



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

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| Report to: | Highways and Transport Scrutiny Committee |
| Date: | 24 April 2023 |
| Subject: | Review of Traffic Management in Lincolnshire- Working Group Outcomes |

Summary:

The report summarises the activity undertaken by the Traffic Management Review Working Group set up to review branches of the existing Traffic Management Policy with the purpose of establishing key lines of enquiry and Terms of Reference for a potential Scrutiny Review. Subject to the agreement of the Overview and Scrutiny Management Board, an in-depth scrutiny review may be carried out by one of the Scrutiny Panels (A or B) later in this Council term.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to:

- (1) Consider and comment on the findings and outputs that emerged from the formal evidence gathering activity that took place between January and March 2023.
- (2) Review and endorse this report and approve of the key lines of enquiry identified to inform the scoping for a potential scrutiny review by one of the Scrutiny Panels.

And to:

- (3) Recommend to the Overview and Scrutiny Management Board that an in-depth review entitled Review of Traffic Management in Lincolnshire, should be undertaken by one of the Scrutiny Panels (A or B) later in this Council Term.

1. Background

Speeding issues are a reoccurring topic at Parish Council meetings and local community forums and are raised directly with Members and the Council as a concern by residents across the county.

Road speeds can be a significant issue to residents especially at a parish/town/ward level and conversely can be an issue for some businesses where delays are caused to delivery and supply chains by accidents, congestion, or too lower speed.

This is not currently a national or regional government priority, nor is it a specific commitment in the Corporate Plan.

On 17 June 2021, the Overview and Scrutiny Management Board (OSMB) had agreed to request that each overview and scrutiny committee identify potential topics for in-depth scrutiny reviews, which would be undertaken by the two Scrutiny Panels (A and B), utilising the Board's prioritisation matrix.

The Highways and Transport Scrutiny Committee (HTSC) at its meeting on 19 July 2021 identified the topic "Review of Traffic Management in Lincolnshire" and agreed to submit this to the OSMB for consideration and decision at its meeting on 30 September 2021.

At the OSMB meeting that took place on 30 September 2021, the topic proposed by the Highways and Transport Scrutiny Committee was accepted as a potential topic for a review by one of the two Scrutiny Review Panels (A or B); its priority level as derived from the OSMB prioritisation matrix was "moderate".

In line with the Proposals for Scrutiny Reviews Report:

"A potential scrutiny review by members could consider what the challenges and opportunities are for effective speed management around the county.

Soft approaches include; availability of resources and funds, engaging with the public and specific hard measures to inhibit speeding, such as; installation of Speed Indicator Devices, use of Covert Surveillance, Community Speedwatch and enforcement."

At the Highways and Transport Scrutiny Committee meeting on 30 May 2022 Officers submitted a proposal for setting up a working group that would be tasked with reviewing branches of the existing Traffic Management Policy, and that will look at data, propose options and suggest recommendations for what an in-depth review should be focused into.

The Highways and Transport Scrutiny Committee agreed in the meeting held on 30 May 2022, that this was an appropriate way forward that paved the way for a potential in-depth scrutiny review that may be carried out by one of the Scrutiny Panels (A or B) in a future round of Reviews, aimed to be initiated within this Council Term.

An advance framework exercise has identified a Traffic Management Plan Review as an umbrella to eight specific areas to be reviewed as part of Managing the Network Safely in Lincolnshire. These included:

- Speed limit Policy

- Traffic Calming Guidance
- Traffic Regulation Order Policy
- Moving Traffic Enforcement
- Disabled Parking Bays
- Traffic Policy for Schools
- Weight Restrictions / Lorry Watch
- Pedestrian Crossing Policy

The Working Group was set up and consisted of the following elected members:

- Cllr M Brookes
- Cllr K Clarke
- Cllr R Gibson

The Working Group have met on the following dates:

- 11 November 2022
- 02 February 2023
- 06 April 2023

2. Evidence Considered by the Working Group

2.1 Network and Traffic Management Plan

The Network and Traffic Management Plan pulls together all the various regulatory and enforcement legislation that covers highways. Including:

- Civil Parking Enforcement
- Street Works and Permitting
- Highway enforcement
- Road safety

It lays out all the different restrictions and constraints upon the highway to improve:

- Traffic flow
- Congestion

And to,

- Empower safety measures.

