

CABINET

DATE	9 March 2022
REPORT OF	Councillor Stewart Swinburn – Portfolio Holder for Environment and Transport
RESPONSIBLE OFFICER	Sharon Wroot - Executive Director, Environment, Economy and Resources
SUBJECT	Delivery of Local Transport Plan 2022/2025
STATUS	Open
FORWARD PLAN REF NO.	CB 03/21/03

CONTRIBUTION TO OUR AIMS

The Local Transport Plan (LTP) Delivery Plan 2022/2025 sets out the LTP capital programme for financial years 2022/23, 2023/24 and 2024/25 and includes a range of schemes which contribute towards the Council's Stronger Communities outcome by promoting physical activity, reducing transport related carbon emissions, supporting accessibility, and improving road safety. The plan also contains schemes that contribute to the Stronger Economy outcome by reducing congestion, supporting access to employment, education, training and wider opportunities as well as encouraging sustainable growth.

EXECUTIVE SUMMARY

This report sets out the package of measures that will be delivered through the Council's 2022/23-2024/25 capital programme. The programme is fully funded by grant funding received from the Department for Transport (DfT) and in 2022/23 will deliver more than 30 individual projects across several programme areas including highway maintenance, structures and street lighting, public transport, traffic, road safety and active travel.

RECOMMENDATIONS

It is recommended that Cabinet:

1. Approves the proposed LTP Delivery Plan (Appendix 1) including the LTP capital programme for 2022/23 – 2024/25.
2. Delegates authority to the Executive Director, Environment, Economy & Resources, in consultation with the Portfolio Holder for Environment & Transport to:
 - finalise the terms of the funding arrangement with the DfT and receive funds;
 - establish programme governance arrangements including the approval of any project variations, commence any related procurement exercises to deliver projects within the programme in accordance with the Public Contract Regulations 2015 and to make appropriate contract awards;
 - implement appropriate monitoring arrangements including receipt of a monthly update on programme progress.

3. Authorises the Executive Director, Environment, Economy & Resources, in consultation with the Portfolio Holder for Environment & Transport to receive any additional in year grant funding and allocate spend accordingly through the LTP programme and to deal with all ancillary matters arising.
4. Authorises the Assistant Director Law, Governance and Assets (Monitoring Officer) to settle, complete and execute all documentation arising from the above.

REASONS FOR DECISION

For the DfT grant funding to be received by the Council and for the 2022/23 LTP capital programme to be delivered within the necessary timescales and to the requirements outlined by the DfT.

1. BACKGROUND AND ISSUES

- 1.1. The proposed LTP Delivery Plan 2022/25 sets out the Council's approach to delivering highways and transport infrastructure improvements across the borough. The capital programme covers five broad areas of work:
 - Highways maintenance (carriageways and footways, street lighting and highway structures)
 - Traffic
 - Road safety
 - Public transport
 - Active travel (cycling, walking and Public Rights of Way)
- 1.2. The main objectives of the programme are to address the eight LTP transport challenges identified in the LTP Strategy (2016):
 - Enable sustainable growth through effective transport provision.
 - Improve journey times and reliability by reducing congestion.
 - Support regeneration and employment by connecting people to education, training and jobs.
 - Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.
 - Provide safe access and reduce the risk of loss, death or injury due to transport collisions or crime.
 - Improve the health of individuals by encouraging and enabling more physically active travel.
 - Improve the journey experience on the local transport network.
 - Ensure transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions.
- 1.3. In addition, delivery of projects utilising LTP capital funding will help deliver the aims and objectives of a range of other Council plans and strategies including the Local Plan and NELC Carbon Roadmap.
- 1.4. The DfT are yet to announce LTP capital allocations for 2022/23 and therefore the current programme is based on receiving a similar level of capital funding from the DfT as in 2021/22 (£3.981m). This comprises:

- £1.107m Highways maintenance needs-based assessment
- £1.107m 'Pot hole funding'
- £1.479m Integrated transport block funding
- £0.288m Highways maintenance incentive funding

- 1.5. The highways maintenance needs-based element is calculated by a formula based on the length of different classifications of road, the number of street lighting columns owned by the Council and the number of publicly maintainable highway bridges that the local authority has responsibility for. The highway incentive element is based on self-reporting by the Council in relation to performance delivering maintenance works in previous years. The final integrated transport block element is determined by a formula based on factors such as deprivation statistics, congestion data and information relating to the current cycling, walking and public transport networks.
- 1.6. Maintenance funding is to be spent on maintenance schemes such as major resurfacing, the maintenance or replacement of bridges (and other structures) and street lighting. The integrated transport block funding can be spent on improvements to the transport network such as junction improvements, road safety projects, bus stop shelters and kerbing, cycle route schemes or new pedestrian crossings. Neither of these capital funding blocks can be spent on initiatives that have a significant ongoing revenue cost, such as supported bus services, concessionary fares, travel planning or school crossing patrols.
- 1.7. The proposed schemes are identified in the accompanying LTP Delivery Plan 2022/25. These schemes have been identified by programme managers using data from a variety of sources including:
 - analysis of technical data including road condition data, accident statistics and asset life-cycle planning information,
 - review of any recent and relevant public and councillor requests,
 - monitoring and review of previously delivered schemes.
- 1.8. Projects are prioritised based on statutory duties, existing commitments to contribute towards other projects and the potential impact that the scheme will have on addressing the eight LTP challenges. Following this prioritisation exercise the draft programme is reviewed by Assistant Directors and Leadership Team before consideration by the Portfolio Holder for Environment and Transport and the Economy Scrutiny Panel ahead of formal consideration at Cabinet.
- 1.9. In order to comply with the DfT requirements and to ensure that the LTP programme is robust and can flex to current requirements and changing future priorities, the programme includes schemes to be delivered over the next three financial years. This allows for a balanced programme to be presented with reference to the available budget allocation whilst retaining the ability to switch schemes between years if conditions as required.
- 1.10. Within each year the scheduling of schemes is determined by several factors including the desire to avoid conflicts with major events, the wish to deliver schemes within the vicinity of schools outside of term-time and the requirements to deliver most maintenance schemes during periods of good weather to

minimise the possibility of weather-related disruption. Where possible, schemes of a similar nature, or within a similar geographical area, are combined to achieve economies of scale, increase value for money and reduced disruption for the travelling public.

