

North Lincolnshire Local Transport Plan 3



Part 2 - Implementation Plan April 2014 – March 17

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CHAPTER I - INTRODUCTION

1.1 What is a Local Transport Plan?

A Local Transport Plan (LTP) sets out how strategic transport improvements will be delivered in a local area over a specified time period.

The Local Transport Act 2008 retained the statutory requirement to produce and review an LTP, however local authorities were given greater flexibility over particular aspects in developing their third Local Transport Plans (LTP3). This chapter provides an overview of LTP3 and associated documents

1.2 North Lincolnshire's Third Local Transport Plan

North Lincolnshire's LTP3 consists of a Transport Strategy and an Implementation Plan. This document represents the Implementation Plan, whereas the Transport Strategy has been produced as a separate document.

The Transport Strategy outlines the strategic approach to transport in North Lincolnshire over the next 15 years. This document (the Implementation Plan) provides specific details on how the Transport Strategy is to be delivered and will be updated every three years during the life of LTP3.

In terms of coverage, LTP3 is the same as the previous documents, in that it extends to North Lincolnshire's local authority boundaries. However, where there are clear cross boundary links with neighbouring areas, then these have also been considered. A map showing the extent of North Lincolnshire is included in Figure 1.1 below.

Figure 1.1: Map of North Lincolnshire



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1.3 Summary of Chapters

This chapter has outlined North Lincolnshire’s Local Transport Plan 3 by providing an overview of the LTP. The rest of the document will cover the following areas:

Chapter 2 – Prioritised Transport Options: sets out the prioritisation process that will be used to develop schemes for delivery in this Implementation Plan, along with a Programme of Works.

Chapter 3 – Funding: builds on the initial affordability assessment included in the Transport Strategy by setting out a more detailed look at the available funding and how it will be allocated to deliver schemes during this Implementation Plan.

Chapter 4 – Delivery Management: looks at the approach to be taken in managing the delivery of the identified schemes during this Implementation Plan.

Chapter 5 – Monitoring Framework: considers how the Implementation Plan will be reviewed by setting out a robust monitoring framework.

Chapter 6 – Risk Management: a risk management strategy is set out, in order to identify and reduce the potential for risks to occur, when delivering the proposed measures.

Chapter 7 – Summary: summarises the Implementation Plan document as well as the overall Local Transport Plan 3 process.

CHAPTER 2 – PRIORITISED TRANSPORT OPTIONS

Summary – This chapter sets out the prioritisation process that will be used to determine schemes for delivery in the first implementation plan period as well as a Programme of Works.

2.1 Introduction

In the previous chapter the Implementation Plan set out the Local Transport Plan process and the next stages in taking the Transport Strategy forward. This chapter will set out those prioritised transport options that are to be targeted for implementation during this Implementation Plan.

2.2 Prioritisation Process

The Transport Strategy identified a range of preferred transport options that could be implemented to help deliver the Local Transport Goals and assessed them in terms of affordability, deliverability and risk. These preferred options were organised into the following three areas:

- Major Development Areas
- Infrastructure Schemes
- Transport Initiatives

The Transport Strategy then set out the next stages in taking the preferred options forward by allocating them into seven theme headings:

- Pedestrian Improvements
- Cycling Improvements
- Public Transport Improvements
- Safer Routes to School
- Local Safety Schemes
- Demand Management
- Maintaining the Existing Infrastructure

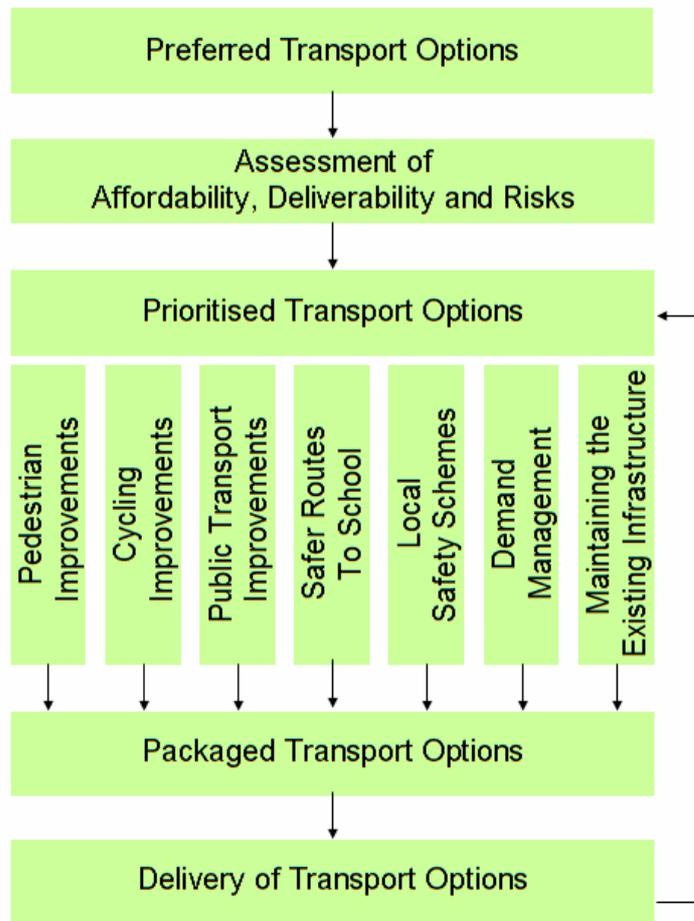
A step-by-step prioritisation process was also provided and this is included in Figure 2.1.