2.2 Speed Limit Policy

Lincolnshire County Council's (LCC) speed limit policy is based on the general principles outlined in the Department for Transport (DfT) circular 01/2013 Setting Local Speed limits guidelines.

Whilst the following detail below outlines a number of potential considerations for a speed limit policy review, it should be noted that the existing policy is based on the most up to guidance available to LCC. To ensure LCC adheres to Department for Transport (DfT) guidance, it may be considered that no modifications are required at this time.

Alterations to the existing policy may incur a financial cost, sometimes to a significant level and legal challenge. Due to the current financial landscape this may limit the scope of possible amendments.

2.3 Rural Road Network

At the time of the last policy review, it was noted that the National Speed Limit framework set by central government is as follows:

- 30 mph streets with a system of street lighting
- National speed limit 60mph on single carriageways
- National speed limit 70mph on dual carriageways and motorways

Further, 01/2013 also notes that these national limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit.

On A and B classified single carriageway rural roads the following speed limits are considered appropriate and will be used as guidance when reviewing the speed limits on such roads:

- 60mph is recommended for most high-quality strategic A and B roads with few bends, junctions or accesses.
- 50mph should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. It can also be considered where mean speeds are below 50 mph, so the lower speed limit does not interfere with traffic flow.
- 40mph should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.
- A similar breakdown is available for C Class roads.

It could be argued that a number of Lincolnshire's rural single carriageway roads do not meet the categorisation of high-quality strategic A and B roads with few bends, junctions or accesses nor best quality C and unclassified roads with a mixed function (i.e., partial traffic flow) with few bends, junctions or accesses.

2.4 Speed limit assessments for towns and villages

2.4.1 Should 30mph be the default?

Currently, mean speeds are used to assess whether a 30mph speed limit can be applied to Lincolnshire's villages. The Working Group discussed whether consideration should be given to remove the mean speed criteria currently considered in Lincolnshire and how this may be featured as part of the proposed review. However, the following must be considered before a decision is taken.

DfT Circular 01/13 Setting Local Speed limits states: Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both but mean speeds should be used as the basis for determining local speed limits. This is not an instruction that must be obeyed, it is guidance on which of the two measures (mean or 85th%) is most appropriate.

Further, under rural villages it also states: Fear of traffic can affect people's quality of life in villages, and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore government policy that a 30mph speed limit should be the norm through villages. Often, these two factors will be compatible, however on occasion it will not. It is clear though that either approach is permissible. The imposition of 30mph speed limits as a default would be welcomed by a significant proportion of residents in rural villages. However, this would be a lengthy and complex undertaking and may incur significant costs to review, apply Traffic Regulation Orders (TROs), and install and maintain signing.

The introduction of 30mph speed limits would be welcomed by a significant proportion of residents in rural villages. However, this would be a lengthy and complex undertaking and may incur significant costs to review, apply TROs, and install and maintain signing.

Speed limits, to be effective, must be set at a level which appears reasonable to a driver and adequately reflect the environment through which the road passes.

Many people consider speed limits as the answer to all road safety concerns and whilst appropriately set speed limits can improve road safety, erecting speed limit signs does not always produce the desired level of vehicle speeds unless a driver can see a need for the limit.

That said, as a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5% (Taylor, Lynam and Baruya, 2000).

For typical types of road traffic collisions, the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.

2.4.2 Borderline Case Process

Locations where the mean speed data falls within +/- 3mph of the Mean Speed Table 4, in paragraph 5.11 (LCC Speed Limit Policy), is classed as a Borderline Case and a paper is submitted to the Planning and Regulation Committee.

This localised agreement allows political oversight, ensuring locations that are close to a limit change, benefit from additional consideration.

However, it can be a lengthy process and adds an additional administrative burden on officers with few, if any cases that have been submitted to the Planning and Regulation Committee being declined. On this basis, members may wish to consider if this practice is required.

2.5 20mph Speed Limits/Zones

Government statistics show that in 2021, 87% of drivers broke 20mph speed limits compared to 51% of drivers exceeding the 30mph speed limit.