2. RISKS AND OPPORTUNITIES

- 2.1. The LTP is closely aligned with the Council's strategic outcomes of Stronger Economy and Stronger Communities and as such supports (and is supported by) other key Council strategies such as the Local Plan and the NELC Carbon Roadmap. It therefore presents a low strategic risk.
- 2.2. The LTP capital programme is fully funded via grants from Government and is delivered in a way that retains flexibility to move schemes around within the lifetime of the three-year delivery plan and as such presents a low financial risk.
- 2.3. Financial risks are managed via a monthly co-ordination meeting and the use of a monthly highlight report where current project costs are anticipated to exceed the initial budget cost +10% or +£10,000. In these cases, authorisation to proceed with these schemes is sought from the Operations Director (EQUANS) and the Assistant Director for Housing, Highways, Transportation & Planning (NELC) before committing funding.
- 2.4. The way in which the delivery of the LTP programme has been developed over time significantly reduces the risk of non or poor delivery. At an early stage all schemes are scrutinised to ensure that they are in line with the LTP local transport challenges. Then as the project moves through the delivery phase there are several safeguards built into the process to ensure quality delivery, these include gateway signoffs at key stages and the requirement for all schemes to follow NELC procurement guidelines. The risk of non or poor delivery is therefore low.
- 2.5. Each scheme is subject to an individual communication plan which seeks to promote the positive benefits of the scheme and mitigate any negative aspects. To minimise this risk the Council and EQUANS have identified guidelines concerning scheme communications. These include the guidelines on how and when public consultation / engagement needs to happen as well as identifying appropriate messaging at key stages of scheme progression.
- 2.6. Overall delivery of the annual LTP capital programme is not wholly without risk but there are comprehensive measures in place including an annual audit of LTP expenditure to ensure compliance with requirements and further reduce risk.
- 2.7. The importance of robust planning and delivery of the capital programme is critical as the council forecasts its borrowing and investment decisions based on the assumed spending and delivery plans of the programme. The Council and its delivery partner EQUANS follow good practice and have developed a range of reserve schemes which can be substituted should there be any delay in the programmed schemes.

3. OTHER OPTIONS CONSIDERED

- 3.1. When developing the annual LTP programme, programme managers consider

a wide range of potential schemes, considering the likely impact on the LTP challenges as well as other criteria specific to individual programme areas. In doing so, they develop a comprehensive list of schemes that address our responsibilities as a local highway authority and support the delivery of the Council's Local Plan and other key strategies.

- 3.2. There is flexibility within the programme to consider changes to the list of schemes to be delivered within the year where there is an appropriate level of priority or urgency to the proposed scheme. Where amendments are necessary, they will be subject to support by the Operations Director (EQUANS) and the Assistant Director for Housing, Highways, Transportation & Planning (NELC), prior seeking the Portfolio Holders approval.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1. Successfully delivering the programme will have a positive reputational/communication impact, as the delivery of the schemes in the programme will result in improved highway conditions, road safety and accessibility outcomes.
- 4.2. The management of individual schemes seeks to promote positive reputational and communications aspects whilst putting in place appropriate measures to mitigate any negative aspects of each scheme. An ongoing communications plan including a pro-active approach to engagement with residents, businesses, and Councillors, regarding individual schemes, has been agreed by the Council's Communications teams. This approach is complemented by the release of good news stories to highlight successful delivery of elements of the programme.

5. FINANCIAL CONSIDERATIONS

- 5.1. To deliver a balanced programme, the indicative funding split advised by the DfT for the maintenance block and the guidelines agreed in the delivery plan for the integrated transport element are used as a starting point for the annual programme. The table below shows the split (of the total grant received) between the programme areas, although these are only indicative, and the final amount of funding allocated to each programme area is dependent on the level of grant income and the assessment of schemes proposed for delivery.

Programme area	DfT suggested budget split
Carriageway & Footway maintenance	47%
Highway structures	9%
Street lighting	1%
Traffic	13%
Road safety	12%
Public transport	9%
Active travel	9%

- 5.2. There will be nil effect on long-term Council budgets. Any year-on-year over or underspends result in an appropriate adjustment being made to the following years LTP initial budget.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1. The report does not contain any specific opportunities or implications relating to children and young people in the Borough, above those associated with the general public. There are no corporate parenting implications associated with any recommendations or proposals previously identified.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 7.1. Delivery of the LTP annual Capital Programme recognises the importance of the environment and includes schemes that have the potential to enable and encourage more sustainable forms of transport such as cycling, walking and public transport.
- 7.2. The programme also includes support to increase the number of Electric Vehicle Charge Points and measures to address traffic congestion issues which have the potential to reduce the environmental harm associated with slow moving or stationary traffic.
- 7.3. The design and delivery of schemes seek to include measures which will result in net environmental gain, for example the introduction of sustainable drainage improvements alongside road maintenance works. The use of renewable and recyclable materials as part of sustainable construction methods further helps to reduce the overall environmental impact of schemes.

8. CONSULTATION WITH SCRUTINY

- 8.1. The Economy Scrutiny Panel have considered this report and the LTP Delivery Plan 2022/25 on 1 March 2022. The Portfolio Holder for Environment and Transport has also received regular briefings in relation to the development of the 2022/23 capital programme.

9. FINANCIAL IMPLICATIONS

- 9.1. As outlined in section 5, the level of funding available for the programme is dependent upon the level of grant allocated by central government and the carry forward into the new year of any 2021/22 under or overspends against that year's programme.
- 9.2. Elements of the grant allocation are also used towards other schemes in the Council's Capital Investment Programme where deemed appropriate.

10. LEGAL IMPLICATIONS

- 10.1 Immediate legal implications arising will be around the terms and conditions of external grant funding and the completion of funding agreements and ancillary documentation. Legal Services will support this process, ensuring the interests of the Council are protected.
- 10.2 As individual projects arise throughout the delivery phase Legal Services will continue to support colleagues.
- 10.3 The recommendations and delegations sought are appropriate to an exercise of this nature.

