



County Offices  
Newland  
Lincoln  
LN1 1YL

27 October 2017

**Highways and Transport Scrutiny Committee**

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 6 November 2017 at 1.30 pm in Committee Room One, County Offices, Newland, Lincoln LN1 1YL** for the transaction of the business set out on the attached Agenda.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Tony McArdle', written over a horizontal line.

Tony McArdle  
Chief Executive

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

Councillors M Brookes (Chairman), C J T H Brewis (Vice-Chairman), Mrs J Brockway, B Adams, M A Griggs, R Grocock, R A Renshaw, S P Roe, A N Stokes, E W Strenziel and C L Strange



**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA  
MONDAY, 6 NOVEMBER 2017**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
<b>1</b>	<b>Apologies for Absence/Replacement Members</b>	
<b>2</b>	<b>Declaration of Members' Interests</b>	
<b>3</b>	<b>Minutes of the meeting held on 18 September 2017</b>	5 - 18
<b>4</b>	<b>Announcements by the Chairman, Executive Councillor and Lead Officers</b>	
<b>5</b>	<b>Network Rail Account Plan and Joint Schemes</b> (To receive a report on behalf of Network Rail which provides the Committee with an update on the Network Rail Account Plan, the purpose of which is to provide strategic direction for the development and delivery of schemes which interact with the railway infrastructure in Lincolnshire)	19 - 26
<b>6</b>	<b>Lincolnshire Highways 2020 - Options Appraisal</b> (To receive a report from Paul Rusted, Infrastructure Commissioner, which outlines the replacement options available to the Highway Service in relation to the Highways Alliance contract which is due to reach full term on 31 March 2017, and a recommended future option which will be presented to the Executive on 5th December 2017. <i>NOTE: Appendix 1 to the report has been marked as 'To follow'</i> )	27 - 28
<b>7</b>	<b>Highways Grass Cutting Arrangements</b> (To receive a report from Paul Little, Network Manager North, which updates the Committee on the maintenance of highways grass within the public highway in Lincolnshire. It relates to the policy covered in the Highway Asset Management Plan (HAMP) and aims to provide more detailed information on the delivery aspects of the service)	29 - 34
<b>8</b>	<b>Control of Weeds within the Highway</b> (To receive a report from Paul Little, Network Manager North, which updates the Committee on the control of weeds within the public highway in Lincolnshire. It relates to the police covered in the Highways Asset Management Plan (HAMP) and aims to provide more detailed information on the delivery aspects of the service)	35 - 40

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

41 - 48

*(To receive a report from Daniel Steel, Scrutiny Officer, which enables the Committee to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focused where it can be of greatest benefit)*

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

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

Contact details set out above.

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**HIGHWAYS AND TRANSPORT  
SCRUTINY COMMITTEE  
18 SEPTEMBER 2017**

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

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

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

Officers in attendance:-

Sam Edwards (Senior Project Leader), Richard Fenwick (Highways Officer), Matt Jones (Parking Services Manager), Ian Kitchen (Transport Manager - Policy and Orders), Paul Rusted (Infrastructure Commissioner), Daniel Steel (Scrutiny Officer), Vincent van Doninck (Policy and Strategic Asset Manager), and Rachel Wilson (Democratic Services Officer)

**Announcement**

The Committee held a one minute silence in memory of Lee Rowley, Senior Project Leader for the Highways Team, who had recently passed away.

17 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor Mrs W Bowkett.

The Chief Executive reported that, under Local Government (Committee and Political Groups) Regulations 1990, Councillor C L Strange had been appointed to the Highways and Transport Scrutiny Committee to replace Councillor Mrs W Bowkett for this meeting only.

18 DECLARATIONS OF MEMBERS' INTERESTS

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

19 MINUTES OF THE MEETING HELD ON 28 JULY 2017

**RESOLVED**

That the minutes of the meeting held on 28 July 2017 be signed by the Chairman as a correct record.

**20 ANNOUNCEMENTS BY THE EXECUTIVE COUNCILLOR AND CHIEF OFFICERS**

The Chairman reported that the training which had been held recently for members of the Committee in relation to contracts and procurement of contract had been excellent and over half of the Committee had attended. The Chairman thanks the Infrastructure Commissioner and his team for putting the training together. It was also suggested that this training should be raised with the Councillor Development Group and offered as a session to all members.

The Executive Councillor advised that he did not specifically have any announcements, but instead would give the Committee a flavour of some of the other issues which were ongoing in relation to Highways.

- Town centre parking – a number of issues had been raised particularly in relation to Gainsborough and Spalding. The Executive Councillor was exploring with the local members how the situation could be improved.
- Development management issues with district councils planning committees continued to arise, but work continued to resolve them.
- Transport for the East Midlands – this was now meeting on a regular basis. Further investment into major road networks was expected (around £1 billion) and Lincolnshire was entering into a consultation for some of that funding. Schemes were being drawn up around major road issues.
- The future of the East Midlands Trains franchise was an ongoing issue.
- There were now a substantial number of vacancies within the Highways team, and attempts to recruit were underway although this was proving difficult. It was confirmed that these posts were all required and therefore recruitment would continue.
- Highways IMT had been impacted by issues with the Confirm system.
- Remembrance Day Parades – due to changes in legislation there was now a requirement for Traffic Regulation Orders (TRO's) to be submitted to the Council in order to hold a parade, as well as the need for marshalls to manage the parade, which would no longer be provided by the Police. Members were asked to relay the message regarding TRO's to their communities.
- Work had been ongoing with representatives of the food industry to organise a transport conference in the south of the county, to look at how the industry could reduce transport time for produce.
- A lot of complaints were being received regarding overgrown hedges.
- The opportunities around sponsorship of roundabouts by local businesses were being looked into further.
- 16,618 enquiries had been received through the Customer Service Centre this quarter.
- During this quarter, 2,147 potholes had been reported, but the Council had actually filled around 25,000.

In relation to roundabout sponsorship it was queried whether this was something that the Committee should look at, and it was agreed that it could be looked at as there were some businesses which were very keen to be involved in this.

In respect of parades, it was highlighted that a lot of the remaining British Legion veterans were now quite elderly, and it was suggested whether the Council could liaise more closely with parade organisers, or look at a different way of doing things, maybe through district councils. The Executive Councillor acknowledged that this was an issue which needed to be taken into account, and also reported that work was underway to agree set routes for a parade, and also to simplify the routes and have a standard plan that could be used each time, as there were now reduced resources. It was also clarified that the County Council did not charge charitable organisations for TRO's for parades.

## 21 HIGHWAYS 2020 UPDATE REPORT (SEPTEMBER 2017)

Consideration was given to a report which provided the Committee with an update on the work being carried out to replace the Lincolnshire Highways Alliance. The three contracts which formed the Alliance were due to reach their full term on 312 March 2018.

Members were advised that market engagement was continuing and further local authority visits were planned to Staffordshire and Leicester.

It was noted that in relation to the Traffic Signals and Professional Services contracts, options were fairly limited due to the low number of companies operating these services.

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

- There had been good involvement from members and it was likely that the report would be presented to the next meeting of the Scrutiny Committee on 6 November 2017.
- One member commented that they were beginning to understand why Lincolnshire was a level three authority and were very grateful for being kept up to date by the officers.
- It was commented that the training which had been undertaken in relation to understanding contract procurement would be beneficial to the decision making process going forward. It was suggested that this training was something that should be made available to all members and it was reported that including this training as part of the Councillor Development Programme was being actively pursued.