Changing from a 30mph speed limit to 20mph brings only a small reduction in speed and a study for the DfT found that drivers median speed fell by just 0.7mph in residential areas and 0.9mph in city centre areas.

Lincolnshire County Council has the authority to implement 20mph zones and limits but currently only do so in exceptional circumstances and with support from the Police.

Current position as stated in the Lincolnshire County Council Speed Limit Policy:

'20mph speed limits may be introduced but are currently only considered and applied if appropriate to Accident Investigation and Prevention (AIP) schemes which meet the necessary AIP funding criteria.

They may also be considered as part of an Integrated Transport Scheme identified as high priority in the capital programme.

However, it is intended to review this section as part of the County Council's Speed Management Strategy and produce a separate policy, at which time this section will be revoked.'

Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20mph speed limits are therefore most appropriate for areas where vehicle speeds are already low.

If the mean speed is already at or below 24 mph on a road, introducing a 20-mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.

Lincolnshire has a number of rural communities with roads where motor vehicle movement is the primary function, the mean speed is above 24mph, and the introduction of physical traffic calming measures would not be appropriate.

On this basis, the Authority might look to consider implementing the review of its 20mph policy as part of the County Council's Speed Management Strategy and produce a separate policy.

2.6 20mph Speed Limits - New Developments

In Lincolnshire, Development Schemes are currently designed to 20mph design speed, but are not supported by 20mph speed limit. When speed limits are reduced to 20mph, streets with less than 2000pcu/24hour¹ (most streets in Lincolnshire and all development streets) can safely accommodate cyclists on the road, in accordance with guidance.

If we are not able to reduce speed limit to 20mph, then to adhere to LTN 1/20 all development streets would need to consider segregated cycle infrastructure. As above, this would need to be light segregation, stepped cycle track or fully kerbed cycle track.

This is an additional maintenance responsibility, requires significant land (this would likely be due to the detriment of Sustainable Drainage Systems [SuDS] or tree lined verges), and can introduce other issues for parking, deliveries, bus stop locations and pedestrian crossing points, as well as suitable protection for cyclists over junctions.

2.7 Speed Limits Outside Schools

In line with current LCC policy:

'At all statutory age schools, a maximum speed limit of 30mph is to be in place for a distance of 150m to 250m either side of the main pedestrian entrance and with discretion at secondary accesses.'

Some other Authorities have introduced the use of 20mph speed limits outside schools. Where this has been considered, the assessment process generally leads to the following options:

- No further action.
- Signed only 20mph speed limit.
- Variable 20mph speed limit.
- 20mph speed restriction with additional speed reduction measures.

¹ PCU – passenger car unit. A measure of highway capacity used in transport modelling. 1 private car = 1 PCU

For a review of this nature to occur in Lincolnshire what is required is:

- A substantial programme of data collection and feasibility work.
- Significant funding
- Comprehensive public consultation.

On this basis, the Authority might look to consider implementing the review of its 20mph policy as part of the County Council's Speed Management Strategy and producing a separate policy.

2.8 Traffic Policy for Schools

Lincolnshire Traffic Policy for Schools was approved in 2015. The Policy sets out measures to address the safety concerns specific to a school location, and which could be supported by Head Teachers, Governors and the local community. Details of options relating to measures to reduce traffic speed and to manage on street parking are provided and the aim of the policy is to be able to provide a package of measures tailored to the needs of the location. Options range from advisory road markings and speed limits to mandatory markings and waiting restrictions which require a traffic regulation order to be processed.

A revised Speed Limit Policy was also issued in 2015 but was already well established for the most part whereas the Traffic Policy for Schools was a new policy and was not generally referred to. Following the restructure of highway services in 2017 a team to manage requests for traffic regulation orders was re-established and one of our priorities was to consider the issues relating to parking at school locations.