The next stage is to review each of the prioritised themes and generate a package of measures that can be implemented. The Implementation Plan will go through this exercise and set out a Programme of Works, which is included as Appendix A.

2.3 Summary

This chapter has set out the prioritisation process and identified the transport options that will be targeted for implementation during the three year Implementation Plan. The next chapter will consider how these transport options will be funded.

Figure 2.1: Prioritisation Process



CHAPTER 3 – FUNDING

Summary – This chapter builds on the initial affordability assessment included in the Transport Strategy by setting out a more detailed look at the available funding and how it will be allocated to deliver schemes during this Implementation Plan.

3.1 Introduction

The previous chapter set out how the transport options are prioritised for implementation during. This chapter considers how these schemes are likely to be funded.

3.2 Funding Allocations

Table 3.1 shows the proposed allocation of funding between the LTP themes for the next three years.

Table 3.1: Proposed allocation of funding between LTP themes

THEME	PROPOSED ALLOCATIONS (£000s)		
	2014/15	2015/16	2016/17
Maintenance			
PRN Carriageway Strengthening	530	525	400
Non PRN Carriageway Strengthening	940	1,000	1,000
Footways Improvements	300	150	200
Bridge Strengthening	1,360	350	300
Surface Treatments	1,168.5	1,000	1,300
Minor Works/Drainage	85	100	200
LTP Monitoring	15	0	0
Special Projects	80	190	84
Street Lighting	350	228	200
	4,828.5	3,543	3,684
Integrated Transport			
Local Safety Schemes	463	500	500
Safer Routes to School	128.5	90	83
Traffic Signals	112	50	50
Minor Traffic Schemes	165	215	158
Parking Area Enhancements	25	25	25
Public Transport	65	50	48
Urban Public Transport Corridor	26	50	35
Capital Footway Schemes	30	200	160
	1,014.5	1,200	1,059
Total LTP spend per year	£5,843	£4,743	£4,743

3.3 Other Funding Sources

This section outlines the other government funding streams, which are available for bidding and also the other external and internal funding that the council has secured for highways.

3.3.1 Local Sustainable Transport Fund

This fund is designed to support packages of sustainable transport interventions that support economic growth and reduce carbon emissions, whilst delivering cleaner environments, improved air quality, reduced congestion and enhanced

safety. Local Authorities need to submit bids to the Department for Transport for funding.

North Lincolnshire is proposing to submit a bid to develop the International Gateways Area Wide Travel Plan, which encompasses the South Humber Gateway and Humberside Airport.

3.3.2 Local Major Transport Funding

The council has submitted a successful bid to the Humber Local Economic Partnership to deliver gauge improvements along the railway line from the South Humber Ports to Doncaster.

3.3.3 Regional Growth Fund

Although this is not specifically a transport related fund, DfT is contributing around one third of the £1.4 billion for local transport schemes that unlock sustainable economic growth. (The remainder will be provided by the Department for Business, Innovation & Skills and the Department for Communities & Local Government). The overall aim of the fund is to stimulate enterprise by providing support for projects and programmes with significant potential for creating long term sustainable private sector led economic growth and employment.

Relevant to transport, North Lincolnshire is intending to submit a bid for infrastructure improvements (both road and rail), as part of a larger package of measures to stimulate and support private sector economic growth in the South Humber Gateway area.

3.3.4 Sustrans

The council was successful in securing £1 million from Sustrans through the Connect 2 initiative. This has been supplemented by LTP and council capital funding.

3.3.5 Environment Agency – Flood Defence Capital Grant

The council has applied to the Environment Agency for funding for the Barrow Midby Drain Flood Alleviation Works. The scheme is on a sanctioned list, which is subject to ratification. Once this list has been approved the council will need to submit a business case to the Environment Agency Board for their approval. A final decision is expected by October 2011.

3.3.6 Department for Transport – Pothole Repair

The government is providing an additional £100 million nationally, specifically for pothole repair, to address the problems caused by recent harsh winters. This will be supplemented by capital funding from the council for pothole repairs.