## RESOLVED

That the work done to date, as well as the work proposed for the following period be noted.

**22**     PERFORMANCE REPORT, QUARTER 1 - (APRIL 2017 - JUNE 2017)

Consideration was given to a report which set out performance of the highways service including the Lincolnshire Highways Alliance, Major Highways Schemes Update, the Customer Satisfaction Information (including service specific complaints and compliments) and the yearly carriageway condition indicators.

The Infrastructure Commissioner guided members of the Committee through the report, drawing specific attention to the following areas:

- Performance
- Traffic Signals Term Contract
- Highway Works Term Contract
- Professional Services Contract
- Customer Satisfaction Information

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

- It was noted that the authority was constantly reviewing the targets for the Alliance to ensure they stayed challenging, and it was highlighted that there were still pleasing levels of performance across the Alliance.
- Members were pleased to see that indicators were adjusted when performance was good to ensure that performance continued to improve.
- It was considered positive that the Service did not receive that many complaints.
- It was commented that a lot of progress had been made in terms of service provision in the eight years that the Highways Alliance had been in operation.
- It was noted that the explanations of results included within the performance report were helpful to members.
- Reference was also made to the Alliance Indicator scoring a maximum of 100 points for this quarter, which was the first time this level had been reached. It was also noted that there was a continuing low level of negative press coverage which helped in the achieving of this score.
- It was queried why the Alliance Indicator for year 5 had been so low at a score of 42, and members were advised that the Alliance had gone through a difficult time in its relationship with one of the contractor and a penalty had to be applied. However, changes had been made and performance had since improved which demonstrated that the alliance was working better as a group of organisations.

RESOLVED

That the performance, as presented, be noted.

**23**     RAIL FRANCHISING

Consideration was given to a report which updated the Committee on the position in respect of the three rails franchises which provided services across Lincolnshire. In



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particular it outlined the consultation being carried out by the Department for Transport for the re-letting of the East Midlands rail franchise.

The Committee were guided through the report by Ian Kitchen, Transport Policy Manager, with particular attention being drawn to the following sections:

- East Coast Main Line Franchise
- Northern Franchise
- East Midlands Franchise
- The increased service frequency aspirations for Lincolnshire
- Connectivity
- DfT timetable for delivery

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

- It was commented that a joint approach by East Midlands Councils was the right way to go, as if authorities had the same message there would be an improved chance of improvements.
- A query had been raised at the County Council on Friday 15 September 2017 regarding direct train services from Boston and Skegness to Lincoln. Whilst it was acknowledged that new services may not be possible, there was a need to look at the connectivity at Sleaford. It was hoped that this would be captured in the response to the consultation.
- There were two main railway crossings in the south of Lincoln – Doddington Road and Skellingthorpe Road and neither were suitable for bridges due to the residential nature of the area. It was commented that traffic could be held up for around 7 minutes when the barriers were down waiting for three trains to pass. As more services were attracted to Lincoln, then this would have an impact on the barrier down time. There was a need to consider the road network as well as the rail network. Members were advised that there was no quick win solution for these issues, but if the Western Growth Corridor was delivered as planned, this would include a link road from Birchwood. However, there may be small things which could be done such as improving the timing of trains so they cross at the same time to reduce crossing down time.
- It was queried whether another visit to the signalling centre for new members would be useful.
- The co-operation with other authorities outside of Lincolnshire was welcomed, as trains within Lincolnshire travelled outside of the county, so it was right to work with other areas as connectivity was an important issue.
- It was commented that there were advantages to using bi-mode trains and it was queried whether the Committee could have a briefing paper by e-mail with further information.
- The direct Lincoln – Birmingham route was one that members would like to see re-introduced. Members were advised that this was something that businesses would also like to see, as it would also provide easier connections to other areas of the country.

- It was suggested that there was a need to ensure that all trains had guards on them, but it was commented that members would rather Lincolnshire had a service that benefitted all passengers. It was noted that it had been stated that there was no intention to introduce driver only trains into the east midlands contract.
- It was important to ensure that there was assistance available for any disabled passengers who may have difficulty getting on and off trains.
- It was noted that there was a stakeholder meeting with Virgin Trains East Coast (VTEC) taking place shortly which would be an opportunity to receive an update on progress.
- It was noted that when barriers were down for a long time, it was probably because they were automated and allowed additional time from the time stated on the timetable for safety reasons.
- In terms of cascading old stock, it was commented that there was a need to have space on trains for all the people wishing to board.
- It was commented that there was a wish to see the Joint Line electrified.
- There was a need for hourly services, as well for the Spalding Peterborough route to be a two shift line. Members were advised that the improvements to the joint line had enabled that to happen in theory, but that opportunity had not yet been taken, but this consultation could help to progress that option.
- It was suggested that there could be spin-off benefits to improving the rail services, such as saving money on road repairs if more people started using the trains.
- It was commented that there was a lot that rail could offer this city, and a lot that could be done to achieve it such as having one train per hour from Lincoln to Nottingham. There was a need to embrace rail travel as well as the car. This consultation was a chance to influence service at the start of a contract for the next seven years and get enhancements. Participation was important and it was hoped that members would make individual responses to the consultation as well as supporting the East Midlands Councils response.
- Lincolnshire did struggle with rail as there was no through traffic and it was very hard to compete with major urban centres.
- It was queried whether there was a need for a policy decision on supporting an increased number of trains to Lincoln, as it could have an impact on traffic flow through the city.
- It was suggested that staggered platforms, such as those at Metheringham and Ruskington, could help alleviate barrier down time, as the barriers could be raised as soon as the train had passed.
- In relation to the Western Growth Corridor, it was commented that there was a need for two bridges over the railway lines, and without these bridges the development would fail, and there was no agreement regarding who would pay for them.
- It was commented that Lincoln was a modern city with two universities which were moving up the league tables, and students were using the trains to travel around the country.
- It was considered unacceptable that passengers at Market Rasen often did not know whether they would be able to board the train they were waiting for due to overcrowding. It was acknowledged that there was a good bus service, but

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that people should be able to make a choice about how they travel. It was hoped that in future a dual car service would be provided. Members were advised that these issues would be highlighted in the consultation response.

- There was support for additional night time trains, as this could have an impact on the night-time economy in Lincoln for theatre visitors etc. However, this would also benefit people who needed to access hospital appointments in Lincoln who could not drive.
- It was suggested that a change in people's driving habits could help to alleviate some of the congestion around the level crossings on Doddington Road and Skellingthorpe Road, and it was suggested whether there could be signs highlighting alternative routes. It was also queried whether there were any pinch point schemes which could be implemented in these areas, which may help in the short term.
- The waiting times for connections for Boston/Skegness to Lincoln were highlighted, and it was noted that people would not commit to using public transport when they could make this journey faster with their own transport. Work was needed on the timetables.

The main points highlighted during the discussion were summarised as follows:

- Spalding to Sleaford needed to be a two shift line
- There was a need for cascading of old stock
- More services in Lincolnshire were welcomed even though it was acknowledged there could be traffic hold ups due to barrier down time.