Many schemes applying both advisory and mandatory restrictions as appropriate, have now been delivered which mirror the options set out in the policy. However, some specifics in the policy at Table 1 'relating to speed management' below may need to be reconsidered in terms of affordability, practicality and in conjunction with other policies.

| Option | Comments | For Review |
|---|---|--|
| 1. General signing and marking measures | The most basic measure; Low cost; No traffic order required; Highlights school location. | |
| 2 Flashing Warning signs at school times | No traffic order required; Higher visual impact; Higher cost including ongoing maintenance; Associated with school crossing patrol. | Flashing warning lights are used to enhance drivers' awareness of a School Crossing Patrol person. The policy however suggests that these could be installed as a measure to promote speed reduction on the approach to a school regardless of a patrol being present. |

| Option | Comments | For Review |
|--|--|--|
| 3. School safety zone (SSZ) | <p>Includes advisory 20mph speed limit; No traffic order required; Low cost; High visual impact.</p> <p>Informal crossing point may be included; Non-enforceable; May be unsuitable at certain schools; Displaces parking away from school</p> | <p>As the signs and markings used are non-prescribed, a traffic regulation order (TRO) cannot be made to allow enforcement of the zones.</p> <p>Members may consider that SSZ should be removed from it and replaced with schemes supported by traffic regulation orders</p> |
| 4. Mandatory Speed Limit (standard plain signs) | <p>Includes 20mph speed limit; Enforceable; Traffic order required; Medium cost; Resource implication; Introduced as part of measures outlined in paragraph 1.4 of the policy.</p> | <p>References to options for a mandatory 20mph speed limit will need to be considered in relation to the outcome of the speed limit policy review.</p> |
| 5. Mandatory Speed Limit (part time variable message signs) | <p>Only for 20mph speed limits; Enforceable; Variable limit at school times only; Traffic order required; High cost; Resource implication; Ongoing running & maintenance costs; Only suited for isolated rural locations.</p> | <p>References to options for a mandatory 20mph speed limit will need to be considered in relation to the outcome of the speed limit policy review and must be in conjunction with the Police who are responsible for enforcing the speed limit.</p> |
| 6. Traffic Calming Measures | <p>No traffic order required but a statutory process may be necessary; Wide consultation process; Self-enforcing; Physical measures; Medium/High cost; Resource implication; Ongoing maintenance costs; Only suited for urban locations.</p> | <p>Reference to traffic calming options will need to be considered in relation to the Traffic Calming Policy.</p> |
| 7. Formal Crossing Facilities | <p>Statutory process required; High cost; Resource implication; Ongoing maintenance costs; Only suited for urban locations; Could include school crossing patrol.</p> | <p>Reference to Pedestrian Crossing facilities will need to be considered in relation to the Pedestrian Crossing Policy.</p> |

2.9 Traffic Policy for Schools – Options

The options identified in Table 2 of the existing policy which relate to parking issues reflect the types of restrictions we currently introduce (apart from Option 5, School Safety Zone) and it suggested that these are retained in the policy.

Low Traffic Neighbourhoods, which are traffic regulation orders which restrict access for traffic on routes adjacent to schools could also be included.

Where we might dispense with some options in the policy for various reasons, we could include alternatives in the form of measures which are already available through Lincolnshire Road Safety Partnership (LRSP) and detailed in the Sustainable Modes of Travel to School Strategy:

- a) School crossing patrols (subject to criteria set by Lincolnshire Road Safety Partnership).
- b) School education through LRSP: Pedestrian training and Junior Road Safety Initiative.
- c) School Travel Plans - schools revisit their Travel Plans using the national accreditation scheme and web platform Modeshift STARS.
- d) Schools Living Streets – a system of incentives to walk to school.
- e) Safer Routes to School (awaiting further information).
- f) Some of the options provided in the existing policy are expensive and Members may wish to consider if there is a place for third party funding to be accepted in order for certain schemes to be delivered.

2.10 Parking Outside Schools

In September 2018 Highways and Transport Committee resolved that a working group should be formed to look at the longer-term outcome of the CCTV Pilot scheme and in May 2019 the working group was formed. The working group was presented with a number of options as to how enforcement of School Keep Clear markings could be achieved in the future. The options considered were as follows:

1. No CCTV enforcement
2. CCTV vehicle enforcement
3. Additional CCTV vehicles
4. Fixed CCTV enforcement
5. Additional Civil Enforcement Officers (CEO) foot patrols

In January 2020, option 5 was supported by the Committee.