11.HUMAN RESOURCES IMPLICATIONS

11.1 There are no direct HR implications

12.WARD IMPLICATIONS

12.1. The delivery of the LTP capital programme affects all wards.

13.BACKGROUND PAPERS

None

14.CONTACT OFFICER(S)

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PORTFOLIO HOLDER FOR ENVIRONMENT AND TRANSPORT

North East Lincolnshire Council
Local Transport Plan
Delivery Plan 2022/25

March 2022

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1. Introduction.

1.1. LTP Delivery Plan 2022/2025

This LTP Delivery Plan is a key part of the Council's Local Transport Plan (LTP) and identifies the schemes that will be delivered over the next three years to address the eight LTP local transport challenges as set out in the LTP Strategy document.

The Delivery Plan is one of four elements that together comprise North East Lincolnshire Council's Local Transport Plan. The LTP Strategy, supported by a comprehensive evidence review, provides the broader context about local highway and transport networks. It identifies how the LTP aligns with wider national and local policies and plans and contains details of the LTP transport challenges that form the basis for wider programme delivery.

Sandwiched between the LTP Strategy and Delivery Plan are a suite of documents that provide additional details about specific programme areas which help develop and deliver the wider transport strategy, these include the Bus Services Improvement Plan (BSIP) and Local Cycling & Walking Infrastructure Plan (LCWIP).

This Delivery Plan has a medium term look ahead of three years with greater certainty of delivery for those schemes in the early years of the programme. This multi-year approach allows for a degree of flexibility when delivering the programme. As each year develops there will inevitably be some schemes that cannot be progressed or schemes which become a priority within the year. In these instances, schemes may be moved around to ensure that the programme is effectively delivered following appropriate consultation with the Portfolio Holder for Environment & Transport and the Assistant Director Housing, Highways and Transport.

The approach is in line with the Department for Transport's guidance and the agreed governance arrangements as set out in the LTP Strategy.

The plan also outlines the 2022/2023 Traffic Regulation Orders (TRO) programme in Section 5.

1.2. Funding

LTP funding is not specifically ring-fenced, and it is up to local decision makers to decide how much of the grant from Central Government is spent on local highway and transport projects. Funding allocations are split between maintenance and integrated transport blocks with each block being determined on a formula basis with the amount of funding being related to various highway data sources. The integrated transport block funding can be spent on schemes that improve local transport networks such as; junction improvements, road safety projects, bus stops, shelters & kerbs, cycle route improvements or new pedestrian crossings. The maintenance allocations are intended to be spent on schemes that maintain highway assets such as road resurfacing schemes, the upkeep of highways structures (bridges, culverts, and vehicle restraints etc.) and street lighting replacements.

Neither fund can be used for projects that have a significant ongoing revenue cost, such as supported bus services, concessionary fares, travel planning or school crossing patrols. These projects are typically funded through the Council's revenue budget or through successful external funding bids.

In addition to LTP funding the Government on occasions provide additional funding allocations to local transport authorities such as Pothole funding and Challenge funding. Whilst these funding streams are not part of the core highways and transport funding, they are administered in line with LTP governance procedures and support measures to address the LTP challenges.

1.3. Local Transport Challenges

The LTP strategy was developed to address the key transport challenges that residents and businesses in North East Lincolnshire regularly face. The challenges have been developed in consultation with our stakeholders and have been informed by key local strategies and evidence sources. These challenges have their foundations in national transport policy and are aligned to national goals for highways and transport.

The challenges are grouped into four broad headings:

- **Supporting economic growth:**
 - Enable sustainable growth through effective transport provision.
 - Improve journey times and reliability by reducing congestion.
 - Support regeneration and employment opportunities by connecting people to education, training and jobs.
- **Accessibility:**
 - Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.
- **Safety, security & health:**
 - Improve people's physical and mental health by encouraging and enabling more physically active travel.
 - Provide safe access and reduce the risk of injury or death due to transport collisions.
- **Transport & the environment:**
 - Improve the journey experience for people using local transport networks
 - Ensure that transport contributes to environmental excellence, including, managing air quality and reducing transport related greenhouse gas emissions.

LTP schemes are assessed for their impact against each of these eight challenges with the ones that have the greatest impact across the suite of challenges being prioritised for delivery in any year.

1.4. Scheme development

Since there are many competing demands on available funding each year careful appraisal of schemes takes place during the development of each year's LTP programme. This approach is geared towards prioritising activities that involve statutory duties and those actions that deliver against the LTP transport challenges. Where appropriate the Council seeks to lever in additional benefit from the design of schemes to deliver maximum value for money and impact across the eight challenges. This approach helps to ensure efficient delivery of schemes across all programme areas whilst also reducing the potential impact of highway works on the network and travelling public.

2. Resources and programme.

Delivery of the annual LTP capital programme is carried out in line with project governance arrangements that that been agreed by the Council with its regeneration partner EQUANS. These arrangements cover all aspects of project delivery from development of the initial programme of schemes all the way through to scheme delivery on site.

2.1. Project governance

The overarching LTP strategy is approved by Full Council and adopted as one of the Council's key strategies. Full Council delegates the authority to Cabinet to annually approve this LTP Delivery Plan. Then, monthly, The Portfolio Holder for the Environment & Transport and Assistant Director Housing, Highways and Transport receive a progress update report that cover scheme progress, expenditure and risk. They have the delegated authority to approve any amendments to the approved programme.

2.2. Programme development

The LTP programme is managed by a team of Programme Managers from within the NELC/Equans partnership. Each Programme Manager has responsibility for a specific programme area, this includes the development and delivery of the annual programme. To do this they develop a forward programme of possible schemes, the development of which consider a range of factors including the likely impact of undertaking such schemes will have on the local transport challenges as well as specific criteria associated with individual programme areas. Projects may be pro-active where there is a desire to influence behaviour patterns through the introduction of new or improved infrastructure or reactive where they are seeking to address, for example, asset age or conditions issues.

Schemes may be instigated from a variety of sources. In some cases, they are as a direct result of requests from the public, in others they result from the analysis of various data sources. The creation of this programme is a continuous process and is under constant revision, to consider any new requests or emerging network pressures that occur.

2.3. Resourcing the annual LTP programme

The Department for Transport provides each local authority with an annual grant intended for local highway and transport schemes. This may be supplemented by other funding from either the DfT of other bodies, these additional funds are usually for an identified scheme or are intended for a specific purpose.