The Committee was advised that there was a need to be prepared to accept the impact that this could have and be prepared to defend it. The Committee accepted this and suggested that it needed to be captured in the response.

#### RESOLVED

1. That the position in respect of the East Coast Main Line and Northern rail franchises be noted.
2. That the comments made during discussion be noted and taken into account when responding to the DfT's consultation in respect of the East Midlands rail franchise.

#### 24 CIVIL PARKING ENFORCEMENT ANNUAL REPORT 2016 TO 2017

The Committee received a report which provided members with the opportunity to consider the Civil Parking Enforcement Annual Report 2016 to 2017. It was reported that the adoption of Civil Parking Enforcement (CPE) by Lincolnshire County Council required the Council to submit an annual report on CPE related activities and a financial statement showing the cost of the operation, including any deficit or surplus. This was in accordance with the Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions.

Members were guided through the report and some of the points highlighted included the following:

- CPE had been in operation for almost five years, as the County Council had taken over this responsibility from the Police in 2012.
- There were approximately 22 officers who patrolled the County.
- Compliance was becoming more noticeable in certain areas.
- Just over 30,000 penalty charge notices had been issued in 2016-2017, which was slightly down on the previous year, which fitted in with the increased compliance which was being seen.
- There was a surplus of just less than £70,000, and it was noted that any surplus could only be used for certain activities. The surplus from the previous year had been used to fund CCTV monitoring of parking around schools.
- Members were reminded that the County Council did not receive any income from on street parking.

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

- It was commented that things seemed to be going really well. Income was going down as compliance increased, and so the scheme was doing what it was meant to.
- It was commented that retailers had been seen parking outside of their shops for several hours which prevented customers from parking there to visit the shops.
- Problems in relation to parking in Spalding town centre were highlighted, the Executive Councillor advised he had spoken to the contractor about this issue and it was being worked on.
- Members were advised that before a ticket would be issued, the officer would always check that the 'signs and lines' were compliant, otherwise, they could not issue a ticket.
- Members of the public were able to report inconsiderate parking directly to APCOA which would then be conveyed through to the team.
- If members were aware of any issues in their areas, they could contact the Parking Services Manager directly, who would try and resolve the issue.
- One member commented that they found the service to be very efficient, and appreciated the response that was received from officers.
- It was queried whether information could be made available regarding the number of tickets issued in a particular area.
- A member commented that they had witnessed the abuse of patrol officers by members of the public and it was queried whether training to deal with these situations was the responsibility of the County Council or the contractor. It was clarified that it was the contractors responsibility to provide this training which included conflict management. Also, all officers wore video badge cameras which would be switched on whilst on patrol. It was acknowledged that officers received a lot of abuse, and the cameras would also record conversations, which have helped in the prosecution of members of the public for their actions against officers.
- It was noted that the main goal of CPE was compliance, and so it was queried whether the contract was a fixed cost. Members were advised that the

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contract was based on the number of hours, and the County Council currently asked for 33,000.

- It was noted that the function of civil parking enforcement for on street areas had been delegated to the County Council, and off street parking enforcement was delegated to district councils. It had been suggested at one time that there was just one contract for on and off street parking, but this did not go ahead.

## RESOLVED

That the contents of the annual report and comments made be noted, and that the Committee support the publishing of the report on the Council's website.

## 25 UPDATE TO THE WINTER MAINTENANCE PLAN

The Committee received a report which provided members with an opportunity to consider an update to the Winter Maintenance Plan which set out proposed amendments to the existing highways Winter Maintenance Plan which was issued in October 2016 to take into account national guidance.

The Committee received a short presentation which provided further detail in relation to the following areas:

- Overview
- Statutory Duties
- Key goals
- Precautionary Salting Network
- What do we use
- Pre-wetting salt
- When to salt
- Salting the Lincolnshire roads
- Well Managed Highways Infrastructure
- Winter Maintenance Plan
- Starting salt figures, callouts, salt usage

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

- It was noted that there was a number of bins around the county which were kept stocked up with salt and was queried whether there was a list of available emergency equipment and people to assist in the event of severe weather. It was confirmed that there were a series of local arrangements in place with local farmers.
- Members commented that it was a good document and very useful. It was commented that it would also be useful for councillors to have a list of supplementary routes. It was reported that all councillors used to receive a copy of the salting routes in their pigeon holes, and this could be arranged again if required, but the maps were now available online.

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- In relation to salt stock for bins, salt could be delivered to certain villages for farmers to spread. Highways teams were working alongside parish councils on this. It was noted that there was a standard agreement that could be drawn up for any area which wanted to get involved, and a one tonne bag of salt would be provided each winter.
- Members were advised that officers were looking into the option of having an interactive version of the precautionary salting network maps on the website.
- In response to a query, members were advised that the authority purchased its salt from Peacock Salt, and a term contract was in place and the salt was shipped to Immingham docks. It was noted that there was a set price per tonne for the duration of the contract, so the price would not increase with demand.
- It was noted that if there was a good winter, the Service would retain the surplus budget for the following year.
- In relation to paragraph 3.7.6 (page 128 of the agenda pack), it was queried whether members could be added to the list of key stakeholders.
- Officers were praised for how easy the report was to follow.

**RESOLVED**

1. That the Committee supports the recommendations to the Executive Councillor for Highways, Transport and IT as set out in the report.
2. That members be added to the list of key stakeholders in paragraph 3.7.6.

**26 HIGHWAYS ASSET MANAGEMENT PLAN - WELL MANAGED HIGHWAY  
INFRASTRUCTURE CODE OF PRACTICE**

Consideration was given to a report which detailed the review process of the Highways Asset Management Plan which was being updated following the publication of "Well Managed Highway Infrastructure – A Code of Practice". It was reported that changes to this national guidance had significant implications for Lincolnshire's Highways Asset Management Policies and would require a thorough revision of the Plan. The purpose of the report was to give visibility to the potential changes before the Plan was brought to the Committee in 2018.

It was discussed whether a working group was required to look at this more closely, but it was instead suggested that a sounding board group could be more useful if and when it was required.

**RESOLVED**

1. That the process of review to bring Lincolnshire County Council's Highways Asset management Plan in line with "Well Maintained Highways Infrastructure – A Code of Practice" by October 2018 be noted; and
2. That a sounding board/working group of members of the Committee be set up if and when it was required.

27 A17 HIGHWAY IMPROVEMENT PROJECT AT GEDNEY AND HIGHWAY AND TRANSPORTATION USE OF THE NATIONAL PRODUCTIVITY INVESTMENT FUND

Consideration was given to a report which summarised the assessment process undergone for generating the highway improvement project at Gedney and then identified the details and benefits. The report also identified how the National Productivity Investment Fund was being allocated across the County for Highway and Transportation projects to maintain existing infrastructure and drive improvements.

Members were advised that most of the concerns with this scheme were around the delineation between the lanes and the proximity to the junction. It was reported that the merge would begin 325m in advance of the junction and be fully merged at 150m in advance. The minimum design requirement was for the lanes to be fully merged by 50m. It was noted that the authority was significantly exceeding the minimum safety requirements of the national design standards.

