shared and public transport, and mitigating the residual impacts of traffic, we will help to improve the environment, support a strong and thriving economy and protect and enhance the health and wellbeing of the people of Grantham.

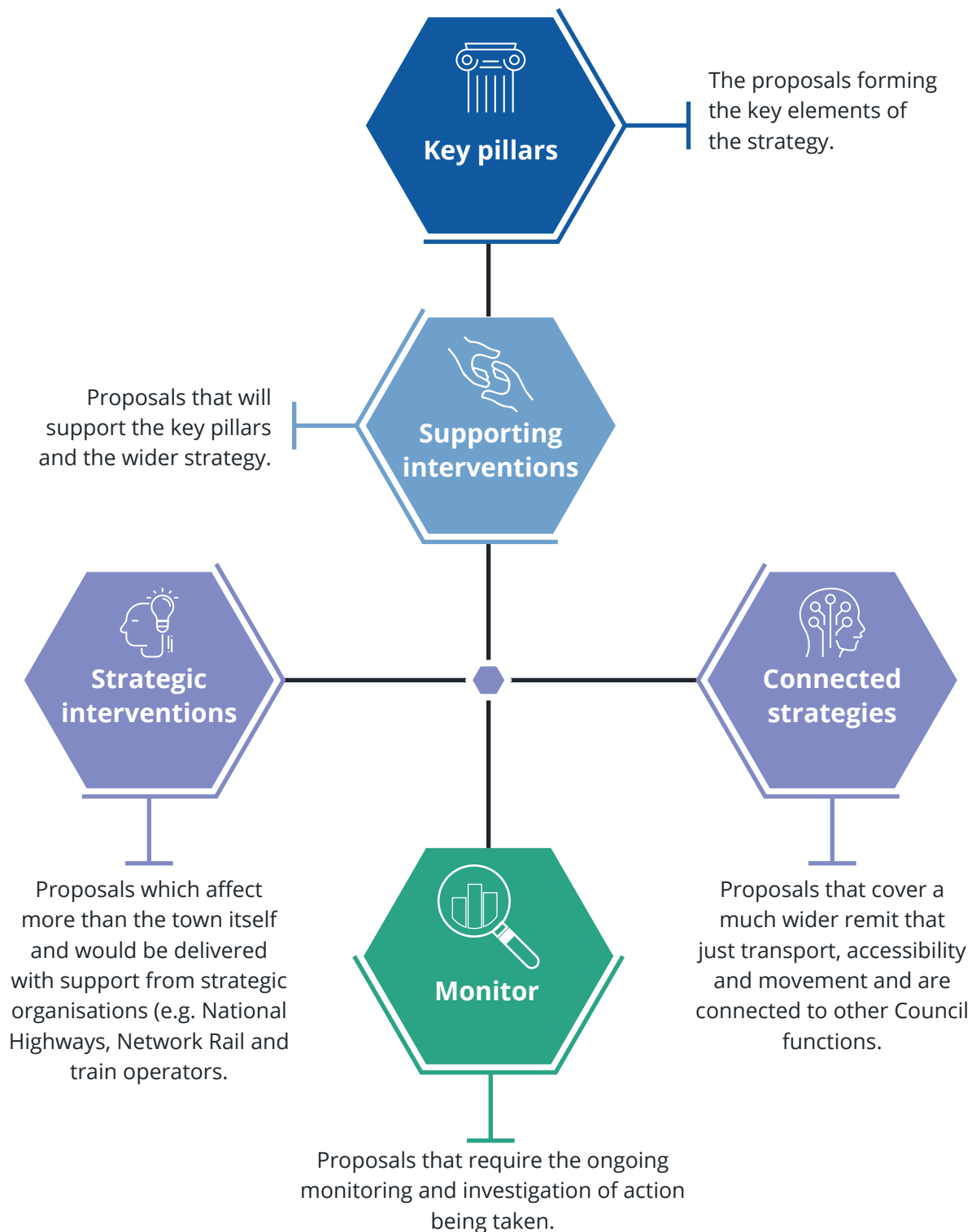




## Strategy components



The transport strategy and the proposals identified are structured under a number of different themes that when brought together will help to deliver the strategy's aims:



# 7

## Interventions

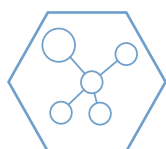


## Key pillars



The key pillars of the strategy are the interventions which will form the priority infrastructure, service, and policy interventions. These will provide the key plans to support the delivery of the vision and objectives.

### Mobility hubs



#### Places where people can interchange modes of travel as well as providing amenities and facilities

This will involve creating transport hubs which better connect a wide range of transport services and facilities. These enhanced interchanges will enable pedestrians to change easily between different modes of transport including rail, bus, taxi, and bike. Several potential locations have been identified and include upgrading existing stations:

- Spitalgate Heath Garden Village Sustainable Urban Extension
- Rectory Farm Sustainable Urban Extension
- Great Gonerby
- Barrowby
- Old Somerby
- Manthorpe
- Grantham town centre
- Grantham Railway Station

They will involve providing access to a range of travel options including bike and e-cargo bike hire, electric vehicle charging and electric vehicle car clubs. There will be an enhanced range of travel facilities including cycle parking, toilets, lockers, covered waiting areas, lighting, live travel information, indoor and outdoor seating, improved urban realm around the mobility hubs and improved pedestrian and cycle crossing facilities. The hubs are scalable in terms of the level of facilities which can be provided and there are options to include food and drink and waiting facilities.

The delivery of mobility hubs in Grantham will encourage active travel and public transport use which will help to reduce congestion and improve air quality and health.



## Grantham cycling and walking network plan



### Investing in high-quality walking and cycling infrastructure along key corridors which are connected to where people want to go, are safe and are easily navigable

This plan will take forward the priority routes identified in Grantham's Cycling and Walking Network Plan (GCWNP). This includes delivering cycle and pedestrian priority junction and route improvements, such as toucan crossings and segregated cycle lanes, on the following routes:

- North of Grantham town centre towards Manthorpe, via Grantham and District Hospital
- South of Grantham town centre along A52 Somerby Hill
- West of Grantham town centre along A52 Barrowby Road

Doing so will encourage active travel and accelerate the shift away from private vehicle use, enhancing the public experience of the town, improving safety, local air quality, reducing congestion, improving access for those without access to a vehicle and improving personal health.

## Sustainable Urban Extensions (SUE) package



### Providing healthy neighbourhoods and liveable streets within the Sustainable Urban Extension

The plan will enhance provision along several routes and at key locations.

The Sustainable Urban Extension package will support the design and roll out of Sustainable Urban Extensions in Grantham by providing additional infrastructure to link the new developments sustainably with the town.

Interventions include:

- Modal filters to allow cyclists and pedestrians where motorised vehicles are prohibited
- Pedestrian and cyclist crossing facilities
- Direct, safe designated pedestrian routes
- High-quality designated cycle routes
- Traffic calming
- Planting, open spaces and green areas
- Local bus waiting facilities
- Community charging infrastructure
- Secure community cycle parking

## Public realm improvements package



### Public realm improvements throughout the Town Centre to promote movement and create spaces people want to dwell

This package will make the town centre a cleaner, greener, more pedestrian and cyclist friendly place to live, work and visit.

Initiatives include:

- Part-pedestrianisation of Grantham town centre
- Pedestrian and cyclist friendly wayfinding, including to key destinations and attractions
- Increased maintenance of public amenities, street furniture and landscaping
- Increased planting, seating, and open and green spaces
- Creating a footway maintenance strategy
- Undertaking a wheelchair / mobility scooter accessibility assessment
- Street lighting improvements

The initiatives will create a place people can move around more easily and a more attractive people-centric town centre environment, helping to increase the time people spend visiting the high street.



## Active travel infrastructure package

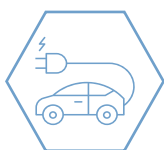


### Grantham wide schemes to support more cycling and walking

This package provides further schemes to support more walking and cycling across the area. Interventions include:

- Secure cycle parking at key locations within the town centre at bus station and rail station
- A cycle route from Alma Park Road to the Londonthorpe Woods carpark
- Upgrade of crossing points to 'toucans'
- Cycling contraflows on town centre routes
- Funding for schools and major employment sites to offer cycle hire schemes
- Improving walking provision along current and new footways for all

## Electric vehicles package



### Infrastructure and support to decarbonise our vehicles

Decarbonising our vehicles is key to tackling climate change. Providing the infrastructure to support the transition to electric vehicles and alternative fuels will improve local air quality and help support the wider carbon net zero strategy. To achieve this, this strategy proposes the following:

- Development of electric vehicle car clubs
- All new homes to have the infrastructure necessary to support the installation of electric vehicle charging points
- Electric vehicle charge points at taxi ranks
- An electric vehicle marketing scheme to increase the rate of uptake
- Charging infrastructure at the rail station and other public car parks
- Electric vehicle 'park charge' spaces at key employment sites and major retailers
- County-wide scheme to support businesses to decarbonise their fleet
- County-wide scheme to support bus operators to decarbonise their fleet





## Local bus service enhancements package



### Increasing the frequency, operating hours, route coverage, and reliability of bus services in Grantham

Bus frequency is currently low across the Grantham area. This contributes to lower levels of bus patronage. More frequent, later running, and weekend services are proposed. This is in addition to a review of the network coverage to ensure local bus services are provided where there is demand and a need. Interventions included within this package include:

- New route or extension/adaptation of existing services from the town centre to outlying rural areas
- New bus route which serves Grantham Cemetery
- Introduction of clockface and standard timetabling
- Implementation of a Quality Bus Partnership scheme to enforce standards of service
- Improve bus services to Grantham District Hospital
- Passenger facility improvements to Grantham Bus Station, including waiting areas and service information provision
- Improved service information digitally and at bus stops
- Improved facilities at bus stops



## Junction improvements package



### Optimising traffic flow on the highway network and improving the efficiency of junctions in Grantham

There are pinch point locations across Grantham's highway network which have been identified as being under significant pressure leading to delays, queuing and congestion. These include junctions that, due to their physical layout or signals phasing, do not operate as efficiently as they could. It also includes those which are constrained physically as a result of the railway line and the historic nature of the town, meaning they are challenging and unsuitable for large vehicles.

As part of the strategy, there will be a review of all pinch point junctions in Grantham to assess if physical layout remodelling and/or signal changes, phasing and limiting certain movements would improve traffic flow.

Reviewing junction layouts and optimise in terms of increasing capacity, reducing delay and queuing at:

- Barrowby Road, North St and A607 junction
- Dysart Road, Westgate and A607 junction
- Sankt Augustin Way and Barrowby Road junction
- Wharf Road, B1174 and St. Catherine's junction
- Watergate, A607 and North Street junction
- Gainsborough Corner

The improvements to the junctions above would form a traffic management package.

## Traffic operations and liveable streets



### Managing the impact of traffic through planned routing, traffic calming, modal filters, and other restrictions

This package is intended to direct traffic to the most suitable routes. This will include strategic freight which will be assigned onto strategic routes designed to accommodate their weight and size. It also places restrictions on traffic where there is density of residential dwellings and where there may be vulnerable road users including outside schools. The aim is to direct the impact of traffic to the most suitable routes and reduce the impact of traffic on people and communities so they can enjoy their streets.

Interventions within this package include:

- A town-wide review of speed limits, reducing where safety issues exist in dense areas and where there are vulnerable road users
- A town-wide review of signal operation in order to improve traffic flow and management
- Signage restricting and diverting HGVs away from the town centre
- Clearer and earlier low bridge signage to prevent bridge strikes



- Traffic calming measures (e.g. speed humps, cushions, and chicanes)
- Modal filters to prevent through traffic creating rat runs through dense residential streets
- Review routes to be made one-way
- Stopping up of some minor roads to vehicular traffic
- Delivery of a range of Traffic Regulation Orders

## A52 green corridor



### Creating a high-quality green corridor from Barrowby Road to Somerby Hill

This scheme involves making the A52 on Barrowby Road and Somerby Hill a high frequency bus route and walking and cycling corridor. The proposals consist of:

- Fully-segregated cycle track
- High-quality footway
- Interchange point at the A1 junction and the High Dike junction for 'Park & Ride', 'Park & Stride' and 'Park & Bike'
- High-frequency shuttle buses from the A52 into Grantham town centre
- Bus gates
- Waiting and community facilities including charging infrastructure
- Cycle parking and cycle hire
- Access on the A52 for residents and deliveries

## Bus priority package



### Delivery of bus priority measures to improve journey times and their reliability

This package will increase the reliability of bus services along key routes to and from the town centre. Priority will be given to bus services through signals and through bus lanes to create quicker journey times, more frequent services, and greater journey time reliability.

Interventions within this package include:

- Mandatory bus lane along A52 Barrowby Road and A52 Somerby Hill
- Mandatory bus lanes along High Street, Warf Road and Westgate
- Bus priority measures along key roads and high patronage services:
  - Bus lanes
  - Bus gates
  - Priority signals
- A Bus Rapid Transit (BRT) network

## Supporting interventions



The supporting interventions are those that will support the Key Pillar interventions in the delivery of the strategy's vision and objectives.

### 30-minute neighbourhoods strategy



#### Ensuring the people of Grantham can access everyday services, retail amenities and key locations within 30 minutes by bus, walking or cycling

The aim will be to look at the feasibility of developing '30-minute neighbourhoods' across Grantham and determine the transport infrastructure and services needed to enable the population of Grantham to access the Grantham District Hospital, the town centre, rail station and principal education sites within 30 minutes by sustainable travel.

### Behaviour change package



#### A wide-ranging behavioural change programme to promote low carbon travel

This package will encourage and promote travel by more sustainable modes by providing information and help to use alternatives to the private car. Interventions within this package include:

- Cycle training and refresher courses for adults
- Bikeability training in schools
- A town-wide behaviour change campaign championing sustainable and active travel
- Road user campaign focusing on improving behaviour and reducing conflicts between users



## Low traffic neighbourhoods / home zones



### Creating places people live without the negative impacts of excessive vehicular traffic

This initiative will look at developing Low Traffic Neighbourhoods or Home Zones across Grantham. This will be done in partnership with residents and, where feasible, they will include the following:

- Traffic calming measures (such as speed humps, speed cushions and chicanes)
- Modal filters
- On-street planting and landscaping
- Different surfacing of the routes to emphasise that vehicles are a visitor in the area
- Raised surfacing on entry to area to flag to vehicles that they are in an LTN/Home Zone
- Build outs of resident parking to slow through traffic
- Communities will be encouraged to take ownership of the space for a place to dwell and play

## Transport engagement package



### Ongoing engagement with the public and key stakeholders to progress, deliver and review the strategy over the course of its lifespan

In order to keep members of the public and stakeholders updated on the progress of delivering the transport strategy, the following will be put in place:

- Grantham Transport Strategy Delivery Board comprised of those with authority of decision making and budget to oversee the delivery of the strategy
- A Public and Stakeholder Communications and Engagement Plan

## CallConnect enhancements package



### Improving the CallConnect service in Grantham

CallConnect buses provide a vital service for those who do not have a regular bus nearby. However, the service currently ceases operation in the early evening and the system means users have to book more than 48 hours in advance.

The interventions within this package will increase the operating hours of the service until later in the evenings during the week and on weekends. They will also reduce the time needed to book ahead to within 24 hours. Furthermore, it will look to increase the fleet size, vehicles size, the vehicles accessibility and expand the number of routes.

## Sharing package



### Ensuring equality of opportunity for those without access to a vehicle

This package provides access to vehicles and other services for those who do not have access to a vehicle or who may not want to own a vehicle. The interventions within this package include:

- Implementation of a ride sourcing system
- An electric scooter hire scheme
- Car sharing scheme
- Car clubs/hire scheme

## Rail station / town centre connectivity package



### Improving connections to the town centre and Grantham Railway Station

This package will improve connectivity to and from the railway station by making routes safer, more attractive, more direct and including consistent signage. The interventions will include improved crossing points for pedestrians and cyclists, designated infrastructure (cycle routes, footpaths) wayfinding signage, lighting, footway, and cycleway maintenance focused along the following routes:

- Dysart Road, Westgate and Sankt Augustin Way junction
- Station Road and Station Road East
- Launder Terrace
- Huntingtower Road

## Local bus infrastructure package



### Upgrading buses and bus stops in Grantham

This package focuses on three things: bus quality, bus accessibility, and reducing carbon emissions from local buses.

Improved facilities will be provided on buses and at bus stops, such as charging ports and timetable information. Getting the bus can be challenging for those with mobility and visual impairments. Ensuring step-free access onto all buses and having audio announcements of stops will help to address these challenges. Converting bus fleets to low emission or electric will help to address the challenges of climate change and poor local air quality.



### Interventions included within this package are:

- Ensure all buses operating in Grantham are accessible:
  - On-board bus announcements
  - Step-free from point of pick up to drop off
  - Increased space for passengers with restricted mobility
  - Dropped kerb access
- Review the number of bus stops within Grantham, reduce and consolidate those in the town centre and ensure full coverage in rural areas
- Create a new, modern bus station with washroom facilities, indoor waiting areas and a ticket and information office
- Financial support to bus operators to convert fleets to low emissions or alternative fuels

### Freight package



#### Interventions to manage the impact of freight routing and deliveries

This will look to reduce the impact of freight vehicles within the town centre through limiting routes and delivery times. The interventions include:

- Establish a Freight Quality Partnership to develop an understanding of delivery and servicing issues and solutions
- Implement an urban logistics network to encourage additional first-mile / last-mile goods delivery infrastructure
- Strategic Signage Strategy from the A1, A607 and A52 for through traffic to use the GSRR bypassing the town centre

These aspects are complimented by the Town Centre weight restriction and low bridge signage programme.

### Equestrian routes strategy



#### Assessment of current and future bridleways

This strategy will assess existing bridleways and equestrian provision in and around Grantham. Through further discussion and engagement with stakeholders, the bridleway maintenance and improvement requirements will be identified, including potential for additional/safer crossing points, signage and additional or amended routes.

## Parking package



### Streamlining car parking in the town centre and on key corridors

Motorists drive into the town centre based on the availability and cost of parking near to their destinations. The location of car parks can contribute towards congestion in the urban area due to the circulation of vehicles. However, parking needs to be provided for those who have blue badges and to ensure Grantham welcomes visitors for the local economy.

This package proposes to:

- Consolidate existing car parks to the outskirts of the Grantham and adjust tariffs to promote off-peak parking
- Create 'Park & Ride' and 'Park & Bike' services around the town centre
- Promote 'Park & Stride'
- Deliver Residents Parking Schemes
- Ban parking outside all primary and secondary schools in Grantham

## Taxi licensing policy



### Changes in policy to support the uptake of low emission vehicles

There are areas within the town centre that are designated nationally as having poor air quality. Taxis in Grantham mostly use traditional combustion engines which release polluting emissions, especially whilst idling. Reviewing the current taxi licensing policies to require lower emission vehicles will help to tackle poor air quality.

## Bus affordability package



### Simplifying ticketing options, fare affordability and improving ticketing systems across all bus operators in Grantham

The existing bus fares system in Grantham is not fully integrated with different services being operated by different companies offering different ticketing options. This package will create consistent ticketing options across all operators, including affordability schemes, smart ticketing, and payment options.

Interventions within this package include:

- Integrated, contactless payment systems across all operators
- Competitive / capped ticket options based on usage and zones
- Concessionary fare schemes for those aged 16-18 years



## Travel planning package



### Enforcing Travel Plans to encourage more sustainable and active travel

The travel planning package will aim to work alongside major employers, schools, and other key locations to provide information, incentives, and support to encourage behaviour change towards using more sustainable travel. The package includes:

- Local authority and hospital Travel Plans to cover staff, visitors, and patients
- Personal travel planning available for all new residents of the Sustainable Urban Extensions
- Mandatory Travel Plans for new large residential developments
- Support for employers to produce and manage Workplace Travel Plans
- Travel Plans for schools including investment for supporting measures
- A sustainable travel incentive scheme through which people are rewarded for making more sustainable travel choices

## Network improvements package



### Optimising traffic flow on the highway network in Grantham

There are locations across the network that have been identified as being under significant traffic pressure. Increasing demand will only worsen the current problems which will lead to further congestion and air quality issues. Congestion affects private vehicles, bus services and freight leading to longer journey times and delays.

The interventions within this package aim to alleviate some of the pressure on the network through infrastructure improvements. This package will consider the following:

- Implementing a one-way only system on the Grantham inner ring road
- Reviewing traffic signal sequencing across Grantham to optimise traffic flows



## Strategic interventions



The strategic interventions of the strategy are the interventions that will require work across a range of local authority departments, including partnership with external organisations.

### Green corridors



#### Develop a network of green corridors

Whilst a specific A52 green corridor option is included as a Key Pillar within the strategy, this option intends to review the case for further green corridors across Grantham. The green corridors would include the following:

- High-quality walking and cycling infrastructure
- Restrictions on motorised through traffic
- High-quality and frequency bus services/shared transport
- 'Park & Ride', 'Park & Stride' and 'Park & Bike' interchange facilities

### Increased cycle spaces on trains



#### Providing for sustainable first and last mile journeys

Increasing bicycle spaces on trains allows for individuals to cycle at the start and end of their journey. LCC will work with rail operators to look at options for providing additional cycle spaces on trains that operate through Grantham.

### Rail service improvements package



#### Increasing rail service routes, frequencies, and facilities

Grantham Railway Station has relatively good passenger facilities and good connections to a range of destinations. However, the transport strategy will seek to improve the experience of those using the station and work with rail operators to review service patterns and look for opportunities to provide more. The following is proposed:

- Increasing the CCTV coverage and providing additional lighting both inside and outside of the station
- Food and beverage outlets and ticket office opening earlier in the day and later into the evening
- Seek to increase weekend and evening services to/from Leeds and London

### Review parking tariffs at the railway station



#### Tailoring parking provision

This intervention proposes to review rail station parking tariffs with the rail operator. The transport strategy encourages use of rail, however as a result of the current parking charges at the station car parking often overflows into surrounding residential streets. This option proposes to review the parking facilities and tariffs to support sustainable use of the station.



## Connected strategies



The connected strategies are elements within the transport strategy which do not necessarily only cover traditional forms of transport or which have a much wider remit and often have a role to play in influencing travel behaviour and movement. These interventions will need to be delivered through partnerships across local authority departments and boundaries.

### Land-use package



#### Influencing land use patterns to embed sustainable travel

This package will aim to embed sustainable travel within land-use planning and helping to deliver development in well-connected accessible locations. The package includes:

- Developing policies to support town centre living
- A policy to ensure new public and private sector developments are located at the most accessible locations for rail and/or bus travel
- Working with the Woodland Trust to deliver increased planting within Grantham
- Develop policies and promote the multi-use of buildings
- Expand the high street offer to include leisure and evening activities
- Encourage new major residential developments to incorporate other land uses, such as retail and leisure

### Digital package



#### Recognising the importance of and role that digital can play in the delivery of services

Digital connectivity promotes economic growth, opens up new opportunities to communities and can reduce the need to travel.

This package includes:

- The continued roll out of LCC services so that they are accessible digitally and/or over telephone in order to reduce the need to travel
- The roll out of 5G across Grantham



## Rural community strategy



### Improving access to services and facilities in rural areas

A strategy will be developed to improve residents access to services and facilities in rural areas. This will complement the '30-minute neighbourhood' strategy but will specifically focus on seeking to provide services and amenities within rural settlements themselves. This will ensure that residents can access what they need more sustainably and reduces potentially longer and unnecessary journeys on key corridors into the town centre.

## Street design package



### Updates to the existing street design guide to align with local transport note 1/20

This package includes updating the existing Lincolnshire County Council Street Design Guide so that it aligns with the latest National Design Guidance. This guidance should be enforced for the design of all new development sites and planning applications.

## Air quality package



### Tackling the air quality issue in Grantham

This package will provide publicly available air quality monitoring information that is accessible online in order to raise awareness of the poor air quality areas in Grantham and encourage modal shift towards low carbon, shared transport, and active travel.

## Develop transport action plan to tackle climate change



### Actions to mitigate climate change

This proposal is for a countywide review to identify actions to mitigate the impact of climate change. The actions will be a series of transport specific measures to help support the LCC Green Masterplan and its carbon themes.

## Tourism package



### Encouraging visitors to Grantham sustainably

This package will advertise sustainable travel options to and from and between key visitor attractions around Grantham. Marketing sustainable travel choices will help to reduce traffic and help to create a more pleasant visitor experience.



## Smart ticketing and payments



### Improving ticketing systems across all transport providers in Grantham

Ticketing in Grantham is not integrated with different transport operators and providers offering differing ticket types and methods of payment. This option will introduce a smart ticketing and contactless payment system across all travel providers.

## Coach parking



### Providing designated coach parking accessible to the town centre

Coaches require large parking bays and are often not using these bays for long periods of time during the day. Additionally, whilst idling at the coach stop, the vehicle is emitting polluting emissions which is detrimental to the air quality levels in the area.

This option will identify designated coach parking and pick-up/drop-off points which will not be detrimental to congestion but provide suitable access to those visiting the town.



## Monitor and investigate



The monitor and investigate interventions in the strategy are those that are likely to fall beyond the Local Plan period (beyond 2036) and/or require further work and investigation as they are based on emerging and evolving technology.



### Autonomous travel strategy

Autonomous vehicles will be coming to our streets. In order to plan for the safe and efficient operation of these vehicles, developing a strategy is required.



### Autonomous deliveries

Urban freight delivery methods are rapidly changing and there is forecast for growth in the provision of autonomous / remote-controlled robots for goods delivery. The transport strategy will monitor the progression of this technology and understand any issues or opportunities in relation to the vision and objectives.



### Personal autonomous vehicle solution

Technology is rapidly evolving, and personal autonomous vehicles are in development. The transport strategy will monitor the progression of this technology and understand any issues or opportunities in relation to the vision and objectives.



### Smart sensors

#### Using real time information to monitor and track changes to the transport network in Grantham

Real-time information can be used to calculate journey times, avoid high traffic routes, identify when the next bus will arrive and the availability of car parking spaces. This option proposes to look at the feasibility of installing smart sensors along the transport network in Grantham in order to collect real-time information. The information can be linked to transport models and be used to monitor transport scheme impacts, air quality levels, traffic conditions, emergency planning and to provide open data to the public.





## Smart travel portal



### Enhancing the Travel Portal website

---

The intervention will consider the feasibility of incorporating real-time data collected along the transport network with the aim of publishing it online to create a central bespoke hub that captures the following live information.

- Real-time car parking space availability
- Live bus tracking
- Live train departures and arrivals
- Traffic maps
- Weather forecasts
- Road incident messages
- Air quality



8

# Delivering the strategy

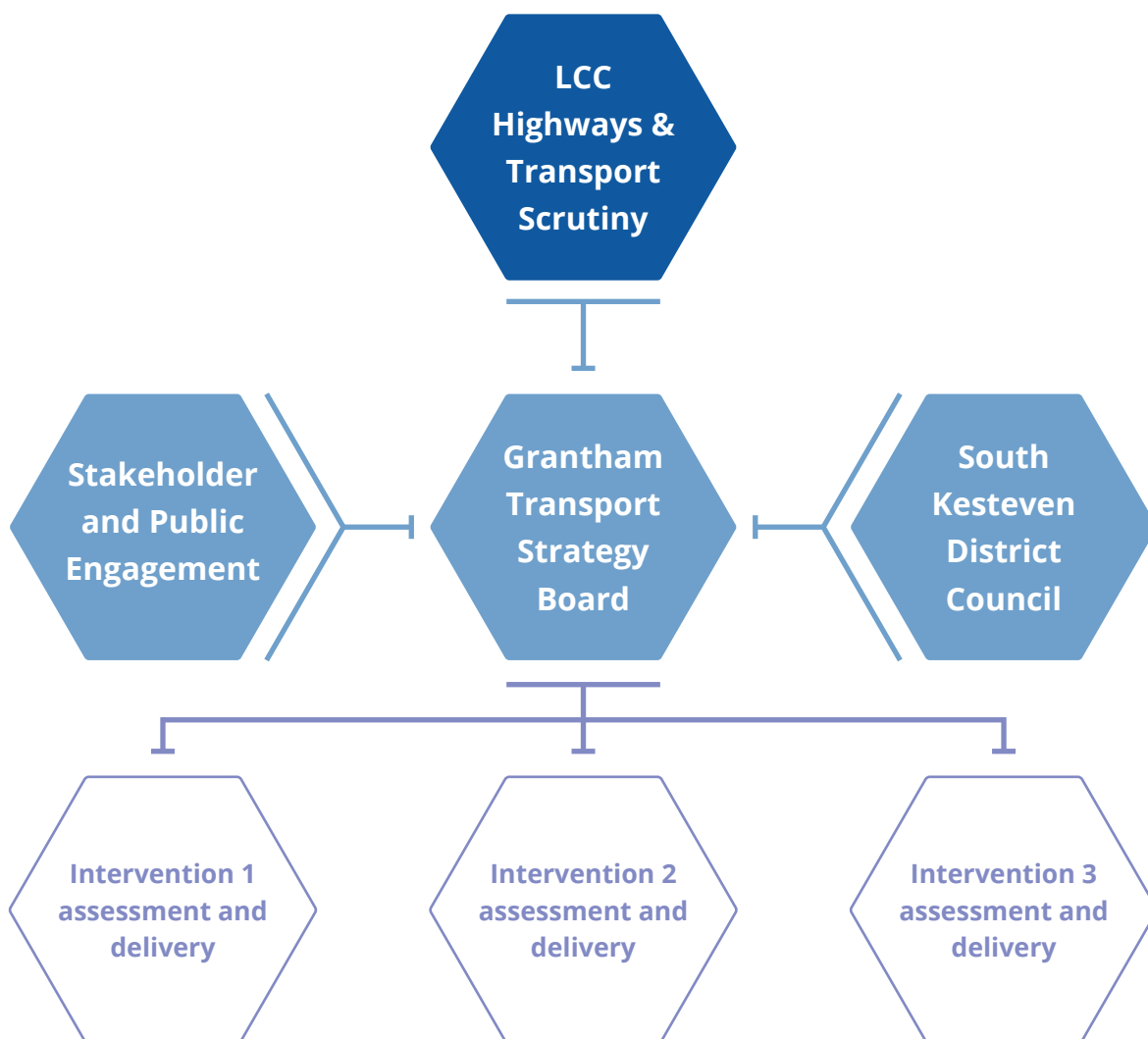


## A collaborative approach



The ownership and management of Grantham Transport Strategy lies with the Grantham Transport Strategy Board. The board has been in place over several years and has helped shape the process and content of this strategy. The board comprises of representatives from various departments of both the county council and South Kesteven District Council, including the Executive Member for Highways and Transportation.

The board is responsible for progressing the proposals outlined within the transport strategy. They will do this via further assessment, appraisal or optioneering work and should seek opportunities to deliver the interventions for example through identifying funding streams and bidding opportunities. Securing funding is vital to the strategy and this is likely to remain a challenge over the course of the strategy period. A key role of the strategy board will be to identify and secure funding from the range of existing and potential sources including internal budgets and developer contributions.