3.3.7 External Funding Team

The council has a dedicated external funding team, who we will continue to work closely with to identify future sources of funding.

3.3.8 Council Capital Funding

The council has committed capital funding specifically for drainage and flood defence, street lighting works and the Connect2 project, in addition to general highway works, including pothole repair.

3.3.9 Council Revenue Funding

The council allocated an annual revenue budget for general highway maintenance. This includes highway maintenance, footway and carriageway patching, surface dressing and bridge maintenance. Additional funds have also been allocated for Street Scene improvements, it is anticipated that these will focus on repairing footways and street cleaning.

3.3.10 Developer Contributions

The council will secure developer contributions through Section 106 agreements for larger scale infrastructure improvements that are required to facilitate their development. For example the council has secured contributions for improvements to Berkeley Circle and Ashbyville Roundabout. These are the two busiest junctions in Scunthorpe and are at or nearing capacity.

Developer contributions will enhance the council's capacity to deliver larger infrastructure improvements, which would otherwise be difficult to achieve due to budget limitations.

Section 106 contributions are likely to be superseded by the Community Infrastructure Levy (CIL), which is a charge that local authorities will be empowered to apply to new developments within the area. The CIL will be spent on infrastructure improvements to support the development of the area. The council has not formally adopted the CIL process yet and is continuing to monitor developments relating to the levy.

3.4 Prioritising the Budget

The LTP allocation is split between the seven themes. The previous allocation of funds against each theme, the results from the consultation and existing transport documents will also be considered when allocating future funds.

Each of the themes contains a list of prioritised schemes. When the budget has been allocated, the appropriate schemes are put forward in the two-yearly programme of works (Appendix A), which goes to the Cabinet Member for approval. The programme is updated every year to ensure that it allows the council to react to any significant changes or unforeseen events, for example flooding or severe winter weather.

3.5 Summary

This chapter has set out the funding allocations for delivering the prioritised transport options and the possible sources of funding that could be utilised to supplement these and other schemes during this Implementation Plan. The next chapter will consider how these transport options will be managed to ensure they are delivered successfully.

CHAPTER 4 – DELIVERY MANAGEMENT

Summary – This chapter looks at the approach to be taken in managing the delivery of the identified schemes in the first implementation plan period.

4.1 Introduction

The previous chapter set out the funding allocations and additional sources of funding that could be utilised during delivery of this Implementation Plan. This chapter will set out the approach that will be taken to deliver the programme through effective delivery management.

4.2 North Lincolnshire Council – Community Services

The council receives an annual award of Local Transport Plan block funding from the Department for Transport, this is supplemented by other funding sources (see Chapter 3 of this document for more details.)

The Highways Department of the recently formed Community Services decide the allocation of the LTP budget against the seven prioritisation themes. Potential schemes are already identified within these themes and the most appropriate schemes will be put forward in the Programme of Works (Appendix A). This is a two-yearly programme which goes to the Cabinet Member for approval. The programme is revised annually to ensure that it is still relevant and allows it to remain a pro-active document in accommodating any unforeseen circumstances that may have occurred.

Once the programme of works has been approved, the schemes are designed either by the council or our Alliance Partner, Pell Frischmann. Construction of these schemes is then completed either in-house by our dedicated team of Highway Operatives or by our Alliance Partner, Clugston.

The successful delivery of the Programme of Works is monitored through monthly programming meetings, attended by officers from the council and Clugston, to assess progress in delivering the specified schemes against the allocated budgets. Any issues with scheme delivery or spend are identified and a solution to overcome these issues is developed.

The Alliance Core Group meets monthly and is attended by officers from the council and our Alliance Partners, Clugston and Pell Frischmann. The Core Group also monitors the delivery of the Programme of Works and are responsible for ratifying any decisions made regarding the delivery of the programme.

The above highlights how the physical delivery of LTP3 is managed through the council and the Highways Alliance. However, partnership working is also important to the delivery of LTP3.

4.3 Partnership Working

Transport is a cross-cutting mode which is responsible for delivering a number of our partner's ambitions, therefore effective partnership working is crucial in

delivering a successful Local Transport Plan. The key partnerships responsible for delivering LTP3 are:

- North Lincolnshire Highways Alliance
- Safer Roads Humber
- Road Safety Partnership
- Bus Quality Partnership

4.3.1 North Lincolnshire Highways Alliance

The North Lincolnshire Highways Alliance was formed in 2004 as a partnership between North Lincolnshire Council, Clugston Construction and Pell Frischmann Consulting Engineers. The aim of the Highways Alliance is to deliver key capital projects and to support the internal highway services within North Lincolnshire Council.

Given the success of the Highways Alliance in delivering benefits for North Lincolnshire, it is evident that this type of partnership working can continue to play a positive role during LTP3. Section 4.2 looked at the Alliance's role in delivering and managing the LTP.