The Committee was provided with the opportunity to ask questions to the officers present in relation to the information contained within the report, and some of the points raised during discussion included the following;

- One member commented that the proposals seemed fine, but they could understand why people would have concerns about 3 lane carriageways. It was hoped that people would look at the design of the scheme being proposed and not the perception of historical dangerous schemes which scheme did not mirror.
- It was commented that a loose comparison with schemes at Louth and Leadenham had been made regarding very low accident figures, however, it was felt that that these schemes were not directly comparable with Gedney but did provide an expected trend.
- One member commented that when all parish and district councils were against a scheme, then it was time for a rethink. There were concerns that £2.5m was going to be spent on this scheme and then more money would need to be spent at a later date, to rectify any issues.
- One member commented that they could not see a problem with this piece of road and that many district councillors and local people were against it. It was felt that the scheme was in the wrong place, or not needed at all. It was also commented that the road was in good condition, and it could not be understood why the scheme was taking place, as there had not been accidents on this stretch of road either.
- It was clarified for members, that this scheme was taking place as it had been identified through a Routes Action Plan (RAP) for the A15, A16 and A17. This analysis showed that there was a need for improvements based on modelling work which had been done. The decision to carry out this scheme had been evidence based. This scheme is a strategic improvement to the road network in order to reduce congestion. It was noted that this was one of the slowest stretches of road on the A17.
- It was noted that transport businesses were in favour of this scheme.

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- It was important to not allow an unclear consultation to determine an outcome. It was commented that this was an important point as a lot of people did not understand what the scheme was or the reasoning behind it.
- One member commented that they would be supporting the scheme as there was a clear need to scrutinise proposed projects based on evidence of facts.
- It was also commented that if this scheme was going ahead, then it was felt that the double lane was on the wrong side, as one area of frustration for drivers was when Cross Keys Bridge was closed, and it was suggested that the two lanes should be on the convex side of the bend.
- It was noted that it was correct that there had been no accidents on this stretch of road, but this was not an accident reduction scheme, it was primarily aimed at improving journey time reliability.
- In relation to the comment regarding the side of the road for the two lanes, it was reported that an analysis of both sides had been carried out, and the east bend had resulted in a better cost benefit analysis. Members were advised that the analysis data was contained in the RAP document on the LCC website.
- One member commented that they would support this scheme on the basis of it being part of the strategic network that would significantly reduce congestion.
- The Committee supported the proposal for an information event on this scheme before a decision was made.
- It was suggested that the Route Action Plan document should be brought to a future meeting.

Upon being put to the vote, it was noted that Councillor C J T H voted against the proposed scheme, but supported a consultation before a decision was made.

**RESOLVED**

1. That the Committee supported the proposed carriageway improvement scheme on the A17 at Gedney.
2. That the Committee supported the carrying out of a consultation before any decision on the scheme was made.
3. That the comments made in relation to this scheme be noted.

**28 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK  
PROGRAMME**

Consideration was given to a report which enabled the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity was focused where it could be of greatest benefit.

It was queried whether an item on the Lincolnshire Road Safety Partnership could be included for a future meeting, but members were advised that a report was due to go to the Public Protection and Communities Scrutiny Committee.



The meeting closed at 1.45 pm

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**Open Report on behalf of Richard Wills,  
Executive Director for Environment and Economy**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>06 November 2017</b>
Subject:	<b>Network Rail Account Plan and Joint Schemes</b>

**Summary:**

This item provides an update on the Network Rail Account Plan the purpose of which is to provide strategic direction for the development and delivery of schemes which interact with the railway infrastructure in Lincolnshire.

**Actions Required:**

The Highways and Transport Scrutiny Committee is invited to take a strategic view to:-

- 1) Consider and comment on the work being undertaken as part of the Account Plan and Joint Schemes listed in Appendix A and;
- 2) Seek assurance from Network Rail on the future progress of the schemes listed.

### 1. Background

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

The Network Rail Account Plan outlines the key decision makers, the governance by which decisions are made and the stakeholders who will we will need to engage with in the development each scheme and the documents driving the long terms strategies for both Network Rail and Lincolnshire County Council.

Network Rail owns, operates and develops Britain's railway which includes 20,000 miles of track, 40,000 bridges, tunnels, viaducts, signals and level crossings. The 18 largest stations are also run by Network Rail, while all the others, over 2,500, are run by one of the country's train operating companies.

Network Rail's role is to deliver a safe and reliable railway and manage the delivery of key projects that form part of the Railway Upgrade Plan. Network Rail is a public company, answerable to Government via the Department for Transport (DfT), and runs day-to-day railway operations through nine devolved, geographically based businesses, called routes. The routes manage and run the railway network in their

area and work closely with their local train operating companies to deliver the best service possible for customers.

Train operating companies (TOCs) run passenger services, leasing and managing stations from Network Rail. TOCs are the consumer face of the rail industry, and generally apply for franchises to run specific routes from the Department for Transport.

Network Rail’s local routes and train companies work closely together to run the railways. Targets and priorities are now agreed jointly with train operators, meaning performance incentives for Network Rail are directly aligned to the needs of customers.

Attending the Committee on behalf of Network Rail:

- Paul McKeown (Director of Route Sponsorship)
- Neil Henry (Head of Operations South)
- Joe Cookson (Public Affairs Manager)

**2. Conclusion**

The Highways and Transport Scrutiny Committee is invited to consider and comment on the joint working being undertaken as part of the Account Plan and Joint Schemes listed in Appendix A and to seek assurance from Network Rail on the future progress of the schemes listed.

**3. Consultation**

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

Not Applicable

**b) Risks and Impact Analysis**

Not Applicable

**4. Appendices**

These are listed below and attached at the back of the report	
Appendix A	Account Plan and Joint Schemes

**5. Background Papers**

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

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

# Account Plan

Last update:  
18-10-17



This purpose of this plan to provide direction for the development and delivery of schemes which interact with the railway infrastructure. The plan outlines the key decision makers, the governance by which decisions are made and the stakeholders who will we will need to engage with in the development each scheme and the documents driving the long terms strategies for both organisations.



## Reference documents

### 4<sup>th</sup> Lincolnshire Local Transport Plan 2014-2023

<https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/local-transport-plan/34380.article>

### Network Rail Route Studies

East Midlands; North of England; East Coast

<https://www.networkrail.co.uk/running-the-railway/long-term-planning/>

### Midlands Connect Strategy

<https://www.midlandsconnect.uk/publications>



## Contacts

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<b>Lincolnshire County Council</b>	Tony McArdle Chief Executive <a href="mailto:tony.mcardle@lincolnshire.gov.uk">tony.mcardle@lincolnshire.gov.uk</a>	Richard Wills Executive Director of Environment and Economy <a href="mailto:richard.wills@lincolnshire.gov.uk">richard.wills@lincolnshire.gov.uk</a>	Andy Gutherson County Commissioner for Economy and Place <a href="mailto:andy.gutherson@lincolnshire.gov.uk">andy.gutherson@lincolnshire.gov.uk</a>