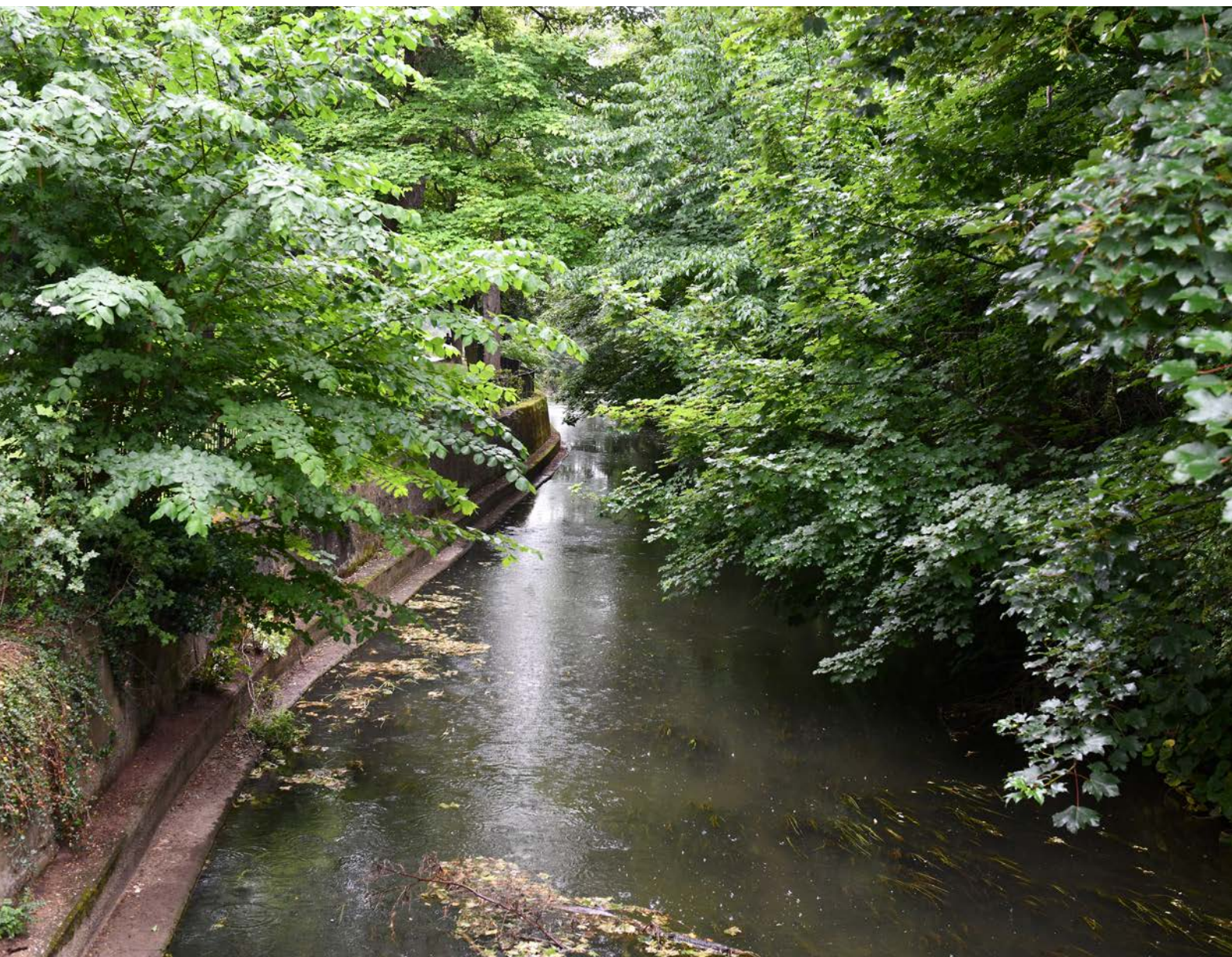




Some interventions in the strategy offer opportunities to secure third-party funding. Collaboration with developers at an early stage is essential so that low carbon and sustainable travel choices can be embedded into new developments and funding secured for off-site measures.

The content of this transport strategy includes proposals to be brought forward over the short, medium, and long-term up to 2036. It is the board's responsibility to ensure that each proposal is assigned a suitable board member as a 'champion' to progress the initiative. Whilst there may be a single 'champion' for each proposal, the board member should establish a suitable delivery team to progress the work forward.

It is important to recognise that, whilst the development of the strategy has been led by the councils, no single organisation, or single intervention can deliver the vision and objectives alone. The success of the strategy will very much depend on the hard work, support, resources, and funding of a range of stakeholders. The general public also has a role to play in supporting the delivery of interventions outlined in this strategy to improve access to opportunities and connectivity in Grantham.





## Programming the strategy



The strategy sets out the long-term ambition for transport and travel in Grantham and aligns with the long-term horizons of the South Lincolnshire Local Plan and the Lincolnshire Local Transport Plan.

There are timescales associated with the delivery of all the proposals in the strategy and the transport strategy board will ensure that measures are delivered as soon as is feasible and affordable.

## Monitoring the strategy



The transport strategy board will monitor and review the progress of delivery of the transport strategy and provide a progress report at a minimum of five-year intervals. Continual monitoring of progress is vitally important to ensure improvements are being made.

A set of specific and measurable outcomes that the strategy will be assessed against has been developed:

- Reduced traffic in the urban area and an increase in the number of journeys made by walking, cycling and public transport
- Continued growth in Grantham's economy and the delivery of sustainable transport options through new housing and employment sites, including the Sustainable Urban Extensions
- Reduced carbon emissions from transport helping Lincolnshire County Council and South Kesteven District Council to reach their net zero carbon emission targets
- Increased access to education by walking, cycling and public transport
- Improved air quality, increased physical activity and safety









# Grantham Transport Strategy

## December 2022

Summary document



## Grantham Transport Strategy

### Foreword

“With the A1 to the west, and the East Coast Main Line and River Witham passing through its centre, Grantham is one of Lincolnshire’s most important market towns. We’re currently more than halfway finished building the new Grantham Southern Relief Road, and we want to be ready for making even more improvements that help make getting around town quicker and easier for people now and in the future. And this strategy will help achieve just that.

During its development, we listened to the views of residents, businesses, schools and other important local groups and organisations because the new Grantham Transport Strategy will affect every single person that lives, works and learns in town. Due to coronavirus, we’ve seen significant changes to the working patterns and travel habits of people throughout the county, so have factored these, and other changing travel demands, into our strategy.

And by offering a wider range of affordable, reliable and environmentally-friendly travel options for people to choose from, we hope to encourage more people to use alternative forms of transport, resulting in less congestion and a more pleasant town centre. In the end, we want to make Grantham a more prosperous, attractive and healthier place to live, learn, work and visit – all while supporting planned economic growth for the area. Within this document, you’ll find a number of proposals for us, the district council and developers to consider over the next fifteen years.

Some of our top priorities are to: complete the Grantham Southern Relief Road; make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands. Combined with other measures, like improving bus and rail services, the strategy aims to ensure Grantham has the infrastructure it needs to meet travel demands over the coming decades.

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

### CLlr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council







### Overview

The Grantham Transport Strategy has been developed by Lincolnshire County Council and also provides a clear place-based vision for the future of transport and travel in and around Grantham up to 2036.

The transport strategy seeks to improve travel choices and the transport network for people living, working, and visiting Grantham. It aims to tackle congestion, deliver more sustainable and low carbon travel options, and help the town grow, adapt and be resilient to wider challenges and opportunities over the next 10 to 15 years.

The aspiration is to deliver improvements which will make travelling around Grantham more convenient, reliable, easier, and greener. Transport and mobility considerations play a key place enhancing role in the communities by improving access to employment, education, leisure, and recreation activities.

The strategy's proposals are designed to provide an inclusive, future ready transport network which facilitates access to opportunities and services and provide the infrastructure that helps to protect the environment and improve the health and wellbeing of those in Grantham.

### What is the purpose of this strategy?

The purpose of the strategy is to provide the framework for improving the travel choices and everyday journeys for people living, working, and visiting Grantham in the short, medium, and longer term.

Whilst taking full account of the Lincolnshire County Council Corporate Plan, Green Masterplan and Local Transport Plan 5, the strategy will also have a significant role to play in helping to address a range of strategic challenges that will affect Grantham over the coming years.

It identifies schemes and interventions which aim to support a low carbon recovery from the effects of the COVID-19 pandemic and to allow for sustainable growth of the town and its economy.

There are a range of challenges that the transport strategy will help the town and the surrounding area to meet, including:

- Significant environmental challenges resulting from transport and travel and the transition to low carbon travel. This includes town centre air quality, protecting the town's historic nature and green spaces and seeking to tackle climate change by using more sustainable forms of travel and transitioning to low emission vehicles
- Supporting the recovery and growth of Grantham's key economic sectors by improving the reliability and the resilience of the strategic highway network
- Supporting the sustainable roll out of planned housing, employment, and retail development
- The need to provide a connected and reliable transport network which serves both the urban centre and more rural areas
- The need for travel choice and flexibility across different and changing travel demands and patterns, including how people access different activities such as employment, education, healthcare, retail, leisure, and tourism

## Vision and objectives



### Vision

By 2036, Grantham town centre will have a strong retail, cultural and service offer alongside historic spaces and an attractive riverside which are interconnected via active travel routes. Opportunities for employment will result from the regenerated town centre which will help to retain local skills and boost economic growth. Improved transport links will support employment of local residents, with public transport serving rural settlements on a frequent basis, in addition to walking and cycling networks to improve access. Bus and train are the preferred mode of transport for longer distance journeys and private motorised vehicles are kept to a minimum for travel in the town centre, helping to protect and enhance the historic nature of the environment.

The population of Grantham will have grown through the ambitious but managed delivery of new housing and employment, including the delivery of the Sustainable Urban Extensions that will be an example of how the movement of people can have sustainable travel at its core. Growth will be supported by strong digital connectivity, extensive walking and cycling networks, a fast and reliable passenger transport service and local facilities and services to support more sustainable travel choices and reduce urban traffic.

Grantham continues to be an important strategic gateway. Improved rail travel has enhanced its regional connectivity. International assets such as East Midlands and Doncaster Airport are also easily reachable, and the Future High Street Fund investment has transformed the station approach at Grantham railway station and revitalised the setting to ensure visitors are met with a vibrant town centre. Its position in respect of the major road network continues to play an important role in the local economy. The A1 and A52 places Grantham in the midst of major destinations. In 2036, the major road network will be equipped with electric vehicle infrastructure and innovative technology that continues to enable and support these journeys.

In line with national policy, the transition to low carbon transport will continue to accelerate. In 2036, private motorised vehicles will no longer dominate our town centre streets and Grantham will have become a more 'people friendly' place – making the most efficient use of existing urban spaces. With the 2030 ban on new petrol and diesel vehicles in place, the electric and alternative fuel infrastructure will support the transition to low emission vehicles and form a key ongoing workstream. Ultimately, the investment in transport will have resulted in a much more resilient network supporting a significant shift towards net zero carbon and helping to improve the quality of life of residents whilst facilitating sustainable economic growth.



## Objectives

Objective theme	Objective
<b>Sustainable economy</b>	Strengthen Grantham's position as a strategic gateway by improving network resilience along the A1 to support sustainable economic growth.
<b>COVID-19 recovery</b>	Support business and resident recovery following the COVID-19 pandemic through an inclusive, connected, accessible and future ready transport network.
<b>New development delivery</b>	To support the sustainable delivery of new housing and employment sites, including the Sustainable Urban Extensions, facilitating digital and sustainable transport infrastructure within new developments, and connecting to and from the wider area.
<b>Environmental resilience</b>	To support the Green Masterplan and net zero 2050 and the transition to a decarbonised transport network to help mitigate the impact of climate change.
<b>Accessibility, inclusivity, and integration</b>	To increase the accessibility of Grantham's town centre by inclusive and integrated transport options improving linkages with the surrounding towns and villages.
<b>Future mobility ready</b>	To ensure Grantham is future mobility ready, facilitating the use of electric, shared, connected, alternative fuelled and automated transport as well as the business models that support them.
<b>Health and wellbeing</b>	To enhance the health and wellbeing of Grantham's communities through improved air quality, reduced noise levels, increased physical activity and safety.
<b>Active travel, natural environment and open space</b>	To reduce congestion and promote health benefits by promoting walking and cycling within Grantham as a viable option and natural choice for short trips, including access to open space.
<b>Protecting and celebrating heritage</b>	To protect and enhance the historic and cultural environment of Grantham, including supporting an improved public realm.
<b>Thriving high street</b>	To connect residents and visitors with the town centre using sustainable modes whilst also ensuring the efficient use of existing infrastructure and facilities for essential vehicle travel, in recognition that increased footfall and dwell times support the economic vitality of the town centre.
<b>Travel choice and access to services</b>	Provide Grantham's communities with the ability to work, learn, manage healthcare, shop, and socialise through digital connectivity and an improved range of viable travel options.
<b>Journey reliability</b>	To improve journey reliability for all trip purposes and modes, including travel time and punctuality.



### Delivering a comprehensive strategy for accessibility

Accessibility for all is at the heart of Grantham Transport Strategy. Residents, businesses, and visitors need a real choice in terms of transport options to access employment, education, leisure, and recreation – ultimately for equality of opportunity. This is vitally important in a place where density in population varies substantially from an urban centre to rural outlying communities.

As well as choice, transport service provision needs to be affordable and reliable. Infrastructure needs to be coherent, easily navigable, well-maintained and safe, as well as helping people to access the everyday services and amenities that they need.

The strategy needs to cover all types of journeys that we make and the links between the different travel modes we may use – everything from walking, cycling and public transport to local and long-distance trips, as well as the role of digital. It needs to consider how we can best make those journeys and ensure that the options are available for people to make more sustainable choices.

The strategy also needs to consider how it can support Grantham's growth ambitions including the Sustainable Urban Extensions, support the development of a vibrant people centric town centre and support the transition to a net zero carbon.

### Delivering for the current and future population

The transport strategy needs to provide a future-ready transport network for the population of Grantham that addresses the current challenges and provides for the medium and longer-term needs of the town.

The transport strategy period will see continued societal and technological changes that will affect movement and travel locally and nationally. This will result in the needs of the resident community changing and it will be important for the transport network to be able to provide for these changes, particularly as the population grows and the average age increases.

The delivery of the Sustainable Urban Extension provides a significant opportunity to boost the local economy. This is likely to bring in more families to the town and increase the proportion of residents of working age. The transport strategy must provide the framework for this to happen sustainably, implementing measures early and placing sustainable infrastructure at its core and with measures to promote low carbon journeys embedded within it.

### Need for change and defining the priorities

The identification of issues and opportunities for transport in Grantham has been established through engagement and as part of the strategy process. The need for change to deliver a sustainable, reliable, low carbon transport network and improved travel choices is clear.

The transport strategy identifies schemes and initiatives which seek to address the challenges and support Grantham's continued growth and development. In order to generate options that meet the need for change and follow our vision and objectives, four priority areas have been defined. These help to develop and shape options which meet the needs for change and align with Grantham's transport priorities.





### **Influencing travel behaviour**

*Helping to provide greater choice in meeting daily activities from home without the need to travel (e.g., hybrid / home-working). When people do need to make journeys, influencing where these are from and to, so that distance travelled is reduced.*



### **Prioritising active modes**

*Making cycling and walking the preferred options for shorter journeys by considerably improving infrastructure.*



### **Promote shared and public transport**

*Encouraging existing and new forms of public and shared transport for longer distance journeys by providing priority measures and increasing frequency and level of service.*



### **Mitigate residual impacts of traffic**

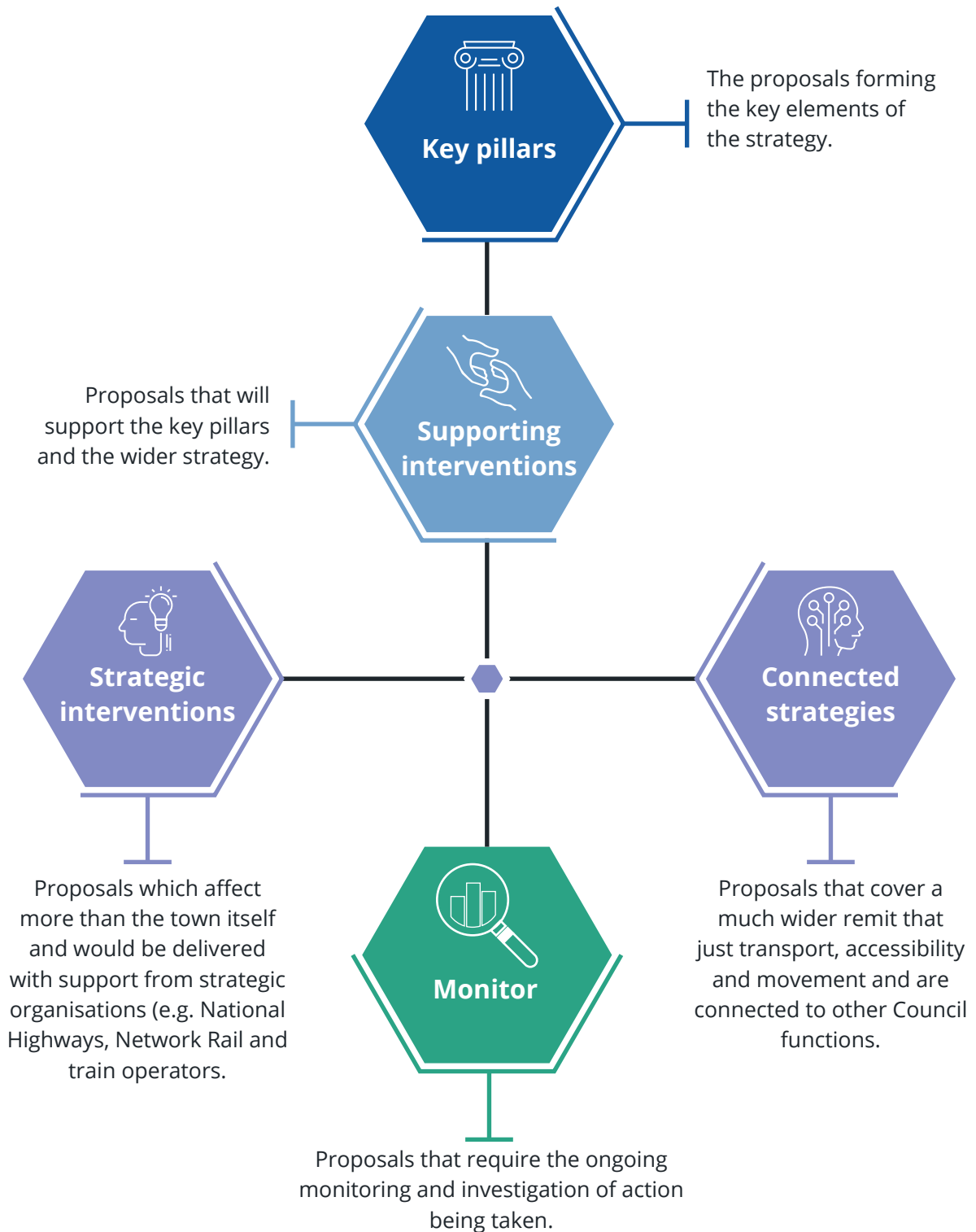
*Where there is no realistic alternative, longer journeys will still need to be made car. Where this is the case, the impact of the resulting traffic and pollution will be mitigated.*



# The strategy



The transport strategy and the proposals identified are structured under a number of different themes that, when brought together, will help to deliver the strategy's aims:



# Pillars of the strategy



The key pillars of the strategy are the interventions which will form the priority infrastructure, service, and policy interventions. These will provide the key plans to support the delivery of the vision and objectives.



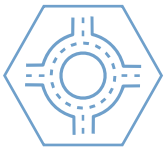
### Mobility hubs

Bringing together transport and supporting facilities to make travel easier through the town's transport interchanges including Grantham rail station and creating new mobility hubs in the town centre and in the proposed sustainable urban extensions



### Grantham cycling and walking network plan

Investing in high-quality walking and cycling infrastructure along key corridors which are connected to where people want to go, are safe and are easily navigable



### Sustainable Urban Extensions (SUE) package

SUE healthy neighbourhoods to include bus connectivity, crossings and improvements to the cycling and walking environment. It will provide connections to the existing and proposed cycling and walking networks at Spitalgate Heath and Rectory Farm



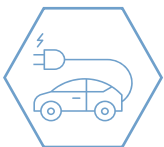
### Public realm improvements package

Public realm improvements throughout Grantham town centre to promote movement and create the spaces people want



### Active travel infrastructure package

Helping people to make walking and cycling journeys through improved wayfinding and cycle parking in and around Grantham



### Electric vehicles package

Decarbonising travel and transport is key to tackling climate change. The transition to electric vehicles is gathering pace and the strategy aims to support this



### Local bus service enhancements package

Enhancing the bus network in Grantham through increasing the frequency, operating hours, route coverage and reliability of bus services. Delivering new or improved services to the new sustainable urban extensions, the surrounding villages and synchronising services with rail services



### Junction improvements package

Targeted capacity and safety improvements such as Gainsborough Corner, Barrowby Road/ Gloucester Road and several junctions in the town centre



### **Traffic operations and liveable streets**

A package of measures throughout Grantham to manage the impact of traffic through planned routing, traffic calming, modal filters, and other restrictions such as traffic regulation orders and HGV bans



### **A52 green corridor**

Creation of a high-quality green corridor along Barrowby Road and Somerby Hill which would include improvements to public transport and enhanced walking and cycling infrastructure



### **Bus priority package**

Making bus journeys quicker and more reliable and exploring options for bus priority on Barrowby Road, Somerby Hill, High Street A607, B1174 and Dysart Road

## **Strategic, connected and monitoring proposals**



## **Strategic interventions**

The strategic interventions of the strategy are the interventions that will require work across a range of local authority departments, including partnership with external organisations.



### **Green corridors**

Develop a network of 'Green Corridors' throughout Grantham to promote sustainable travel and connectivity to Grantham town centre



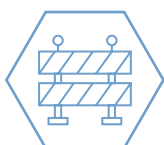
### **Increased cycle spaces on trains**

Working with partners to enable sustainable first and last mile journeys through increasing the space available on trains for transporting cycles



### **Rail service improvements package**

Working in partnership with the rail industry to deliver better services we will aim to improve the frequency and quality of services to Grantham rail station



### **Review parking tariffs at the railway station**

Working in partnership with the rail industry to review the parking tariffs at Grantham rail station to support use of rail

## Connected strategies

The connected strategies are elements within the transport strategy which do not necessarily only cover traditional forms of transport or which have a much wider remit and often have a role to play in influencing travel behaviour and movement. These interventions will need to be delivered through partnerships across local authority departments and boundaries.



### Land-use package

Putting accessibility at the heart of land use planning through integrating sustainable transport decision making and land use policy, particularly for the sustainable urban extensions at Barrowby Road and Somerby Hill



### Digital package

Enabling people to access work and services differently through working with partners to improve digital access



### Rural community strategy

To improve accessibility to services and improve walking and cycling infrastructure in the Greater Grantham area and satellite villages



### Street design package

Updates to the existing street design guide to align with local transport note 1/20



### Air quality package

Developing a strategy to provide the infrastructure and measures to manage and improve air quality in Grantham



### Tourism package

A package of measures to grow and promote the visitor economy in Grantham and the surrounding area



### Smart ticketing and payments

Making ticketing and payments systems smarter for users of public transport in Grantham



### Coach parking

The provision of designated coach parking and pick up / drop off locations in Grantham town centre which are aligned with the potential mobility hub sites



## Monitor and investigate

The monitor and investigate interventions in the strategy are those that are likely to fall beyond the Local Plan period (beyond 2036) and/or require further work and investigation as they are based on emerging and evolving technology.



### Autonomous travel strategy

Over the course of the strategy period, evolving technologies will be monitored to ensure that the strategy remains up to date, reflects these changes and that the right action is taken to ensure Grantham can take advantage of the potential opportunities



### Autonomous deliveries

Urban freight delivery methods are rapidly changing and there is forecast for growth in the provision of autonomous / remote-controlled robots for goods delivery. The transport strategy will monitor the progression of this technology to understand any issues or opportunities



### Personal autonomous vehicle solution

Technology is rapidly evolving, and personal autonomous vehicles are in development. The transport strategy will monitor the progression of this technology to understand the issues and opportunities



### Smart sensors

Using real time information to monitor and track changes to the transport network in Grantham



### Smart travel portal

Enhancing the Travel Portal website

## Supporting interventions



The supporting interventions are those that will support the Key Pillar interventions in the delivery of the strategy's vision and objectives.



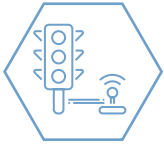
### 30-minute neighbourhoods strategy

To improve accessibility to services by ensuring that the people of Grantham can access services, retail, amenities and key locations within 30 minutes by bus, walking and cycling



### Behaviour change package

Provide training and education opportunities on improving safety for cyclists, promoting the health benefits of active travel and promoting low carbon travel



### **Low traffic neighbourhoods and Homezoning**

Exploring opportunities to make residential streets low traffic neighbourhoods and prevent rat running



### **Transport engagement package**

Keeping the transport conversation going through the Grantham Transport Strategy Board and engaging with stakeholders and the public to steer the delivery of the strategy



### **CallConnect enhancements package**

Increasing the hours of operation and number of CallConnect vehicles operating across Grantham



### **Sharing package**

Making more transport accessible without the need to own through cycle and e-cargo bike hire, electric vehicle car clubs and community transport



### **Rail station / town centre connectivity package**

A package of measures to enhance the active travel connections between Grantham rail station and the town centre



### **Local bus infrastructure package**

Upgrading the quality and accessibility of buses, improving local bus stops and providing enhanced facilities and converting bus fleets to low emission or electric vehicles



### **Freight package**

Reducing the impact of freight in Grantham with the establishment of a Freight Quality Partnership and exploring options for the implementation of first-last mile goods delivery infrastructure



### **Equestrian routes strategy**

Promoting safe, comfortable and convenient travel by horse in and around Grantham



### **Parking package**

Supporting the strategy and the wider parking offer through improvements and consolidation of car parking supply, payments systems, residents parking zones, route signing, electric charging facilities and links to the proposed mobility hubs



### **Taxi licensing policy**

Review of taxi licensing policy to support the uptake of low emission vehicles





### **Bus affordability package**

Making ticketing and payment systems smarter for users of all public transport in Grantham



### **Travel planning package**

Working with residents and employees across Grantham to encourage more sustainable choices through rolling out bikeability training, greater use of travel plans and personalised travel planning



### **Network improvements package**

Optimising traffic flows around Grantham including the A52 / High Street / Sankt Augustin Way and continuing to monitor and optimise traffic signals throughout central Grantham

## **Delivering the strategy**



### **A collaborative approach**

The ownership and management of Grantham Transport Strategy lies with the Grantham Transport Strategy Board. The board has been in place over several years and has helped shape the process and content of this strategy. The board comprises of representatives from various departments of both the county council and South Kesteven District Council, including the Executive Member for Highways and Transportation.

The board is responsible for progressing the proposals outlined within the transport strategy. They will do this via further assessment, appraisal or optioneering work and should seek opportunities to deliver the interventions for example through identifying funding streams and bidding opportunities. Securing funding is vital to the strategy and this is likely to remain a challenge over the course of the strategy period. A key role of the strategy board will be to identify and secure funding from the range of existing and potential sources including internal budgets and developer contributions.

Some interventions in the strategy offer opportunities to secure third-party funding. Collaboration with developers at an early stage is essential so that low carbon and sustainable travel choices can be embedded into new developments and funding secured for off-site measures.

The content of this transport strategy includes proposals to be brought forward over the short, medium, and long-term up to 2036. It is the board's responsibility to ensure that each proposal is assigned a suitable board member as a 'champion' to progress the initiative. Whilst there may be a single 'champion' for each proposal, the board member should establish a suitable delivery team to progress the work forward.

It is important to recognise that, whilst the development of the strategy has been led by the councils, no single organisation, or single intervention can deliver the vision and objectives alone. The success of the strategy will very much depend on the hard work, support, resources, and funding of a range of stakeholders. The general public also has a role to play in supporting the delivery of interventions outlined in this strategy to improve access to opportunities and connectivity in Grantham.

## Programming the strategy

The strategy sets out the long-term ambition for transport and travel in Grantham and aligns with the long-term horizons of the South Lincolnshire Local Plan and the Lincolnshire Local Transport Plan.

There are timescales associated with the delivery of all the proposals in the strategy and the transport strategy board will ensure that measures are delivered as soon as is feasible and affordable.

## Monitoring the strategy

The transport strategy board will monitor and review the progress of delivery of the transport strategy, and provide a progress report at a minimum of five-year intervals. Continual monitoring of progress is vitally important to ensure improvements are being made.

A set of specific and measurable outcomes that the strategy will be assessed against has been developed:

- Reduced traffic in the urban area and an increase in the number of journeys made by walking, cycling and public transport
- Continued growth in Grantham's economy and the delivery of sustainable transport options through new housing and employment sites, including the Sustainable Urban Extensions
- Reduced carbon emissions from transport helping Lincolnshire County Council and South Kesteven District Council to reach their net zero carbon emission targets
- Increased access to education by walking, cycling and public transport
- Improved air quality, increased physical activity and safety









# Sleaford Transport Strategy

December 2022





# Sleaford Transport Strategy

## Foreword

“Sleaford is one of our county’s larger market towns, which is why one of our focuses over the past two years has been on making it quicker, easier and safer to get into and around town.

With major improvements projects at the A17/A153 rugby club junction and Holdingham Roundabout now complete, our focus is on how else we can shape travel and transport in and around Sleaford to make the town the absolute best it can be over the next fifteen years.

And that’s where this strategy comes in...

As part of this strategy’s development, we’ve factored in the significant changes to working patterns and travel habits we’ve seen as a result of the pandemic, with more people using online services and working in home/work hybrid scenarios.

We want to meet these, and other changing travel demands by offering a wider range of affordable, reliable, and environmentally-friendly travel options for people to choose from – all while supporting planned economic growth in the area.

This will lead to more people using alternative forms of transport, resulting in less congestion and a more pleasant town centre, making Sleaford a more prosperous, attractive, and healthier place to live, learn, work and visit. This strategy provides a number of proposals for us, the district council and developers to consider over the next fifteen years as we strive towards meeting growth targets for the area.

Some of our top priorities are to: make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands.

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



## Cllr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council

# Sleaford Transport Strategy

1	Introducing the strategy	4
2	The strategy process	9
3	Informing the strategy	11
4	What does the strategy aim to achieve?	19
5	Defining the strategy	26
6	The strategy	30
7	Interventions	32
8	Delivering the strategy	49



1

# Introducing the strategy





## Overview



The Sleaford Transport Strategy has been developed by Lincolnshire County Council, in partnership with North Kesteven District Council, in order to provide a clear vision for the future of transport and travel in and around the town up to 2036.

It aims to support residents, visitors, and organisations through improvements to movement and transport, supporting the transition to net zero carbon, helping to build a resilient economy, and enhancing access to opportunities and services.

With the proposals and interventions contained in this strategy, the aim is to improve travel choice and access through the development of an inclusive, sustainable, and future-ready transport system, helping Sleaford to grow and adapt and to meet the big challenges and opportunities over the next 10 to 15 years.

## Understanding Sleaford



Located at the centre of Lincolnshire's rural heartland, Sleaford has retained its rich history whilst playing an important role in the region's key economic sectors, including agri-food. The town is situated between the larger population centres of Grantham, Boston, Newark-on-Trent, and Lincoln, and located at a critical point on the A17 and A15 corridors. They are important distribution routes for the agricultural, food and logistics sectors and provide links to Lincoln, Newark, the Port of Boston, the Humber Ports, and the wider region.

The market town's historic core is a key asset and service centre for the wider area, providing access to retail, employment, leisure, and healthcare facilities. However, access to these services remains a challenge, particularly for those living outside of the urban area. For roughly half of the population who live outside of Sleaford, and in particular for those in smaller, rural settlements, the private car is vital for accessibility to basic services and accessing opportunities across the region. Connectivity by public transport from more rural parts of the network remains limited, affecting access to services and opportunities. This has a disproportionate impact on more deprived parts of Sleaford and those who do not have access to a vehicle.

Consequently, an opportunity exists to enhance travel choice across the study area and improve access to central Sleaford, supporting the local economy and its future plans for housing and economic growth.