A meeting with North-East Lincolnshire Council took place on 2 February 2023 to discuss fixed placed CCTV enforcement outside schools. Cameras observe the traffic restrictions and an operative captures contraventions which can lead to the issuing of a penalty charge. Estimates for a fix CCTV are circular £15,000 each plus on-costs for processing and operatives.

2.11 Parking on Pavements

Since 2012, where possible, LCC has used the powers granted by the Traffic Management Act 2004 to enforce parking and waiting contraventions. When a report of nuisance parking is received and if a highway restriction exists, the team will dispatch an enforcement officer to issue a penalty. If the report contains reference to obstruction, the team directs the customer to the Police.

The Road Vehicles (Construction and Use) Regulations 1986 make it clear that causing “unnecessary obstruction” of the highway by a stationary vehicle is a criminal offence. However, because it is a criminal offence, only the police have the power to issue penalty notices. In 2022 the Parking Service Team received 387 reports across the county reporting pavement parking, of which 21 were for HGVs. LCC has been proactive as part of the pre consultation discovery work for traffic management modernisation and the consultation itself.

The Government has continued to discuss pavement parking at Ministerial level, especially with regard on how to regulate and enforce measures that could allow efficient and affordable solutions for Local Authorities to implement.

Further consideration should be given on how LCC could approach the subject of restricting pavement parking on some streets, on highways and verges and the impact and implications of such decisions.

2.11.1 Considered Solutions

a) **Half on / half off pavement parking (currently adopted in 22 streets across the county).**

These areas have marked bays and signage to allow half on / half off parking and pedestrian access.

A penalty charge can be issued if the vehicle is parked outside of the bay markings. Further work is required to estimate accurately the costs involved; however, some costs can be estimated as follows:

| Resource | Cost | Units |
|----------------------------------|-------|--------------------|
| Traffic Regulation Order Process | £2000 | Per order |
| Signing | £60 | Per sign |
| Lining | £2 | Per metre |
| Enforcement | £30 | Per hour of patrol |

Using these estimates a street 100m long would cost in the region of £2,520, plus maintenance costs at 5% per year. Enforcement using a 20-minute patrol, 3 times a day for 365 days a year would cost a further £10,950 per year. Set up costs and first year live would be £13,470 and subsequent years would cost £11,170.

b) Prohibit parking on one side of the street.

Whilst this may work for longer, wider roads, it becomes problematic in narrow streets with high levels of residential occupation. In effect it could just move the problem from one location to another.

2.12 Traffic Regulation Order Policy

There are circular 190 requests for traffic regulation orders awaiting investigation, many of which relate to parking. Some are a product of local disputes where the introduction of parking restrictions would not be appropriate.

Currently we investigate and monitor an area to confirm if the issue raised is genuine and to confirm what type of restriction should be introduced to manage it. This method can be subjective and may be challenged on the basis that an assessment has been made 'at the wrong time' or is biased.

- **Option 1 – A Scoring Matrix**

A scoring matrix has been developed which will provide clarity and consistency on how requests are assessed, prioritised and delivered as TRO schemes. Requests are assigned to either Category 1 or 2 and it will be those in Category 2 which would be subject to this assessment.

A scoring threshold may be set so that schemes which do not meet this score as they are not viable may be identified early on and refused, thereby reducing workload.

- **Option 2 – Annual Programme of TRO Schemes Agreed with Members**

An alternative option would be to have a pre-determined programme of TROs to be delivered within the coming financial year which have been agreed with Members, with an opportunity to review this or add further schemes after six months.

2.13 Traffic Calming / Physical Measures

Traffic calming schemes are a means of encouraging vehicle speed reduction and compliance with speed limits, usually achieved by the installation of physical measures. Their justification can be based on:

- improving road safety by reducing accidents
- promoting sustainable modes of transport
- improving the quality of life for residents and the environment.

In villages, traffic calming measures can reduce the impact of through traffic and improve safety for non-motorised highway users.

Traffic calming features comprise either:

- Vertical deflections such as road humps or horizontal deflections such as build outs.
- Pinch points or chicanes.
- 'Softer' features including road markings, gateway features and enhanced signage.