## Meetings / Governance

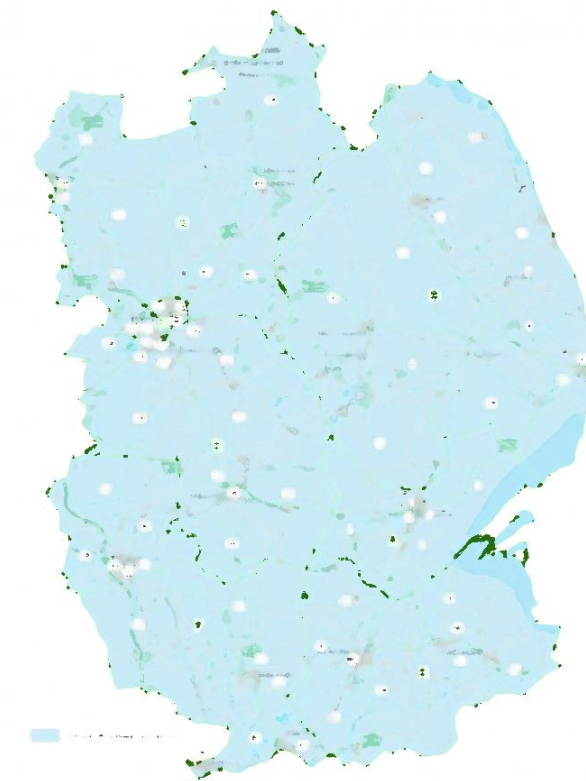
### Strategic Meetings

Programme Management Board (8 weekly)  
Exec / Senior Management  
- Strategic issues

### Interface meetings

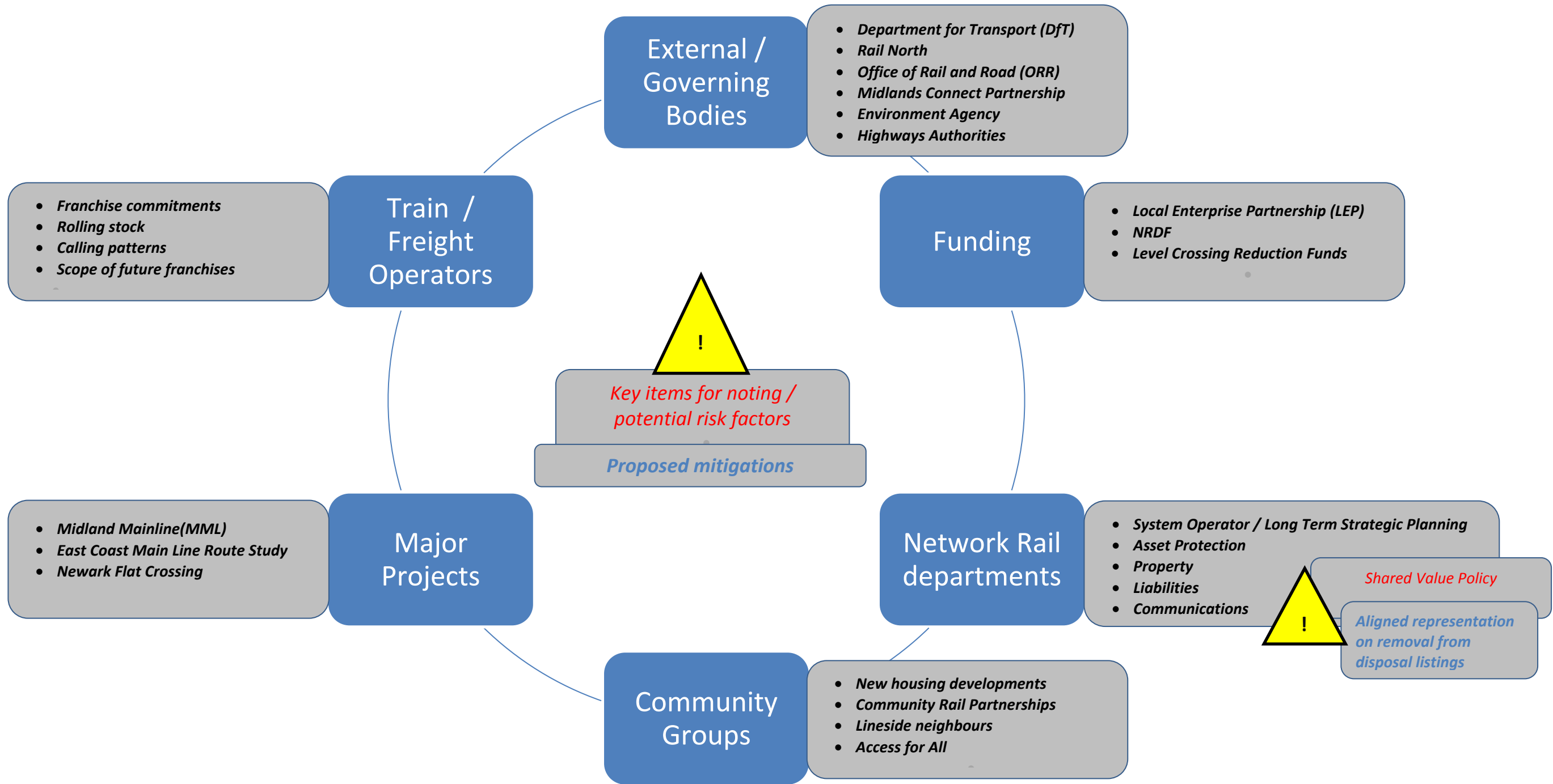
**Commercial Meetings (4 weekly)**  
Sponsor / Commercial Teams  
- Contract terms / agreements  
- Funding streams

**Site Meetings**  
Contractors / comms teams  
- Project risks  
- Impact on local stakeholders





# Key stakeholders / dependencies





## Joint Schemes

Scheme	Network Rail Sponsor	Funder	AFC	Lead Organisation	Project Development Stage	Timescales for completion	Perceived Benefits	Risks to delivery	Commercial status	RAG status (with corrective actions as necessary)
Brayford Bridge construction	Donna Qualtrough	NRDF Level Crossing Risk Reduction Fund	n/a	Network Rail	GRIP 5	March 2019 (mid April if unable to proceed with authority process and gateway process) Pending planning appeal process and timescales	Reduced safety risk for members of public  FWI reduction	Timescales for planning appeal (20/21 weeks)		Planning permission – appeal submitted 21/08/17  Based on revised dates, delivery is still achievable in CP5 subject to proceeding with authority and gateway process in advance of appeal decision
High Street Bridge construction over level crossing	Stephen Hind		n/a		GRIP 6/7	Completed in June '16 – corrective works on steps to be completed by 22 <sup>nd</sup> November '17	Reduced safety risk for members of public	Concern work will be incomplete prior to Christmas markets but current plan shows completion by end of November		Current plan shows completion by 22/11/17  Meeting with Highways Authority PM and Galliford Try to discuss the interface and minimising disruption to their works whilst we are on site  Gritting liability transferring to LCC