Based on grants received in 2021/22, it is anticipated that North East Lincolnshire Council will receive £3,981,000 in core LTP funding during the financial year 2022/23. This comprises:

- £1,107,000 of highways maintenance needs-based funding,
- £1,107,000 of 'Pothole funding'
- £278,000 of highways maintenance incentive funding
- £1,479,000 of integrated transport block funding.

To deliver against each of the LTP local challenges it is necessary to present a balanced programme whilst retaining the flexibility to fund large scale improvements when these are necessary. The DfT provides guidance to local authorities on the proportion of the maintenance block funding it considers to be reasonable to spend on road maintenance, footways, structures, and street lighting. There is currently no such national guidance regarding the indicative split for the integrated transport block funding. However, indicative guideline figures are used to determine a starting point from which to develop the programme for each year and the final amounts allocated to each programme area remain flexible and are subject to the relative priorities of

schemes and how they will impact on addressing the local transport challenges. The indicative percentages of the total programme for each programme area are:

- Highway maintenance - 47% of total allocation
- Highway structures - 9% of total allocation
- Street lighting - 1% of total allocation
- Traffic - 13% of total allocation
- Road safety - 14% of total allocation
- Public transport – 8% of total allocation
- Active travel – 8% of total allocation

These indicative splits form the starting point for the allocation of funding

2.4. Programme approval

Annually, Programme Managers will start to refine their list of potential projects with a view to presenting their preferred projects for consideration by the LTP Project Board. The board is made up of managers and officers from within the NELC/ENGIE partnership team and it is their responsibility to prioritise schemes and suggest to the Portfolio Holder which projects should be taken forward as part of the Council's annual capital programme.

Since there are many competing demands on available funding, careful appraisal of projects will take place at this stage before projects are submitted for formal approval. The prioritisation of schemes includes assessments of the following:

- Impact on local transport challenges.
- Relative priority within specific programme areas.
- Risk of not delivering the scheme within the identified period.
- How deliverable the scheme is within the identified period?

Overall, the aim is to present a balanced programme with regard to the available budget and the Council's priorities in accordance with the LTP strategy.

This recommended programme is then reviewed by the Portfolio Holder for Environment and Transport ahead of consideration at the Economy Scrutiny Panel and subsequently at Cabinet where the programme is approved for delivery and appropriate recommendations are made to allow projects to go ahead.

2.5. Programme delivery

Schemes identified within the annual LTP programme are subject to defined governance rules, which ensure Project Managers and Design Engineers progress schemes in a standardised format, including gateway sign off at key stages.

Schemes are procured using existing NELC Framework contracts where appropriate or via best value competitive tenders in line with NELC procurement guidelines.

Where appropriate projects from across programme areas are co-ordinated and delivered together. This increases value for money and reduces disruption for the travelling public. This approach also reduces the need to revisit the same area in consecutive years, although, this is sometimes unavoidable due to the nature of works, the availability of funding or the timing of when defects are identified during the year.

Project risks and finances are managed and reviewed at regular intervals to ensure best value. Key tasks and responsibilities are assigned at project initiation to ensure efficient delivery of the client brief. Where schemes realise (or are anticipated to realise) a financial variation of +£10,000 or +10% over the initial project

budget, permission to proceed must be sought from the Head of Highways & Transport and the Assistant Director Housing, Highways and Transport before authorising additional expenditure. Programme Managers manage minor budget variations under these thresholds.

Scheme progress and financial reports are provided by the Design Engineers to the Programme Managers for review prior to a monthly Project Board meeting where the whole programme is reviewed, and appropriate amendments are made. The outcomes of schemes, along with significant delays, risks and financial variations will be reported to the Head of Highways and Transport, Assistant Director Housing, Highways and Transport and the Portfolio Holder for Environment & Transport via a monthly update report.

2.6. Identifying risk

The identification and management of risks is a key element of delivering the programme. The following are the key risks identified for the delivery of the annual LTP programme:

- Funding levels - The level of capital funding made available to deliver the LTP programme and policies is a fundamental risk.
- Deliverability of annual programme - The deliverability of schemes within the relevant financial year is a key consideration used to establish the annual programme. Schemes that require timely processes such as statutory processes or land acquisition will be carefully considered before included in the annual programme. In year amendments to the programme may be necessary where scheme delivery has been delayed.
- Managing scheme costs - Programme managers are responsible for the financial management of their own schemes and have autonomy to approve variations in scheme costs up to +/- 10% of the original scheme cost. A monthly progress review meeting is held with all Programme Managers in attendance. It is through this process that the overall programme value is monitored. In accordance with agreed procedures the overall value of the annual programme may exceed the budget by a maximum of 5% in a year. In this case, the value of the overspend is deducted from next year's allocation resulting in a net balance across the programme.
- Public & political support - This will be managed through consultation at appropriate points throughout the scheme development and delivery phases. In addition, the capital programme is available to all Members once it has been approved by Cabinet. This ensures early engagement with Members which in turn increase the likelihood of schemes progressing on schedule.
- Partners - The support of partners is essential in delivering many aspects of the annual programme, early engagement with organisations such as Humberside Police and local bus operator Stagecoach allows their strategic and operational issues to be addressed as part of the scheme being delivered.
- Staff resources and skills - A key driver behind the Council entering into a delivery partnership with ENGIE was to ensure that the appropriate skills and staff resources can be brought in to allow the effective delivery of the LTP capital programme. Where necessary additional resources and skills can be brought in from elsewhere within the wider ENGIE organisation or third-party consultants.

2.7. Monitoring & review

Once complete, schemes are subject to an appropriate period of review. During this period, data may be collected regarding usage/condition etc. to assess the impact of the scheme. This information may then feed into any monitoring of the LTP and may be used to influence the way in which schemes are delivered in the future. Existing highway asset life cycle plans and inventories will also be updated at this stage.

3. 2021/2024 LTP capital programme.

Expenditure for 2022/2023 and 2023/2024 are balanced against the anticipated LTP capital allocation for those years. In line with agreed procedures, the schemes identified for 2023/2024 and 2024//2025 will be refined over the next twelve months with a balanced programme for 2023/2024 onwards being presented for review in early 2023.