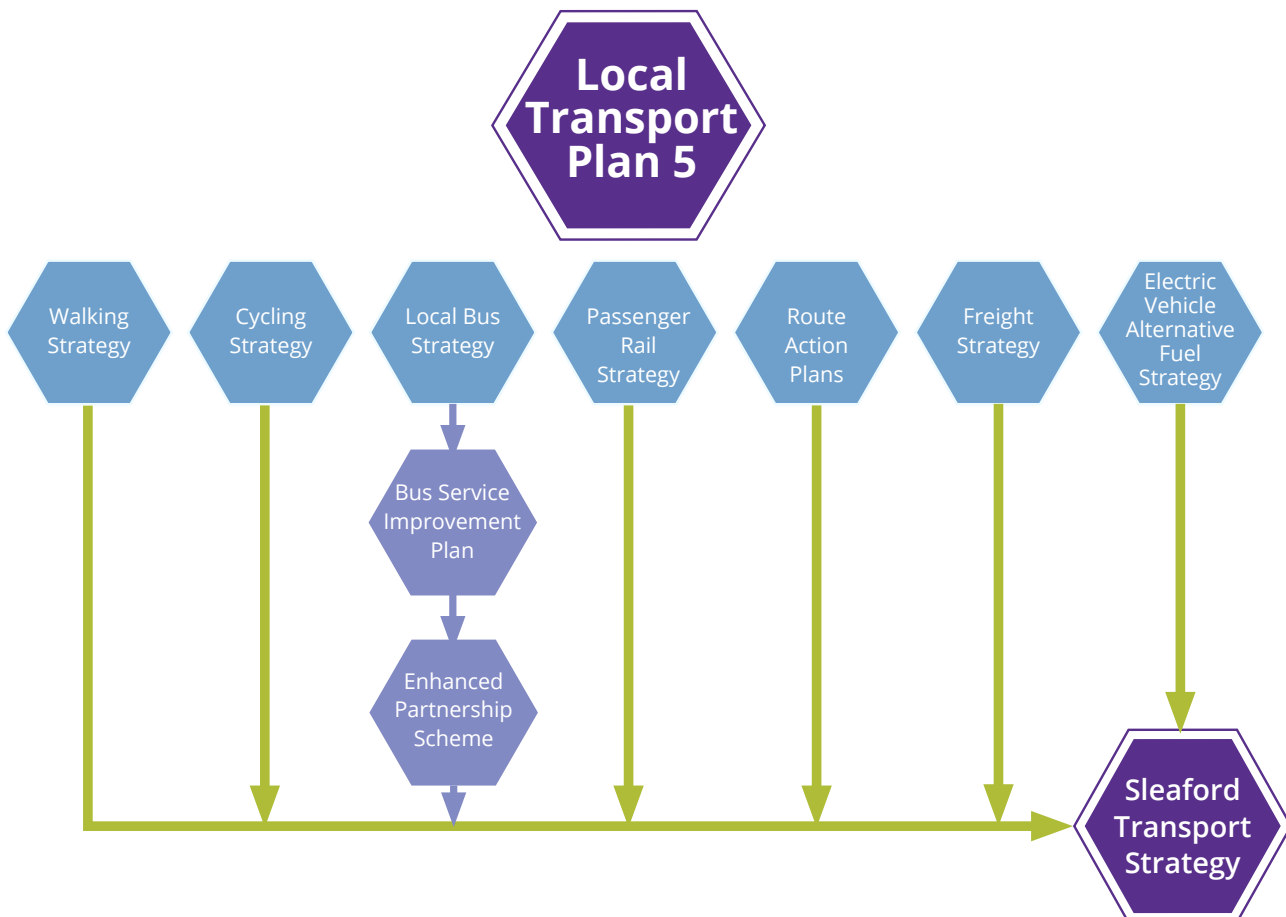
# Understanding Sleaford



## Purpose of the strategy



The purpose of the transport strategy is to help develop and provide a transport system within Sleaford that helps residents, visitors, businesses and organisations meet their daily needs now and over the next 15 years. It will be consistent with, and support, the county council Corporate Plan, The Green Masterplan and Local Transport Plan 5.



As we all continue to adapt and change in response to a range of societal and environmental issues such as climate change, the transition to net zero carbon emissions and the COVID-19 pandemic recovery, there will be a range of challenges that the transport strategy will help the town and the wider area to meet. These include:

- Supporting Sleaford's key economic sectors including agri-food by increasing the resilience of the transport network
- Supporting the planned housing and economic growth in the study area, including the delivery of the Sustainable Urban Extensions
- Providing more travel choice and maintaining an inclusive and reliable transport network across the urban and more rural areas, that supports all of Sleaford's communities and businesses
- Successfully meeting the different and changing travel demands across the area, including tackling how people access different activities such as employment, education, healthcare, retail, leisure and tourism
- Helping meet the significant environmental challenges resulting from the impact of travel. This includes improving air quality, protecting the town's historic centre and green spaces, and playing our part in tackling climate change, by using more sustainable forms of travel and transitioning to low emission vehicles



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

- The national and regional strategic and policy context and direction, including the net zero carbon agenda, climate change and the wider national and global trends which will have an influence on Sleaford
- The views and experiences of the public and stakeholders
- The development of Sleaford's economy and its continuing recovery from the COVID-19 pandemic
- The changing way transport services and infrastructure are provided, and the new challenges and opportunities presented by technology, especially for active travel modes
- The increasing availability of different modes of transport, as well as the need to increase opportunities to do things digitally
- The needs of central Sleaford as well as the surrounding rural areas and villages
- The different activities undertaken by people and organisations that shape the economy and communities
- The considerable future housing and employment developments planned in and around Sleaford



2

# The strategy process



## The process



The Sleaford Transport Strategy has been developed using a process that incorporates the use of policy, data and stakeholder contributions and inputs, to form the evidence to support a set of key emerging themes.

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

- The issues and opportunities to be addressed
- Where investments need to be focussed
- What outputs will be delivered
- The short to medium-term outcomes
- The overall impact of the proposals



# 3

# Informing the strategy





## Engagement, evidence and opportunities



To support the strategy, a range of engagement activities were undertaken to ensure a collaborative approach. Members of the public and stakeholders were invited to comment on transport and accessibility in Sleaford at workshops, drop-in events, and by completing a questionnaire. This helped to steer the strategy and ensured that the key local issues were understood:

- With members at key stages of the process to steer decision-making
- With key stakeholders discussing specific travel needs and modes of transport
- With wider stakeholder workshops and the general public to identify the big challenges both now and in the near future, to support the development of the vision and to identify possible options

The strategy is supported by comprehensive evidence gathering and analysis to reveal the current challenges faced by the town and surrounding area, and to gauge what they may be over the lifetime of the strategy and beyond. The data collection process has taken into consideration a number of strategies previously prepared by North Kesteven District Council, as well as their recently prepared masterplan document. The evidence has also included a range of national and regional data and information sources, traffic modelling and wider transport, economic and land use planning policy, supported by inputs from stakeholders and the public.

These processes have identified a set of key themes:

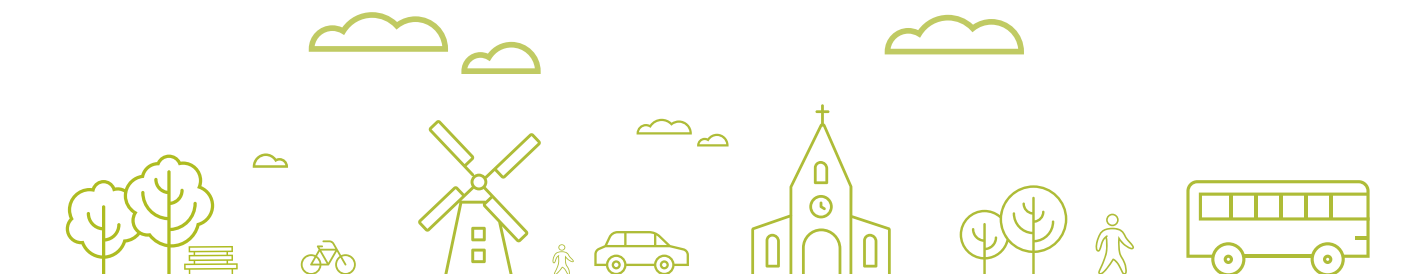
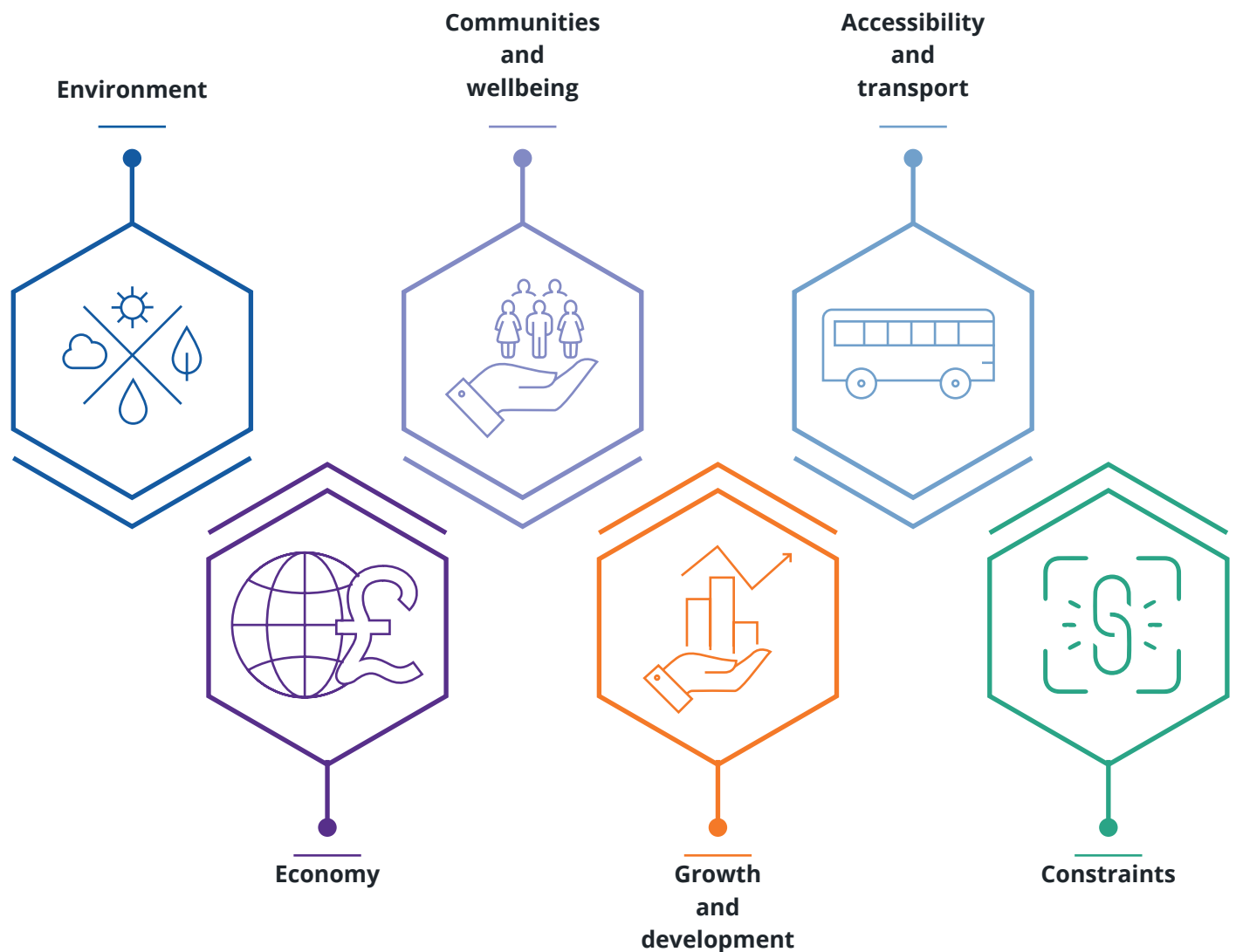


## Key themes



The challenges faced by this transport strategy reflect the changing nature and operation of a modern society, changes in the way we are choosing to travel and access our daily activities, the significant environmental challenges we are facing and the local issues specific to Sleaford.

Importantly, it also needs to reflect national and regional planning policy, which has evolved over the last few years to tackle these issues and challenges facing the UK. A set of key themes have been identified as follows:



## What are the challenges and issues?



### A focus on the environment



#### Climate change and net zero carbon

Transport will need to become more resilient when facing the challenges that climate change is bringing if it is to contribute effectively to the net zero target set out by the Government. The transport sector needs to catch-up and make significant changes to how we build our supporting infrastructure, how we power our vehicles, and how we use them. Decarbonising the transport system will involve shifting trips to walking and cycling, modernising and expanding bus network by bringing forward zero emission buses and coaches, decarbonising the railways, and phasing out petrol and diesel cars, vans and motorcycles.



#### Protecting Sleaford's historic core and green spaces

Traffic and its associated noise and pollution can have a negative impact on streets, the urban realm and historic buildings. Sleaford's historic core and heritage is an asset. However, the current levels of traffic and road infrastructure detracts from the historic environment, limits opportunities to develop it further, and makes it a less pleasant place for people to use and spend time in.

### Improving the health and wellbeing of our communities



#### Congestion and clean air

There is a clear need to reduce the negative health and wellbeing impacts that are associated with traffic and transport. Congestion has been identified as a problem in some areas of Sleaford and the associated air pollution, noise and safety problems can have a significant negative impact on health and the quality of life.

### Supporting the economy



#### Post-COVID-19 recovery

COVID-19 has had a significant negative impact on the economy and the delivery of services throughout the country, but there is an opportunity to build in some of the emerging positive and sustainable travel trends that have resulted from the pandemic. Improvements to access and transport can contribute to the economic recovery, help to improve travel choice for Sleafordians and help places become more resilient.



#### Supporting the agri-food sector

The South of Lincolnshire is an area dominated by agriculture, food production and logistics. Greater Lincolnshire's Strategic Infrastructure Delivery Plan identifies the need to continue to build on the successful food enterprise zone and develop the 'Food Valley UK'.

Sleaford acts as an important hub within Lincolnshire's rural heartland and the food enterprise zone with the A15 and A17 forming important distribution routes for agricultural, food and logistics sectors. Any operational problems on these corridors have a disproportional impact on the agri-food sector, which relies on both routes to access the strategic road network and onward connections to the international ports.

## Improving travel choice



### Car dependent community

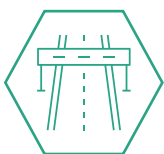
Around 85% of households in the study area have access to at least one private vehicle, substantially higher than the national average of 74%. However, opportunities brought about by economic growth need to be open to all parts of our communities, including those without access to a car. Like many rural communities in the country, Sleaford has a more limited public transport and active travel network which affects access to services, employment and education.



### Need to improve rural to urban connectivity

Access to the public transport network across the area is mixed and, although Sleaford's inter-town bus network has reasonable coverage, more rural areas are less accessible. Access to the rail network is also mixed. There are stations at Rauceby, Ruskington and Heckington but rail services to the stations are limited. Improving rural to urban connectivity is a key challenge and forms an important part of building a sustainable, inclusive and accessible Sleaford.

## Constraints



### Physical constraints

Sleaford and the areas surrounding the town contain a number of physical barriers that affect movement for those travelling to and within the town. These physical constraints include busy roads and rail infrastructure as well as the River Slea that runs through the centre of the town.



### Funding

The availability of funding is an important consideration, whether that be paying for bus improvements, upgrading the road network or providing active travel focused infrastructure. The strategy will be dependent on securing investment from a range of sources and, to successfully capture some funding types, it will be necessary to demonstrate how the proposals address the challenges identified, and how they support the national and regional strategic policy priorities.



### Uncertainty

Uncertainty is one of the most significant issues for transport. This can be related to the speed of development in new technologies, how people are changing their travel patterns and, indeed, the need to make journeys. Furthermore, the uncertainty surrounding the transition to net zero, the country's new relationship with the EU, and the continuing recovery from the COVID-19 pandemic, have made it even more difficult to predict future transport needs.



## What are the future challenges for Sleaford?



### A changing society



#### An increasing population

Population growth adds extra demand onto the network. North Kesteven's population is predicted to grow by approximately 12% by 2036 to 130,156 and, without any intervention, this growth could potentially exacerbate many existing transport problems, affecting movement in and around Sleaford.

Demographic shifts, including those associated with an ageing population, also pose future challenges for the local area. The proportion of the population that is of working age is predicted to decline. Consequently, an increasing ageing population is likely to be more reliant on less sustainable transport modes, such as the private vehicle, putting further pressure on the transport system.



#### Changing needs - access to services

The COVID-19 pandemic demonstrated that some people can work from home, at least for part of their working week, and those working patterns are set to continue for many with hybrid working becoming the new norm for some. While schools will still be the focus of learning for the youngest, digital learning may also change post-16 student travel patterns.

The ageing population will also mean there will be more need to access health and social care as the growing number of older people need support. This mean access to health and care services will be of growing importance.



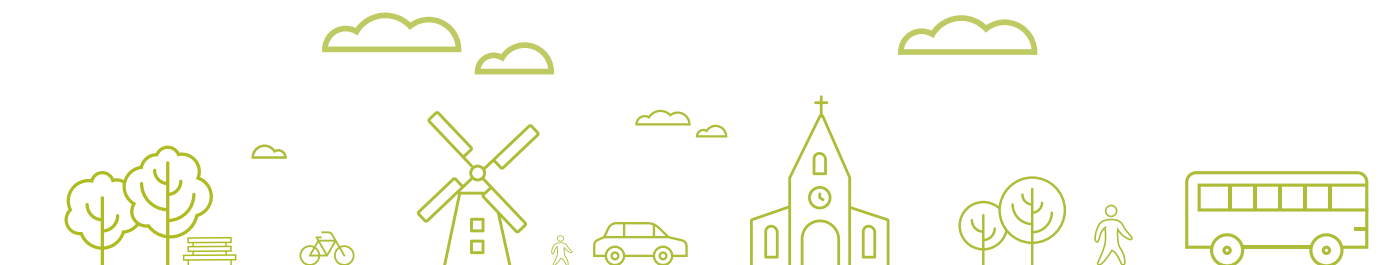
#### A changing retail sector

With the rise of online retail, there are ongoing significant changes to the retail market which will continue to influence the viability of traditional retail on the 'high street'.



#### Developing resilient communities

Developing resilient communities is a key challenge at a regional and local level. Economic 'shock' events such as the COVID-19 pandemic pose a significant threat to the economic security of the region and demonstrate how important resilience is. In particular, it is crucial to support businesses and ultimately seek economic growth. However, this must be done in a sustainable manner, and we should look to avoid a private vehicle-led recovery at the expense of the necessary carbon emission reduction as set out by net zero policy.





## Sustainable growth



### Sustainable urban extensions

The economic growth of Sleaford will, in part, be delivered through an expanding population and the delivery of new housing, including the planned Sustainable Urban Extensions. This will not only provide homes for new residents, but allows an opportunity to improve connectivity to existing communities. It will be important to support this growth with a sustainable and inclusive transport network that meets the needs of existing and future Sleaford residents. Managing travel to and from the sustainable urban extensions will need to be delivered in the context of the net zero carbon agenda and ensure that a high quality digital, public transport and active mode network is provided.

## How we travel

Transport and access are rapidly changing with key improvements providing new choices in how we move, how we power our vehicles, how we pay for journeys and whether we travel at all.



### Walking and cycling (green infrastructure network)

A focus on active travel, walking and cycling for short journeys will continue to form a core part of all transport networks. This will help to reduce traffic and its negative impacts, thus supporting healthy lifestyles.



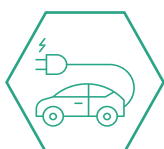
### Public or shared transport

Public and shared transport must be at the centre of transport's future, acting as the principal way to move large numbers of people efficiently and affordably.



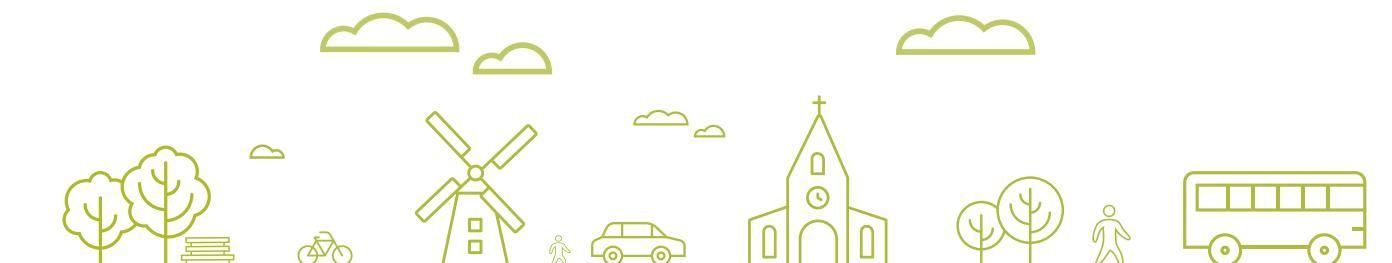
### Decarbonising transport

Transport must now play its full role in decarbonising our economy by improving access to transport modes such as active travel and public transport, supporting the increased use of electric vehicles, and taking advantage of digital connectivity to reduce the number of journeys we make.



### Future of mobility

Future mobility options provide significant opportunities to encourage behaviour change through new technologies, to improve travel by digitisation, electrification, sharing, automation, and new models of business. However, the pace of change is uncertain, and it is difficult to predict when some technologies will appear and when is the right time to adopt them.



## Improving strategic connectivity



### Access to Lincolnshire's and Sleaford's rural heartland

---

Sleaford is located in Lincolnshire's rural heartland and agri-food sector plays a key role in the local economy. Large numbers of HGVs and freight travel along its strategic corridors and maintaining access to markets will continue to be a key concern. It is crucial that the routes to the ports and international gateways remain effective. Transport and the road network will play a fundamental role in this, and is a particular concern for the agri-food sector, where just-in-time production and the timely transportation of goods is vital.



### Freight

---

The A17 and A15 will continue to be important corridors for Lincolnshire's industries, and it will be a continuing need to ensure that they operate efficiently and effectively. The growth in online retail is resulting in an increase in home deliveries of parcels, groceries and hot food. This is having a very specific impact on travel with a rise in van traffic on local roads.



## 4

# What does the strategy aim to achieve?

The process to prepare this Sleaford Transport Strategy has been driven by a clear objective to provide a coherent vision for mobility and transport across the study area up to 2036.

The strategy considers all accessibility needs in the study area and will provide a framework for dealing with the key local and wider challenges and changes which will impact on the area over the coming years.

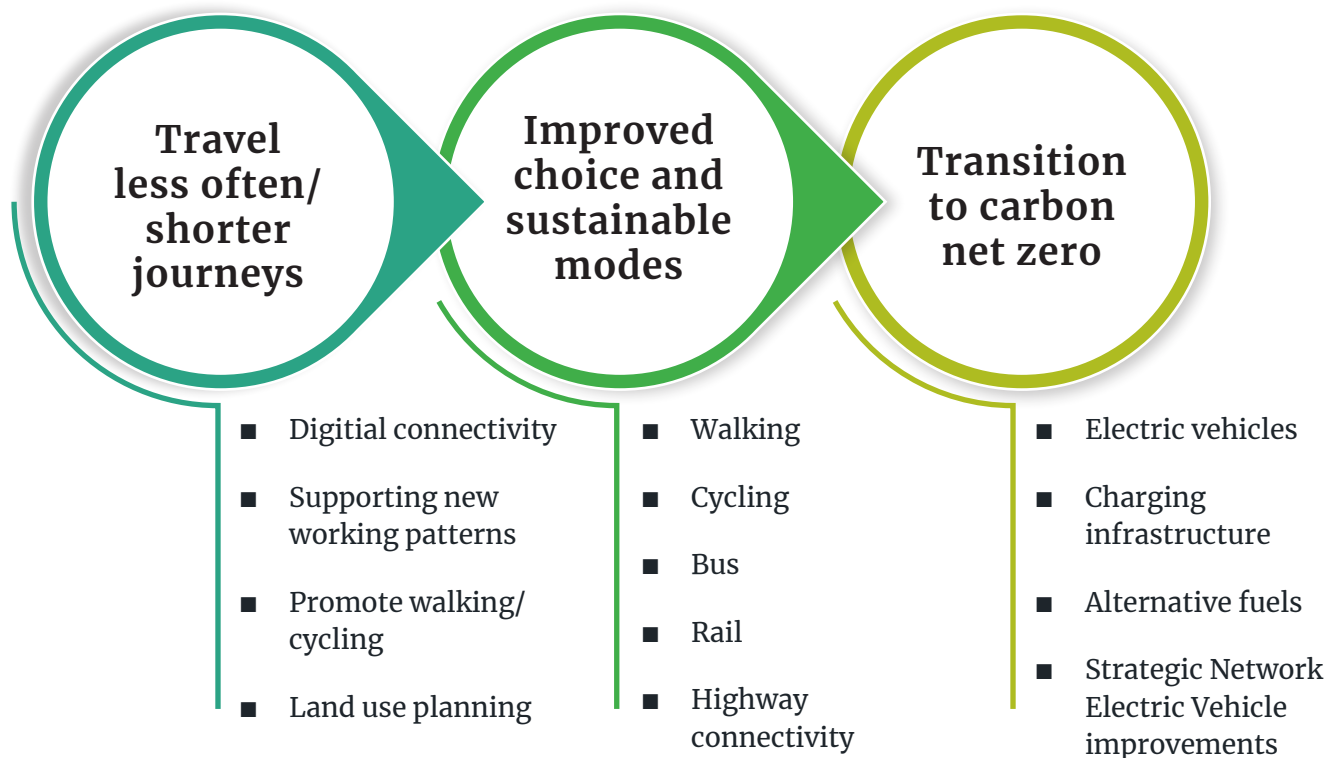


## A future ready and sustainable Sleaford



The primary purpose of this strategy is to make travel within, through and around Sleaford inclusive and sustainable, encouraging people to walk and cycle for short journeys and increasing the use of shared and public transport when they need to travel further.

A major aim of the strategy is to promote new 'future ready' travel approaches to Sleaford both now and over the course of the strategy period, improving choice whilst also monitoring how new technologies are changing travel around the country and how this may affect the town. When car travel is necessary, the transport strategy aims to encourage the uptake of low emission vehicles whilst also making journeys safer and more reliable. The three priorities of interventions are shown below:



This future ready and sustainable approach will help to support the growth of the town, make its economy stronger and more resilient, and its communities more vibrant, healthy and inclusive.

A vision for accessibility and transport in and around Sleaford has been developed for the period up to 2036.



## Vision and objectives



This provides direction for the strategy and considers both current and emerging future trends in digital communications, travel and mobility that are likely to be seen over the next 15 years. The transport strategy's priorities include:



### Future ready

Inclusiveness (supporting all communities across all areas covered by the strategy) is at the heart of the vision, supporting everyone and all organisations to access their daily activities and needs. Central to the future ready vision are walking and cycling, as well as shared trips and public transport, relating to both traditional forms of public transport and new advances in more flexible transport opportunities, where vehicles and services are shared;



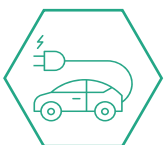
### A vibrant market town

A thriving agri-food market town, supported by improved public transport, walking and cycling infrastructure across the town, providing access to the town centre, business parks, the two sustainable urban extensions and with connections to the surrounding villages;



### Maximising assets and sustainable travel

The area will benefit from expanded high quality active travel networks and enhanced public transport infrastructure, creating a 'people-centric' environment. Advances in mobility enabled by new technologies and digital connectivity will improve access to opportunities and services, improving the vibrancy, health and wellbeing of the town and supporting the transition towards low carbon transport; and



### Net zero carbon

In line with national policy, the transition to low carbon transport will continue to accelerate. This will not only focus on the role of digital, active travel, public and shared transport schemes but be underpinned by a behaviour change shift and complemented by an improved range of travel choices. With the 2030 ban on new petrol and diesel vehicles in place, the electric and alternative fuel infrastructure and services, required for the transition to low emission vehicles, will form an ongoing priority.





## The vision strapline



Sleaford...a vibrant, connected and inclusive market town. A thriving agri-food market town, supported by improved public transport, walking and cycling infrastructure in the town centre and connections to the surrounding villages and the two sustainable urban extensions.

The area will benefit from expanded high quality active travel networks and enhanced public transport infrastructure creating a 'people-centric' environment. Advances in mobility enabled by new technologies and digital connectivity will improve access to opportunities and services, improving the vibrancy, health and wellbeing of the town and supporting the transition towards low carbon transport.



## The vision statement



“By 2036, Sleaford will have a vibrant and resilient high street. The emphasis on walking and cycling within central Sleaford has created a ‘people-centric’ environment that has enhanced access and movement within the town.”

“Improvements to Sleaford Rail Station and the local bus network has improved connections to the surrounding villages and regional centres, providing greater travel choice and enhancing access to key services and opportunities. The delivery of the two sustainable urban extensions has also been supported by strong digital connectivity, extensive walking and cycling networks, fast and reliable passenger transport services to support more sustainable travel choices, and reduced urban traffic. The wider area has also benefited the roll out of electric and low emission charging infrastructure which has helped the transition to low emission vehicles.”

“The strategic network, both road and rail, continue to play an important role in the local and regional economy, with the A15 and the A17 continuing to form key routes for Lincolnshire’s priority economic sectors, including the agri-food industry. To support these journeys, the road network has been equipped with the infrastructure and innovative technology to help travel become more efficient and greener.”





## The objectives



Objective theme	Objective
<b>Health and wellbeing</b>	◆ To enhance the health and wellbeing of Sleaford through improved air quality (carbon monoxide, nitrogen dioxide and particulates), reduced traffic noise level and increased physical activity and safety.
<b>Thriving high street</b>	◆ To support the development of a thriving and vibrant high street and town centre through improvements to the walking and cycling network, and the urban realm.
<b>Sustainable Urban Extension delivery</b>	◆ To support the delivery of new housing and employment sites, including the sustainable urban extensions, through integrating sustainable travel infrastructure and delivering strong digital, walking and cycling and passenger transport connectivity.
<b>Protecting heritage</b>	◆ To protect and enhance the historic and cultural environment of Sleaford including supporting an improved public realm.
<b>Climate change / net zero</b>	◆ To support the net zero carbon emission reduction targets by limiting the impact of travel and providing the infrastructure to increase the numbers of people walking, cycling and travelling by public transport.
<b>Active travel, natural environment and open space</b>	◆ To enhance the health and wellbeing of communities by establishing and promoting walking and cycling within the strategy area for shorter trips and leisure purposes, the creation of green corridors and improving access to green space.
<b>Future mobility ready</b>	◆ To prepare the strategy area for the transition to low emission vehicles including the use of electric vehicles and alternative fuels, shared and connected mobility as well as the business models that support them.

**Strategic highway connections**

◆ To ensure Sleaford’s key strategic links, including the A17 and the A15, operate efficiently and effectively and continue to support the areas key economic sectors including agri-food.

**Economy**

◆ Strengthen Sleaford’s position as a key market town by improving strategic connectivity, public transport connectivity and network resilience.

**Rural to urban connectivity**

◆ To increase accessibility of the town centre and rail hub by increasing multi-occupancy, shared mobility, local bus and passenger transport options.

**Customer focused / improved choice**

◆ Promote technologies that help to improve travel choice and access to alternative modes of transport.





# 5

# Defining the strategy



## Delivering a comprehensive strategy for accessibility



The focus of this strategy is on accessibility and inclusivity, ensuring residents, visitors and businesses are connected to employment, services, and leisure facilities via more sustainable transport modes. The strategy aims to improve connections within the town and village centres, as well as between them. Crucially, this will tackle the identified problem of isolation amongst some residents who are currently unable to access Sleaford, and many local services, from the surrounding villages.

The strategy aims to deliver this set of objectives, whilst addressing the significant local and national challenges relating to the climate change agenda. The proposed shift toward sustainable transport modes and low carbon travel, supports the vision whilst responding to these challenges, ensuring Sleaford is future ready and climate resilient.

To facilitate the modal shift that underpins the context of the strategy's vision, sustainable modes need to become an attractive alternative. A comprehensive and integrated public transport and active travel network will dramatically improve the experience of these forms of travel, improving choice and increasing connectivity. It recognises the continued importance of the road network, whilst also acknowledging the potential of digital connectivity to access employment and services, thus eliminating the need to travel all together.