Scheme	Network Rail Sponsor	Funder	AFC	Lead Organisation	Project Development Stage	Timescales for completion	Perceived Benefits	Risks to delivery	Commercial status	RAG status (with corrective actions as necessary)
Eastern Bypass - underbridge construction	Donna Qualtrough	Lincs C/C	£13m (not inc add fees and commute d sum)	Network Rail	GRIP 6	GRIP 6 completion scheduled for April '18	Reduction in traffic congestion within Lincoln	72 hour possession commences 21 <sup>st</sup> October	Implementation Agreement in place	Post possession press conference scheduled for 24/10/17. Continue with regular interface meetings. Next meetings are: Wider LEBS comms 07/11/17 Progress meeting 08/11/17 Joint contractor interface 29/11/17
Land to rear of 179 High Street	Chris Skivington	Network Rail / Blockwork LLP	£19.75m	Blocwork LLP (Network Rail's Joint Venture Partner)	Demolition works to begin in January 2018	Site remediation works Feb '18  Construction April '18 – July '18  Completion by September 2019	301 new student dwellings with ground floor faculty space. The development is within the 'South High Street Revival Area'	Asbestos within existing building. Demolition and construction conflicts with corrective works to the high street footbridge	Agreement for the lease with University of Lincoln is currently with the Legal.	Demolition contractor to be under contract by w/c 9 <sup>th</sup> October 2017
Doncaster to Immingham W12 Gauge Enhancement	Richard Iggulden	Humber LEP  North Lincolnshire Council  Strategic Freight Network	£13.5m	North Lincolnshire Council	GRIP 4	January 2019	Freight Growth in Container traffic from the Port of Immingham	Confirmation of Possessions	Development Agreement in place for existing GRIP Stages. Implementation Agreement will cover the delivery of the scheme.	4 weekly meetings with North Lincolnshire Council.  Updates provided at bi-monthly Strategic Freight Network Steering Group.



Scheme	Network Rail Sponsor	Funder	AFC	Lead Organisation	Project Development Stage	Timescales for completion	Perceived Benefits	Risks to delivery	Commercial status	RAG status (with corrective actions as necessary)
Spalding Western Relief Road Section 1 (Southern Link)	Asset Protection	Lincs CC		Network Rail		Early aspiration is a construction phase 2021 to 2023	Reduction in traffic congestion within Spalding	Very poor ground conditions		
Spalding Western Relief Road Section 5 (Northern Link)	Asset Protection	Lincs CC		Network Rail		Early aspiration is a construction phase 2021 to 2023	Reduction in traffic congestion within Spalding	Very poor ground conditions		
Grantham Southern Relief Road	David Smith Simon Brumpton	GLLEP HE LCC Potential HCA Funding		LCC	Detailed Design	Oct 21 or September 22 if a public inquiry is required	Reduction in traffic congestion within Grantham and potential reductions in NR bridge strikes by HGVs	Objections to statutory orders		Shared Value to be agreed  Legal Teams engaged

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**Open Report on behalf of Richard Wills,  
Executive Director for Environment and Economy**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>06 November 2017</b>
Subject:	<b>Lincolnshire Highways 2020 - Options Appraisal</b>

**Summary:**

The current Lincolnshire Highways Alliance contracts are due to reach full term on the 31st March 2020 and cannot be further extended under European Union Procurement Law.

This report outlines the replacement options available to the Highway Service and a recommended future option which will be presented to the Executive on 5th December 2017.

The Committee is asked to consider the information in this Report and the Lincolnshire Highways 2020 Business Case and comment on the recommendation to the Executive.

**Actions Required:**

- 1) To consider the attached report and to determine whether the Committee supports the recommendation(s) to the Executive as set out in the report.
- 2) To agree any additional comments to be passed to the Executive in relation to this item.

**1. Background**

This report contains details of the appraisal work that has been undertaken to consider the potential options to replace the current Lincolnshire Highways Alliance contracts.

The proposed Highways 2020 – Options Appraisal Report to the Executive is contained as Appendix 1 to this report. The Committee are asked to comment on this proposed Executive report.

## 2. Conclusion

This report contains details of the extensive and comprehensive options appraisal work that has been undertaken jointly by officers and members to ensure that the existing Lincolnshire Highways Alliance Contracts are replaced in the most efficient and effective way.

## 3. Consultation

### a) Policy Proofing Actions Required

n/a

## 4. Appendices

These are listed below and attached at the back of the report	
Appendix 1	Executive Report - Highways 2020 - Option Appraisal (To follow)

## 5. Background Papers

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

This report was written by Paul Rusted, Infrastructure Commissioner, who can be contacted on 01522 553071 or [paul.rusted@lincolnshire.gov.uk](mailto:paul.rusted@lincolnshire.gov.uk).

**Open Report on behalf of Richard Wills,  
Executive Director for Environment & Economy**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>06 November 2017</b>
Subject:	<b>Highway Grass Cutting Arrangements</b>

**Summary:**

The purpose of this report is to update members on the maintenance of highway grass within the public highway in Lincolnshire. It relates to the policy covered in the Highway Asset Management Plan (HAMP) and aims to provide more detailed information on the delivery aspects of the service.

**Actions Required:**

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the report and highlight any recommendations to the Executive Member for Highways, Transport and IT.

## **1. Background**

Lincolnshire County Council as the highway authority is responsible for the maintenance of the highway network and an integral part comprises areas of highway verge and grassed areas. The current County Council policy for the treatment of highway verges was developed with reference to the National Code of Practice for Highways Maintenance, Lincolnshire Wildlife Trust and the resources and priorities of the Authority when the Highway Works Term Contract commenced in 2010.

### Previous regimes

The grass maintenance standards/regimes within the county have for many years been based on a "frequency of cut" basis. This was structured on two distinct cutting regimes, Safety and Amenity Cutting.

Safety Cutting, primarily in the rural areas, was carried out by the use of tractor mounted flail cutters with a minimum cutting width of 1.1 metres. Additional areas of grass were cut where visibility for highway safety reasons was required e.g. at junctions and the inside of bends.

The height of the grass following the cut was not to be longer than 75 mm and the grass clippings were left on site.

In February 2016 Full Council agreed a budget which included funding two cuts per season rather than the previous three cuts per season.

Amenity Cutting, primarily within built-up areas, was carried out by either pedestrian controlled or ride-on rotary or cylinder type equipment. Amenity grass was cut to give a maximum length of grass of 25 mm and the grass clippings were left on site.

In February 2017 Full Council agreed a budget which included funding two cuts per season rather than the previous seven cuts per season.

Members should note that the County Council as Highway Authority has responsibility for and is required to cut grass verges for safety reasons whilst District/Parish Councils cut grass in urban areas for reasons of amenity under their own powers. Therefore, these standards vary accordingly, reflecting the respective duties and aims, with those of the County Council being generally of a lower standard than those of the amenity standard adopted by the District Councils.

Additional grass cuts can be instructed, within reason, to maintain the visibility standard or to react to the growth conditions in localised areas.

### Funding

The existing 2017/18 budget allocation for grass cutting and the budget required for 2018/19 to maintain service level is:

	2017/18	2018/19
Basic Allocation	<b>£600,000</b>	<b>£775,000</b>
(Transitional Allocation for previous amenity areas)	<b>£130,000</b>	<b>£ 0</b>
Miscellaneous Agreements	<b><u>£ 20,000</u></b>	<b><u>£ 20,000</u></b>
Total	<b><u>£750,000</u></b>	<b><u>£795,000</u></b>

To maintain the current basic service level for 2018/19 an extra cost pressure of £45,000, due to replacing the existing transitional allocation and increased contractual costs, will arise.

### Current Arrangements

The current County Council policy is to fund two cuts of highway grass for safety reasons. This replaced the previous arrangement where there was a safety cut standard and a higher standard amenity cut. The adoption of this policy ensures a fair consistent level of funding across the County. These decisions were ratified by Full Council through its budget setting processes.