4.3.2 Safer Roads Humber

This is the sub-regional road safety partnership that supports the four local road safety partnerships in North Lincolnshire, North East Lincolnshire, Hull and the East Riding of Yorkshire.

The partnership arrangement means that organisations within the Humber sub-region can combine their resources to deliver road safety improvements more effectively. In the past Safer Roads Humber has proved to be an effective tool in co-ordinating enforcement, marketing and education initiatives in a cost effective way and as such can continue to do so during LTP3.

4.3.3 Road Safety Partnership

The North Lincolnshire Road Safety Partnership was established in 2001 and its partners include North Lincolnshire Council, Humberside Police, the Fire and Rescue Service, the Ambulance Trust, the Highways Agency and the Scunthorpe Telegraph. The Partnership is responsible for implementing the Road Safety Strategy, which underpins the work of the Safer Roads team within the council.

The North Lincolnshire Road Safety Partnership also meets every six months with its neighbours in the Lincolnshire and North East Lincolnshire Road Safety Partnerships to exchange information, co-ordinate cross border activity and share ideas and initiatives. These shared initiatives include School Safety Zones and motorcycle safety signs on key routes.

As with Safer Roads Humber, the North Lincolnshire Road Safety Partnership has enabled organisations to co-ordinate the delivery of enforcement, education and engineering initiatives in a cost effective way and can therefore continue to deliver benefits during LTP3 period. The work of the Road Safety Partnership, through the Road Safety Strategy identifies the most appropriate initiatives for LTP spend.

4.3.4 Bus Quality Partnership

This partnership is between North Lincolnshire Council and the major local bus companies. The ultimate aim of the partnership is to improve bus services in North Lincolnshire. This involves working together to identify problems and challenges for bus services and their users in North Lincolnshire and how they can be overcome. This work helps to inform how the public transport allocation of LTP funding should be spent.

4.3.5 Summary of Partnership Working

It is apparent from the above sections that close partnership working has a key role to play in the delivery of LTP3. These close relationships allow us to ensure that we are also delivering schemes that will help our partners to achieve their aims.

4.4 Summary

This chapter has set out the management processes for delivering the prioritised transport options during this Implementation Plan. The next chapter sets out a monitoring framework for progress on delivering the Implementation Plan and the Transport Strategy.

CHAPTER 5 – MONITORING FRAMEWORK

Summary – This chapter considers how the Implementation Plan will be reviewed by setting out a robust Monitoring Framework.

5.1 Introduction

This chapter will set out a framework for monitoring the progress of LTP3 during this Implementation Plan.

5.2 Monitoring Process

A robust monitoring system is crucial for the successful delivery and implementation of LTP3. The proposed monitoring process can be split into the following categories:

- Ongoing review
- Annual review
- Annual report to the Cabinet Member
- Formal review every three years

Figure 5.1 shows the proposed monitoring process. Although there is no formal requirement from the Department for Transport to monitor and report back on LTP3, it is anticipated that this approach will allow us to closely monitor the Implementation Plan to ensure the successful delivery of the Transport Strategy.

5.2.1 Ongoing Review

This will ensure that the programme of works is being delivered on time and within budget. Chapter 4 of the Implementation Plan looks at the role of the council's monthly programme meetings and the Alliance Core Group meetings in monitoring the Programme of Works.

5.2.2 Annual Review

The success of delivering the Implementation Plan will be monitored annually and will cover:

- Progress made on achieving targets
- Whether any new targets should be included. It is anticipated that new targets should only be included at this stage if there is a strong business case for their inclusion.
- Success in delivering the Programme of Works and how any slippage of schemes is being addressed
- Spend against budget
- Allocation of the LTP budget against the seven prioritisation themes for future years
- Update the Programme of Works

A short report will be produced and all partners will be informed of the progress made in delivering the Implementation Plan. This will help with strengthening our working relationship with them and also enable us to confirm their roles in helping to deliver LTP3.

5.2.3 Annual Report to the Cabinet Member

The Cabinet Member will be updated annually on the progress made on delivering the Implementation Plan. This report will focus on the areas identified in section 5.2.2 above.

5.2.4 Formal Review Every Three Years

The Implementation Plan is a three year document so it is therefore logical to undertake a formal review of the Transport Strategy at this stage. It is anticipated that the review will focus on how successful the Implementation Plan has been, based on the areas outlined in section 5.2.2 above. The Transport Strategy will also be reviewed and this will consider whether the strategy is still up to date, based on the following:

- Any changes to national legislation and regional goals
- Changes to regional/sub-regional working
- Local policy changes
- Are the targets still relevant
- Do any new targets need to be included
- Progress made in the major development areas (South Humber Gateway, Lincolnshire Lakes, Humberside Airport)
- Funding (all sources)

A new Implementation Plan will be produced and taken to the Cabinet Member for approval. It is intended that this should be after the programme of works has been approved so this can be included in the new Implementation Plan.