Up and coming shared modes, such as car clubs and e-cargo bikes, are proposed in instances where the strategy aims to provide people and businesses with greater travel choice and flexibility. Capitalising on these new technologies now will make sure that Sleaford is future ready.



## Delivering for the current and future population







As highlighted in this strategy, a number of local, national and global factors have been identified that are expected to have a significant impact on the provision of transport across Sleaford up to the year 2036. This includes the significant population growth that is projected across the region, the changing way we access services and employment, and the need to deliver sustainable and inclusive communities.

Transport will have an important role to play, and the strategy aims to provide the framework to help the transition and support Sleaford adapt to these changes.

This strategy will monitor these trends and adopt those which are appropriate for Sleaford, to ensure an efficient transport network for all. The strategy aims to support the need for sustainable growth with a core focus on improving accessibility and inclusivity, for current and future generations, including residents, workers and visitors.

### Future population and behaviour change

-  Considerable population growth in and around Sleaford between now and 2036 and with a likely increasingly ageing population.
-  Major development planned for Sleaford over the next two decades, including business and major housing growth.
-  Significant travel behaviour changes prompting alterations to the demand for travel, new technologies and new ways of purchasing and paying for mobility.
-  Working to increase choice, resilience and flexibility on the transport network.





## Need for change and defining the priorities



There is a clear need for change, and a hierarchy for investment, which considers behaviour change and sustainable travel a priority. The priorities for Sleaford will include providing infrastructure to reduce the impacts of travel and taking advantage of the advancements in digital technology, which have become prominent through the pandemic, to increase access to services and opportunities.

The strategy also aims to increase the attractiveness of active travel and public transport to provide a valid alternative to private vehicle use. The key to this will include improving safety, reliability, frequency, costs and infrastructure.

Active travel, particularly walking and cycling, will be encouraged especially for shorter trips. These modes are effective at reducing emissions from transport, helping to improve health and wellbeing, and supporting the delivery of people centric places. It will also be critical in supporting the transition to low carbon.

Public and shared transport is to be promoted for longer journeys. Improving reliability and frequency will be key, particularly across the more rural parts of Sleaford, helping to increase travel choice and inclusivity.

The strategy also recognises the importance of the road network and the need to make it as efficient as possible, supporting the transition to electric and other low emission vehicles and mitigating against the impacts of road travel.

### Accessibility hierarchy



#### Improving travel behaviour

Helping to provide greater choice in meeting daily activities from home without the need to travel, including hybrid / home-working. When people do need to make journeys, influencing where these are from and to, so that the distance travelled is reduced.



#### Promoting active modes

Making cycling and walking the preferred option for shorter journeys by considerably improving infrastructure, including the use of up-to-date active travel technologies.



#### Encouraging shared and public transport use

Encouraging existing and new forms of public and shared transport for longer distance journeys by providing priority measures, and increasing frequency and level of service.



#### Mitigating the residual impacts of traffic and improving the efficiency of the road network

Supporting the transition to electric and low emission vehicles and mitigating the impact of road travel.



# 6

## The strategy

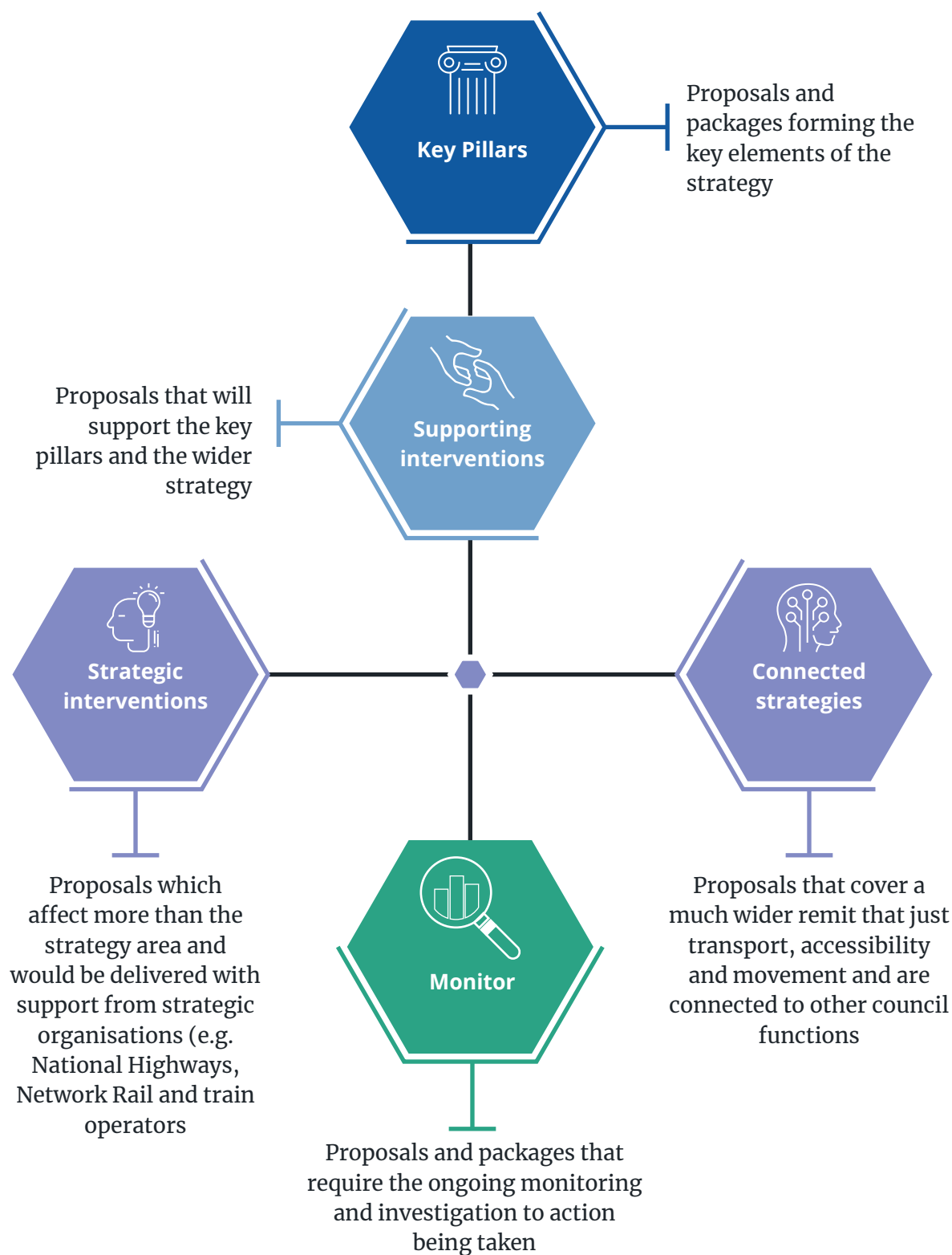
By prioritising active travel, promoting shared and public transport, and mitigating the impacts of traffic, we will support a strong and thriving economy, protect and enhance the wellbeing of communities and help to improve the environment.



## Strategy components



The strategy and the proposals identified to deliver the vision and objectives are structured under several different themes, that when brought together, will help to deliver the strategy's aims:





# 7

## Interventions



## Key pillars



The key pillars of the strategy are the interventions which will form the priority infrastructure, service and policy interventions. These will provide the key plans to support the delivery of the vision and objectives.

### Sleaford cycling and walking network plan package



#### Providing a comprehensive cycling and walking network for Sleaford

This package aims to take forward the three priority routes identified in the Sleaford cycling and walking network plan. This includes delivering cycle and pedestrian priority junction and link improvements, such as 'toucan' crossings and segregated cycle lanes, on the following routes:

- Cranwell to the town centre via Lincoln Road
- Ruskington to the town centre via East Road
- Silk Willoughby to Sleaford West Sustainable Urban Extension via London Road and Castle Causeway

This will provide the high-quality infrastructure to encourage people to walk and cycle, increasing choice and improving access to central Sleaford. Combined with the need to consider implementing up-to-date cycling technologies in the strategy area, it will help enhance the public realm, increase safety, improve local air quality, reduce congestion, tackle climate change, improve access for those with no car, and improve personal health.

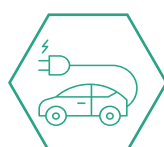
### Bus service reliability



#### Improving the reliability of bus services running along congested routes

Buses in Sleaford can get stuck in traffic on congested routes into the town centre, such as on Boston Road, London Road and Grantham Road. Bus priority measures on these roads would make bus travel more appealing, increasing travel choice and reducing car travel. This will help address congestion, poor air quality and the lack of access for those without a car.

### Electrification package



#### Decarbonising our vehicles

Decarbonising travel and transport is key to tackling climate change. The transition to electric vehicles is gathering pace and the strategy aims to support this by:

- Developing an electric vehicle (EV) charge points strategy for the study area and launching an EV campaign to publicise the changes
- Requiring EV charging points to be included in all new developments within the study area which provide car parking
- Converting public sector fleets to electric

- Providing EV charging only bays at car parks in the town centre
- Installing EV charging points at all taxi ranks within the study area and supporting the transition to EV taxis

## Local bus improvement package



### Increasing the frequency of services

Bus frequency in the study area is currently very low, with the most frequent services being two an hour. This affects bus patronage and discourages people from using local bus services. More frequent, later running, and Sunday services will make bus travel across Sleaford more appealing, helping to address congestion and a lack of access for those without a car.

The package will include:

- Increasing the frequency of bus services from Sleaford to neighbouring towns and villages
- Services in the strategy area to run later in the day
- Introduce bus services to run until 10pm and on Sunday for some existing services to Lincoln, Grantham, Newark and Boston
- Introducing a new bus route to link future Sleaford West Quadrant Sustainable Urban Extension with the town centre
- Synchronising local bus timetables with departures and arrivals from Sleaford rail station
- Draft a Sleaford community bus and coach management strategy to assess the needs of the community, and prepare a structured plan to improve bus and coach accessibility

## Local bus infrastructure package



### Upgrading buses and local bus stops and infrastructure

This package focuses on three aspects: bus quality, bus accessibility and vehicle emissions.

Improved facilities on buses and at bus stops, such as electrical device charging ports and timetable information, will increase the appeal of buses and help to boost their use.

Getting the bus can also be challenging for those with mobility and visual impairments. Ensuring step-free access onto all buses and having audio announcements of stops would address these challenges and improve disabled access.

Finally, converting bus fleets across the area to low emission or electric will deliver a future ready service and support the wider net zero carbon emission strategy.

As part of this package we will look to:

- Improve local bus stops by improving waiting facilities, maintaining timetable information at bus stops and providing real-time information via a smartphone 'app'
- Improve the quality of all buses running through Sleaford, supporting the transition to low emission and electric vehicles
- Ensure there is disabled access on buses

## Demand responsive transport



### Increasing the number of CallConnect vehicles operating across Sleaford

CallConnect buses currently provide a vital service for those who do not have a regular bus nearby, especially in more remote areas of Sleaford, but the current small supply of these buses, combined with the high demand for them, means users can have to book weeks in advance. Increasing the supply of these buses will help to cope with this demand. Any changes, however, need to be made while taking into consideration the local bus improvement package.

## Traffic management package



### Managing the impact of traffic

This package includes the options:

- A banned turn from the A15 Sleaford bypass to Drove Lane for motor vehicles
- Implement a no-loading ban on South Gate for all vehicles between the hours of 7am to 9am and 5pm to 7pm
- Partial pedestrianisation of South Gate to allow access for deliveries and buses but reduce the impact of general traffic on other road users, reducing pollution and noise levels and improving safety for cyclists and pedestrians

Drove Lane is a narrow, single lane road, currently unsuitable for high volumes of car traffic. However, it is used by drivers wanting to avoid town centre traffic. Preventing this would improve noise and air quality in the area and make the road more suitable for walkers and cyclists. It is important to do this before the development of Sleaford West Sustainable Urban Extension, which would further increase traffic in the area.

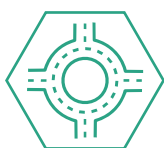
The loading bays on South Gate can cause congestion by allowing people to drive and stop their cars on the high street where they would otherwise park slightly further away and avoid the high



street entirely. Preventing this at the busiest times would reduce congestion in the town centre.

Partial pedestrianisation of South Gate has the potential to reduce traffic and improve pollution, noise levels and safety on South Gate whilst lowering traffic levels on roads feeding into South Gate, such as Grantham Road and London Road from the West, Boston Road westbound from the east and along East Gate and Carre Street from the north. Improvements to the South Gate level crossing can also help to improve highway conditions for pedestrians and cyclists in the town centre, and enhance their access across the rail line.

## Junction improvement package



### Optimising traffic flow in Sleaford

Pinch points and locations where congestion is a real problem have been identified across the road network. This is forecast to worsen due to the increased future traffic demand, resulting in:

- Slower and less reliable buses, which discourages their use
- Delayed goods vehicles making deliveries, which has a cost to the economy
- Vehicles delayed in congestion release more polluting emissions, which results in poor air quality. This has a subsequent impact on public health

As well as rebalancing travel to more sustainable modes, we will also review all of the pinch points and problem junctions across Sleaford to assess if remodelling or signal changes would improve traffic flow.

## Parking package



### Streamlining car parking in the town centre and on key routes

Motorists choose to drive into the centre based on the availability and cost of parking near to key destinations. The location of car parks can contribute towards congestion in the urban area due to the circulation of vehicles. More widely, traffic impacts on the quality and appeal of the streetscape and contributes towards noise pollution, carbon emissions and poorer air quality. These issues can be detrimental to people's health and may restrict the appeal of Sleaford for visitors, which is damaging for the local economy.

This package proposes to:

- Develop a Sleaford car parking strategy
- Robustly enforce on-street parking on Grantham Road within the study area to prevent cycle lane blockages
- Ban parking outside schools in Sleaford which currently do not have a ban
- Implement mobile parking payments at all car parks within the study area

## Supporting interventions



### Active travel package



#### Extra support for walking and cycling in the study area

This package aims to support the cycling and walking network plan by providing additional routes and infrastructure. This will ensure maximum use of the network.

Interventions include:

- Feasibility study to investigate speed reduction projects in Sleaford, Ruskington and Silk Willoughby to improve safety and access conditions for pedestrians and cyclists
- Improved shared-use links east of Holdingham Roundabout to improve walking and cycling access
- New walking and cycling route from Leasingham to Cranwell
- Improving walking and cycling wayfinding to Sleaford Town Centre from: Rauceby and Greylees via Rauceby Drive and Grantham Road; Ruskington via Sleaford Road and East Road; Cranwell and Leasingham via Sleaford Road and Lincoln Road; and Heckington via A17 and Boston Road
- Making the cycle path on Pride Parkway continuous
- Improving the quality of the cycle path on Grantham Road from the town centre to A15 roundabout in line with the Government's LTN 1/20 guidance
- Installing secure cycle parking at key locations in the town centre

### Low traffic neighbourhoods, ensuring that there is a consistent standard of lighting, cctv, and bins across the town centre.



#### Reviewing the feasibility and appetite for low traffic neighbourhoods

Certain residential roads can be used for 'rat-running', creating an unpleasant experience for residents of these roads and making cycling and walking difficult. Installing modal filters on these roads prevents this and discourages car use for residents, encouraging them to cycle and walk where possible.

Feasibility tests would include a consultation process to capture resident's views, and an assessment of those areas where Low Traffic Neighbourhoods could be beneficial.





## Education Package



### Encouraging sustainable school travel

The 2019 National Travel Survey found that 35% of pupils arrive at school by car in the UK. This is likely to be higher in Sleaford due to the car dependent nature of the area.

Most journeys to schools are short distance journeys, but many are still made by car. These journeys contribute towards high traffic levels across the town which leads to congestion. Vehicle dominated routes contribute to carbon levels and other harmful emissions, which cause climate change and health issues. Traffic activity and parking around schools at pick-up and drop-off times also creates safety issues. In conjunction with the parking package described above, this package will look to identify and tackle parking issues associated with school trips, especially on Eastgate.

This package will look to implement travel plans for all schools within Sleaford. These would monitor school travel and encourage it to be via sustainable modes. To support travel by bike, this package also proposes initiating cycle training at all schools in the study area.

## Behaviour change package



### Encouraging sustainable travel

Some residents may be unaware of the health and wellbeing benefits of walking and cycling. Promoting of the benefits set out in this transport strategy via an advertising campaign would increase the levels of active travel in the study area.

Equally, some residents may be willing to cycle but may never have had the opportunity to learn. This package proposes funded cycle training for adults in Sleaford.

As part of this we will look to:

- Promote adult cycle training in Sleaford
- Launch a behaviour change campaign in Sleaford aimed at increasing walking and cycling levels, with close cooperation with Public Health England
- Launch a road user education campaign to improve safety within the strategy area for pedestrians and cyclists in particular



## Quiet lanes



### Protecting the countryside and our green spaces

Rural roads are ideal for cycling, walking, or horse-riding, but due to their low congestion rates, lack of enforcement, and traffic calming measures, they can be hotspots for vehicle speeding. Quiet lanes aim to combat this by putting in soft measures, such as signs and lower speed limits. The package will look to implement a network of quiet lanes, improving safety and access to green spaces.

An analysis of speeding issues and consultation with local residents would be required to determine the location of where speeding hotspots exist.

## Freight and deliveries package



### Reducing the number of goods vehicles in the town centre

The change to the retail sector and the rise in online shopping has led to increases in the number of good vehicles and vans in our urban areas. This contributes towards congestion, as well as impacting the streetscape and urban environment.

Whilst deliveries are essential to the local economy, we recognise that this needs to be managed and made more efficient.

This package proposes two measures to manage the impact of goods vehicles on central Sleaford:

- Installing delivery lockers in Sleaford at the train station, supermarkets, and other key locations, to be used by all couriers. This also promotes more sustainable use of online retail. Providing centralised locations reduces the need for goods vehicles to make multiple trips to individual addresses
- Introducing HGV restrictions in the town centre. Prohibiting HGV's on South Gate and Carre Street at certain peak times would improve the local environment and safety whilst still allowing deliveries at quieter times

## Speed limit review



### Improving road safety

Higher speeds cause an increased severity of collisions. Indirectly, this danger also makes cyclists and pedestrians less likely to share the road with drivers, lowering the mode share for non-motorised users. Additionally, the faster a car goes the more noise it emits, meaning roads with higher speed limits are unpleasant to walk along.

A review of all speed limits within the study area would start by identifying those roads with a high incident rate and those which have the potential to be shared by more non-motorised users. The speed limit of the road would then be assessed and adjusted if necessary.

## Sharing package



### Hire a bike or scooter in Sleaford

This package aims to increase travel choice and encourage a shift away from private vehicles by implementing an electric scooter, bike, and cargo bike hire scheme in the study area.

E-scooters and bikes are a form of micro-mobility and address the 'last-mile' challenge, where someone may travel into town easily but struggle to complete the final leg of their journey by walking. These modes of travel provide a convenient and efficient way of making this journey. In essence, e-scooters and bikes are useful for completing short-distance journeys.

Cargo bikes are also a convenient and cost-effective way of delivering goods over short distances and can help to reduce the reliance on private vehicles.

## Ride-sharing



### More taxis across Sleaford

Ride-sharing platforms, such as Uber, provide users with the ability to travel door-to-door with full flexibility. They can be used to fill in the gaps where it is not possible to take public transport, providing a great deal of customer choice. This mode also gives those unable to drive a car a greater degree of access to amenities.

Across Sleaford, residents have stated that they are often unable to find a taxi, so we will aim to encourage more to the area addressing this challenge and improving access for all residents.

## Electric vehicle car sharing/car clubs



### Making cars in the study area more efficient

Owning a car can be needlessly expensive for those who do not need to use one frequently. Car sharing and car club schemes provide an alternative to this by providing members with flexible access to a car.

On average, private cars are parked 95% of the time, requiring a vast amount of parking space to store them. Sharing cars allows for the car to be used more often and parked less, freeing up some of this parking space.

A car club being exclusively EV or using alternative fuels such as hydrogen has all the additional benefits of reduced emissions, i.e., improved local air quality, improved public realm, and reduced climate change.

We will work with industry partners to increase the number of EV and alternative fuel car clubs and car sharing schemes across Sleaford.





## Travel plans



### Influencing and supporting individuals' travel behaviour

Travel plans allow workplaces and other venues to take stock of how people travel, and support the transition to more sustainable modes by introducing new measures. Rebalancing towards sustainable transport has a multitude of benefits such as reduced congestion, improved environment surrounding the workplace, and a healthier, more productive workforce. We will work with workplaces and venues across Sleaford to introduce a package of travel plans to manage travel across the area.

## Highway maintenance package



### Ensuring a well-maintained highway network

This package includes developing a highway condition and maintenance strategy for the area and assessing the impact of roadworks in the study area.

Poorly maintained roads can be unsightly, uncomfortable for road users, damaging to vehicles, and sometimes dangerous, such as when avoiding potholes.

The highway authority has a statutory duty to maintain its highways, and this requires regular reviews of the network and responding to any road damage. To help, we will develop a highway maintenance strategy that will set out how we plan to review, respond to and address any urgent issues.

However, any resulting road works must take care to not cause undue delays by blocking more road than necessary, not providing an adequate diversion, taking longer than necessary, or being at inconvenient times. A study which assesses the impact of roadworks in the area would be required to identify what issues an area is currently facing with regards to roadworks and suggest how to deal with them.



## Road signage review



### Clear signage across the study area

If signage is not clear drivers may not take the best route to their destination and may not understand the rules or restrictions in place on a certain road, risking safety and optimal road functioning. In addition to this, drivers may pay less attention to the road if they are trying to understand confusing or covered signage.

We propose to review all road signage in the study area to ensure all existing signage is necessary, beneficial and in good condition, and to identify gaps in signage and install more where appropriate.

## Equestrian routes strategy



### Promoting safe, comfortable, and convenient travel by horse in Sleaford

A barrier to horse riding can be a lack of appropriate bridleways and other routes suitable for horses.

Encouraging horse riding by developing a robust equestrian routes strategy will have a multitude of benefits:

- More people horse-riding, a low-carbon activity which is beneficial for health and wellbeing
- Raising the profile for the area as being good for horse-riding
- More residents horse-riding and visitors coming to the area for horse-riding will boost the economic performance of equestrian businesses, which in turn will stimulate the local economy





## Strategic interventions



### Sleaford interchange



#### A multimodal mobility hub for Sleaford

Transport interchanges are central hubs which form the beginning, middle and end of many trips. This allows for hub-and-spoke style journeys where users can access a wide variety of locations via one central hub.

The plan is to upgrade Sleaford rail station to a mobility hub. This would include expanding the train station area to incorporate an improved bus facility, increased cycle parking, cycle hire, and EV charging, on top of public realm improvements in and around the station.

This has the benefits of providing a central hub for accessing all parts of Sleaford and beyond, and a wider mode choice, allowing more journeys to be by more sustainable modes.

### Rail station improvements package



#### Improving the facilities and disabled access at Sleaford rail station to encourage use and improve accessibility

This package proposes upgrading Sleaford rail station by ensuring it is well lit in the evenings, with waiting rooms on both platforms and regularly cleaned toilets which are always available during opening hours. The package also proposes installing step-free access over the railway by exploring opportunities to work with partners to improve crossing of the railway.

A station with poor facilities discourages use of rail and makes the user experience worse, reducing the potential for repeat trips. A station which is poorly lit with poor access to toilet facility can deter people from using the rail network, especially for those who require more frequent access. A lack of waiting rooms can make waiting for trains an uncomfortable experience for all but can also discourage rail use from more vulnerable members of the community.

For those with mobility disabilities, a lack of step free access over the tracks can cause considerable accessibility issues at Sleaford rail station. This reduces autonomy for vulnerable users and forces them to rely on prior arrangement with staff to be helped across a nearby foot crossing (only available between the hours of 7:00-13:30 Monday-Saturday). This can be stressful for many disabled people and can mean they resort to taking another, less sustainable mode at best or be isolated at worst.





## Public transport ticketing package



### Vision for a county-wide, affordable, integrated public and shared transport ticketing system

The existing transport system operating in Sleaford is not fully integrated. Different modes and even services are operated by different companies, each offering different ticketing products. Multi-modal journeys are complicated and often expensive and there is currently little choice of payment method available despite the continued shift towards cashless payments.

A fragmented and expensive system adds a level of complexity which is not easy for some potential users to understand and may discourage customers from using public transport. As a result, some potential users choose to travel by car. This contributes towards high traffic levels across the town and congestion.

For people who do not have access to a car, poor access to sustainable transport limits travel opportunities to employment, social and leisure activities.

To combat this, we will work with partners and providers to look at options to improve ticketing, this could include:

- An Oyster Card-style season ticket for all modes within the study area, managed online and through a smartphone app. All modes could be included, such as car sharing, bus, train, and cycle hire
- A London-style set bus fare: £1.55 for unlimited journeys within one hour
- London-style fully integrated contactless ticketless payments across all rail, bus, and cycle hire services, whereby you use your phone/credit card to 'scan in' on a bus/train/bike, 'scan out' when your journey is completed and are charged automatically at the end of the day

## Rail service improvements package



### More trains for the study area and a better-quality service

Rail mode share in the study area is very low, with 0.3% of commuters getting to work by train. This is despite there being four rail stations in the area, strategically located in areas of dense population. The infrequency of services and lack of services during certain times act as a barrier to people using rail. Sleaford has one train to Lincoln every one to two hours Monday-Friday, fewer on Saturdays and none on Sunday.

The introduction of more frequent, later running, and Sunday services would help to increase mode share for rail and decrease it for private cars.

We will look at options and measures to improve the quality of these trains. Increased capacity and more cycle spaces would further increase the attractiveness of rail travel and help to increase mode share.

## Connected strategies



These are the options that cover a much wider remit that require support from other council functions, such as land use and digital.

### Sleaford 30-minute rural community strategy



#### Rural transport solutions

The low population density of Sleaford and its surrounding areas presents unique issues which more densely populated areas do not face:

- Limited accessibility to services resulting in inequity of access to opportunities for those without a car
- Non-existent or poor-quality infrastructure for walking, and cycling in many areas
- Social isolation and loneliness due to poor transport services for those without access to a car

To combat these issues, we propose to look at a new concept that considers the benefits of developing a '30-minute Rural Community Strategy'. It covers a wider remit than just transport and is based on the idea that everyone in the strategy area should be able to access key amenities and opportunities within 30 minutes via sustainable modes. This would be achieved by the following three principles:

- Improve the baseline level of social land community infrastructure in rural parts of Sleaford to maximise 'day to day' opportunities across their diverse population, using clusters of settlements working together as an eco-system rather than individual settlements
- Localise the layer of social infrastructure, through community / public / third sector partnerships, to maximise the potential to capitalise on fixed, moving and human resources
- Improve physical and digital access, and energy provision to the next layer of services, that are not available to those community 'clusters', by improving connectivity to local market towns and cities

## Sleaford access to green space strategy



### Improving green space

Access to green space has a multitude of benefits, such as an enhanced local environment and a healthier community. However, there are barriers to achieving these benefits:

- There may not be enough green spaces in an area
- The existing green spaces may not be inclusive and equitable, they may not be well maintained, or they may be under threat from development
- Urban public streets and other places may be devoid of green space or other green infrastructure
- Transport links to green spaces may be poor

A Sleaford access to green space strategy would assess if any of the above barriers apply to Sleaford and to what extent and suggest ways to address this.

## Digital package



### Improve the digital offering for Sleaford

Being a relatively rural area, Sleaford has pockets of poor access to the internet, both via broadband and mobile networks. The area is yet to receive any 5G coverage, with the closest 5G connection being in Grantham. 41% of the area has access to ultrafast broadband, compared to 58% nationally.

Improving internet access, along with providing guidance on how best to utilise this via a digital strategy, will have a multitude of benefits. These include faster speeds for social networking, entertainment, and working, improved opportunities to work from home. This will reduce strain on the transport network, and the digitisation of local businesses, allowing them to be more competitive.

We will continue to support the work already completed across Lincolnshire and aim to:

- Support the council to roll out 5G infrastructure in the study area
- Develop a digital strategy for Lincolnshire
- Improve and expand Council services available online



## Land use package



### Reducing the need to travel

This package is composed of two options:

- Develop policies within the strategy area to allow more residential developments in the town centre
- Encourage more amenities to be built within new and existing residential developments

Having amenities close by, either by living in a densely populated area, or by having amenities in less densely populated areas, is a way to improve access and reduce vehicle miles travelled. Developing policies to encourage this will have a multitude of benefits, including:

- Promoting and enabling living within the town centre will help remove long distance journeys to key services, therefore making walking and cycling viable options and reducing vehicle traffic
- Town centre businesses will benefit from footfall of customers living within close proximity
- People will have improved access to employment opportunities if living and working in the town centre
- Focusing required development on available land in the town centre will reduce the amount of development required on greenfield sites, protecting areas of green spaces within the strategy area



## Monitor, investigate



### Sleaford southern bypass feasibility study

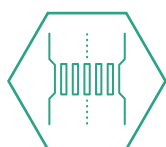


#### Determining the need for a southern bypass

A feasibility study would determine if a southern bypass would be beneficial. It would ask if it would improve journey times and decrease congestion significantly enough to negate the negative environmental impacts it would have.

The study would quantitatively and qualitatively establish if the project would be beneficial in relation to its cost and negative environmental impacts.

### A17 dualling



#### A complete dualling of the A17 within the Strategy area

Highly trafficked roads, such as the A17 are liable to congestion and slow journey speeds, which can result in economic losses and frustrate drivers. Dualling the road could provide relief for this congestion.

The single carriageway portions of the A17 have had 29 road traffic accidents in the last five years. Six of these have been fatal, 14 have been serious, and 35 have been slight. This gives a killed and seriously injured (KSI) rate of 36%, compared to a 26% KSI rate on the current dual carriageway sections of the A17 in the Sleaford area. Statistically, drivers are three times more likely to be in a fatal or serious accident on a single carriageway than on a dual carriageway, so dualling this road could decrease road deaths.

We will look at the benefits of dualling the A17 and continue to monitor opportunities for improving the operation of this key route.

### Eastgate to Boston Road link road



#### Providing better highway connectivity in the town centre

Currently for drivers, it is an 800m journey to get from Lafford Terrace on Eastgate to the leisure centre on Boston Road, despite these locations being 100m apart. Building a road and bridge between these locations could have a number of potential benefits, such as faster journey times on the proposed route and through the town centre, creating better access for developments close to the link, with the potential for new businesses opening.

A feasibility study will allow us to assess the benefits and challenges of a new Eastgate to Boston Road link.