The use of road humps and horizontal traffic calming features are prescribed in the Highways (Road hump) Regulations 1999 and Highways (Traffic Calming) Regulations 1999. The police must be consulted on any scheme and details of it must be advertised. It is advised that consultation with emergency services and organisations representing those using the road is carried out.

In addition, prior to the introduction of a traffic calming scheme, information relating to accident details, characteristics of the area and the traffic and pedestrians using it, and the effects on the environment will need to be established.

Traditional traffic calming schemes require information gathering, analysis and consultation. If such schemes are to be offered, the number of eligible ones will need to be managed by the development of an assessment and priority rating system which befits available staff resource and funding. A mechanism by which contributions can be made by a third party may also need to be considered.

If staff resource and funding is not available, then a priority system could be developed. A defined set of standardised measures could be provided ensuring a consistent approach across the county. Third party contributions may be considered.

If we are currently unable to deliver traditional traffic calming schemes at this time, we could promote a 'Speed Management Policy'. This might include the soft traffic calming measures as well as the following:

- Speed limit reviews
- TROs to restrict access (Low traffic neighbourhoods), Quiet Lanes and Home Zones
- Vehicle activated signage/speed indicator devices
- Community Speed Watch

The policy may also make reference to the introduction of traditional traffic calming schemes where these would support an accident reduction scheme, or as part of an environmental protection or improvement scheme, or as part of a scheme to promote sustainable travel choices. Criteria will have to be developed in order to provide clear guidance on where this could be justified.

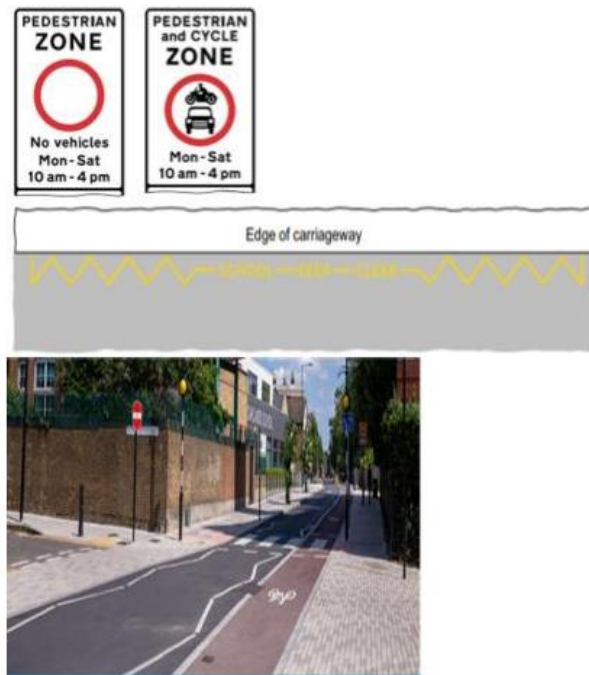
2.14 Moving Traffic Enforcement

To assist members of the Working Group, the following information relates to the potential use of powers under the Traffic Management Act 2004 to enforce certain moving traffic violations, including benefits and disbenefits.

A small number of Councils have applied for and been granted these powers by the Department for Transport. Powers were granted from May 2022 onwards with operations beginning in the late summer. As time progresses operational and cost information should be forthcoming allowing a more informed decision to take place. Additionally, the civil parking enforcement contract is due to be tendered in mid-2024 with an award date of November 2024. The contract will include clauses referring to the provision of moving traffic enforcement if the Council decides to adopt the powers.

Moving Contraventions, what does it include?

Contraventions would include infringements at box junctions, no left/right turnings, environmental weight limits, entry or waiting in a pedestrian zone, bus routes/lanes cycle and taxi only, one way traffic, no entry, no u-turns and prohibition of motor vehicles.



How does enforcement take place?

When a contravention is observed, the images are captured and used to formulate a Penalty Charge Notice which is served to the registered owner/keeper by post. The Penalty Charge appeals process works in the same manner as it does for parking contraventions.