We will work closely with our key partners when reviewing the Transport Strategy and keep them informed of any changes. We will also inform residents of progress in delivering the Transport Strategy through the council's Direct Magazine.

5.3 Indicators and Targets

In order to ensure that the Transport Strategy is being delivered successfully progress will be monitored against a series of performance indicators and targets for 2026. The indicators are aligned to the Local Transport Goals:

Economic Growth

- Congestion – average journey time per mile during the morning peak
- Access to services and facilities by public transport, walking and cycling
- Working age people with access to employment by public transport (and other specified modes)

Environment and Sustainability

- Percentage of children travelling to school by sustainable modes
- Number of cycling trips
- Local bus passenger journeys originating in the authority area
- CO₂ reductions from local authority operations
- Per capita reduction in CO₂ emissions in the local authority area

Safety and Security

- Number of people killed or seriously injured on roads in the authority
- Number of children killed or seriously injured on roads in the authority
- Condition of the principal road network

- Condition of the non-principal road network
- Condition of unclassified roads
- Footway condition (category 1 and 2)
- Footway condition (category 3 and 4)

Equal Opportunity

- Access to services and facilities by public transport, walking and cycling
- Working age people with access to employment by public transport (and other specified modes)

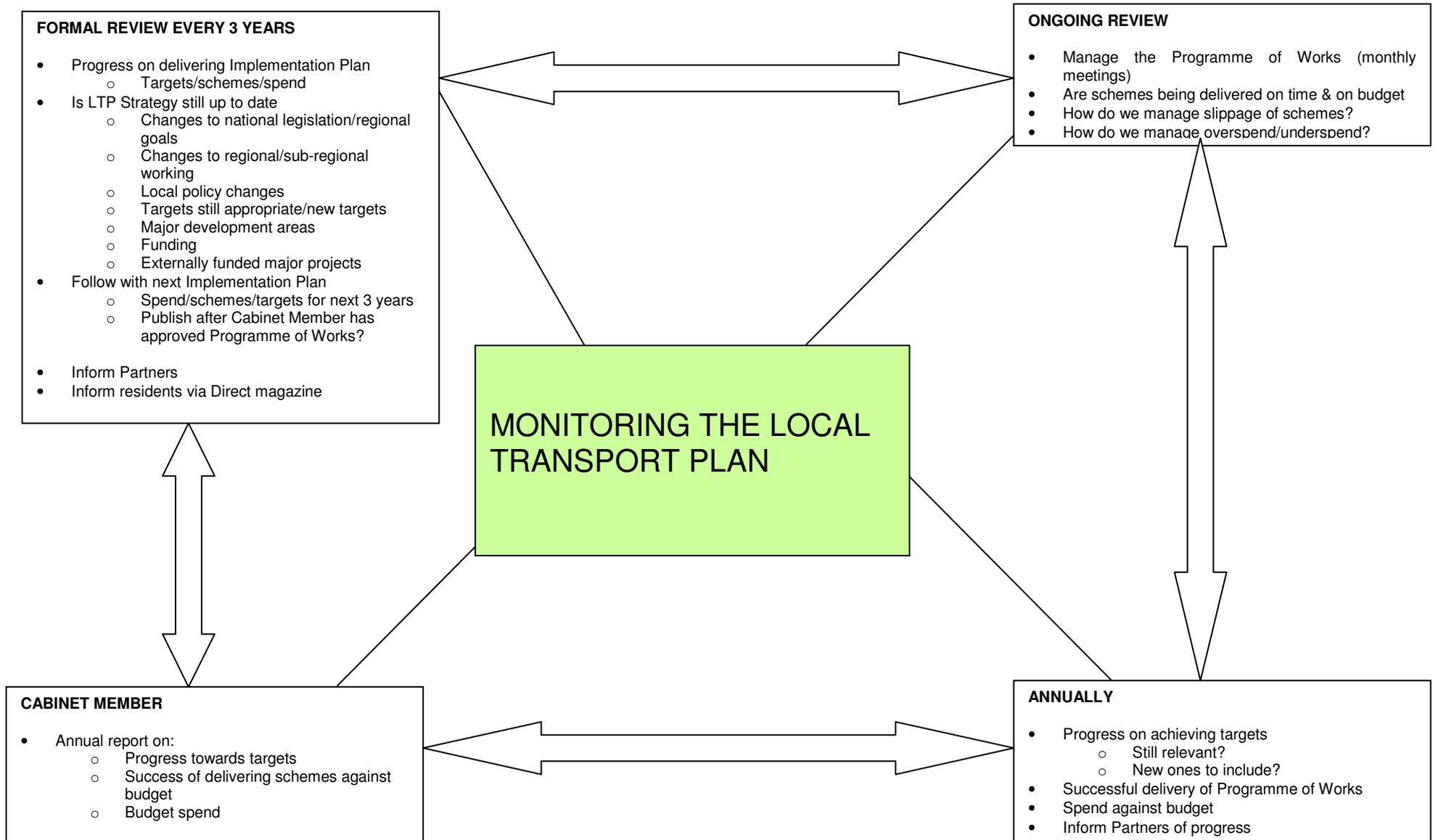
Health and Wellbeing

- Bus services running on time
- Journeys undertaken on community transport services

5.4 Summary

This chapter has set out a framework for monitoring the progress of LTP3 during this Implementation Plan. The next chapter will therefore consider the risks associated with delivering these improvements by setting out the risk management processes.

Figure 5.1: Monitoring the Local Transport Plan



CHAPTER 6 – RISK MANAGEMENT

Summary – this chapter sets out a Risk Management Strategy, in order to identify and reduce the potential for risks to occur, when delivering the proposed transport measures.

6.1 Introduction