Currently, the delivery of the grass cutting service is provided by a number of different suppliers, as below:

- West Lindsey – Contracts with Glendale and Kier
- East Lindsey – Contracts with Glendale and Kier
- Lincoln City – Grass cutting forms part of larger environmental contract with City of Lincoln Council
- North Kesteven – Contract with Kier & Contract with North Kesteven District Council who cut highway grass this year on enhanced basis
- South Kesteven – Contract with Kier & Existing contract with South Kesteven District Council who cut grass this year on enhanced basis
- Boston Borough – Contract with Glendale and Kier for Boston Rural & Grass cutting forms part of larger environmental contract with Boston Borough Council
- South Holland – Contracts with Glendale and Kier

A number of the above arrangements will come to an end this financial year, and further short term arrangements will need to be put in place until the award of the new delivery model to replace the existing Highway Maintenance Term Contract in 2020.

There have been a number of challenges in maintaining grass cutting standards across the county whilst we transition to the new arrangements. The level of corporate complaints has averaged one a week, which is a reduction on the previous year. However, the number of service requests for additional cuts has increased.

Childrens Services have received a number of requests to review their Safe Routes to School following the change in cutting frequency. These requests are being considered on an individual basis.

### Programme

The periods when grass grows is dependent on a number of factors primarily related to prevailing weather conditions. In terms of temperature grass growth begins at 5<sup>0</sup>C. The amount of sunlight and rainfall both also play a significant role. Therefore, for programming purposes the anticipated period of effective grass growth is taken to be April – October. The two scheduled cuts are programmed to be at the third points of this period, but there is flexibility within the contractual arrangements to amend these timings.

A further constraint on our work is the scarcity of resource due to the peak agricultural demand at harvest time. As we utilise local contractors there is a requirement to be flexible in this regard. The Lincolnshire road network is 9000km long and we utilise a number of contractors to minimise the risk of limited resource. A further programming constraint is the need to avoid the peak tourist routes during July and August.

The agreed programme is available for viewing by the public on the County Council's website.

### Parish Agreements

The County Council fulfils its statutory duty by providing funding for grass cutting to ensure highway safety.

However, for many years the County Council had a limited number of agreements with District / City / Borough / Town and Parish councils to enable them to deliver amenity grass cutting services on its behalf. The benefits of the agreements were both economic and enabling a higher frequency of cutting in some areas. We hand over the budget we have allocated for safety cuts and they supplement this to the extent that they wish to see; through funding from their local precept or through contract efficiencies.

In line with the reduction in budget for grass cutting to the former amenity areas, dialogue was opened with all parish councils offering to enter into a parish agreement, where they wished to deliver the service. The County Council assists parish councils with an approved code of practice and risk assessments.

Currently, we have agreements with almost 100 parishes and are looking to extend this arrangement as the preferred option to deliver grass cutting in those built-up areas that were formerly cut to the amenity standard.

The contribution from the County Council is a fixed amount to all councils and for this financial year was set at 4.2p / m<sup>2</sup> / annum.

### Verge Biomass

As a result of the encouraging performance of a 2016 pilot scale verge harvesting project and related research, the County Council is currently in the process of engaging the market to build a prototype cut and collect verge biomass harvester. A successful bid was made to the Greater Lincolnshire Local Enterprise Partnership Feasibility Fund for a grant valued up to £50,000. The grant is awarded on the basis of pro rata private sector matching investment. The tenders are currently under evaluation and progress will be reported next year.

### Protected Verges

Certain verges have been designated as roadside nature reserve (protected roadside verges) by Lincolnshire County Council in conjunction with the Lincolnshire Wildlife Trust. Also Natural England under the Wildlife and Countryside Act 1981 has designated certain verges as Sites of Special Scientific Interest. The level of verge management agreed with Lincolnshire Wildlife Trust and/or Natural England varies from site to site dependent on the mowing requirements for these sites. The current budget allocation for these works is £2078.



## **2. Conclusion**

Recent years have seen the County Council reduce its budget for highway grass cutting. The budget level has been set to enable the County Council to carry out a basic two cuts which meets its statutory duty to cut grass to ensure highway safety.

The most significant change is in built-up areas where grass previously cut by the County Council was for amenity or aesthetic reasons. There has been increase in public concern, but also an understanding that restricted budgets mean that we cannot fully meet all public expectations of service standard. We continue to work with local councils where they have prioritised amenity grass cutting and are willing to take a prominent role in the delivery of the service.

Following consideration of the report, the committee is requested to consider whether it wishes to make any additional comments.

## **3. Consultation**

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

Yes

### **b) Risks and Impact Analysis**

The equalities impact assessment has principally focused upon matters of accessibility. Grass cutting helps to ensure that grass verges and footways are accessible for walking. The protected characteristics that have been identified as potentially being impacted are those that either increases the likelihood/frequency of individuals needing to walk on footways and verges, or else make those individuals more vulnerable when doing so.

It is considered that the impact upon these groups would be, at worst, low. Potential increase of overgrowth of uncut vegetation from verges onto footways or carriageways arising from these proposals is considered minimal. People using verges are likely to find the grass slightly longer at certain times of year but any resulting disproportionate effect on protected characteristics is considered insignificant. Grass cutting for visibility purposes (sightlines for all road users) is not affected by this proposal.

There is considered to be negligible impact on protected characteristics by the elements of the proposal that concern the management, agency, and contractual arrangements for service delivery.

## **4. Background Papers**

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

This report was written by Paul Little, who can be contacted on 01522 782070 or [cschighways@lincolnshire.gov.uk](mailto:cschighways@lincolnshire.gov.uk).

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**Open Report on behalf of Richard Wills,  
Executive Director for Environment & Economy**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>06 November 2017</b>
Subject:	<b>Control of Weeds Within The Highway</b>

**Summary:**

The purpose of this report is to update members on the control of weeds within the public highway in Lincolnshire. It relates to the policy covered in the Highway Asset Management Plan (HAMP) and aims to provide more detailed information on the delivery aspects of the service.

**Actions Required:**

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the report and highlight any recommendations to the Executive Member for Highways, Transport and IT.

## **1. Background**

With the exception of the Trunk Roads, Lincolnshire County Council is the Highway Authority for all roads in Lincolnshire and has a statutory duty to maintain the highway.

Controlling the growth of grass and weeds through joints between kerbing and surfacing - a common location for seed germination is a sensible course of action to reduce the potential longer term damage to the highway asset.

- Weeds will cause structural damage to the footways, carriageways and cycleways if they are allowed to grow freely. Hence in the long term, the risk to the authority is much greater maintenance costs will result from an inadequate weed control strategy.
- Weed growth in visibility areas can become a safety issue
- Weed growth is visually intrusive and heavy growth can give the impression that the highway network is being poorly maintained and the political fall-out which follows from that
- Weed growth in the carriageway channel will cause a build-up of detritus which will impede the effective drainage of the highway.
- There is also an expectation from the public that paved areas should be kept in a tidy manner.

There are two distinct aspects of the highway weed control function:

- The first is the treatment of general weeds which are likely to interfere with the highway e.g. when they create a hazard, cause structural damage, affect drainage systems or become unsightly.
- The second aspect is the statutory duty to control harmful/noxious weeds on the highway; these are defined in the Weeds Act 1959 and the Wildlife and Countryside Act 1981.