The Department for Transport is advising local authorities that enforcement should be considered the last option to deter drivers from breaking the law. Restrictions should be examined to see if changes could be made to reduce contraventions, warning notices placed in full view near restrictions and awareness campaigns carried out to advise drivers. Enforcement should be targeted to take place at locations where compliance with the rules is low and non-compliance is supported by the evidence of surveys.

It should be noted that for the first six months at each and any enforcement site all first offences will be issued a warning letter and no penalty charge would be payable. This would have an impact on service costs and would lead to a financial risk to the Council. Until legislation has been passed the actual penalty charge amount is unknown and therefore an accurate financial projection is not possible.

Benefits of Enforcement

The key benefits of introducing moving traffic enforcement are:

- Improved pedestrian and cyclist safety, supporting modal shift to sustainable transport options.
- Reduced network congestion.
- Improved journey times for public transport and emergency service vehicles
- Improved air quality, reduction in transport related emissions contributing to carbon net zero targets.
- Increased safety and cleaner air around schools – camera enforced school streets schemes.
- Reallocation and saving of police time.

Disbenefits of Enforcement

The key disbenefits of introducing moving traffic enforcement are:

- Enforcement is the last resort after all other options are considered. This requires surveying sites, amending road junctions, signals and signage before introducing CCTV.
- Income for the first six months at any site, including future sites, would be minimal to nil.

- The likelihood of drivers reoffending at a known moving contravention site will be low and compliance will climb to 100%. Good for traffic flow management but not for revenue.
- Even a small scheme of five sites would cost circa £100,000 per year to operate.
- The level of penalty charge has been determined at £70, placing further strain on revenue due to margin pressures on the cost of equipment and manpower. This would raise a potential financial burden for the Council.
- There will be an element of adverse commentary from the media and on social media platforms.

2.15 Environmental Weight Limits

Requests for environmental weight limits have been logged over the last few years but resource has not been dedicated to their assessment and delivery. The use of advisory signage has been advocated as an alternative.



Previous justification for their introduction was based on their potential to:

- reduce danger to pedestrians and other road users.
- prevent damage to buildings, roads and bridges.
- preserve the character, amenity and environment of an area.
- reduce congestion on a route.

Enforcement of weight restrictions is currently the remit of the police. Unfortunately owing to pressures on their resource, effective enforcement has not been possible for some time.

Considered Options:

- a) Pursue weight limits in exceptional circumstances only.
- b) Identify additional resource to consider all requests for weight limits and deliver the necessary TROs where these can be justified.
- c) The introduction of weight limits will in most cases impact on other routes and communities so as a result the restriction expands to give this protection too, and an areawide restriction is ultimately proposed. These are large schemes and a strategy to develop them on a county wide, zonal basis, might be preferred.

2.16 Lorry Watch

The County Council now promotes Lorry Watch, and this will hopefully assist as a deterrent to HGVs using existing restricted routes. A flow chart for Lorry Watch has now been developed and went live on 17 February 2023.

2.17 Pedestrian Crossing

The original document relating to a policy on pedestrian crossings was developed as a draft document in 2015.

The revisions to the policy can be summarised as follows:

- Third party funding and Grant funding
- Implementation process
- Developments

Consideration needs to be given as to the status of this document [Policy Document or Highways Guidance Document (HGD)] and the bearing this has on how it will be implemented.

2.18 Disabled Parking Policy

On occasion, requests are received from individual Blue Badge holders for a disabled parking bay to be installed outside their property. The County Council's current practice is to provide such bays only at locations where there are shops and amenities, so there is demand for on street parking by Blue Badge holders in general.

These are supported by a traffic regulation order and can therefore be enforced. Legal Services have suggested that by not introducing bays requested by disabled residents in residential areas, the Council may not be fulfilling its obligations under the Equality Act 2010.

2.18.1 Considered Options

In order to give consideration to this matter and confirm the council's position via a policy or guidance document, the options below may be reviewed:

- a) Statutory disabled parking bays for Blue Badge holders in residential areas.
- b) Statutory disabled parking bays for individual badge holders
- c) Advisory disabled parking bays
- d) Continue with current practice.