8

# Delivering the strategy





## A collaborative approach

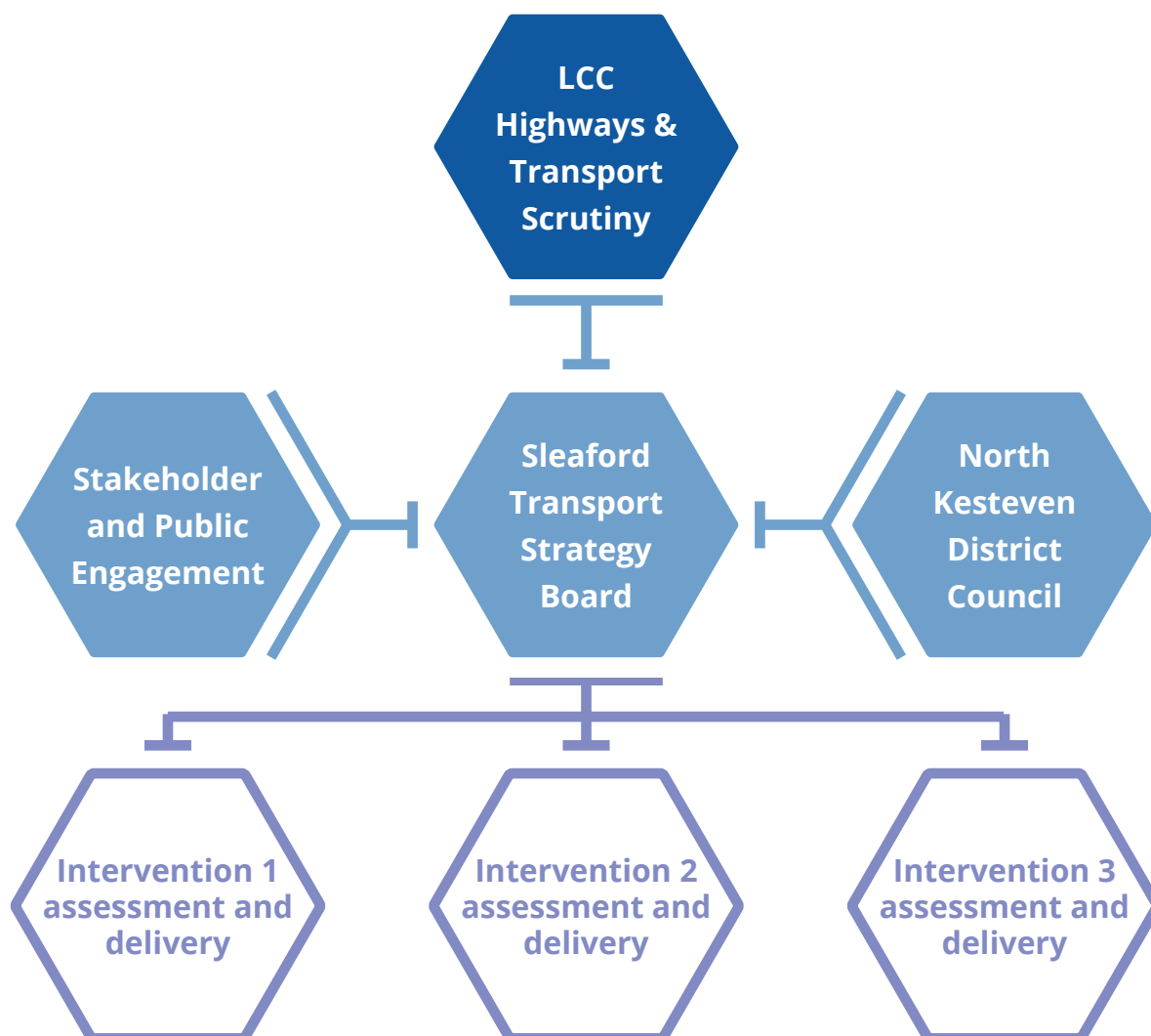


The Sleaford Transport Strategy Board is responsible for progressing the interventions outlined in the strategy and identifying potential funding streams, opportunities, and funding sources to allow for successful delivery of these projects.

The board will encourage its members to take a lead on progressing elements of the strategy that fall within their remit. The interventions set out in this strategy will be led by transport strategy board members deemed most appropriate to progress its delivery.

Success will also be dependent on engagement from a range of stakeholders and the general public. A collaborative approach will be needed, with the process capturing expertise from a number of individuals and organisations.

There are interventions within this strategy which have the potential to secure third-party funding and provide an opportunity for greater collaboration with the private sector and through local development. This would allow for sustainable travel choices to be embedded from early stages of development and could lead to securing funding for off-site measures.



## Programming the strategy



The strategy provides a long-term plan for transport and mobility within Sleaford for the period up to 2036. Timescales have been set for the various interventions, ranging from short, medium and long-term delivery. The transport strategy board will ensure that measures are delivered as soon as is feasible. It will be appropriate in some cases to have set timescales for some projects while others will continue throughout the strategy period.

## Monitoring the strategy



The transport strategy board will be responsible for the continual monitoring and reviewing of the interventions, ensuring progress and improvements are being made where necessary. The strategy will be reviewed every five years against the following measures:

- Reduced traffic in the urban areas and an increase in the number of journeys being made by active and shared modes
- Continued growth of Sleaford's economy and improved access to employment, education, services, and the sustainable urban extensions via sustainable transport modes
- Increased uptake of digital modes, connecting people to services remotely, avoiding the need to travel
- Increased patronage on public and shared modes
- Reduced transport-related emissions and progression toward net zero carbon emission targets
- Improved air quality and less pollution (including carbon dioxide, nitrogen dioxide and small particulates), physical activity and safety
- Increased partnership working







# Sleaford Transport Strategy December 2022

Summary document





# Sleaford Transport Strategy

## Foreword

“Sleaford is one of our county’s larger market towns, which is why one of our focuses over the past two years has been on making it quicker, easier and safer to get into and around town.

With major improvements projects at the A17/A153 rugby club junction and Holdingham Roundabout now complete, our focus is on how else we can shape travel and transport in and around Sleaford to make the town the absolute best it can be over the next fifteen years.

And that’s where this strategy comes in...

As part of this strategy’s development, we’ve factored in the significant changes to working patterns and travel habits we’ve seen as a result of the pandemic, with more people using online services and working in home/work hybrid scenarios.

We want to meet these, and other changing travel demands by offering a wider range of affordable, reliable, and environmentally-friendly travel options for people to choose from – all while supporting planned economic growth in the area.

This will lead to more people using alternative forms of transport, resulting in less congestion and a more pleasant town centre, making Sleaford a more prosperous, attractive, and healthier place to live, learn, work and visit. This strategy provides a number of proposals for us, the district council and developers to consider over the next fifteen years as we strive towards meeting growth targets for the area.

Some of our top priorities are to: make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands.

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



## Cllr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council

## Introducing the strategy



### Overview

The Sleaford Transport Strategy has been developed by Lincolnshire County Council, in partnership with North Kesteven District Council, in order to provide a clear vision for the future of transport and travel in and around the town up to 2036.

It aims to support residents, visitors, and organisations through improvements to movement and transport, supporting the transition to net zero carbon, helping to build a resilient economy, and enhancing access to opportunities and services.

With the proposals and interventions contained in this strategy, the aim is to improve travel choice and access through the development of an inclusive, sustainable, and future-ready transport system, helping Sleaford to grow and adapt and to meet the big challenges and opportunities over the next 10 to 15 years.

### What is the purpose of the strategy?

The purpose of the transport strategy is to help develop and provide a transport system within Sleaford that helps residents, visitors, businesses and organisations meet their daily needs now and over the next 15 years. It will be consistent with, and support, the county council Corporate Plan, The Green Masterplan and Local Transport Plan 5.

As we all continue to adapt and change in response to a range of societal and environmental issues such as climate change, the transition to net zero carbon emissions and the COVID-19 pandemic recovery, there will be a range of challenges that the transport strategy will help the town and the wider area to meet. These include:

- Supporting Sleaford's key economic sectors including agri-food by increasing the resilience of the transport network
- Supporting the planned housing and economic growth in the study area, including the delivery of the Sustainable Urban Extensions
- Providing more travel choice and maintaining an inclusive and reliable transport network across the urban and more rural areas, that supports all of Sleaford's communities and businesses
- Successfully meeting the different and changing travel demands across the area, including tackling how people access different activities such as employment, education, healthcare, retail, leisure and tourism
- Helping meet the significant environmental challenges resulting from the impact of travel. This includes improving air quality, protecting the town's historic centre and green spaces, and playing our part in tackling climate change, by using more sustainable forms of travel and transitioning to low emission vehicles





## Vision and objectives



### Vision

By 2036, Sleaford will have a vibrant and resilient high street. The emphasis on walking and cycling within central Sleaford has created a 'people-centric' environment that has enhanced access and movement within the town.

Improvements to Sleaford Rail Station and the local bus network has improved connections to the surrounding villages and regional centres, providing greater travel choice and enhancing access to key services and opportunities. The delivery of the two sustainable urban extensions has also been supported by strong digital connectivity, extensive walking and cycling networks, fast and reliable passenger transport services to support more sustainable travel choices, and reduced urban traffic. The wider area has also benefited the roll out of electric and low emission charging infrastructure which has helped the transition to low emission vehicles.

The strategic network, both road and rail, continue to play an important role in the local and regional economy, with the A15 and the A17 continuing to form key routes for Lincolnshire's priority economic sectors, including the agri-food industry. To support these journeys, the road network has been equipped with the infrastructure and innovative technology to help travel become more efficient and greener.



## Objectives

Objective theme	Objective
<b>Health and wellbeing</b>	To enhance the health and wellbeing of Sleaford through improved air quality (carbon monoxide, nitrogen dioxide and particulates), reduced traffic noise level and increased physical activity and safety.
<b>Thriving high street</b>	To support the development of a thriving and vibrant high street and town centre through improvements to the walking and cycling network, and the urban realm.
<b>Sustainable Urban Extension delivery</b>	To support the delivery of new housing and employment sites, including the sustainable urban extensions, through integrating sustainable travel infrastructure and delivering strong digital, walking and cycling and passenger transport connectivity.
<b>Protecting heritage</b>	To protect and enhance the historic and cultural environment of Sleaford including supporting an improved public realm.
<b>Climate change / net zero</b>	To support the net zero carbon emission reduction targets by limiting the impact of travel and providing the infrastructure to increase the numbers of people walking, cycling and travelling by public transport.
<b>Active travel, natural environment and open space</b>	To enhance the health and wellbeing of communities by establishing and promoting walking and cycling within the strategy area for shorter trips and leisure purposes, the creation of green corridors and improving access to green space.
<b>Future mobility ready</b>	To prepare the strategy area for the transition to low emission vehicles including the use of electric vehicles and alternative fuels, shared and connected mobility as well as the business models that support them.
<b>Strategic highway connections</b>	To ensure Sleaford's key strategic links, including the A17 and the A15, operate efficiently and effectively and continue to support the areas key economic sectors including agri-food.
<b>Economy</b>	Strengthen Sleaford's position as a key market town by improving strategic connectivity, public transport connectivity and network resilience.
<b>Rural to urban connectivity</b>	To increase accessibility of the town centre and rail hub by increasing multi-occupancy, shared mobility, local bus and passenger transport options.
<b>Customer focused / improved choice</b>	Promote technologies that help to improve travel choice and access to alternative modes of transport.





### Delivering for the current and future population

The focus of this strategy is on accessibility and inclusivity, ensuring residents, visitors and businesses are connected to employment, services, and leisure facilities via more sustainable transport modes. The strategy aims to improve connections within the town and village centres, as well as between them. Crucially, this will tackle the identified problem of isolation amongst some residents who are currently unable to access Sleaford, and many local services, from the surrounding villages.

The strategy aims to deliver this set of objectives, whilst addressing the significant local and national challenges relating to the climate change agenda. The proposed shift toward sustainable transport modes and low carbon travel, supports the vision whilst responding to these challenges, ensuring Sleaford is future ready and climate resilient.

To facilitate the modal shift that underpins the context of the strategy's vision, sustainable modes need to become an attractive alternative. A comprehensive and integrated public transport and active travel network will dramatically improve the experience of these forms of travel, improving choice and increasing connectivity. It recognises the continued importance of the road network, whilst also acknowledging the potential of digital connectivity to access employment and services, thus eliminating the need to travel all together.

Up and coming shared modes, such as car clubs and e-cargo bikes, are proposed in instances where the strategy aims to provide people and businesses with greater travel choice and flexibility. Capitalising on these new technologies now will make sure that Sleaford is future ready.

As highlighted in this strategy, a number of local, national and global factors have been identified that are expected to have a significant impact on the provision of transport across Sleaford up to the year 2036. This includes the significant population growth that is projected across the region, the changing way we access services and employment, and the need to deliver sustainable and inclusive communities.

Transport will have an important role to play, and the strategy aims to provide the framework to help the transition and support Sleaford adapt to these changes.

This strategy will monitor these trends and adopt those which are appropriate for Sleaford, to ensure an efficient transport network for all. The strategy aims to support the need for sustainable growth with a core focus on improving accessibility and inclusivity, for current and future generations, including residents, workers and visitors.

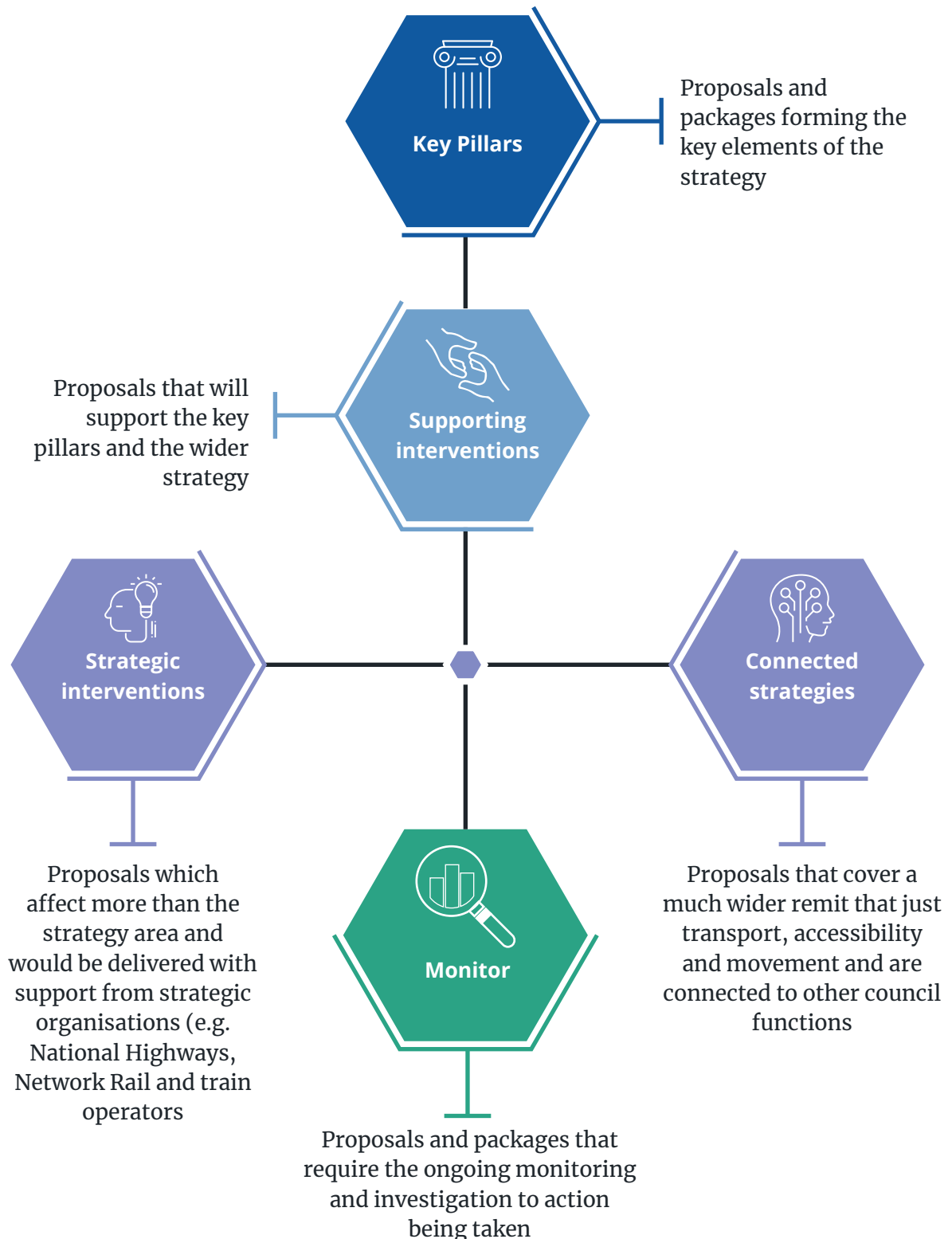
### Defining priorities

- Considerable population growth in and around Sleaford between now and 2036 and with a likely increasingly ageing population.
- Major development planned for Sleaford over the next two decades, including business and major housing growth.
- Significant travel behaviour changes prompting alterations to the demand for travel, new technologies and new ways of purchasing and paying for mobility.
- Working to increase choice, resilience and flexibility on the transport network.



## Strategy components

The strategy and the proposals identified to deliver the vision and objectives are structured under several different themes, that when brought together, will help to deliver the strategy's aims:



## Pillars of the strategy



The key pillars of the strategy are the interventions which will form the priority infrastructure, service and policy interventions. These will provide the key plans to support the delivery of the vision and objectives.



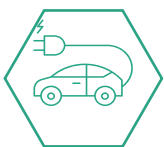
### **Sleaford cycling and walking network plan package**

Providing a comprehensive cycling and walking network for Sleaford



### **Bus service reliability**

Improving the reliability of bus services running along congested routes



### **Electrification package**

Decarbonising travel and transport is key to tackling climate change. The transition to electric vehicles is gathering pace and the strategy aims to support this



### **Local bus improvement package**

Enhancing the bus network through increasing evening and Sunday bus services, delivering new or improved services to the new sustainable urban extension, the surrounding villages and synchronising services with the rail services



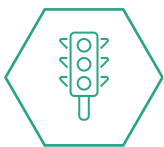
### **Local bus infrastructure package**

Upgrading the quality and accessibility of buses, improving local bus stops and providing enhanced facilities and converting the bus fleets to low emission or electric vehicles



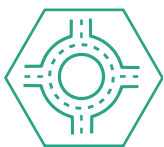
### **Demand responsive transport**

Increasing the number of CallConnect vehicles operating across Sleaford



### **Traffic management package**

Managing the impact of traffic through a number of options including a turning ban from the A15 bypass to Drove Lane, the implementation of a no-loading ban on South Gate during peak times and exploring partial pedestrianisation of South Gate to improve air quality and improve safety for pedestrians and cyclists



### **Junction improvement package**

Targeted improvements to junctions such as Grantham Road/Mareham Lane/South Gate and Grantham Road/London Road and evaluating the efficiency of the traffic signal operations throughout Sleaford



### **Parking package**

Supporting the strategy and wider parking offer through improvements to car parking supply and demand, payment systems, residents parking zones, signing and electric charging facilities



## Strategic interventions

Working with other organisations including the Department for Transport, National Highways and Network Rail to improve access.



### Sleaford interchange

Bringing together transport and facilities to make travel easier through enhancing the facilities at the Sleaford rail station to create a mobility hub. This would include expanding the train station area to incorporate an improved bus facility, increased cycle parking, cycle hire, EV charging and public realm improvements



### Rail station improvements package

Improving the facilities and disabled access at Sleaford rail station to encourage use and improve accessibility



### Public transport ticketing package

Vision for a county-wide, affordable, integrated public and shared transport ticketing system



### Rail service improvements package

Working in partnership with the rail industry to deliver better train services we will look to improve frequency and quality of services to Sleaford rail station





## Connected strategies

We will look to ensure that transport continues to be at the heart of a range of wider functions.



### Sleford 30-minute rural community strategy

To improve accessibility to services, limited walking and cycling infrastructure in the Greater Sleford area and combat isolation a 30-minute rural community strategy will be developed



### Sleford access to green space strategy

Improving access and links to green spaced within the Sleford Transport Strategy area



### Digital package

Enabling people to access work and services differently through working with partners to improve digital access



### Land use package

Putting accessibility at the heart of land use planning through integrating sustainable transport decision making and land use policy, particularly for the sustainable urban extension to the west of Sleford



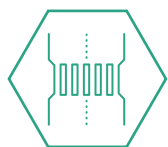
## Monitor and investigate

We will continue to monitor and investigate opportunities to make further improvements to movement and transport across Sleaford.



### Sleaford southern bypass feasibility study

During the life of the transport strategy a feasibility study will be undertaken to explore the need for a southern bypass



### A17 dualling

The A17 is a highly trafficked road and subject to congestion and slow journey speeds during different periods of the day. A study will be considered to explore the opportunities and benefits that dualling a portion of the A17 would bring to Sleaford and the surrounding area



### Eastgate to Boston Road link road

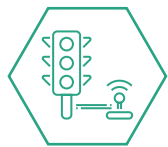
A feasibility study will be commissioned during the life of the transport strategy to assess the benefits and challenges of a new link from Eastgate to Boston Road

## Supporting interventions



### Active travel package

Supporting people to make walking and cycling journeys through improved wayfinding and cycle parking



### Low traffic neighbourhoods

Reviewing the feasibility and appetite for low traffic neighbourhoods



### Education package

Promoting better ways to travel to school through the use of travel plans, improving walking and cycling routes and improving the reliability of school bus services



### Behaviour change package

Provide training and education opportunities on improving safety for cyclists and promoting the health benefits of active travel



### Quiet lanes

Protecting the countryside and our green spaces



### Freight and deliveries package

Reducing the impact of deliveries on the road network at peak times in the town centre





### **Speed limit review**

Improving road safety by reviewing the existing speed limits in the Sleaford Transport Strategy area



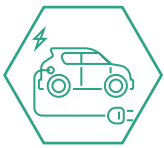
### **Sharing package**

Making more transport accessible without the need to own through cycle and e-cargo bike hire, electric car clubs and community transport



### **Ride-sharing**

Increasing the number of available taxis across Sleaford



### **Electric vehicle car sharing/car clubs**

Working with industry partners we will increase the number of EV car clubs and car sharing schemes across Sleaford



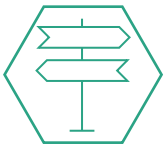
### **Travel plans**

Working with residents and employees to encourage more sustainable choices through rolling out bikeability training, greater use of travel plans and personalised travel planning



### **Highway maintenance package**

Producing a highway condition / maintenance strategy for the study area which would assess the condition of all highways in the study area, identify where there is a need for improvement, and drafting a plan for regular maintenance



### **Road signage review**

Review all road signage across the study area to ensure all existing signage is necessary, beneficial and in good condition, and to identify gaps in signage and install more where appropriate



### **Equestrian routes strategy**

Promoting safe, comfortable, and convenient travel by horse in Sleaford





### A collaborative approach

The Sleaford Transport Strategy Board is responsible for progressing the interventions outlined in the strategy and identifying potential funding streams, opportunities, and funding sources to allow for successful delivery of these projects. The board will encourage its members to take a lead on progressing elements of the strategy that fall within their remit. The interventions set out in this strategy will be led by transport strategy board members deemed most appropriate to progress its delivery.

Success will also be dependent on engagement from a range of stakeholders and the general public. A collaborative approach will be needed, with the process capturing expertise from a number of individuals and organisations.

There are interventions within this strategy which have the potential to secure third-party funding and provide an opportunity for greater collaboration with the private sector and through local development. This would allow for sustainable travel choices to be embedded from early stages of development and could lead to securing funding for off-site measures.

### Programming the strategy

The strategy provides a long-term plan for transport and mobility within Sleaford for the period up to 2036. Timescales have been set for the various interventions, ranging from short, medium and long-term delivery. The transport strategy board will ensure that measures are delivered as soon as is feasible. It will be appropriate in some cases to have set timescales for some projects while others will continue throughout the strategy period.

### Monitoring the strategy

The transport strategy board will be responsible for the continual monitoring and reviewing of the interventions, ensuring progress and improvements are being made where necessary.









# Skegness and Mablethorpe Transport Strategy

December 2022





## Skegness and Mablethorpe Transport Strategy

### Foreword

“Skegness and Mablethorpe, along with the rest of Lincolnshire’s coast, are key to Lincolnshire’s growth and prosperity – which is why we’re 100% committed to investing in the area.

In fact, one of our key focuses as county council is to continue working tirelessly to improve our coast’s infrastructure and services – not only for everyone living, working and studying there, but also the millions of people who visit each year.

And that’s where this strategy comes in...

The past two years have led to a number of changes to working patterns and travel habits, and we want to meet these, and other changing travel demands. By offering people a wider range of affordable, reliable and environmentally-friendly travel options to choose from, we hope to not only get people moving more efficiently, but also support planned economic growth.

By using alternative forms of transport, we hope to lessen congestion and create more pleasant centres, making Skegness and Mablethorpe more prosperous, attractive, and healthier places to live, learn, work and visit.

This strategy will help shape the future of Skegness, Mablethorpe and their surrounding areas by providing a number of proposals for us, the district council and developers to consider over the next fifteen years as we strive towards improving travel and transport in and around our coast.

Some of our top priorities are to: make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands.

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



### Cllr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council

# Skegness and Mablethorpe Transport Strategy

1	Introducing the strategy	4
2	The strategy process	9
3	Informing the strategy	11
4	What does the strategy aim to achieve?	18
5	Defining the strategy	25
6	The strategy	28
7	Interventions	30
8	Delivering the strategy	45



**1**

# Introducing the strategy



## Overview



The Skegness and Mablethorpe Transport Strategy has been developed by Lincolnshire County Council, in partnership with East Lindsey District Council, and aims to provide a clear vision for the future of transport and travel within and around the Lincolnshire coast up to 2036.

It aims to support residents, visitors and organisations in and around Skegness and Mablethorpe by improving transport, access to services and the coastal area's key destinations as well as helping to build a resilient economy and supporting the transition to net zero.

With the proposals and interventions contained in this strategy, the aim is to improve accessibility and travel choice for all by delivering a modern, inclusive and future ready transport system so the area can continue to grow sustainably, meeting accessibility challenges of both residents and visitors and taking advantage of funding opportunities.

## Understanding Skegness and Mablethorpe



Stretching along the Lincolnshire coastline, the Skegness and Mablethorpe area varies considerably. It includes the bigger towns and the urban areas of Skegness and Mablethorpe and the smaller villages of Burgh le Marsh, Ingoldmells, Chapel St Leonards, Sandilands and Sutton-on-Sea, all of which have their own distinct characteristics and specific challenges.

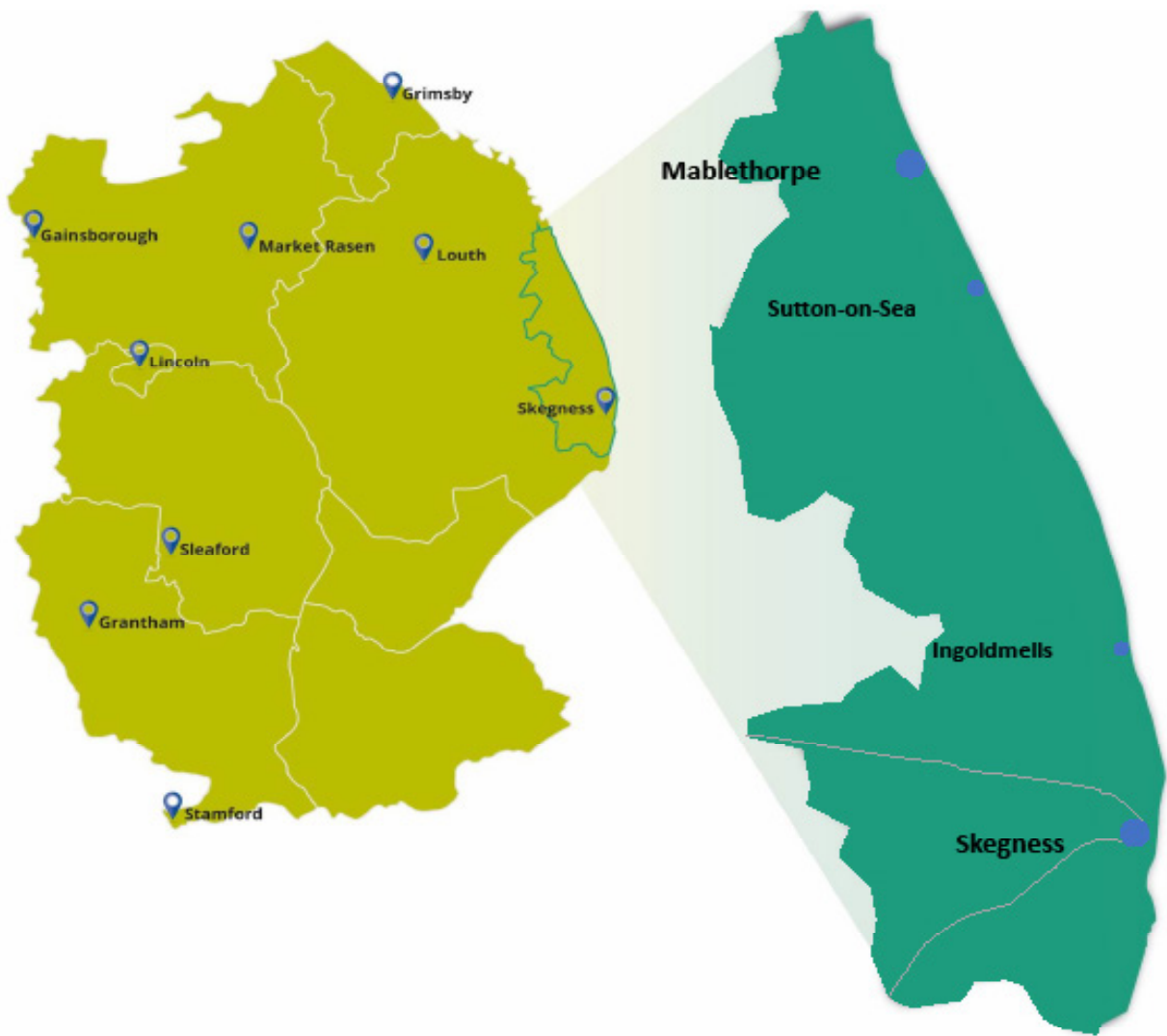
The visitor and tourism sectors dominate the economy and provide their own challenges in respect of transport, particularly during the peak holiday periods. The coastal area is a significant asset and there is a clear aspiration to grow the year-round visitor economy, make it more resilient and improve access to employment and education opportunities.

It is also recognised that coastal areas like Skegness and Mablethorpe face different challenges to other areas particularly with regard to travel and access to key services and job opportunities. It is noted by the Local Government Association that coastal towns often currently have poorer transport infrastructure, digital connectivity, healthcare facilities and an ageing population.

The Lincolnshire coast is no different, with an older population and higher proportion of the population with long term health problems providing inclusive access to services remains a significant challenge.



# Understanding Skegness and Mablethorpe

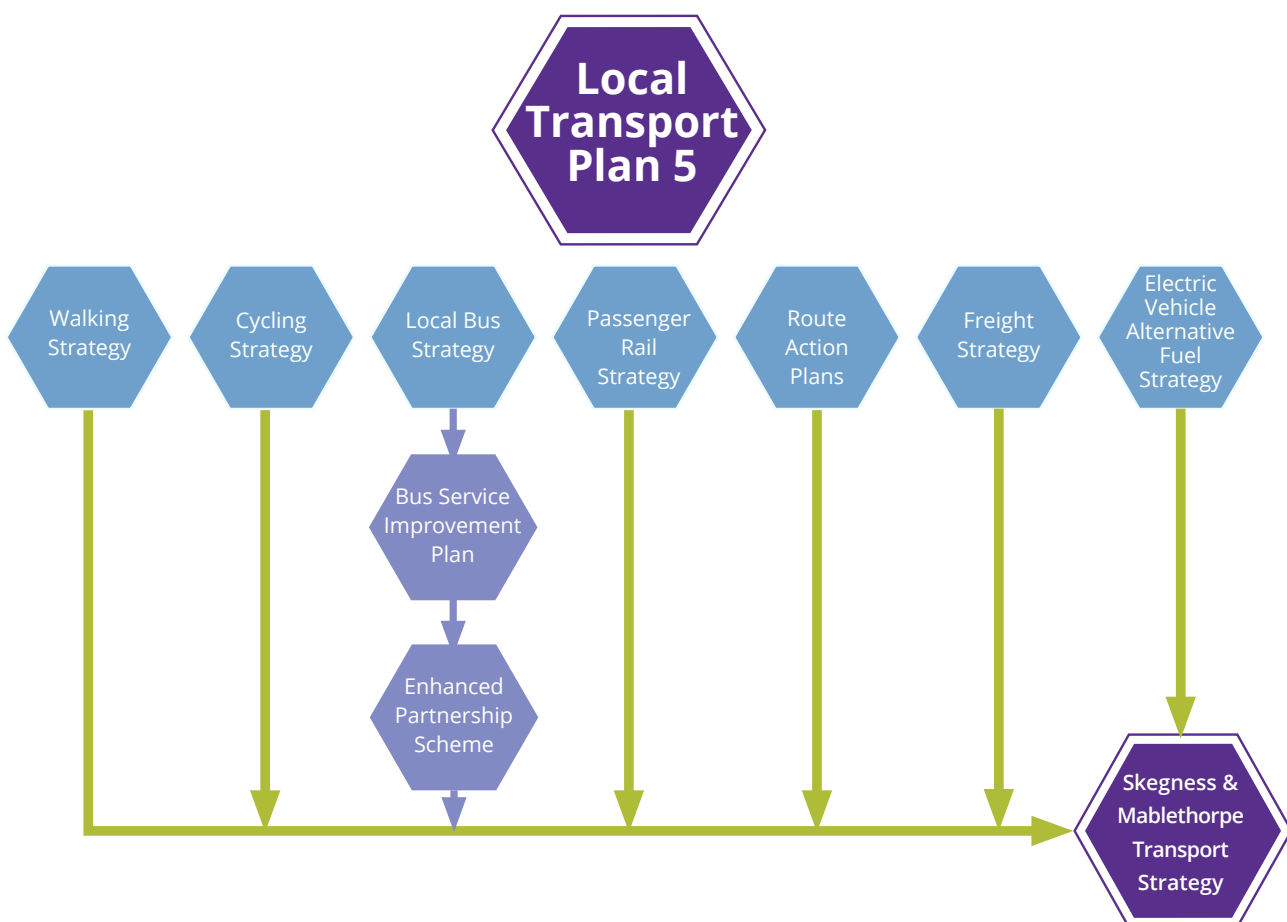


## What is the purpose of the strategy?



The transport strategy's primary purpose is to help develop and provide sustainable and future-ready travel options and services within Skegness and Mablethorpe over the next 15 years, helping to deliver a more resilient economy, improving access to services, providing employment and education opportunities for all communities and supporting delivery of a sustainable year-round visitor sector.