The previous chapter outlined a monitoring framework that will be used to ensure the prioritised transport options are delivered effectively during this Implementation Plan. This chapter will set out a Risk Management Strategy that will be used to mitigate the potential for risks to occur, when implementing the proposed transport measures.

6.2 Risk Management – Step by Step Process

A Risk Management Strategy is an essential part of delivering and implementing a successful LTP3, as it helps to reduce the potential for risks to occur. The four stages that will be used as part of the LTP Risk Management Strategy are as follows:

1. Establish the Context
2. Identify and Analyse
3. Evaluate and Prioritise
4. Action Plan

These step-by-step risk management processes are set out in more detail in the sections below and are also included in Figure 6.1 overleaf.

6.2.1 Establish the Context

As can be seen in Figure 6.1, the first stage in the risk management process involves establishing the context by determining the schemes that the Transport Strategy would like to deliver. This stage has already been undertaken as part of the Transport Strategy, which identified the preferred transport options to be taken forward.

6.2.2 Identify and Analyse

Once the context has been established, the next stage involves identifying and analysing any possible risks that may occur. This aspect was initially considered as part of the Transport Strategy, which identified a number of potential risks that could influence the delivery of the preferred transport options on a Risk Wheel (Figure 6.2 overleaf).

However, further consideration of these risks could also be undertaken as schemes progress, through additional desk research, surveys, interviews and workshops.

6.2.3 Evaluate and Prioritise

The third stage in the risk management process involves evaluating and prioritising the identified risks in order to determine those that pose the biggest problems and challenges and establish whether they can be managed effectively.

6.2.4 Action Plan

The final stage of the risk management process involves setting out an action plan to reduce the potential for the identified risks to occur. This can be done in a variety of ways, such as through cost benefit analysis and additional appraisal of the prioritised options.