3.1. 2022/2023 capital programme

Programme area(s)	Project title	Description	Project budget
Highway maintenance	Carriageway surface treatment programme (2022/2023)	See Appendix A for list of sites for 2022/2023.	£620,000
Highway maintenance	A1136 Great Coates Road	Carriageway resurfacing (Toothill roundabout - River Freshney)	£498,000
Traffic signals	Bargate / Dudley St junction	Traffic signal refurbishment including the introduction of bus priority measures and the introduction of pedestrian crossing facilities.	£440,000
Highway maintenance	Reactive pothole repairs	Sites to be determined following preparatory site investigation work in 2021/2022	£325,000
Highway maintenance	A1243 Louth Road	Carriageway resurfacing (Westkirke Ave- village boundary) including highway draining improvements	£292,000
Highway structures	Deansgate ramp south	Parapet replacement	£150,000
Street lighting maintenance	Replacement of age-expired street lighting columns	See Appendix B for list of sites for 2022/23.	£150,000
Cycle infrastructure	Contribution to Active Travel Fund (tranche 3) bid.	Protected cycle lanes on Wintringham Road, Ainslie Street & Abbey Park Drive. Improvements to cycle crossings: Weelsby Rd at Park Drive. Pedestrian improvements to links into Grimsby, Cleethorpes, and Immingham town centres. Walking and cycling routes to school. Notes: If the ATF t3 bid is not successful, then the budget will be used to deliver the Wintringham Road and school walking and cycling route schemes.	£120,000
Highway structures	A16 Peaks Parkway & Ellis Way retaining walls	Exploratory investigation of damage to structures to inform maintenance works in future year's programme	£115,000
Highway maintenance	Wellowgate	Footway resurfacing (Brighowgate – Abbey Road)	£101,000

Traffic signals	Scarcho Rd junction with Matthew Ford Way	Traffic signal refurbishment	£100,000
Public transport infrastructure	Real-time bus information	Enhancements to RTI system <i>Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.</i>	£100,000
Highway maintenance	Hainton Avenue footway resurfacing	Sixhills Street – Catherine Street (Scheme roll-over from 2021/22)	£100,000
Road safety	Energy Park Way	Introduction of speed reduction measures.	£96,000
Pedestrian infrastructure	Contribution to Grant Street car park project.	Footway maintenance and improvements to pedestrian crossing facilities on Station Road & Grant Street to improve link between High Street and car park. <i>Notes: £200,000 programme split over 2022/23 and 2023/24 programmes</i>	£80,000
Road Safety	B1219 Station Rd pedestrian crossing improvements	Introduction of new pedestrian (Zebra) crossing near to Fire Station.	£80,000
Public transport infrastructure	Bus priority measures	Introduction of traffic signal bus priority measures on core-bus routes (Bargate, Cleethorpe Road and Grimsby Road) <i>Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.</i>	£80,000
Active Travel	Footpath 10, Grimsby	Footpath resurfacing	£71,000
Traffic & Road Safety	Humberstone Road including junction with Durban Road	Speed and traffic calming measures and adjustments to junction layout.	£70,000
Studies and LTP monitoring	LTP studies	Various traffic modelling licences. National Highways & Transport (NHT) Survey. Development of 'Highway strategy' schemes. 'Road Traffic Reduction Act' (RTRA) study Various other data collection.	£65,000
Public transport	Bus stop infrastructure improvements	At stop bus accessibility improvements <i>Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.</i>	£50,000

Pedestrian infrastructure & Road Safety	Armstrong St/Beeston St/Charlton St	Pedestrian and cycle improvements including the introduction of new on-road cycle lanes, realigned junction markings and pedestrian crossing points. Notes: Rollover scheme into 2023/24 £174,000 total scheme cost over two years	£40,000
Highway maintenance	Winter service weather station infrastructure	Upgrading of existing winter service weather station	£40,000
Parking	Cleethorpes Controlled Parking Zone (CPZ)	Continuation of CPZ roll-out in areas of the resort.	£40,000
Road safety	Healing School safety scheme	Traffic calming, amendments to vehicle parking areas and introduction of one-way operation of Fords Ave (subject to engagement)	£30,000
Pedestrian infrastructure	Tactile crossings	Bargate Avenue junction with Welholme Avenue Davenport Drive junctions with Normandy Road and Balmoral Road Washdyke Lane junctions with Park Close & Beechwood Ave, Pelham PH access and access to Habrough House	£25,000
EV infrastructure	Installation of Electric Vehicle chargepoint infrastructure. (Including possible local match funding for external funding bid)	From the following list: North / Central Promenade car parks Boating Lake car park, Abbeywalk car park, Grant Street car park Sites to be confirmed in Freeman Street area, Waltham, Laceby and Immingham	£20,000
Studies and LTP monitoring	LTP project management	Contribution to the management, delivery and monitoring of the LTP programme in 2022/2023.	£20,000
Highway structures	Railway St/Market St footbridge	Investigation and design work ahead of maintenance scheme in a future year	£20,000
Highway maintenance	Carriageway site investigations	Site investigations in preparation for future years schemes.	£16,000
Highway maintenance	Unclassified minor maintenance	Structural patching site to be determined in year following site investigations	£15,000
Road safety	Speed indicator signs	Purchase of new speed indicator signs to replace existing life expired stock.	£12,000

3.2. Provisional 2023/2024 capital programme

Programme area(s)	Project title	Description	Project budget
Highway maintenance	A1136 Yarborough Road	Carriageway resurfacing (Market Hotel Roundabout – Cross Coates Road)	£690,000
Highway maintenance	Carriageway surface treatment programme (2023/2024)	Sites to be determined following preparatory site investigation work in 2022/2023	£650,000
Highway maintenance	Reactive pothole repairs	Sites to be determined following preparatory site investigation work in 2022/2023	£325,000
Highway structures	Railway St/Market St footbridge	Structural maintenance following completion of investigation carried out in 2022/23.	£300,000
Highway maintenance	A1136 Yarborough Road	Footway resurfacing (Market Hotel Roundabout – Cross Coates Road)	£225,000
Street lighting maintenance	Replacement of age-expired street lighting columns	Sites to be determined following preparatory structural testing work in 2022/2023	£150,000
Pedestrian infrastructure & Road Safety	Armstrong St/Beeston St/Charlton St	Pedestrian and cycle improvements including the introduction of new on-road cycle lanes, realigned junction markings and pedestrian crossing points. Notes: Rollover scheme from 2022/23, £174,000 total scheme cost over two years	£134,000
Public transport infrastructure	Bus priority measures	Introduction of traffic signal bus priority measures on core-bus routes (Bargate, Cleethorpe Road and Grimsby Road) Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£120,000
Pedestrian infrastructure	Contribution to Grant Street car park project.	Footway maintenance and improvements to pedestrian crossing facilities on Station Road & Grant Street to improve link between High Street and car park. Notes: £200,000 contribution split over 2022/23 and 2023/24 programmes	£120,000
Highway maintenance	A180 carriageway	Pyewipe roundabout - Westgate roundabout Notes: Contribution to possible 'Levelling-up fund' bid otherwise budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£100,000
Traffic	Archer Road/Barnoldby Road	Junction improvement	£100,000