Analysis of a cross section of policies by other local authorities in relation to the provision of disabled parking bays in residential areas suggests that the most favoured option is for advisory bays. Criteria are imposed in order to maintain a consistent approach and in some cases a charge is made to cover the cost of installation.

2.18.2 Other Implications

In some locations the installation of a dropped kerb to enable wheelchair access to the adjacent footway will be required to support the introduction of a disabled parking bay. There may be significant demand for bays if we commit to making them available.

A formal trial of the advisory bay marking at various sites could be taken forward to test their effectiveness and to identify any issues arising and possible solutions.

2.19 Moving Traffic Offences

Moving Traffic Offences is a theme that the working group recommends to the Scrutiny Panel to consider as part of a wider review exercise to satisfy requests raised at Council and through the HTSC that were relevant to new powers to local authorities introduced to deal with matters such as stopping in a yellow box junction and ignoring a Traffic Regulation Order (TRO).

2.20 Next Steps

The Working Group considered evidence above that were presented by Officers at its second meeting (Feb 2023) and recommend that the Scrutiny Panel adopts the format and layout below to inform the completion of the Review of Traffic Management in Lincolnshire. The Scrutiny Panel will be asked to consider and support the following document format for the 'Managing the Network Safely' framework:

- Foreword by Cllr Richard Davies
- Speed Limit Policy
- Traffic Calming Guidance
- Traffic Regulation Order Policy
- Moving Traffic Enforcement
- Disabled Parking Bays
- Traffic Policy for Schools
- Weight Restrictions Policy / Lorry Watch
- Pedestrian Crossing Policy

Moreover, the issue of unauthorised parking and static advertising on highways/verges and roundabouts emerged in the Working Group's discussions. This issue had been raised in County Council Meetings and in meetings of the Highways and Transport Scrutiny Committee previously held.

Members of the Working Group have requested that the review includes consideration of deterring unauthorised advertising on highways (which can be in the form of card boards attached to lampposts and trailers parked on verges and roundabouts) which may be both problematic and hazardous to motorists, pedestrians and other road users and incurs damage to pavements which in turn raises maintenance costs.

Finally, the working group proposed that a public engagement activity is designed and facilitated in preparation for the full in-depth review. This is aimed at obtaining the views of members of the public in relation to relevant and specific elements of the policy. This activity will be designed and delivered in conjunction with the LCC Community Engagement Team. The activity will take place in preparation for the allocation of the review to one of the Scrutiny Panels.

2.21 Proposed KLOE

The outputs of working group have been used to inform a scoping document which identifies and establishes the purpose of the proposed review and key lines of enquiry (KLoE). This review will focus on the Traffic Management Policy implemented in Lincolnshire. All other types of policy outside the Highways sector will be excluded from the review. The review will aim to:

- 1) To ensure that the existing policy remains relevant, effective and does it meet requirements in line with legislation and government policy.
- 2) To propose a framework for Managing the Network Safely in Lincolnshire.
- 3) To verify whether the existing policy provides clear guidance on implementation and staff practice.

3 Conclusion

The Highways and Transport Scrutiny Committee is invited to consider this report and support the suggested framework identified in the previous section (above) for a potential in-depth review and agree to recommend to the Overview and Scrutiny Management Board that an in-depth review entitled Review of Traffic Management in Lincolnshire, should be undertaken by one of the Scrutiny Panels (A or B) later in this Council Term.

4 Consultation

a) Risks and Impact Analysis

N/A

5 Background Papers

| Document title | Where the document can be viewed |
|--|---|
| Proposals for Scrutiny Reviews | https://lincolnshire.moderngov.co.uk/documents/s41841 |
| The effects of drivers' speed on the frequency of road accidents Prepared for Road Safety Division, Department of | https://trl.co.uk/uploads/trl/documents/TRL421.pdf |

| Document title | Where the document can be viewed |
|--|---|
| the Environment, Transport and the Regions M C Taylor, D A Lynam and A Baruya | |
| County Council Speed Limit Policy | https://www.lincolnshire.gov.uk/downloads/file/1935/speed-limit-policy |
| Traffic Policy for Schools | https://www.lincolnshire.gov.uk/downloads/file/1961/traffic-policy-for-schools |

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