Whilst taking full account of the Lincolnshire County Council Corporate Plan, Green Masterplan and LTP5, the strategy will also have a significant role to play in helping to address a range of strategic challenges that will affect Skegness and Mablethorpe and their communities over the coming years.



They include the climate change agenda, the transition to net zero and the COVID-19 pandemic recovery. More specifically, the strategy will look to:

- Support the area's key tourism sector by increasing the resilience of the transport network and year-round access to the coast
- Support housing and economic growth by helping to deliver the planned Sustainable Urban Extension alongside other opportunities such as the town's fund priority schemes



- Tackle the environmental impact of travel including improving air quality, enhancing sustainable access to the coast and the area's green assets, helping to protect the existing Sites of Special Scientific Interest (SSSIs) and contributing to the government's carbon net zero targets by increasing sustainable travel choice and transitioning to low emission travel
- Provide a more inclusive and reliable transport network across the coastal area to improve transport connectivity for businesses, residents and visitors
- Successfully meet the different and changing travel demands and needs across the area, including how people access employment, education, healthcare, retail, leisure and tourism activities

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

- The views and experiences of the public and stakeholders
- The development of the coastal area's economy following its recovery from the COVID-19 pandemic
- The need to cater for different activities undertaken by people and organisations that shape the coastal economy
- The new potential opportunities presented by technology advancements and the changing way we access transport services
- The increased digital opportunities that exist, by improving the community's connectivity and changing travel needs
- The need to improve travel choice particularly in the Skegness and Mablethorpe urban areas
- The national and regional strategic and policy context and direction, including net zero carbon and climate change and the wider national and global trends which have an influence on the study area



# 2

## The strategy process



## The process

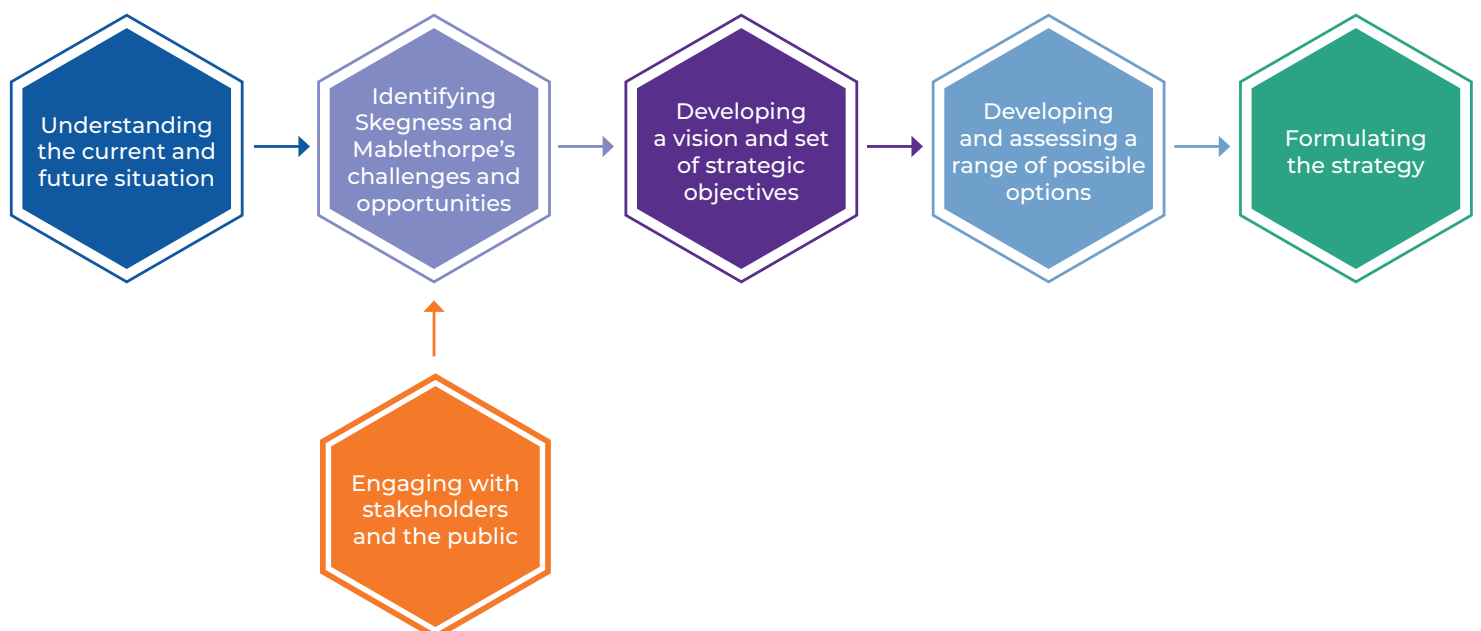


The Skegness and Mablethorpe Transport Strategy has been developed using an evidence gathering process. It has considered the policy context, the stakeholder contributions and engagement findings to understand the primary problems and challenges and form a robust evidence base.

It has been overseen by Lincolnshire County Council and East Lindsey District Council, and has used a logic-based approach to advance the strategy, establishing clear links between the following:

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

The following flow diagram illustrates the steps that have been taken in producing this transport strategy.



# 3

## Informing the strategy



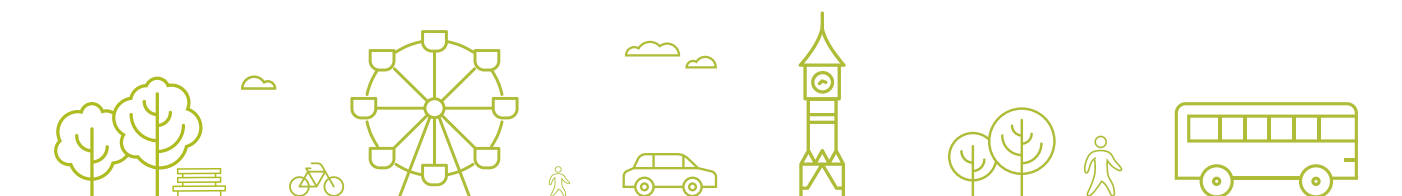
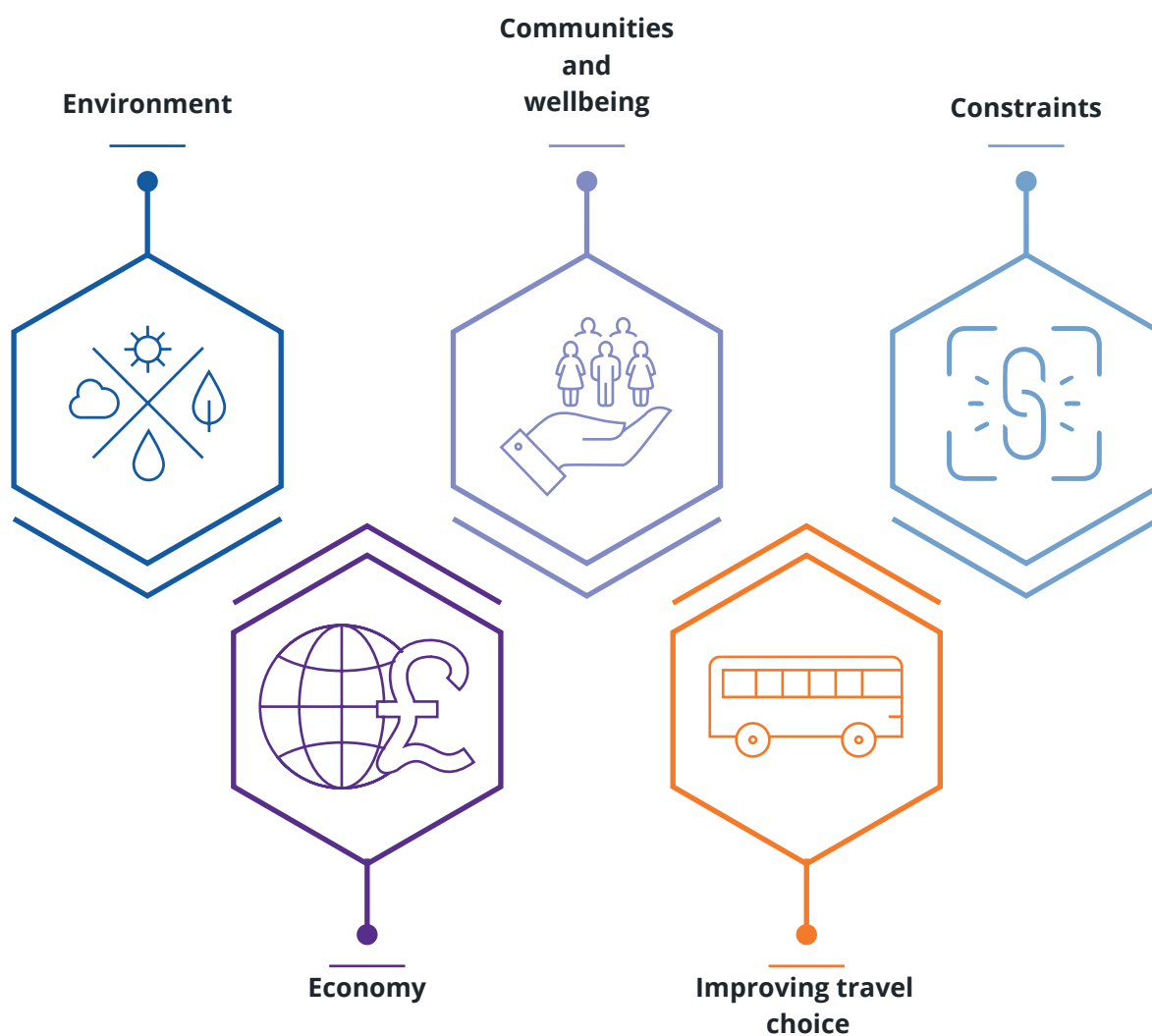
## Engagement and evidence gathering



The issues that the strategy is looking to tackle are wide ranging and complex. They need to take into account the major environmental challenges we are facing as a society, the changing way people are choosing to travel, how access to our daily activities is changing, and the local issues specific to Skegness and Mablethorpe.

As part of the development a comprehensive range of engagement activities have been undertaken to ensure a collaborative approach is embedded in the transport strategy process. Along with local and national organisations, members of the public were invited to attend workshop and drop-in events close to the Skegness and Mablethorpe retail centres and by completing a questionnaire. This has helped steer the strategy and allowed the strategy team to understand the key transport issues affecting the coastal area.

To understand the current challenges, the strategy has been supported by a detailed evidence gathering and assessment process. A wide range of evidence has been collated and reviewed in order to identify the existing and potential future challenges and opportunities focussed around the following themes:



## What are the challenges now?



### Improving community health and wellbeing



#### Reducing the impact of transport

There is a clear need to support the move towards cleaner, more sustainable transport and reduce the environmental impacts of transport and travel. Transport can have a significant negative impact on our communities through air pollution, traffic noise and road safety as well as the wider impacts of climate change.



#### Improving safety

Road accidents have been highlighted as an issue at various locations within the coastal area often having a greater impact on more vulnerable groups.



#### Improving health and wellbeing

Skegness and Mablethorpe are deprived areas relative to the rest of the country with higher rates of disability and poor health. Although this is a much wider societal challenge, transport is expected to have an important role to play in improving deprivation levels in the study area. In the first instance, active travel and increasing the number of people that regularly walk and cycle is considered by the government to have an important role in improving health and without the appropriate infrastructure this will be difficult to achieve. In addition, having transport connections and access to healthcare facilities and hospitals is a fundamental issue, as well as making sure that access is inclusive and available to all segments of society.

### A focus on the environment



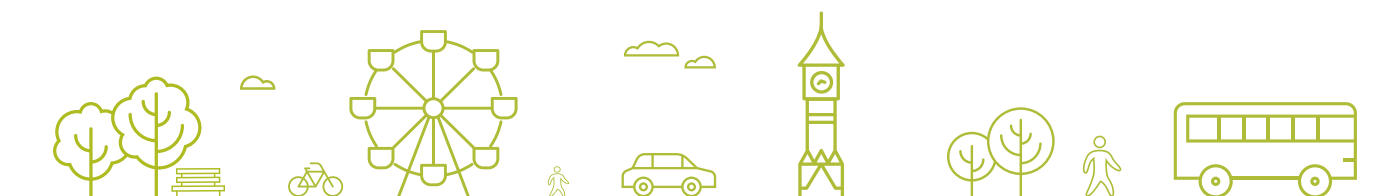
#### Climate change and net zero carbon

Whilst other sectors have been making good progress in reducing carbon emissions, transport has still some work to do. The transport sector needs to make great strides to catch up by making improvements to how we use our vehicles, what fuel we use to power them and how we travel. Furthermore, transport needs to be more resilient to facing the climate change challenge - all of which will form a vital part of contributing towards the government's net zero carbon 2050 target.



#### Protecting Skegness and Mablethorpe's natural coast

Skegness and Mablethorpe's coastline is an important tourist attraction but the current levels of traffic, especially during the holiday season, negatively impact the coastal areas, including the existing sites of specific scientific interest. This detracts from the current tourist offer and limits the potential for future development related to the visitor economy.





## Supporting the economy



### Post-COVID-19 Recovery

Despite the significant negative impacts of COVID-19 on communities throughout the country and the economy there is now an opportunity to improve access and transport in Skegness and Mablethorpe to contribute to the recovery of the economy, help to improve travel choice and help the area become more resilient. Furthermore, the COVID-19 pandemic demonstrated that certain sections of the workforce can potentially work from home, at least for part of their working week, and those working patterns and the change to hybrid working are set to continue for many. This will continue to impact how people travel and access services.



### Supporting year-round tourism

There are aspirations to make the Skegness and Mablethorpe coastal area an all-year round tourist destination, with the potential of new development and investment towards the south of Skegness. Managing the impact of travel and ensuring that this is done sustainably whilst supporting the visitor economy will continue to be a priority.



### Improving the town centres for residents and visitors

The function of high streets and the retail sector continues to change with online retail having a huge impact on how we access and use town centres. Retailers have recognised this trend with a move to a more 'experience' led approach where other event-based activities are being encouraged alongside the retail offer. There is a need for high streets to evolve and provide a more varied offer. In Skegness and Mablethorpe, this needs to be supported by improvements to the public realm.



### Economic vitality of space

A high quality public realm and creating people centric places are vital to improving perceptions and providing a good customer / visitor experience. In order to develop Skegness and Mablethorpe into a year-round tourist and visitor destination, improving the urban centres and public realm will have an important role to play. Currently, Skegness has a large amount of low-quality car parking, which is often vacant during the week. This can detract from the urban realm and is not necessarily the most efficient use of the land, especially when it is located in prime locations within the town centres.

## Improving travel choice



### Car dependent community

85% of households in the study area have access to at least one private vehicle, substantially higher than the national average of 74%. However, opportunities brought about by economic growth need to be open to all parts of our communities, including those without access to a car or who find travel by other means difficult. Like many rural and coastal communities in the country, Skegness and Mablethorpe have a more limited public transport and active travel network which affects access to services, employment and education.



### Walking and cycling

There is a clear opportunity and need to increase the number of residents and visitors to the area who walk either for leisure or commuting purposes. Levels of walking in Skegness and Mablethorpe are higher than the county and national averages and so an opportunity exists to build on this momentum and improve active travel infrastructure in the area further.



### Bus and rail

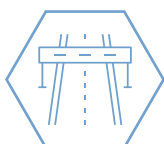
Bus patronage across the county is falling as is the case in similar areas across the country. Bus services in the Skegness and Mablethorpe study area need to adapt to the future needs and travel patterns to improve services and reflect the changing needs of customers. Rail services in the study area currently only provide a service to Skegness town centre but there are opportunities to improve services on the route and improve connectivity to local bus services.



### Rural communities

Rural communities often present a number of challenges for public transport networks. In terms of bus, there is often a lower level of demand given the often sparsely populated area. Rural bus journeys are also often associated with high vehicle mileage as they are timetabled to cover a large number of villages and towns along each route. An additional challenge for rural communities is also the increasing proportion of elderly individuals. For the bus operators, concessionary tickets can often mean that bus services are less financially viable. Despite these issues, it is vital that rural bus routes help people access local services, jobs and leisure opportunities whilst also providing viable services.

## CONSTRAINTS



### Seasonal demands

The Skegness and Mablethorpe study area suffer from considerable levels of congestion during the summer months which acts as a physical constraint on routes to the coastal resorts. However, congestion can also occur on the more rural, inland areas where the capacity of many roads is more constrained.



### Funding

The delivery of the transport strategy will be greatly influenced by securing funding from a range of sources. The availability of funding is a major constraint on running and improving transport, whether that be to provide new active travel facilities, paying for bus and rail services, or modifying the highway network.



### Uncertainty

Predicting the future trajectories and trends for transport is a huge challenge. This includes uncertainties relating to new technologies including digital connectivity, changing travel patterns and our increasing need to address carbon net zero challenges.

## What are the future challenges?



### A changing society



#### An increasingly ageing population

A growing, and ageing population poses a challenge for the coastal area. The population of East Lindsey is expected to grow by 11.8% by with an increasing number of older people, these changes will add extra demand and change how people access the transport network with an increasing need for inclusive and flexible services.



#### Changing needs and access to services

An ageing population is likely to mean there will be an increasing need to access health, community and social care services across the coastal area. Both Ingoldmells and Mablethorpe in particular, have higher proportions of residents who suffer from long term health problems or disabilities than other parts of the country. Ensuring good accessibility in these areas is vital in preventing social exclusion amongst more vulnerable members of society.



#### Developing a resilient transport network

Developing resilient access options for communities is a key challenge at a regional and local level. Economic 'shock' events such as the COVID-19 pandemic posed a significant threat to the economic security of the region and demonstrates how important resilience and sustainability are – particularly areas that are heavily reliant on a small number of economic sectors.

## SUSTAINABLE GROWTH



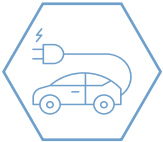
#### The Sustainable Urban Extension

As part of the development of the planned Sustainable Urban Extension (Skegness Gateway) which, along with the Western Relief Road, supersedes the previous Eastern Economic Corridor plans, it will be important to develop a sustainable and inclusive transport network that meets the needs of existing and future residents. The development will support the economic growth of Skegness and Mablethorpe by delivery new housing close to the centre of Skegness. Managing travel to and from the SUE will need to be delivered in the context of the net zero carbon agenda and ensure that a high quality digital, public transport and active mode network is provided.



## How we travel

The transport sector in the UK is going through a period of significant change affecting how we move, how we power our vehicles, how we pay for journeys and, indeed, whether we travel at all:



### Future mobility

Through new technologies, future mobility, which includes digitisation, electrification and automation, provides a significant opportunity to promote travel behaviour change, using new models of business in response to these trends. However, the pace of change varies, leading to uncertainty over when some technologies will appear and when is the right time to adopt them.



### Decarbonising transport

The transport sector must now play its full role in helping to decarbonise our economy by supporting the increased use of electric vehicles, generating choice of other transport modes such as active travel and public transport and taking advantage of digital connectivity and emerging technologies to reduce the number of journeys we make.



### Public or shared transport

Public and shared transport must be at the centre of transport's future acting as the principal way to move large numbers of people efficiently.



### Walking and cycling (green infrastructure network)

A focus on active travel, walking and cycling for short journeys will continue to form a core part of all transport networks. This will help support healthy lifestyles and reduce traffic.



# 4

## What does the strategy aim to achieve?



## Vision and objectives



The Skegness and Mablethorpe Transport Strategy has been designed to provide a clear and integrated vision for mobility and transport across the coastal area, up to 2036. The strategy recognises the significant local challenges such as the need to improve accessibility, inclusivity and support the visitor economy as well as wider challenges such as the transition to net zero carbon.



### Future ready

The strategy aims to increase both accessibility and inclusivity and ensure that walking, cycling and local bus, provide a viable alternative to the private vehicle. It aims to increase the attractiveness of these modes, ensuring that it becomes a reliable, well-integrated, user-friendly part of the network that is accessible to both residents and visitors. The strategy aims to take a 'future ready' approach, monitoring the way in which new technologies are affecting national travel patterns and using these trends to anticipate how the coastal area can adapt in line with new advancements.



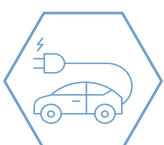
### Visitor economy

The strategy aims to support the development of the year-round tourism and visitor economy helping to improve the economic resilience of the Lincolnshire coast. Improved travel choice and better connections to the wider county and the strategic network will form a vital part of enhancing accessibility. This will include stronger rail and bus connections supported by resilient road connections and electric and low emission vehicle infrastructure that can support the transition to sustainable tourism. This will provide visitors and residents with local, flexible and resilient connections right across the coastal area and help to deliver more and better quality of jobs and opportunities benefitting the local economy and people.



### Improved access to opportunities and services and a network to improve health and wellbeing

The aim is to help build an inclusive and accessible transport network that enhances access to a range of opportunities and services both locally and across the county. This will include high quality transport options to improve choice and access for all residents, including those without access to private cars. The strategy will aim to enhance the walking, cycling and public transport provision to improve access to local services and education opportunities, addressing pedestrian safety issues within neighbourhoods, increasing inclusion and helping reduce inequality, and ensuring that sustainable travel is an attractive and safe option. There are significant areas of deprivation in some areas located within and adjacent to Skegness and Mablethorpe town centres and these improvements will improve affordable transport options in these areas. It will also help increase the levels of physical activity within Skegness and Mablethorpe.



### Carbon net zero transition

The strategy recognises that in line with national policy the transition to low carbon transport is continuing to accelerate. This is not only focussing on the role of digital, active travel, public and shared transport schemes but be underpinned by a behaviour change shift and complemented by an improved range of travel choices. With the 2030 ban on new petrol and diesel vehicles in place, the electric and alternative fuel infrastructure and support for the transition to low emission vehicles forms an important part of the strategy, in the case of the coastal area, it includes both local and visitor travel.

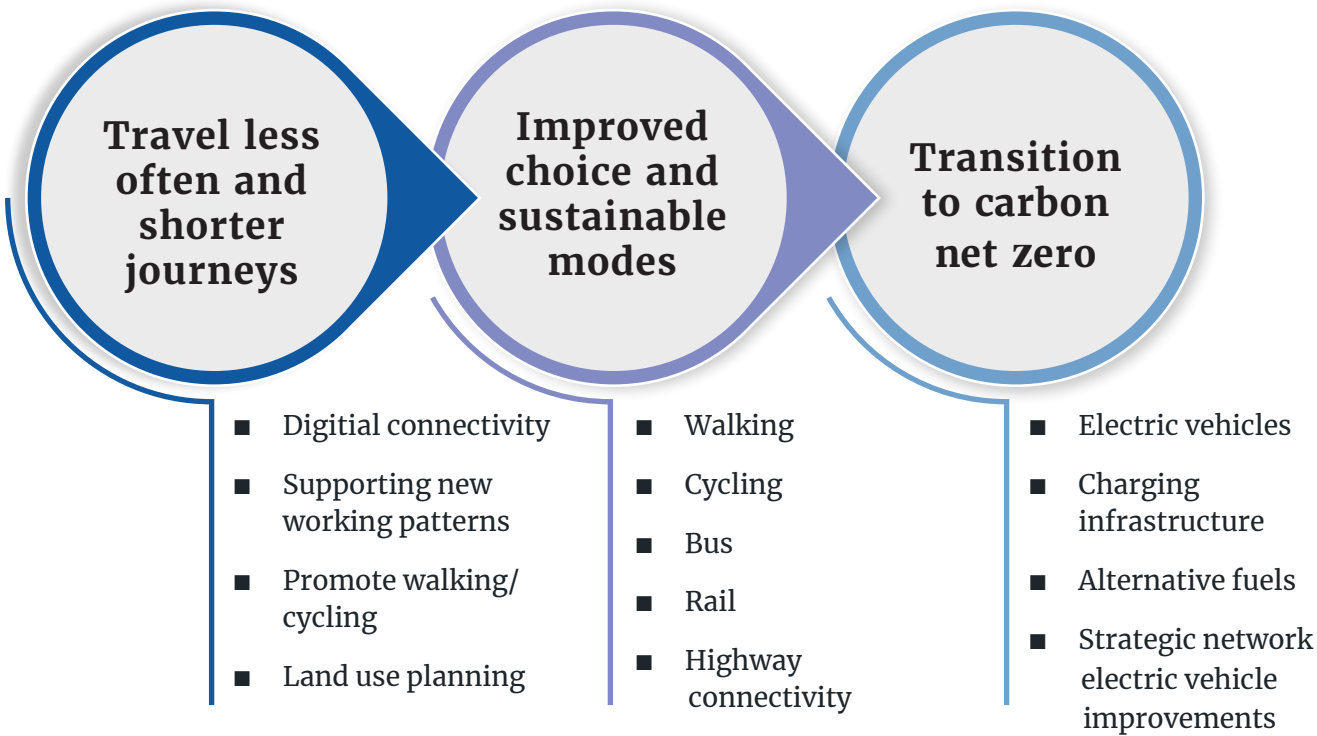


# Sustainable and future ready Skegness



The vision provides a view for mobility and transport across Skegness and Mablethorpe up to 2036. It considers both current and projected trends, especially related to digital connectivity and emerging technologies, a shift to sustainable travel and anticipated mobility trends such as electric vehicle uptake, that are likely to be seen over the next two decades. Inclusive travel is at the heart of the strategy, supporting both residents and visitors from the regions’ sizeable tourist economy, enabling them to access their needs sustainably.

A primary aim of the strategy is to promote new ‘future ready’ travel approaches to Skegness and Mablethorpe both now and over the course of the strategy period, improving choice whilst also monitoring how new technologies are changing travel around the country and how this may affect the town. When car travel is necessary, the transport strategy aims to encourage the uptake of low emission vehicles whilst also making journeys safer and more reliable. The three priorities of interventions are shown below:



This future ready and sustainable approach will help to support the growth of the town, make its economy stronger and more resilient and its communities more vibrant, healthy and inclusive.



## The vision and strapline



### Skegness and Mablethorpe...connected, sustainable and inclusive

“By 2036, Skegness and Mablethorpe will have developed into a year-round visitor economy improving the economic resilience of the Lincolnshire coast. This will be supported by enhanced strategic connections and travel choice which will have improved accessibility for both visitors and residents. The coastal area’s ambitious housing and employment proposals will also have been delivered and will be underpinned by high quality public transport, walking, cycling and low carbon travel options. The area will benefit from expanded high quality active travel networks, improved public transport infrastructure and advances in mobility enabled by new technologies and digital connectivity. This will improve access to opportunities for all, improve the vibrancy, health and wellbeing of coastal area and support the transition towards low carbon transport.”



## The vision statement



By 2036, Skegness and Mablethorpe will have evolved into a year-round visitor economy, contributing to the economic resilience of the Lincolnshire coast. The regeneration of both Skegness and Mablethorpe, once complete, will have transformed both towns into high quality, sustainable and inclusive destinations with new residential and employment developments supporting the local economy. Both towns will be supported by a combination of high-quality walking, cycling and public transport improvement to upgrade links to shops and services, encouraging low carbon travel while enhancing the public realm of both centres.

The transport interchange facility improvements at Skegness rail station and Mablethorpe will allow better connectivity between different public transport and active travel modes. These will help to create an accessible, inclusive facility in both towns that improves access to the wider coastal area for residents and visitors. This will be supported by enhanced strategic connections between the main towns and villages which will improve accessibility for both visitors and residents in the study area. Improvements to the A52 gyratory in Skegness town centre will improve vehicle journey times and upgrade pedestrian and cycling facilities close to the rail station.

The coastal area as a whole will benefit from advances in mobility enabled by new technologies and digital connectivity that will improve access to opportunities for all, improve the vibrancy, health and wellbeing of the coastal area and support the transition towards low carbon transport.





## The objectives



Objective theme	Objective
<b>Economy</b>	To strengthen Skegness and Mablethorpe's position as the seaside tourist destination of Lincolnshire by improving strategic connectivity, travel choice and network resilience while strengthening the area's potential to be an area to live and work.
<b>COVID-19 recovery</b>	To help businesses continue to recover from the COVID-19 pandemic through the development of an inclusive, connected, and future-ready transport network.
<b>Resident and visitor needs</b>	To provide a flexible and resilient transport network that supports the needs of residents whilst also catering for the seasonal demands from visitors.
<b>SUE delivery</b>	To support the delivery of new housing and employment sites, including the Sustainable Urban Extensions, facilitating sustainable infrastructure connecting to the wider strategy area.
<b>Climate change / net zero</b>	To support the net zero 2050 carbon reduction targets through the reduction of the impact of travel and providing the infrastructure to increase the numbers of people walking, cycling and travelling by public transport.
<b>Accessibility and integration</b>	To increase strategic and local access to Skegness and Mablethorpe town centres by increasing multi-occupancy, shared mobility, passenger transport and active travel options.
<b>Future mobility ready</b>	To prepare the strategy area for the transition to low-emission vehicles including electric, shared and connected mobility as well as the business models that support them.

**Education, health and wellbeing**

◆ To enhance the health and wellbeing of communities through improved inclusive accessibility, improved air quality, reduced noise levels and increased physical activity and safety.

**Active travel, natural environment and open space**

◆ To enhance the health and wellbeing of communities by establishing and promoting walking and cycling as an option for short trips and leisure purposes, including access to open space.

**Sustainable tourism and hospitality**

◆ To improve travel choice and sustainable options for visitors and tourism, both for longer distance journeys and local travel.

**Inclusive access to services**

◆ To increase inclusive access to education, healthcare and other amenities while reducing the impacts of physical access to schools, hospitals and community services.



# 5

## Defining the strategy





## A comprehensive strategy for accessibility



This strategy will focus on accessibility, inclusivity and affordability, ensuring residents, businesses and visitors are better connected to employment, public services and leisure facilities via more sustainable forms of travel. It aims to improve connections across the coastal area helping residents, visitors and businesses and providing a network that allows the area to grow.