Public transport infrastructure	Real-time bus information	Enhancements to RTI system Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£100,000
Traffic	Moving traffic enforcement camera hardware	Purchase of additional camera hardware to support enforcement subject to NELC receiving powers to enforce in 2022/23.	£90,000
Highway maintenance	A1136 Cromwell Road	Footway resurfacing, (Littlefield Lane-Market Hotel roundabout)	£77,000
Studies and LTP monitoring	LTP studies	Various traffic modelling licences. National Highways & Transport (NHT) Survey. Development of 'Highway strategy' schemes. 'Road Traffic Reduction Act' (RTRA) study Various other data collection.	£65,000
Traffic signals	Convamore Road/Eleanor Street junction	Traffic signals refurbishment	£60,000
Traffic signals	Hainton Avenue/Pasture Street junction	Traffic signals refurbishment	£60,000
Road safety	Wintringham Road	Low bridge advanced detection system	£50,000
Public transport	Bus stop infrastructure improvements	At stop bus accessibility improvements Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£50,000
Cycle route infrastructure	A1098 Off-road cycle path	Segregated cycle/footway (Peaks Parkway - Hewitts Ave)	£49,000
Highway maintenance	Corporation Road	Footway resurfacing (Alexandra retail park – Victoria Street)	£45,000
Public transport	Bus stop infrastructure improvements	Bus stop shelter replacement programme Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£42,000
Active Travel	Public Bridleway 137, East Ravendale	Bridleway surface improvements	£40,000
Drainage	Grimsby Surface Water Flood Alleviation	From the following list: Cromwell Road, Marshall Avenue, Ainslie Street, Wintringham Road, Le Burghdike Close, Welholme Avenue, St Nicholas Drive)	£40,000

Highway maintenance	Winter service weather station infrastructure	Upgrading of existing winter service weather station (rollover from 2022/23, whole scheme cost £80k over two years).	£40,000
Traffic signals	Laceby Road/Chelmsford Avenue	Pedestrian crossing refurbishment	£25,000
Traffic signals	North Sea Lane/Bedford Road	Pelican crossing refurbishment	£25,000
Pedestrian infrastructure	Tactile crossings	Sites to be confirmed following consideration of public requests and site investigations	£25,000
Road safety	B1210 Healing – County Boundary speed limit review	Review and rationalisation of speed limits and associated signs	£25,000
Road safety	Caistor Road, Laceby	Closure of stub-end of Caistor Road at junction with A46 Laceby Duals.	£23,000
EV infrastructure	Installation of Electric Vehicle chargepoint infrastructure. (including possible local match funding for external funding bid)	From the following list: North / Central Promenade car parks Boating Lake car park, Abbeywalk car park, Grant Street car park Sites to be confirmed in Freeman Street area, Waltham, Laceby and Immingham	£20,000
Studies and LTP monitoring	LTP project management	Contribution to the management, delivery and monitoring of the LTP programme in 2023/2024.	£20,000
Highway maintenance	Carriageway site investigations	Site investigations in preparation for future years schemes.	£16,000
Highway maintenance	Unclassified minor maintenance	Structural patching site to be determined in year following site investigations	£15,000
Road safety	Speed indicator signs	Purchase of new speed indicator signs to replace existing life expired stock.	£12,000
Road safety	Wybers Way/St Nicholas Drive	Speed reduction measures	£10,000
Road safety	Bradley Road	Speed limit signing	£10,000
Public transport	Wheels to Work	Scooter purchase	£10,000
Road safety	A18, Barton Street near Aylesby turning	Upgrading clearway signs and introduction of additional 'farm vehicles' signs.	£10,000
Road safety	Queens Road	Speed limit signing	£8,000
Road safety	Wells Road	Speed limit signing	£5,000

3.3. Provisional 2024/2025 capital programme

Programme area(s)	Project title	Description	Project budget
Highway maintenance	A1136 Yarborough Road	Carriageway resurfacing (Market Hotel Roundabout – Cross Coates Road)	£730,000
Highway maintenance	Carriageway surface treatment programme (2024/2025)	Sites to be determined following preparatory site investigation work in 2023/2024	£650,000
Highway maintenance	Kiln Lane	Carriageway reconstruction (North Moss Lane – Level crossing)	£510,000
Highway maintenance	A18 Barton Street	Carriageway resurfacing (Beelsby Junction – Laceby Manor)	£420,000
Traffic signals	Weelsby Road/Park Drive/Park Avenue	Introduction of a new traffic signal junction	£350,000
Highway maintenance	Reactive pothole repairs	Sites to be determined following preparatory site investigation work in 2023/2024	£325,000
Highway maintenance	A1136 Yarborough Road	Footway resurfacing (Market Hotel Roundabout – Cross Coates Road)	£300,000
Traffic signals	Bargate/Westward Ho junction	Traffic signal refurbishment	£300,000
Cycle infrastructure	A46 Laceby Road	Text (Grimsby West site – Scartho Road junction) Notes: Contribution to future Active Travel Fund bid	£250,000
Junction improvements	Peaks Parkway near to Crematorium car park	Creation of a new junction to improve access to Crematorium	£250,000
Cycle route infrastructure	A1098 Off-road cycle path	Segregated cycle/footway (Peaks Parkway - Hewitts Ave)	£231,000
Cycle infrastructure	Duke of York Gardens	Shared use cycle/footway (Boulevard Ave – Earl Street)	£230,000
Cycle infrastructure	Taylors Avenue	A1031 roundabout -Thrunscoe Rd Notes: Contribution to future Active Travel Fund bid	£200,000
Pedestrian infrastructure	Main Road, Brigsley	Introduction of new footway and associated improvements	£152,000
Street lighting maintenance	Replacement of age-expired street lighting columns	Sites to be determined following preparatory structural testing work in 2022/2023	£150,000