Figure 6.1: Risk Management Process

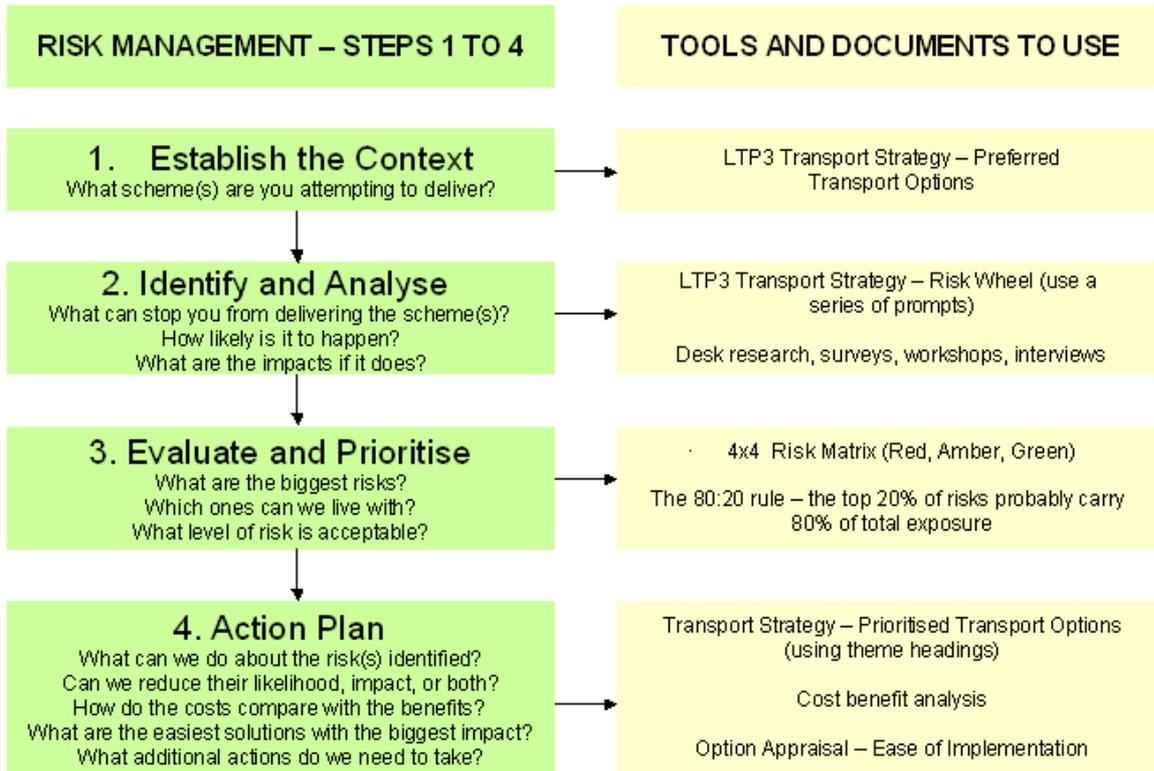


Figure 6.2: Possible Risks Affecting the Delivery of the Preferred Transport Options



6.3 Summary

This chapter has set out a Risk Management Strategy that will reduce the potential for risks to occur when implementing the proposed Transport Strategy measures. The next chapter will provide a summary of the Implementation Plan and overall Local Transport Plan process.

CHAPTER 7 – SUMMARY

7.1 Summary

This document has set out the second Implementation Plan to deliver North Lincolnshire's 15 year Transport Strategy, which is based on the following long term vision for 2026:

"A well maintained transport system that supports sustainable communities within a safe and prosperous environment and which contributes to the wider environmental, economic and social well being of the people who live and work in North Lincolnshire."

The Implementation Plan therefore includes details of the following:

- The prioritised transport options that are to be targeted for delivery
- The allocated funding and additional funding sources that could be utilised
- The delivery management processes
- The proposed Monitoring Framework
- A step by step approach to Risk Management

Together with the Transport Strategy, the Implementation Plan makes up North Lincolnshire's third Local Transport Plan. As detailed in Chapter 5, both the Transport Strategy and Implementation Plan documents will be formally updated every three years to ensure that they are still up to date. Therefore the next Implementation Plan will cover the period from April 2017 to March 2020.

APPENDIX – HIGHWAY PROGRAMME OF WORKS, 2014–17

Proposed Allocation of Funding Between LTP Themes

THEME	PROPOSED ALLOCATIONS (£000s)		
	2014/15	2015/16	2016/17
Maintenance			
PRN Carriageway Strengthening	530	525	400
Non PRN Carriageway Strengthening	940	1,000	1,000
Footways Improvements	300	150	200
Bridge Strengthening	1,360	350	300
Surface Treatments	1,168.5	1,000	1,300
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LTP Monitoring	15	0	0
Special Projects	80	190	84
Street Lighting	350	228	200
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Integrated Transport			
Local Safety Schemes	463	500	500
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Parking Area Enhancements	25	25	25
Public Transport	65	50	48
Urban Public Transport Corridor	26	50	35
Capital Footway Schemes	30	200	160
	1,014.5	1,200	1,059
Total LTP spend per year	£5,843	£4,743	£4,743

PROPOSALS FOR INCLUSION IN THE HIGHWAYS PROGRAMME OF WORKS FOR 2014-17

**ALL SCHEMES CAN BE AMENDED IF PROBLEMS ARE
ENCOUNTERED WITHIN THE DESIGN PROCESS OR
ADDITIONAL FUNDING IS REQUIRED FOR SPECIAL
PROJECTS**