The strategy recognises the challenges associated with the climate change agenda and the carbon net zero targets and what this will mean for transport and travel. Its focus is on helping the coastal area adapt to these changes and provide a network that allows people to make more sustainable choices.

It aims to develop a comprehensive and integrated travel network with active travel and public transport at its core and the infrastructure that supports the move towards electric and low carbon travel. Reliability and affordability are recognised as significant factors influencing travel choice, which these measures aim to improve. In addition, the strategy also acknowledges the potential of digital connectivity and emerging technologies for accessing employment and services, thus eliminating the need to travel all together.

## Delivering for the current and future population



Like the rest of the country, the Lincolnshire coast is expected to undergo a period of significant change in the coming years with substantial population growth predicted in the region. Transport provision across the area needs to accommodate this increasing demand whilst taking into account the changing way we are accessing services, education and employment. It needs to support the sustainable growth of the Lincolnshire coast and provide the infrastructure that allows the visitor economy to continue to flourish. New technologies are already being deployed across the UK, which increase the efficiency of transport systems, catering for the changing travel patterns whilst working towards the net zero carbon targets and delivering a cleaner, greener network.

### Future population and behaviour change

- ◆ Major development for Skegness and Mablethorpe over the next two decades, including new major housing growth
- ◆ Population growth in and around Skegness and Mablethorpe between now and 2036, with an increase in an ageing population likely
- ◆ Ongoing evolution in the way we travel with changes in demand for travel, new technologies and new ways of purchasing and paying for mobility
- ◆ Focussing on achieving net zero carbon emissions from transport by shifting to low emission vehicles, prioritising walking and cycling and reducing the need to travel
- ◆ Working to increase choice, resilience and flexibility within the transport network including harnessing new technologies and modes
- ◆ Working with developers to bring forward the best possible proposals for new development, including housing, so they can have a positive social, economic and environmental impact on both new and existing communities and the wider economy

## Defining the process



The strategy recognises that there are clear priorities and parts of the transport network across the coastal area that need to be improved. This includes improving travel choice, increasing the current levels of active travel and reducing the impacts of traffic on the coastal area whilst providing the infrastructure to improve access locally and further afield.

The strategy aims to provide sustainable alternatives to private vehicle usage, making such journeys more reliable, connected and affordable, improving accessibility and inclusivity. It recognises the advancements in digital connectivity where emerging technologies are already proving to be effective in influencing travel behaviour to avoid the need to travel by enabling access to services remotely.

Active travel, namely walking and cycling, will be encouraged within the town centres, where distances to services are short and accessible via these means. The benefits derived from active travel are extensive and include many which are linked to improved health and wellbeing.

Public and shared transport will be encouraged for longer journeys. Reliability will be key to increasing use and the strategy aims to improve reliability, journey times and the flexibility of the network.

The strategy also recognises the importance of the road network and the need to make it as efficient as possible, supporting the transition to electric and other low emission vehicles and mitigating against the impacts of road travel.

## Accessibility hierarchy



### Influencing travel behaviour

Helping to provide greater choice in meeting daily activities from home without the need to travel (e.g. hybrid / home-working). If people do need to make journeys, influencing where and when to reduce distances and encourage travel outside the peak times.



### Prioritising active modes

Making cycling and walking the preferred option for shorter journeys for people who are able, prioritising the most sustainable modes of transport.



### Promote shared and public transport

Existing and new forms of public and shared transport should be encouraged for longer, necessary journeys for which walking and cycling are less viable.



### Mitigate residual impacts of traffic

Where there is no realistic alternative, longer journeys will still need to be made by car. Where this is the case, the impact of the resulting traffic and pollution will need to be mitigated.

# 6

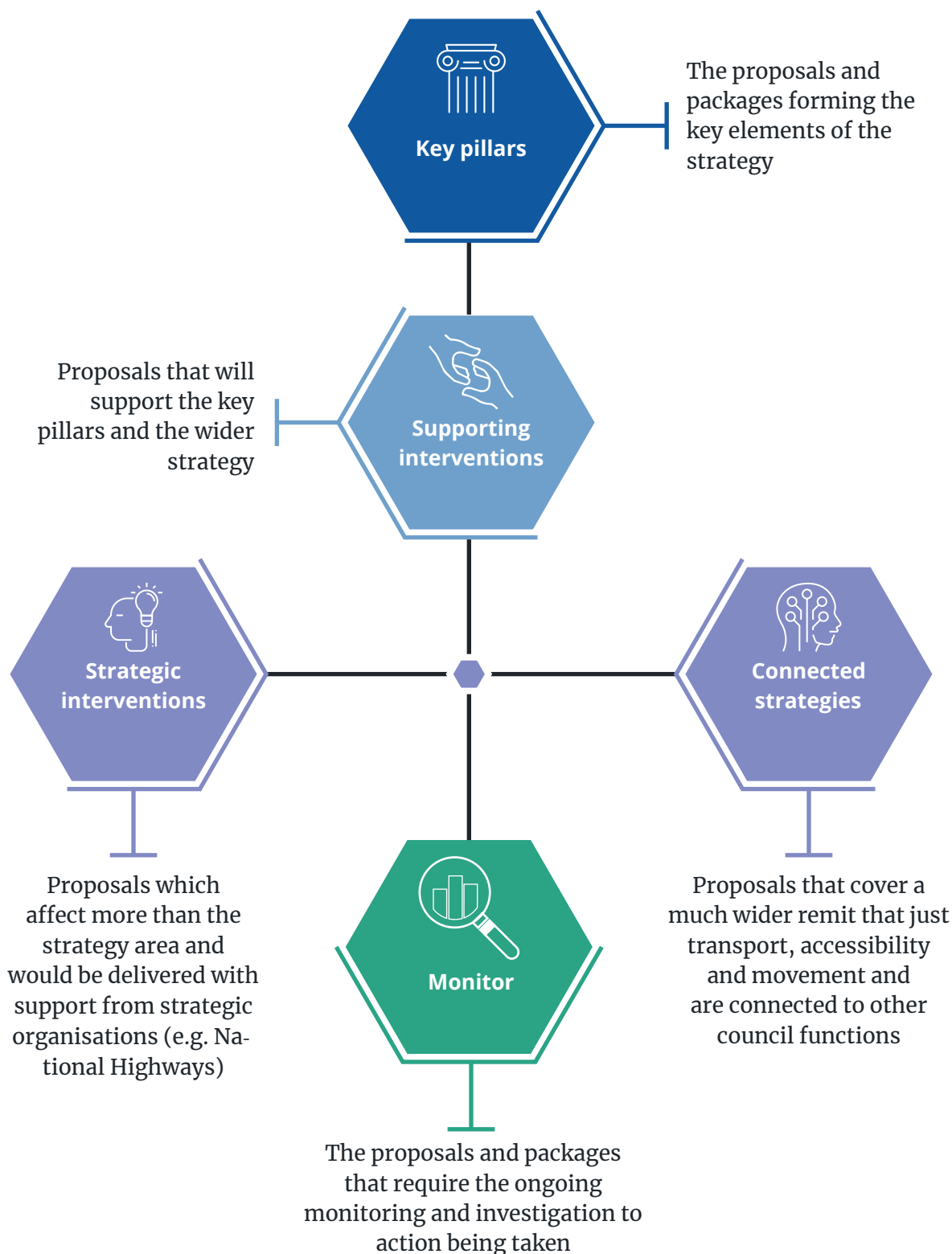
# The strategy



## Strategy components



The strategy and the proposals identified to deliver the vision and objectives are structured under a number of different themes that when brought together will help to deliver the strategy's aims:



# 7

## Interventions



## Key pillars of the strategy



The key pillars of the strategy consist of the interventions which will form the priority infrastructure, service and policy proposals. They comprise of the key plans to support the delivery of the vision and objectives.

### Mobility hubs



#### Bringing together transport modes and facilities to make travel easier

The aim is to locate a new mobility hub in Skegness town centre which will enhance the current bus facilities and Skegness train station. The aim will be to provide a multi-modal and multi-functional hub to enable pedestrians to change easily between different modes of transport including rail, bus, taxi and bike. This hub will provide a range of travel options that are currently not available, such as e-cargo bike hire and electric vehicle car clubs. There will be an enhanced range of traveller facilities including cycle parking, toilets, lockers, improved lighting, live travel information, indoor and outdoor seating, improved urban realm and enhanced pedestrian and cycle crossing facilities.

### Multi-user trail



#### Integrated travel to support sustainable first mile / last mile journeys

The multi-user trail has been developed as part of the Skegness town's fund and draws upon the opportunities to enhance footways and cycleways whilst also connecting these active modes to public transport networks. Two bus routes (1/1A and 3) will be extended to link into the new walking and cycling routes and improve access to visitor attractions such as Butlins, Fantasy Island and Chapel St. Leonard, reducing the current need to travel by private car.

The trail will consist of a one-mile long, 2.4m wide multi-user link for cycling and walking along the coast parallel to the A52. It will connect to Chapel St. Leonards, Ingoldmells and Sutton-on-Sea. Linking with existing cycle infrastructure, the four-mile circular route will provide connections to the beach and promenade.

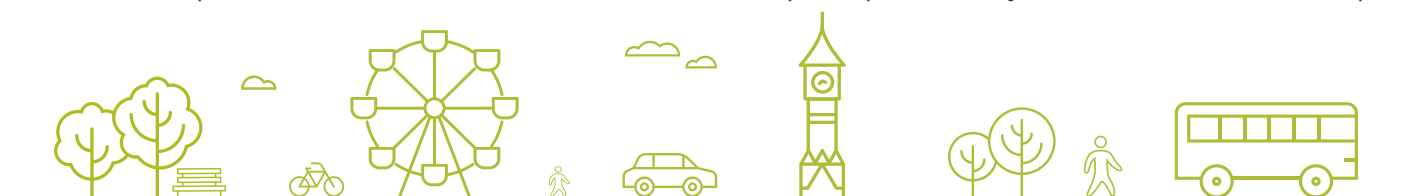
### Public realm improvements



#### Making the town centres more enjoyable places for everyone

Skegness train station will act as a key gateway to the Lincolnshire coast. To support its development as a gateway, the area around the station will be enhanced, with improvements to surface materials, signage, planting and street lighting. This will make this arrival point into the town a more pleasant and safer environment for everyone.

In Mablethorpe, the high street and bus station will act as the main public transport point of access, and public realm improvements will facilitate pedestrian movement through the high street towards the beach. Street lighting enhancements, additional litter bins, planting and potential CCTV facilities will be introduced to improve public safety and enhance the streetscape.





## Skegness and Mablethorpe cycling and walking network plan

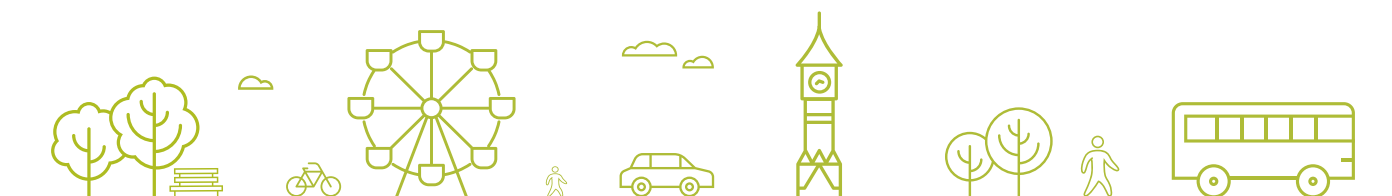


### Providing better networks for cyclists and pedestrians

The aim will be to significantly improve facilities for walking and cycling across the coastal area in line with the Skegness and Mablethorpe Cycling and Walking Network Plan. New infrastructure will include segregated cycle routes, upgraded crossings, traffic calming and improved streetscapes. These changes will also provide a safer environment for walking and cycling, improve access to the town centres and encourage more people to be active, reducing private vehicle use and improving air quality. The proposals will be designed to cater for the considerable increase in visitors to the area during peak periods as well as for residents.

The plan will enhance provision along several routes and at key locations including:

- Skegness south
  - Feasibility study to investigate speed limit along Seacroft Drive, Richmond Drive, Drummond Road, Wilford Grove and Beresford Avenue
  - Pedestrian crossing improvements at Vine Walk and William Way
  - Two-way cycle track on west side of carriageway along Richmond Drive
  - Designated quiet lane along Drummond Road (South) and Gibraltar Road (North)
- Skegness town centre
  - Feasibility study to investigate speed limit along Rutland Road, Park Avenue, St. Andrews Avenue, North Shore Road, Sea View Road, St. Andrews Road and Park Avenue junctions
  - Shared-use path along the promenade
  - Segregated cycle provision along North Parade and Grand Parade
  - Feasibility study to investigate partial closure to motor vehicular traffic to create pedestrian and cycle only street along Lumley Road
  - Cycle tracks behind offset parking bays along Scarborough Avenue
  - Pedestrian and cyclist crossing improvements along Scarborough Avenue and Park Avenue
- Skegness west
  - Hybrid cycle track on both sides of the carriageway along Lincoln Road
  - New signalised walking and cycling crossing
  - Traffic calming along Grosvenor Road, West End, High Street and Skegness Road
  - Formalised on-street parking on Grosvenor Road
  - At the west end of Grosvenor Road, introduce exit only with no entry proposals for vehicles from Roman Bank to reduce conflicts with pedestrians and cycle traffic



- Point closure to motor traffic at southern end of Queens Road and provide pedestrian and cycle filter
- Explore options to provide segregated cycle track on both side of the carriageway along Wainfleet Road
- Close Victoria Road access to Wainfleet Road, and provide parallel cycling and walking crossing across Wainfleet Road between Victoria Road and Cross Street
- Widen and provide shared-use path on north side of Burgh Road and Skegness Road
- Skegness north
  - Widen shared-use path where possible along Roman Bank
  - Explore options for a shared-use path alongside the golf club along the promenade
- Ingoldmells
  - Explore opportunities to provide a two-way cycle track or shared-use path on High Street
  - Narrow carriageways and provide public realm improvements along Anchor Lane
  - Review side roads for potential narrowing on Skegness Road and Sea Lane
  - Implement one-way system and widen footways on Sea Lane with the potential for a reduced speed limit
  - Review public realm improvements and street surface on Sea Lane at this to reduce traffic
  - Explore provision of shared-use path on Roman Bank to the promenade
- Mablethorpe
  - Provide shared-use path along Quebec Road and provide priority to cycling and walking accesses, along with implementing a speed limit reduction to 30mph
  - Emergency Active Travel Fund proposal of one-way cycle lane along High Street with potential to explore a two-way cycle track on the south side (with on-street parking will be relocated where possible)
  - Feasibility study to implement speed limit reduction on Gibraltar Road, and a restriction for heavy vehicles
  - Close north end of George Street to motor traffic
  - Investigate options to provide cycle network link between George Street and the promenade
- Sutton-on-Sea
  - Provide cycle track between the promenade and York Road, either inside of the A52 and narrow the junction entry at York Street
  - Add controlled pedestrian crossing at High Street
  - Remove barrier and widen path along Camelot Gardens to make it suitable for cycling and walking
  - Provide controlled pedestrian crossing outside Sutton-On-Sea Primary School



## Visitor package



### Supporting sustainable travel for visitors

Peak seasonal periods along the coast often cause significant pressures on the local highway network. The package will target visitors and promote the sustainable and integrated travel options available to encourage public transport use. It will also promote the cycling and walking infrastructure and routes that link the coasts key attractions and holiday parks to help encourage sustainable trips and relieve highway congestion.

## Electrification



### Reducing carbon emissions and improving air quality

East Lindsey District Council is committed to a reduction in carbon emissions by 2027 and the increased use of zero-emission vehicles will form an important part of this. To support this, electric vehicle charging points will be introduced in all new developments. Working with industry partners, more publicly available charge points will be provided at key locations across the coastal area. It will also involve the public sector taking a lead through the electrification of its fleets of vehicles.

## Parking



### Supporting the strategy through better parking

The large influx of visitors during peak seasonal periods and weekends can significantly impact coast destinations. A refreshed parking strategy is considered vital, to look at the need and location of parking across the coastal area. The strategy will set out the policy and infrastructure interventions required to manage parking supply in the towns and consider car parking supply and demand, tariffs, payment systems and technology, residents parking zones, route signing and electric charging.

## Demand responsive transport



### Providing better connections between people and places

A demand responsive transport system will help to improve access across Skegness and Mablethorpe, and to hard-to-reach rural areas, by providing a flexible and convenient service that is more able to respond to the needs of users. The package will explore opportunities to enhance CallConnect through the expansion, increased promotion, improved vehicles, reduced fares and expanded vehicle fleet. This will enhance access for more rural communities improving the links to the Skegness and Mablethorpe.

## Sharing



### Making more transport accessible without the need to own

Sharing of assets is becoming a major trend within transport. Such interventions enable people who do not own their own vehicle, or who do not want to own additional vehicles, to gain access to transport modes and make journeys they otherwise would not be able to. Furthermore, given the high proportion of visitors in seasonal periods, there are real opportunities to expand to tourists. This package will look for opportunities to set up a range of services including cycle hire, e-scooter

## Supporting interventions



hire (subject to approval), ride-sharing, ride-sourcing, electric vehicle car clubs, community transport and an e-cargo bike pool. Working alongside operators and providers, the aim is to consider the feasibility and viability of delivering a range of shared and affordable travel options along the coast.

### Access to facilities



#### Optimising sustainable travel to and from transport hubs

To encourage sustainable travel, the first and last parts of our journeys to transport interchanges need to be optimised. Changing facilities, cycle hubs and cycle parking will be implemented in strategic locations to support active travel to/from transport hubs. Larger employment and educational facilities may also partake in these facilities to encourage active travel to their employees/students.

### Active travel infrastructure



#### Supporting people to make walking and cycling journeys

This will support the wider walking and cycling enhancements through:

- A safety review of walking and cycling infrastructure
- Increased maintenance of existing routes e.g. Burgh-le-Marsh to Skegness
- Introduction of new walking and cycle routes e.g., extension of the existing England Coastal Path (Skegness to Mablethorpe), introduction of a cycle lane along the A52, introduction of a cycle lane to connect residential not designated part of the Sustainable Urban Extensions and



improved connectivity to caravan and mobile home parks

- Improved town centre cycle parking and storage – involving increasing the level of cycle parking across the town centre and continuing to monitor its usage
- Behaviour-change marketing opportunities, including cycle and walking campaigns and facilities such as cycle cafes

## Rail and bus integration



### Integrated public transport networks

Integrated modes of public transport will facilitate onward journeys further afield and alignment of their timetables will also provide the opportunity for commuters who were previously unable to reach their destination. This package will integrate the railway and bus stations in Skegness more effectively by making facilities safer, more attractive and including consistent signage between them. Interventions such as lockers, additional cycle parking will be added and improved walking and cycling routes will be introduced between the facilities and Skegness town centre. The proposals will also include wayfinding signage, improved lighting and improved waiting room and toilet facilities. This will support the proposals recommended within Lincolnshire County Council's Accessible Stations Report for Skegness.

As Mablethorpe does not have a train station, it is crucial that the town's public transport and active travel network links to Skegness train station and other local interchange destinations.

## Cycle proficiency and Bikeability



### Cycle safety and training to support the uptake in this mode

Although improvements to cycle infrastructure can help modal shift, it is also key that cyclists are confident whilst on the road. Training at workplaces and schools can give people more confidence to travel by bike. Furthermore, practice sessions on the road can build a cyclist's awareness of routes and potentially show where off-road and quiet routes are available for those less confident on the road.

## Strategic signing



### Helping to ensure that people use the right routes for their journeys

A review of walking and cycling wayfinding/signage around the town centres and transport interchanges will provide an understanding of where signage is needed, and the consistent branding required. Wayfinding and signage can also provide an awareness of how far attractions, places and specific destinations may be helping to encourage travel by more active modes.

## Coach improvements



### Facilitating visitor travel

The coast receives a high number of visitors that often travel to the area by private vehicle. Coach improvements within the study area could facilitate the transition from private vehicle to coach for day trips or weekend travel. Facilities such as indoor shelters, information points, WiFi and charging point will be amongst many improvements coaches and coach stations could see. High quality parking and drop off points will be made available in these locations for visitors. Within Mablethorpe, there is also the potential to relocate the existing coach depot to maximise customer benefits and future-proof the location for parking facilities.

## Equestrian



### Supporting equestrian travel and safety

Given the study area's geographic location, it is a popular place for horse riding and horse carriages. To supplement equestrian travel, a strategy will be created to help identify where mixed use or segregated infrastructure is appropriate, with links proposed towards the beach.

## Education



### Promoting healthier ways to travel to school

Schools are significant generators of traffic and, whilst large numbers of pupils walk and cycle in the town and use school buses from rural areas, school travel can cause local traffic and parking issues on arrival and departure. A cluster of schools are located in and around Skegness town centre and the associated traffic places strain on the highway network. To help reduce these problems, the strategy aims to:

- Manage the travel impacts through greater use of School Travel Plans which will be implemented and kept under review for each school
- Improved safety of walking and cycle routes to school, with an aim to improve the walking and cycling routes to primary and secondary schools in parallel to the development of the Skegness and Mablethorpe Walking and Cycling Network Plan
- Review and revise school bus routes to provide provision in hard-to-reach areas

## Increased cycle spaces on trains



### Facilitating improved multi-modal travel

With the current lack of facilities promoting sustainable first mile-last mile journeys, many individuals often take their bicycle to and from work. Although there is potential for mobility hubs and transport interchanges to include cycle parking facilities, ensuring space for cyclists on the train may be a quick solution to solve this problem for those travelling to and from Skegness.



## Bus priority



### Making bus journeys quicker and more reliable

This package will deliver improved journey times and reliability by implementing bus priority controls at strategic locations. This is expected to include Lumley Road, A52 Roman Bank and Grand Parade in Skegness (permanently/temporarily in summer months), High Street and Victoria Road in Mablethorpe.

## Highway capacity and safety improvements



### Focussed improvements to reduce the impact of pinch-points

An assessment of traffic issues will identify where junction improvements are necessary in Skegness and Mablethorpe to support future traffic levels. Highway safety interventions are categorised under the following three themes:

- Speed and categorisation of roads
- Links to the Cycling and Walking Network Plan (CWNP)
- One-way system improvements and enhanced pedestrian and cycle crossings
- Junction improvements
- Wayfinding and maintenance

## Low traffic and homezoning



### Mitigating residual and visitor impacts of traffic

Working in partnership with residents, opportunities to create Low Traffic Neighbourhoods and Homezones will be considered. This will look at reducing vehicle traffic in residential streets through the use of:

- Speed reductions where feasible
- Traffic calming measures such as speed humps, speed cushions and chicanes
- Modal filters
- On-street planting and landscaping
- Different surfacing of the routes to emphasise that vehicles are a visitor in the area
- Raised surfacing on entry to area to flag to vehicles that they are in an LTN/Home Zone
- Build-outs of resident parking to slow through traffic
- Communities will be encouraged to take ownership of the space for a place to dwell and play



## Engagement



### Keeping the transport conversation going

Resident and stakeholder inputs have been key to the creation of the Skegness and Mablethorpe Transport Strategy. This partnership is critical to the success of the transport strategy and continued conversation is needed to help steer its delivery. The Skegness and Mablethorpe Transport Strategy Board and the Public Engagement Forum will be used to update stakeholders and residents on progress made and help to monitor and review the strategy over its timeline.

## Freight and deliveries



### Reducing the impact of deliveries on the road network

Consists of a package of measures to manage and reduce the impact of deliveries in the town centres by restricting delivery times to off-peak hours and providing delivery lockers at key locations throughout the towns, allowing the impacts of online shopping to be better managed.

## Travel plan package



### Working with residents and employees to encourage more sustainable choices

The strategy will liaise with educational facilities, new residential developments and businesses to implement Travel Plans which aim to encourage more sustainable travel choices. It will include promoting sustainable travel options in Skegness and Mablethorpe through targeted publicity campaigns to bring awareness of the holistic benefits e.g. health, wellbeing and financial benefits.

## Traffic monitoring package



### Monitoring traffic data to create sustainable solutions

Assessment of congestion, collision, journey time and road work data will provide an in-depth analysis of issues and evidence to inform the delivery of the strategy. This package includes a number of options to assess the highway network, including:

- Smart Travel Portal:** Further enhance and promote a travel portal website that provides real-time travel information to include real-time parking data (space availability), live bus tracking, bus timetables, train departures, traffic maps, weather forecasts, incident messages, car club availability, cycle scheme availability, air quality and journey planning



- **Live traffic monitoring:** Develop a system of comprehensive live and historical traffic information to enable better live management and long-term identification and monitoring of pinch points
- **Traffic management along Roman Bank:** Identification of accident hotspots and assessment of junctions to ensure safety for all users
- **Congestion and journey time assessment:** Assess and identify where intervention is needed and analyse the cause of congestion of routes in and out of the town centres during summer periods, like Sandbank Ave
- **Impact of Roadworks:** An assessment of how roadworks impact travel and traffic, potential steering group with highway authority to communicate upcoming works and how to mitigate impacts
- **Review major route signage:** Review signing of major routes to ensure traffic is correctly routed

## Local bus infrastructure package



### Supporting the bus network

Bus passenger experiences can be enhanced and further encouraged with the improvement of infrastructure associated with bus travel. Improved bus shelters, live display boards, Wi-Fi infrastructure, digital apps will all support future bus travel. Design of such facilities will be focussed on an accessible and inclusive approach to ensure proposals are available to all. Furthermore, bus driver training will be conducted to ensure drivers can provide support to those vulnerable users where possible. Interventions include:

- Upgrade bus facilities at Mablethorpe to improve connectivity to Louth, Cleethorpes and Grimsby in particular by improving the bus station which is currently used by coaches, redirecting buses here, providing indoor shelter, live display boards, Wi-Fi
- Improve bus stops in outlying settlements to have seating, shelter and information provision
- Continue to introduce dropped kerb access to bus stops in Skegness and Mablethorpe
- Increased space on buses to be made available for cyclists and people with restricted mobility e.g foldable seats
- Improved information systems at bus stops that supports digitally connectivity, live departure display board, voice over announcements and better waiting facilities to improve experience



## Strategic interventions



### Creating quiet lanes



#### Safe spaces in rural areas

Quiet lanes are minor rural roads which can be designated by local highway authorities to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. They do this while protecting the character and tranquillity of a lane's rural character and can help to widening transport choice for users.

Quiet lanes include a number of features to support these objectives, including:

- National quiet lanes signs
- Destination and way-marker arrows signage
- Signage which re-directs traffic onto more appropriate routes
- The removal of unnecessary traffic signs
- Narrower lane entrances to deter through traffic

### Rail



#### Working with the rail industry to deliver better train services

Skegness train station plays a key role in facilitating travel to other major towns and cities. Given the lack of other stations nearby, Skegness train station is the primary gateway to the coastal area. The transport strategy will look to further improve rail services by working with partners to enhance the frequency and quality of services. This will include opportunities to increase the frequency of weekday and weekend services to Grantham and Nottingham and improvements to the quality of trains, as well as increasing capacity.

This will require partnership working with train operators and Network Rail and will aim to reduce the need to travel by car for longer journeys, rebalancing travel choice towards sustainable modes.

### Ticketing



#### Making ticketing and payments smarter

In parallel to the proposals to enhance the local bus network and the interventions around the rail network, the strategy will focus on opportunities to develop a county-wide smart, integrated and contactless ticketing system covering public and, where available, shared transport, building on work undertaken by train operators and bus companies.

## Connected strategies



### Land use



#### Putting accessibility at the heart of land use planning

Integration between the transport strategy and Local Plan is essential to make sure sustainable transport policy is integrated fully into the planning process. This package of measures will include solutions such as:

- Identifying opportunities to locate new school provision in locations currently poorly served by school catchments to reduce cross-town movements
- Increasing the number of people living within the towns where access to shops, services and public transport is highest
- Concentrating major trip generating developments close to public transport interchanges

### Digital connectivity and emerging technologies



#### Enabling people to access work and services differently

Digital access to information and services continues to grow in importance not only for businesses and residents but for visitors too. In addition, the concept of working from home has become more common for a large proportion of the workforce, with COVID-19 changing commuter habits. However, this requires good digital access. Some parts of rural Lincolnshire will require improvements to their digital infrastructure to attain this standard of service.

In parallel to the work being done across Lincolnshire to upgrade digital connectivity and identify services that can be accessed remotely, we will look at digital access opportunities that relate directly to transport. As part of this we look at the feasibility of providing:

- **A smart travel portal** – to provide real-time travel information
- **Smart sensors** – covering roads and parking spaces to enable the collection of real-time information
- **Digital car park occupancy information** – to disseminate live car park occupancy and tariff data

This will help provide the information that will enable people to choose more sustainable modes of travel and aid the development of real-time digital platforms for demand forecasting and appraisal.

### Develop transport action plan to tackle climate change



#### Actions to mitigate climate change

Building on the outputs of this strategy this proposal is for a county-wide review to identify the specific transport actions and measures that will support the Green Masterplan and its carbon themes.

## Air quality



### Improving air quality in the Town

Whilst there is no Air Quality Management Area (AQMA) in place in Skegness and Mablethorpe, the proposals look to implement a range of measures to improve air quality data in the Town and monitor air quality data. It will include the development of an air quality strategy, along with a range of specific measures to support cleaner air in the town. These include an online platform of air quality information and everyday initiatives on how residents and visitors can improve air quality.

## Site of special scientific interest accessibility strategy



### Site of special scientific interest accessibility strategy

The Lincolnshire Coast contains a number of SSSI locations (including Gibraltar Point, Theddlethorpe Dunes, Sea Bank Clay Pits and Chapel Point to Wolla Bank) which attract a large number of visitors. By encouraging sustainable modes, we will be able to improve accessibility to them whilst making sure they retain their SSSI status. An accessibility strategy will analyse the potential challenges and risks for these areas, identify how access and travel can be improved and understand how sustainable travel can be introduced or encouraged.

## 30-Minute rural communities



### Building better transport and access into new development

The 30-minute rural community considers opportunities to encompass new and emerging modes of transport, how to harness digital connectivity and emerging technologies in rural communities, and energy requirements associated with this. The policy aims to work with developers and understand how short distance travel can utilise active travel and how strategic land use planning can reduce the need to travel further afield.

This would be achieved by the following three principles:

- Improve the baseline level of social land community infrastructure in rural parts of Skegness and Mablethorpe to maximise 'day to day' opportunities across their diverse population, using clusters of settlements working together as an eco-system rather than individual settlements
- Localise the layer of social infrastructure through community, public and third sector partnerships to maximise the potential to capitalise on fixed, moving and human resources
- Improve physical and digital access, and energy provision to the next layer of services that are not available to those community 'clusters' by improving connectivity to local market towns and cities



## Monitor, Investigate



### Orby bypass



#### Re-routing high speed traffic from rural settlements

The small rural village of Orby has Marsh Road passing through it, a 30mph single carriageway road with limited provision for pedestrians. Given its rural nature, enforcement for speeding vehicles is minimal.

We will look at the feasibility of introducing an Orby Bypass to ensure that HGVs and other high-speed vehicles can travel around the village, creating a more pedestrian and cycle friendly village centre for those that reside there. In addition to this, it also provides further capacity for vehicles during events at Skegness raceway which can cause congestion on the network.