Public transport infrastructure	Bus priority measures	Introduction of traffic signal bus priority measures on core-bus routes (Bargate, Cleethorpe Road and Grimsby Road) Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£150,000
Public transport infrastructure	Real-time bus information	Enhancements to RTI system Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£150,000
Pedestrian infrastructure	Littlecoates Road	Pedestrian crossing improvements (Bradley Crossroads – St Michaels Road)	£150,000
Highway maintenance	B1444 Littlecoates Road	Footway resurfacing	£140,000
Cycle infrastructure	Hobson Way	Shared use off road cycle/footway (Kiln Lane & South Marsh Road) Notes: Contribution to future Active Travel Fund bid	£120,000
Traffic signals	Ladysmith Road/Durban Road junction	Traffic signals refurbishment	£100,000
Highway maintenance	A180 carriageway	Pyewipe roundabout - Westgate roundabout Notes: Contribution to possible 'Levelling-up fund' bid otherwise budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£100,000
Public transport	Bus stop infrastructure improvements	At stop bus accessibility improvements Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£100,000
Highway structures	Middle Drain bridge	Replacement of expansion joints & waterproofing	£80,000
Junction improvements	Station Road/ Greenlands Avenue and Cardiff Avenue/Peaks Lane junctions	Junction improvements	£80,000
Studies and LTP monitoring	LTP studies	Various traffic modelling licences. National Highways & Transport (NHT) Survey. Development of 'Highway strategy' schemes. 'Road Traffic Reduction Act' (RTRA) study Various other data collection.	£65,000

Highway structures	Little London bridge	Replacement of expansion joints & waterproofing	£60,000
Road safety	Welholme Road	Local road safety scheme	£50,000
Highway structures	Vehicle restraint system refits	Replacement of age expired VRS assets. Sites to be determined following site investigations in 2023/24	£40,000
Drainage	Grimsby Surface Water Flood Alleviation	Sites to be selected from Cromwell Road, Marshall Avenue, Ainslie Street, Wintringham Road, Le Burghdike Close, Welholme Avenue, St Nicholas Drive	£40,000
Pedestrian infrastructure	Macaulay Street	Pedestrian improvements	£35,000
Active Travel	Public Footpath 77, Brigsley	Footpath resurfacing improvements	£30,000
Highway structures	Matthew Ford Way	Replacement of existing vehicle activated speed signs	£25,000
Traffic signals	Victor Street/Cope Street	Pelican crossing refurbishment	£25,000
Public transport	Bus shelter replacements	Bus stop shelter replacement programme Notes: Measures also included within the Bus Services Improvement Plan (BSIP), if funded through BSIP the budget will be reallocated and used to fund other projects identified in the Delivery Plan.	£25,000
Pedestrian infrastructure	Tactile crossings installation	Sites to be confirmed following consideration of public requests and site investigations	£25,000
Road safety	Keelby Road	Introduction of speed limit gateway and buffer zone features	£20,000
Studies and LTP monitoring	LTP project management recharge	Contribution to the management, delivery and monitoring of the LTP programme in 2023/2024.	£20,000
EV infrastructure	Installation of Electric Vehicle chargepoint infrastructure (including possible local match funding for external funding bid)	From the following list: North / Central Promenade car parks Boating Lake car park, Abbeywalk car park, Grant Street car park Sites to be confirmed in Freeman Street area, Waltham, Laceby and Immingham	£20,000
Highway maintenance	Carriageway site investigations 2024/25	Site investigations in preparation for future years schemes.	£16,000

Highway maintenance	Unclassified minor resurfacing	Structural patching site to be determined in year following site investigations	£15,000
Traffic	Traffic sign replacements	Traffic directional sign improvements (former 'Worboys' signs)	£12,000
Traffic	Grimsby Dock Entrance	Directional sign improvements for vehicles accessing Port of Grimsby	£10,000
Road safety	Peaks Avenue	Replacement speed limit signs and introduction of one-way flow for vehicles	£10,000
Road safety	Bradley Road	Speed limit signs	£10,000
Active Travel	Wheels to Work scooter purchase	Scooter purchase	£10,000

4. LTP indicators and targets

There is a wide range of statistical data available within North East Lincolnshire, data is collected internally by the Council as well as externally by outside organisations including the Department for Transport. The data collected is put to a wide range of uses including by the Council including:

- Monitoring progress against a range of indicators and targets.
- Identifying and justifying a range of improvement schemes.
- Monitoring general trends.
- Strategic planning.
- Supporting external funding bids.

4.1. LTP performance indicators

The Council have identified the following performance indicators (with its delivery partner, EQUANS) as key to the delivery of its Council Plan and wider strategies. The trajectories and targets listed in this delivery plan are in line with these indicators. Nine of the ten LTP performance indicators are on track, the exception being 'bus passenger journeys' which was significantly impacted by the COVID pandemic during 2020 and 2021, this trend is mirrored nationally.

Indicator	2019/20 or 2019 performance	2020/21 or 2020 performance
Average number of days to repair streetlights	Target: 3.00 Achieved: 1.63 On track: ✓	Target: 3.00 Achieved: 1.26 On track: ✓
Percentage of repairs to dangerous highway defects made within 24 hours of notification	Target: 99.0% Achieved: 100.0% On track: ✓	Target: 99.0% Achieved: 99.6% On track: ✓
Percentage reduction in people killed or seriously injured in RTCs compared with 2004/2008 average	Target: -33% Achieved: -27.6% On track: ✗	Target: -33% Achieved: -33.9% On track: ✓
Percentage reduction in children killed or seriously injured in RTCs compared with 2004/2008 average	Target: -50% Achieved: -45.5% On track: ✗	Target: -50% Achieved: -63.6% On track: ✓
Percentage of principal roads where maintenance should be considered	Target: 10.71% Achieved: 2.45% On track: ✓	Target: 10.71% Achieved: 2.75% On track: ✓
Percentage of non-principal roads where maintenance should be considered	Target: 19.31% Achieved: 3.53% On track: ✓	Target: 19.31% Achieved: 3.55% On track: ✓
Percentage of unclassified roads where maintenance should be considered	Target: 23.20% Achieved: 17.59% On track: ✓	Target: 23.20% Achieved: 20.37% On track: ✓
Percentage of footways where maintenance should be considered	Target: 59.0% Achieved: 36.6% On track: ✓	Target: 59.0% Achieved: 45.0% On track: ✓
Bus passenger journeys	Target: 7.086m Achieved: 7.116m On track: ✓	Target: 6.847m Achieved: 2.765m On track: ✗