**NEW SCHEMES HOWEVER WILL ALWAYS BE
SUBJECT TO CABINET MEMBER APPROVAL**

Integrated Transport – Proposed Schemes and Projects		
Programme of works 2014/15	Programme of works 2015/16	Programme of works 2016/17
Local Safety Schemes Cluster site engineering Speed Management Strategy Route assessments Mass action programmes Forgiving road environment	Local Safety Schemes Cluster site engineering Speed Management Strategy Route assessments Mass action programmes Forgiving road environment	Local Safety Schemes Cluster site engineering Speed Management Strategy Route assessments Mass action programmes Forgiving road environment
Safer Routes to School School safety zones South Axholme Secondary Willoughby Road, Scunthorpe Bowmandale Primary, Barton School travel plan work Highways schemes in support of PSBP	Safer Routes to School School safety zones TBD Parking restrictions TBD Road safety training School travel plan work Highways schemes in support of PSBP	Safer Routes to School School safety zones TBD Parking restrictions TBD Road safety training School travel plan work Highways schemes in support of PSBP
Traffic Signals A161 Epworth Grange Lane South, Scunthorpe A18 Barnard Avenue, Brigg Loop cutting	Traffic Signals UTC developments TBD Loop cutting	Traffic Signals UTC developments TBD Loop cutting
Minor Traffic Schemes TRO Work Resident's parking schemes Speed limit review implementation Other unspecified minor traffic schemes	Minor Traffic Schemes CPE related schemes TRO Work Resident's parking schemes Speed limit review implementation Other unspecified minor traffic schemes	Minor Traffic Schemes CPE related schemes TRO Work Resident's parking schemes Speed limit review implementation Other unspecified minor traffic schemes
Parking Area Enhancements Ticket machines and lines & signs	Parking Area Enhancements Ticket machines and lines & signs	Parking Area Enhancements Ticket machines and lines & signs

Structural maintenance	Structural maintenance	Structural maintenance
Public Transport Bus stops Quality Bus Partnerships Bus station Infrastructure improvements	Public Transport Bus stops Quality Bus Partnerships Bus station Infrastructure improvements	Public Transport Bus stops Quality Bus Partnerships Bus station Infrastructure improvements
Urban Public Transport Corridor Grange Lane MOVA	Urban Public Transport Corridor UTC developments	Urban Public Transport Corridor UTC developments
Capital Footway Schemes Messingham zebra – upgrade Ferry Road, Scunthorpe – new zebra Lakeside, Scunthorpe – new zebra Grange Lane South, Scunthorpe – new zebra	Capital Footway Schemes Pedestrian crossing facilities Prioritised footway and cycleway schemes	Capital Footway Schemes Pedestrian crossing facilities Prioritised footway and cycleway schemes
Maintenance – Proposed Schemes and Projects		
PRN Carriageway Strengthening A161 Field Lane to NLC boundary A18 Berkeley Circle to Frodingham Grange	PRN Carriageway Strengthening A161 Yorkshire Side to Boltgate Farm A15 south, structural repair and maintenance	PRN Carriageway Strengthening A1077 Frodingham Grange to B1216 Neap House Junction
Non PRN Carriageway Strengthening B1206 West Hann Lane to roundabout, Barrow B1396 Allenbank to Westwoodside Industrial estates – Hebden Road Recycling projects C202 Idle Bank Tindale Bank	Non PRN Carriageway Strengthening B1430 – C107 Normanby Road, Thealby to C110 Coleby Industrial estates – Midland Road Recycling projects Carr Lane, Winterton Holmes Lane, Winterton	Non PRN Carriageway Strengthening C154 Godnow Road, Crowle B1207 – C114 Winterton turn to Cemetery Road Industrial estates – Midland Road Recycling projects East Marsh Road, Goxhill Northmoor Road, Crowle

<p>Footways Improvements Slurry sealing Cat 3 & 4 footway surfacing Ashby Road, Scunthorpe Ferry Road, Scunthorpe</p>	<p>Footways Improvements Slurry sealing Cat 3 & 4 footway surfacing Collum Avenue, Scunthorpe East Common Lane, Scunthorpe</p>	<p>Footways Improvements Slurry sealing Cat 3 & 4 footway surfacing</p>
<p>Bridge Strengthening A18 Melton Ross Bridge Crowle flyover bearing plinth renewals Bridge strengthening A18 Wrawby side arch Inspections/maintenance</p>	<p>Bridge Strengthening Bridge strengthening Inspections/maintenance Sub-standard bridge parapets</p>	<p>Bridge Strengthening Bridge strengthening Inspections/maintenance Sub-standard bridge parapets</p>
<p>Surface Treatments Surface dressing programme Micro asphalt programme Plane and inlay programme Recycling schemes</p>	<p>Surface Treatments Surface dressing programme Micro asphalt programme Plane and inlay programme Recycling schemes</p>	<p>Surface Treatments Surface dressing programme Micro asphalt programme Plane and inlay programme Recycling schemes</p>
<p>Minor Works/Drainage Wooden post safety fencing repairs at various locations Drainage improvements Church Lane, Scawby</p>	<p>Minor Works/Drainage Wooden post safety fencing repairs at various locations Drainage improvements</p>	<p>Minor Works/Drainage Wooden post safety fencing repairs at various locations Drainage improvements</p>
<p>Special Projects Maple Tree Way Improvements White lining Cats eyes programmes</p>	<p>Special Projects White lining Cats eyes programmes</p>	<p>Special Projects White lining Cats eyes programmes</p>
<p>Street Lighting Sign light replacement with LED</p>	<p>Street Lighting Sign light replacement with LED</p>	<p>Street Lighting Sign light replacement with LED</p>