# 8

## Delivering the strategy

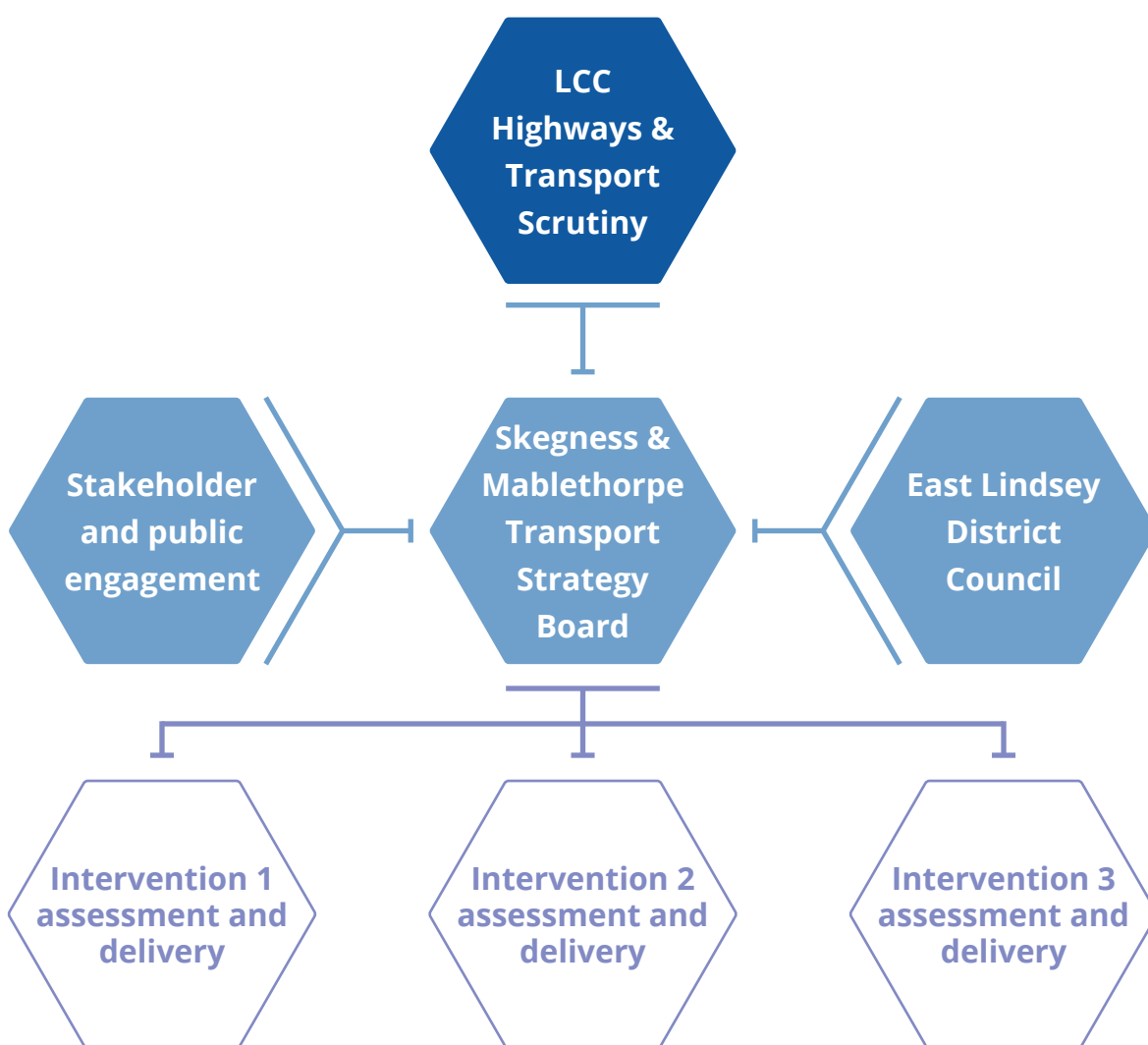


## A collaborative approach



Led by the Skegness and Mablethorpe Transport Board the transport strategy will need to be supported by a range of stakeholders and partners.

The board will utilise existing and future funding opportunities to implement its proposals over the three phases: short, medium and long term. Ability to secure funding is paramount to the delivery of the strategy and is expected to remain a challenge over the period. It is the role of the strategy board to identify potential sources and secure funding to enable successful delivery of the proposals contained within this strategy. It recognises that no single intervention nor organisation can be responsible for its delivery. Instead, the strategy's success will be dependent on stakeholder support, including funding and resources.



## Programming the strategy



The strategy provides a far-reaching plan for transport and accessibility within the Skegness and Mablethorpe area, which aligns with the Central Lincolnshire Local Plan and Local Transport Plan. The timescales linked to proposals vary. Some will have short or medium delivery lengths whilst others will remain ongoing throughout the entire strategy period. These timescales will be set by the strategy board, and delivery is planned for each as soon as is both feasible and affordable.

## Monitoring the strategy



The transport strategy board will be responsible for the ongoing review of the individual proposals, ensuring progress is being made and will provide a progress report at a minimum of five-year intervals. The strategy's proposals will be monitored against the following measures:

- Reduced traffic in the urban areas, especially during peak visitor periods, and an increase in the number of journeys being made by walking, cycling and public transport
- Increased patronage of public and shared modes by increasing accessibility and affordability
- Increased uptake of digital and other emerging technologies to allow people to access employment and other health/educational services remotely
- Continued growth of Skegness and Mablethorpe's economy which will involve improved access to employment, education, services and facilities via sustainable transport modes
- Reduced transport related carbon emissions, progressing toward net zero targets
- Increased physical activity
- Improved air quality
- Increased partnership working









# Skegness and Mablethorpe Transport Strategy

December 2022  
Summary document





## Skegness and Mablethorpe Transport Strategy

### Foreword

“Skegness and Mablethorpe, along with the rest of Lincolnshire’s coast, are key to Lincolnshire’s growth and prosperity – which is why we’re 100% committed to investing in the area.

In fact, one of our key focuses as county council is to continue working tirelessly to improve our coast’s infrastructure and services – not only for everyone living, working and studying there, but also the millions of people who visit each year.

And that’s where this strategy comes in...

The past two years have led to a number of changes to working patterns and travel habits, and we want to meet these, and other changing travel demands. By offering people a wider range of affordable, reliable and environmentally-friendly travel options to choose from, we hope to not only get people moving more efficiently, but also support planned economic growth.

By using alternative forms of transport, we hope to lessen congestion and create more pleasant centres, making Skegness and Mablethorpe more prosperous, attractive, and healthier places to live, learn, work and visit.

This strategy will help shape the future of Skegness, Mablethorpe and their surrounding areas by providing a number of proposals for us, the district council and developers to consider over the next fifteen years as we strive towards improving travel and transport in and around our coast.

Some of our top priorities are to: make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands.

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

### CLlr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council





### Overview

The Skegness and Mablethorpe Transport Strategy has been developed by Lincolnshire County Council in partnership with East Lindsey District Council and aims to provide a clear vision for the future of transport and travel within and around the Lincolnshire coast up to 2036.

It aims to support residents, visitors and organisations in and around the Skegness and Mablethorpe by improving transport, access to services and the coastal area's key destinations as well as helping to build a resilient economy and supporting the transition to Net Zero.

With the proposals and interventions contained in this Strategy, the aim is to improve accessibility and travel choice for all by delivering a modern, inclusive and future ready transport system so the area can continue to grow sustainably, meeting accessibility challenges of both residents and visitors and taking advantage of funding opportunities.

### What is the purpose of the strategy?

The Transport Strategy's primary purpose is to help develop and provide sustainable and future-ready travel options and services within Skegness and Mablethorpe over the next 15 years, helping to deliver a more resilient economy, improving access to services, providing employment and education opportunities for all communities and supporting delivery of a sustainable year-round visitor sector.

Whilst taking full account of the County Council Corporate Plan, The Green Masterplan and LTPV, the Strategy will also have a significant role to play in helping to address a range of strategic challenges that will affect Skegness and Mablethorpe and their communities over the coming years.

They include the climate change agenda, the transition to Net Zero and the COVID-19 pandemic recovery. More specifically, the Strategy will look to:

- Support the area's key tourism sector by increasing the resilience of the transport network and year-round access to the coast;
- Support housing and economic growth by helping to deliver the planned Sustainable Urban Extension alongside other opportunities such as the Town's Fund priority schemes;
- Tackle the environmental impact of travel including improving air quality, enhancing sustainable access to the coast and the area's green assets, helping to protect the existing Sites of Special Scientific Interest (SSSIs) and contributing to the Government's Carbon Net Zero targets by increasing sustainable travel choice and transitioning to low emission travel;
- Provide a more inclusive and reliable transport network across the coastal area to improve transport connectivity for businesses, residents and visitors; and
- Successfully meet the different and changing travel demands and needs across the area, including how people access employment, education, healthcare, retail, leisure and tourism activities.



### Vision

By 2036, Skegness and Mablethorpe will have developed into a year-round visitor economy, contributing to the economic resilience of the Lincolnshire coast. The regeneration of both Skegness and Mablethorpe once complete will have transformed both Towns into high quality, sustainable and inclusive destinations with new residential and employment developments supporting the local economy. Both Towns will be supported by a combination of high-quality walking, cycling and public transport improvement to upgrade links to shops and services, encouraging low carbon travel while enhancing the public realm of both centres.

The transport interchange facility improvements at Skegness Rail Station and Mablethorpe will allow better connectivity between different public transport and active travel modes, and will help to create an accessible, inclusive facility in both Towns that improves access to the wider coastal area for residents and visitors. This will be supported by enhanced strategic connections between the main Towns and Villages which will improve accessibility for both visitors and residents in the study area. Improvements to the A52 gyratory in Skegness Town Centre will improve vehicle journey times and upgrade pedestrian and cycling facilities close to the Rail Station.

The coastal area as a whole will benefit from advances in mobility enabled by new technologies and digital connectivity which will improve access to opportunities for all, improve the vibrancy, health and wellbeing of the coastal area and support the transition towards low carbon transport.





## Objectives

Objective theme	Objective
<b>Economy</b>	Strengthen Skegness and Mablethorpe’s position as the seaside tourist destination of Lincolnshire by improving strategic connectivity, travel choice and network resilience while strengthening the area’s potential to be an area to live and work.
<b>COVID-19 recovery</b>	To help businesses continue to recover from the COVID-19 pandemic through the development of an inclusive, connected, and future ready transport network.
<b>Resident and Visitor needs</b>	To provide a flexible and resilient transport network that supports the needs of residents whilst also catering for the seasonal demands from visitors.
<b>SUE Delivery</b>	To support the delivery of new housing and employment sites, including the Sustainable Urban Extensions, facilitating sustainable infrastructure connecting to the wider Strategy Area.
<b>Climate change / Net Zero</b>	To support the Net Zero 2050 carbon reduction targets through the reduction of the impact of travel and providing the infrastructure to increase the numbers of people walking, cycling and travelling by public transport.
<b>Accessibility and Integration</b>	To increase strategic and local access to Skegness and Mablethorpe Town Centres by increasing multi-occupancy, shared mobility, passenger transport and active travel options.
<b>Future Mobility Ready</b>	To prepare the Strategy Area for the transition to low emission vehicles including electric, shared and connected mobility as well as the business models that support them.
<b>Education, Health and Well being</b>	To enhance the health and wellbeing of communities through improved inclusive accessibility, improved air quality, reduced noise levels and increased physical activity and safety.
<b>Active Travel, Natural Environment and Open Space</b>	To enhance the health and wellbeing of communities by establishing and promoting walking and cycling as an option for short trips and leisure purposes, including access to open space.
<b>Sustainable Tourism and Hospitality</b>	To improve travel choice and sustainable options for visitors and tourism both for longer distance journeys and local travel.
<b>Inclusive Access to Services</b>	To increase inclusive access to education, healthcare and other amenities while reducing the impacts of physical access to schools, hospitals and community services.



## Delivering for the current and future population






This Strategy will focus on accessibility, inclusivity and affordability, ensuring residents, businesses and visitors are better connected to employment, public services and leisure facilities via more sustainable forms of travel. It aims to improve connections across the coastal area helping residents, visitors and businesses and providing a network that allows the area to grow.

The strategy recognises that the challenges associated with the climate change agenda and the carbon Net Zero targets and what this will mean for transport and travel. Its focus is on helping the coastal area adapt to these changes and provide a network that allows people to make more sustainable choices.

It aims to develop a comprehensive and integrated travel network with active travel and public transport at its core and the infrastructure that supports the move towards electric and low carbon travel. Reliability and affordability are recognised as significant factors influencing travel choice, which these measures aim to improve. In addition, the Strategy also acknowledges the potential of digital connectivity and emerging technologies for accessing employment and services, thus eliminating the need to travel all together.

Like the rest of the Country, the Lincolnshire Coast is expected to undergo a period of significant change in the coming years with substantial population growth predicted in the region. Transport provision across the area needs to accommodate this increasing demand whilst taking into account the changing way we are accessing services, education and employment. It needs to support the sustainable growth of the Lincolnshire coast and provide the infrastructure that allows the visitor economy to continue to flourish. New technologies are already being deployed across the UK, which increase the efficiency of transport systems, catering for the changing travel patterns whilst working towards the Net Zero carbon targets and delivering a cleaner, greener network.

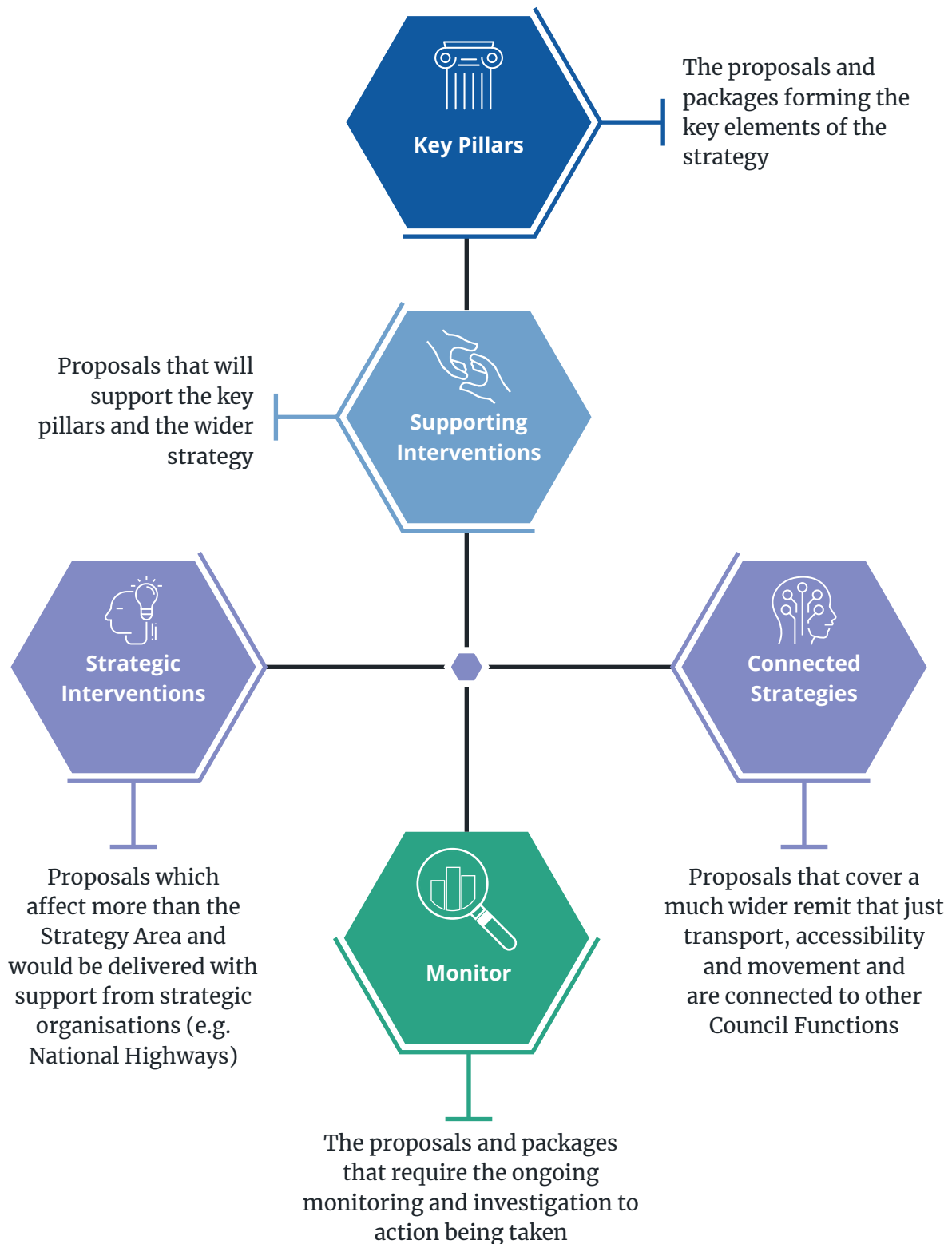
## Defining priorities

-  Major development for Skegness and Mablethorpe over the next two decades, including new major housing growth.
-  Population growth in and around Skegness and Mablethorpe between now and 2036, with an increase in an ageing population likely.
-  Ongoing evolution in the way we travel with changes in demand for travel, new technologies and new ways of purchasing and paying for mobility.
-  Focussing of achieving Net Zero Carbon emissions from transport by shifting to low emission vehicles, prioritising walking and cycling and reducing the need to travel.
-  Working to increase choice, resilience and flexibility within the transport network including harnessing new technologies and modes.
-  Working with developers to bring forward the best possible proposals for new development, including housing, so they can have a positive social, economic and environmental impact on both new and existing communities and the wider economy.



## Strategy components

The strategy and the proposals identified to deliver the vision and objectives are structured under a number of different themes that when brought together will help to deliver the strategy's aims:





## Pillars of the strategy



The key pillars of the strategy consist of the interventions which will form the priority infrastructure, service and policy proposals. They comprise of the key plans to support the delivery of the vision and objectives.



### **Mobility hubs**

Bringing together transport and facilities to make travel easier through enhancing the towns transport interchanges such as Skegness train station



### **Multi-user trail**

A cycling and walking network plan which will connect to bus facilities and integrate different modes of travel to help facilitate first-mile/last-mile journeys



### **Public realm improvements**

Making the town centres more enjoyable places for everyone through improvements to lighting, planting and streetscape



### **Skegness and Mablethorpe cycling and walking network plan**

Providing a comprehensive cycling and walking network for Skegness and Mablethorpe



### **Visitor package**

A package of measures to grow and promote the visitor economy in the Skegness and Mablethorpe study area



### **Electrification**

Decarbonising travel and transport is key to tackling climate change. The transition to electric vehicles is gathering pace and the strategy aims to support this



### **Parking**

Supporting the strategy and the wider parking offer through improvements to car parking supply and demand, payment systems, residents parking zones, route signing and electric charging facilities



### **Demand responsive transport**

Increasing the number of CallConnect vehicles operating across the Skegness and Mablethorpe study area



### **Sharing**

Making more transport accessible without the need to own through cycle and e-cargo bike hire, electric vehicle car clubs and community transport



## Strategic interventions

Working with other organisations including the Department for Transport, National Highways and Network Rail to improve access.



### Creating quiet lanes

Protecting the countryside and our green spaces in the Skegness and Mablethorpe area



### Rail service improvement package

Working in partnership with the rail industry to deliver better train services we will look to improve frequency and quality of services to Skegness rail station



### Ticketing

Making ticketing and payments smarter for users of public transport in Skegness and Mablethorpe and the connections to other areas

## Connected strategies

We will look to ensure that transport continues to be at the heart of a range of wider functions.



### Land use

Putting accessibility at the heart of land use planning through integrating sustainable transport decision making and land use policy, particularly for Skegness and Mablethorpe town centres and potential future residential and industrial areas



### Digital connectivity and emerging technologies

Enabling people to access work and services differently through working with partners to improve digital access



### Develop transport action plan to tackle climate change

Develop a comprehensive climate change strategy for Skegness and Mablethorpe covering transport and other climate change related issues



### Air quality

Developing an air quality strategy to help support cleaner air in the town centres.



### Site of special scientific interest accessibility strategy

Developing a strategy to encourage sustainable travel to the Lincolnshire Coast's SSSI locations and improve accessibility



### **Skegness and Mablethorpe 30-Minute rural community strategy**

To improve accessibility to services, enhance walking and cycling infrastructure in the Skegness and Mablethorpe area and combat social inclusion a 30-rural community strategy will be developed

## **Monitor and investigate**

We will continue to monitor and investigate opportunities to make further improvements to movement and transport across Sleaford.



### **Orby bypass**

During the life of the Skegness and Mablethorpe transport strategy a feasibility study will be undertaken to explore the provision of an Orby bypass

## **Supporting interventions**



The supporting interventions are lower priority schemes that will be delivered where additional support is required. They will support the key pillars and include the following:



### **Access to facilities**

Changing facilities and cycle hubs to be provided in shopping centres, or workplaces as well as Skegness and Mablethorpe train and bus stations to facilitate first mile / last mile trips and encourage multi-modal journeys



### **Active travel infrastructure**

A package of active travel measures to support walking and cycling journeys in Skegness and Mablethorpe including a cycle lane adjacent to the A52, cycling facilities on Lumley Road and a potential improvement to the Burgh-le-Marsh to Skegness cycle lane



### **Rail and bus integration**

Linking Skegness Railway Station with the bus station and aligning timetables



### **Strategic signing**

Helping to ensure that people have clear routes and wayfinding/signage for their walking and cycling journeys around the centres of Skegness and Mablethorpe



### **Coach improvements**

A package of measures to improve visitor travel to the Skegness and Mablethorpe strategy area with indoor shelters, information points, WiFi and device charging points



### **Equestrian strategy**

Promoting safe, comfortable and convenient travel by horse in and around Skegness and Mablethorpe



### **School travel**

Promoting healthier ways to travel to school



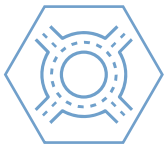
### **Bike provision on trains**

Ensuring that there is space for cyclists on trains for those travelling to and from Skegness



### **Bus priority**

Making bus journeys quicker and more reliable exploring options for bus priority on Lumley Road, Roman Bank and Grand Parade in Skegness and High Street and Victoria Road in Mablethorpe



### **Junction improvement package**

Targeted capacity and safety improvements such as at the Alford Road / Mile Lane, Alford Road/Golf Road, A52 Wainfleet junctions and exploring widening of parts of the A52 to improve safety



### **Low traffic and Home zoning**

Explore opportunities to make residential streets low traffic neighbourhoods and prevent rat running potentially including Lumley Avenue (Skegness) and Sea Lane (Ingoldmells)



### **Continued engagement**

Keeping the transport conversation going through the Skegness and Mablethorpe Transport Strategy Board. Engagement with stakeholders and the public to steer the delivery of the strategy



### **Freight and deliveries**

Reducing the impact of freight in rural villages and deliveries at peak times in the town centres



### **Travel plans**

Working with residents and employees to encourage more sustainable choices through rolling out bikeability training, greater use of travel plans and personalised travel planning



### **Traffic monitoring**

Monitoring of the network and traffic to help manage traffic impacts and create sustainable solutions



### **Bus infrastructure package**

Upgrading the quality and accessibility of buses, improving local bus stops and providing enhanced facilities and converting the bus fleets to low emissions or electric vehicles





### A collaborative approach

Led by the Skegness and Mablethorpe Transport Board the Transport Strategy will need to be supported by a range of stakeholders and partners. The board will utilise existing and future funding opportunities to implement its proposals over the three phases: short, medium and long term. Ability to secure funding is paramount to the delivery of the Strategy and is expected to remain a challenge over the period. It is the role of the Strategy Board to identify potential sources and secure funding to enable successful delivery of the proposals contained within this Strategy. It recognises that no single intervention nor organisation can be responsible for its delivery. Instead, the Strategy's success will be dependent on stakeholder support, including funding and resources.

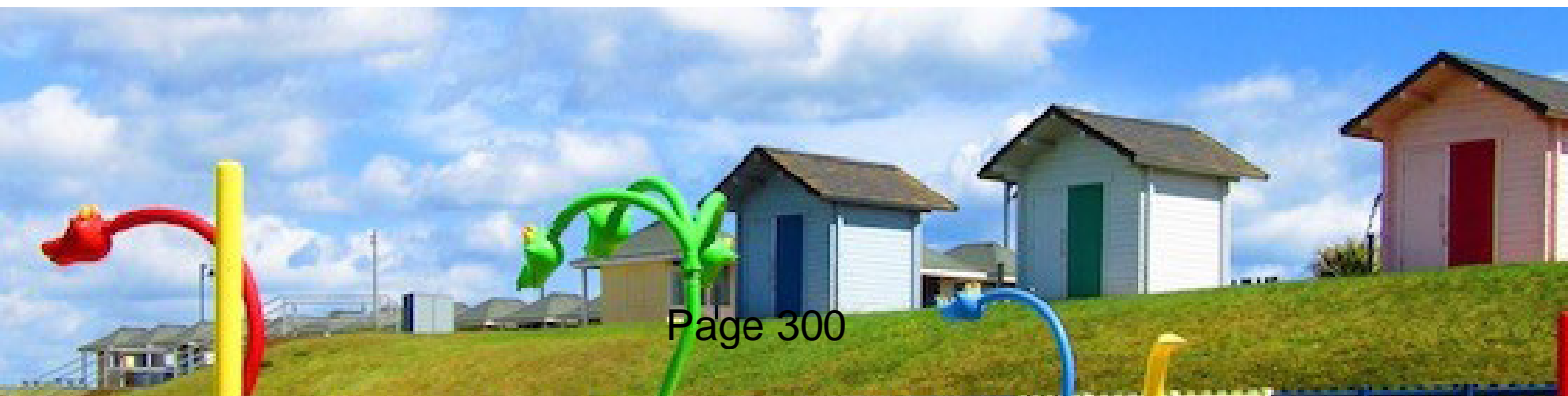
### Programming the strategy

The Strategy provides a far-reaching plan for transport and accessibility within the Skegness and Mablethorpe area, which aligns with the Central Lincolnshire Local Plan and Local Transport Plan. The timescales linked to proposals vary, some will have short or medium delivery lengths whilst others will remain ongoing throughout the entire Strategy period. These timescales will be set by the Strategy Board, and delivery is planned for each as soon as is both feasible and affordable.

### Monitoring the strategy

The Transport Strategy Board will be responsible for the ongoing review of the individual proposals, ensuring progress is being made and will provide a progress report at a minimum of five-year intervals. The Strategy's proposals will be monitored against the following measures:

- Reduced traffic in the urban areas, especially during peak visitor periods, and an increase in the number of journeys being made by walking, cycling and public transport;
- Increased patronage of public and shared modes by increasing accessibility and affordability;
- Increased uptake of digital and other emerging technologies to allow people to access employment and other health/educational services remotely;
- Continued growth of Skegness and Mablethorpe's economy which will involve improved access to employment, education, services and facilities via sustainable transport modes;
- Reduced transport related carbon emissions, progressing toward Net Zero targets;
- Increased physical activity
- Improved air quality





---

County Offices,  
Newland,  
LN1 1YL



This page is intentionally left blank



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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>12 December 2022</b>
Subject:	<b>Highways and Transport Scrutiny Committee Work Programme</b>

**Summary:**

This item enables the Committee to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focused where it can be of greatest benefit. The work programme will be reviewed at each meeting of the Committee to ensure that its contents are still relevant and will add value to the work of the Council and partners.

**Actions Required:**

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

- (1)** Review and approve the contents of its work programme; and,
- (2)** Highlight any additional scrutiny activity which could be included for consideration in the work programme.

## **1. Background**

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

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

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

## 2. Work Programme

12 December 2022	
Item	Contributor
1. <b>A16/Marsh Lane Boston and Boston Active Travel Scheme</b> <i>(Pre-decision Scrutiny- Executive Cllr Decision 14 – 16 December 2022)</i>	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
2. <b>Highways Quarter 2 Performance Report (1 July to 30 September 2022)</b>	Jonathan Evans, Head of Highways, Client and Contract Management
3. <b>Transport Quarter 2 Performance Report – Verbal Update</b>	Nicole Hilton, Assistant Director - Communities Verity Druce, Head of Transformation Services
4. <b>Transport Strategies:</b> <ul style="list-style-type: none"> <li>• Grantham</li> <li>• Sleaford</li> <li>• Skegness &amp; Mablethorpe</li> </ul>	Karl Gibson, Senior Project Leader, Highways Infrastructure, Place Directorate

23 January 2023	
Item	Contributor
1. <b>Revenue and Capital Budget Proposals 2023/24</b> <i>(Pre-decision Scrutiny - Executive 7 February 2023; Council 17 February 2023)</i>	Keith Noyland, Head of Finance - Communities
2. <b>Civil Parking Enforcement Annual Report 2021 – 2022</b>	Matt Jones, Parking Services Manager
3. <b>Route and Place Based Transport Strategies Annual Report</b>	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
4. <b>Winter Maintenance Interim Report</b>	Jonathan Evans, Head of Highways, Client and Contract Management
5. <b>Highways – Gully Cleansing/Repair and Surface Water Flooding- Update</b>	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager

6 March 2023	
Item	Contributor
1. <b>Grantham Future High Street Public Realm Improvements</b> <i>(Pre-decision Scrutiny- Executive Cllr Decision 20th -24th March 2023)</i>	Teresa James, Senior Project Leader (Major Schemes)
2. <b>Road Safety Partnership Update</b>	Steven Batchelor, Lincolnshire Road Safety Partnership
3. <b>Highways – Gully Cleansing/Repair and Surface Water Flooding – Update</b>	Richard Fenwick, Head of Highways Asset and Local Management Services Shaun Butcher, County Programme Manager
4. <b>Lincolnshire Traffic Management Working Group – Outcomes</b>	Karen Cassar, Assistant Director, Highways

24 April 2023	
Item	Contributor
1. <b>Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell</b> (Pre-decision Scrutiny - Executive Councillor- 24 April – 2 May 2023)	Teresa James, Senior Project Leader -Major Schemes
2. <b>Highways Quarter 3 Performance Report (1 July to 30 September 2023)</b>	Jonathan Evans, Head of Highways, Client and Contract Management

22 May 2023	
Item	Contributor
1. TBC	

### 3. Items to be programmed

- Process for the adoption of Private Streets (TBC, 2022/23)
- Anglian Waters; road and maintenance works and traffic disruption.

### 4. Conclusion

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

## **5. Consultation**

### **a) Risks and Impact Analysis**

N/A

## **6. Background Papers**

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

This report was written by Kiara Chatziioannou, Scrutiny Officer who can be contacted on 07500 571868 or by e-mail at [kiara.chatziioannou@lincolnshire.gov.uk](mailto:kiara.chatziioannou@lincolnshire.gov.uk).

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
<b>A16/Marsh Lane Boston and Boston Active Travel Scheme</b> [1027900]	<b>14 - 16 December 2022</b>	Executive Councillor: Highways, Transport and IT	Highways and Transportation Scrutiny Committee	Senior Project Leader, Place E-mail: <a href="mailto:charlotte.hughes@hotmail.com">charlotte.hughes@hotmail.com</a>	Yes	Boston South
<b>Revenue and Capital Budget Proposals 2022/23</b> <i>(Executive Decision – 1 February 2022 and County Council Decision 18 February 2022)</i>	<b>Executive Council 7 February 2023</b> <b>Council 17 February 2023</b>	Executive; Council	Highways and Transportation Scrutiny Committee	Senior Project Leader E-mail: <a href="mailto:Keith.noyland@lincolnshire.gov.uk">Keith.noyland@lincolnshire.gov.uk</a>	Yes	ALL
<b>Grantham Future High Street Public Realm Improvements - EXEMPT</b> [1027897]	<b>20-24 March 2023</b>	Executive	Highways and Transportation Scrutiny Committee	Senior Project Leader (Major Schemes) E-mail: <a href="mailto:teresa.james@lincolnshire.gov.uk">teresa.james@lincolnshire.gov.uk</a>	Yes	Grantham Barrowby; Grantham East; Grantham North; Grantham South; Grantham West
<b>Levelling Up Fund Project - A16 Improvement Corridor - Springfields and Greencell Roundabouts</b> [1027898]	<b>24 April - 2 May 2023</b>	Executive Councillor: Highways, Transport and IT	Highways and Transportation Scrutiny Committee	Senior Project Leader (Major Schemes) E-mail: <a href="mailto:teresa.james@lincolnshire.gov.uk">teresa.james@lincolnshire.gov.uk</a>	Yes	Spalding East; Spalding Elloe; Spalding South; Spalding West



This page is intentionally left blank