Percentage spend on the LTP capital programme	Target: 95.0% Achieved: 100.0% On track: ✓	Target: 95.0% Achieved: 100.0% On track: ✓
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5. Traffic Regulation Order (TRO) Programme.

This section identifies a 2-year proposed works programme for Traffic Regulation Orders to be delivered in 2022/23 and 2023/24 in accordance with the Council's Traffic Regulation Order policy¹

The TRO forward programme typically includes a variety of work streams including, but not be limited to;

- Major schemes,
- Local Transport Plan (LTP) schemes,
- Resident parking schemes,
- Verge and footway parking schemes,
- School parking restrictions,
- Restrictions associated with new developments,
- Changes to speed limits,
- Restrictions to associated with the Prohibition of movement and,
- General Requests.

Progress will be reported through a quarterly update. The update report will inform Members of the progress made towards delivering the annual TRO programme and will provide an opportunity for any changes, or additions to the programme to be formally agreed by the Portfolio Holder.

To ensure that all general requests for a new or amended TRO, are assessed in a fair and consistent manner, the issue will be investigated, an initial assessment undertaken, and the applicant, Ward Councillor(s) and Town/Parish Councils (if applicable) informed of the assessment outcome. Where a TRO is deemed to provide an appropriate solution, it will be scored, prioritised, and added to the forward programme for further action. Requests are then subject to a four-stage process.

- Stage 1: Develop a preferred scheme in discussion with Ward Councillors.
- Stage 2: Consultation with residents and businesses, directly affected by the proposals to seek their feedback.
- Stage 3: Review of the feedback and advise Ward Councillors, residents, and businesses of the outcome.
- Stage 4: Formal approval by the Portfolio Holder for Environment & Transport following informal consultation with Ward Councillors, residents and businesses affected.

5.1. TRO programme locations

The locations identified for inclusion in the TRO programme are:

LTP Projects

- Healing Village Parking Review
- Cleethorpes Area - Traffic Improvement Scheme
- Humberstone Road / Durban Road junction
- Armstrong St/Beeston St/Charlton St
- B1210 Healing – County Boundary speed limit review
- Wybers Way/St Nicholas Drive
- Active Travel Fund (Protected cycle lanes on Wintringham Road, Ainslie Street & Abbey Park Drive.
- Grosvenor Street (included in Bargate/ Deansgate Bridge LTP scheme)
- NELC Consolidation Order – Waiting & Parking

¹ <http://www.nelincs.co.uk/wp-content/uploads/2018/10/TRO-Policy.pdf>

Amendments to TROs in Grimsby Town Centre

- Osborne St/Station Approach/South St Marys Gate/Bethlehem St- Hackney Carriage Ranks
- Victoria Street Area - Pedestrian Zone Review

Waiting restrictions

- Bark Street / Coronation Road / Barkhouse Lane / Falcon Mews
- Estate Roads / Gilbey Road - Parking Review
- Various Locations - Minor Schemes - No Waiting at Any Time 21/22
- Phillip Avenue, Cleethorpes
- Various Locations - Minor Schemes - No Waiting at Any Time 22/23
- Cloisters/ Church Lane/ Wendover Drive. Restrictions

Verge parking restrictions

- Waltham Village – Review
- Laceby Village

Other highway schemes

- Kings Park, Scartho - Waiting restrictions to new development.

Appendix A - Road surface treatment programme 2022/2023 locations

The following sites have been identified as part of the 2022/2023 road surface treatment programme:

Cleethorpes

Hollingsworth Close
Belvoir Road
Beech Way
Buck Beck Way
Walnut Cres
Oak Way
Ash Court
Fitzwilliam Mews
Larch Road
Redwood Drive
Elderberry Way
Beaufort Crescent
Pytchley Walk
Cottesmore Road
Quorn Mews
Cattistock Road
Heythrop Rd
Kew Road
Oslear Cres
Pine Court
Marlborough Way
Crow Hill Ave
Glebe Road
West Street
George Street
Greenfinch Drive
Cumberland Road
Brampton Way
Coulbeck Drive
Curzon Court
Fairway Court
Parker Street
Irby Court
Hey Street
Sherburn Street
William Street
Swaby Drive
Ashby Road
Lansdown Link
Belmont Close
Ormsby Close
Raven Hill Close
Riverside Drive
Primrose Way

Bark Street
Thrunscoc Road
Ann Grove
Albert Road
Humber Street
Highgate
Oole Road
Blundell Ave
Hart Street
Reynolds Street
Elm Ave
Sea View Street
Hilton Court
Rosemary Way
Cheltenham Way
Solomon Court
Whites Road
Barkhouse Lane

Grimsby

Great Coates Road

Immingham

Oaklands Road
Maple Grove
Clyfton Crescent
Rose Gardens
Balfour Place
Ainsworth Road
Bradford Road
Leyden Close
Chilton Close
Holbeck Place
Morton Close
Cedar Drive
Spinney Close
Beechwood Ave
Woodlands Avenue

Appendix B – Street lighting column replacements 2022/2023 locations

The following sites have been identified as part of the 2022/2023 street lighting column replacement programme in addition to one-off replacements due to failed structural testing:

Grimsby

Binbrook Way
Buckfast Close
Cheshire Walk
Eskdale Way
Fountains Avenue
Loft Avenue
Ravenscar Road
St Chads Walk South
Stokesley Walk
Tyne Way
Westerdale Way
Whitgift Way

Great Coates

Woad Lane

Cleethorpes

Links Road
Middlethorpe Road
Sandringham Road
Curzon Avenue