### General Weeds

Our contractual specification for the control of general weeds covers the control by chemical spray of weed growth:

- In kerb channels, including outlet mouths and gully gratings.
- Surfaced areas around all obstructions and street furniture
- Around all street tree bases
- Around all traffic islands
- On the back edge of the carriageway/footway abutting walls
- On areas of block paved carriageways

The existing contractual arrangements do not routinely include the removal of general weeds by hand or mechanical ripping. Routine sweeping of highways is carried out by District Councils as part of their environmental function and removes some weeds as well as detritus.

### Noxious Weeds

The Weeds Act 1959 empowers DEFRA to serve notice requiring an occupier of land to take action to prevent the spread of certain specified weeds. Prosecution under the Act can be pursued by DEFRA specifically when agricultural land is threatened by the specified weeds. DEFRA may also elect to have a third party undertake any necessary action and recover costs from the occupier.

The most common specified weed under the Weeds Act 1959 is Common Ragwort.

Section 14 of the Wildlife and Countryside Protection Act 1981 makes it an offence, liable to a fine, to plant or otherwise cause to grow in the wild, certain specified weeds. It may be a defence to prove that all reasonable steps were taken to prevent the plants growing in the wild. Specified weeds under the Wildlife and Countryside Act 1981 are Giant Hogweed; Himalayan Balsam and Japanese Knotweed.

It is clear from the legislation that there is a duty on the authority to take practicable measures to control the growth and prevent the spread of harmful/noxious weeds on the highway. Failure to do so could potentially result in prosecution under one of the above Acts and/or compensation claims from adjacent landowners.

The Authority's policy is to carry out selective weed control operations on rural highway verges to control the growth of injurious, noxious and controlled weeds including other invasive vegetation.

It is important to note that The Noxious Weeds Act 1959 does not seek to eradicate ragwort; but only seeks to control it where it poses a high risk to grazing animals and/or feed/forage production and the authority must take action to control the spread of ragwort.

### Service Level

Prior to 2016 the funding for highway weedspraying allowed for three applications of herbicide per annum, which was included in the current Highway Works Term Contract, which commenced in 2010.

In February 2016 Full Council agreed a budget which reduced the funding for weedspraying to two applications per annum. Furthermore, in February 2017 Full Council agreed a budget which allowed for a single application of herbicide; which is the current policy.

Weedspraying commences in June and the requirement of the operation is that three weeks after treatment there is to be no evidence of mature live weed growth in the treated area. Our weed spraying programme is dependent on dry weather which means that our schedule can change at short notice. It should be noted that this year's weed spraying programme has been amended in South Kesteven to accommodate the activities of 'The Big Clean' by the District Council.

A review of adjacent authorities shows the following approaches:

Leicestershire:	2 treatments
Nottinghamshire:	2 treatments
Norfolk:	2 treatments
North Lincolnshire	2 treatments
North East Lincolnshire	3 treatments

### Funding 2017/18

The current funding allocation available for the treatment of weeds is:

Basic Funding	£97,000
Agreements with WLDC/COLC/BBC	<u>£33,000</u>
Total	<b><u>£130,000</u></b>
Invasive and Noxious Weeds	<b><u>£40,000</u></b>

The current basic funding level is subject a budget pressure of £20,000 due to the increased delivery costs associated with more extensive weed development before spraying.

## Service Delivery

The Council carries out total weed control operations on areas of paving and hard standings, kerb and channels, back of footway, base of walls and around street furniture. Weed spraying covers a total of 4600 km of kerbs.

The bulk of the weed spraying service is delivered through the Highways Works Term Contract by Kier, as part of the Lincolnshire Highways Alliance. The application work is carried out by local specialist sub-contractors with the required level of expertise to comply with the regulations for storage, handling and application of herbicides.

At present, three out of the seven districts in Lincolnshire have elected to spray weeds on the public highway on behalf of the County Council. These long-term relationships have evolved through financial negotiation. In each case the District/City Council concerned has agreed to provide the service at a cost equal to or less than it would have cost Lincolnshire Highways. The councils continue to meet this challenge and contribute to the objective of demonstrating value for money and meeting local savings targets. The principle of working closely with local councils will continue into the future. Also, we are currently working with Horncastle Town Council to trial the delivery of the service at Parish Council level.

This is the first year of operating to our single-spray policy and has resulted in an increased number of public complaints. The most visible effect to the public is that the extended growing period between treatments results in larger weeds. The longer term effects is uncertain and as neighbouring authorities still operate a two-spray regime there is no relevant feedback to inform our decision making.

## Chemical Usage

The use of chemical herbicides is carefully controlled by the Department for Environment, Food and Rural Affairs (DEFRA). All works and herbicides used are in accordance with the Control of Pesticides Regulations 1986, the current edition of the Control of Substances Hazardous to Health Regulations and Pesticides, Code of Practice for using plant protection products 2006 and take into account the Health and Safety Commission's Approved Code of Practice on '*The safe use of pesticides for non-agricultural purposes*'.

LCC are under a duty to make sure that they take reasonable precautions to ensure the protection of human health and the environment, this includes only treating the areas that are required to be treated and the amount and frequency of treatment should be as low as possible (Pesticide regulations SI 2012/1657, regulation 10 ). Within the highway, we currently use non-residual weed killers based on the active ingredient glyphosate. Glyphosate is only effective when in direct contact with the weeds and on contact with soil it breaks down into harmless substances. It has a low toxicity to humans, animals and insects and can be used on areas open to the public and their pets. The use of residual herbicides is deemed to present too high a risk to sanction its choice.

The application of herbicide is by controlled droplet application (CDA). Any CDA equipment which may produce drift is not allowed in our contract. The herbicide

must be applied by trained and fully NPTC (National Proficiency Tests Council) certificated operators.

However, there are on-going discussions at the European Commission which may restrict the use of glyphosate on the highway. Alternative methods, including steam treatment and foam applications are being evaluated, but all would create a significant additional budget pressure for the Council.

### Protected Verges

Lincolnshire County Council has a number of protected grassed verges, including some designated sites of special scientific interest. Particular care is taken near areas that are sensitive to the effects of pesticides and we work closely with the Lincolnshire Wildlife Trust to establish maintenance regimes in these areas.

## **2. Conclusion**

On-going weed spraying is an important highways maintenance activity for Lincolnshire Highways in order to prevent the deterioration of footways and carriageways caused by grass and weeds. It also helps to enhance the quality of place for Lincolnshire residents. However, like all maintenance activities which are not directly related to highway safety, there is a limit on the service's ability to fully meet all public expectations within budget limitations, with reduced activity due to competing priorities with other maintenance activities. Nevertheless it is also very important to respond to complaints and try to adapt the processes and resources to ensure the best service is delivered.

There is also a responsibility under the Weeds Act 1959 to prevent noxious/invasive weeds from spreading.

Following consideration of the report, the committee is requested to consider whether it wishes to make any additional comments.

## **3. Consultation**

### **a) Have Risks and Impact Analysis been carried out**

N/A

### **b) Risks and Impact Analysis**

N/A

## **4. Background Papers**

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

This report was written by Paul Little, who can be contacted on 01522 782070 or [cschighways@lincolnshire.gov.uk](mailto:cschighways@lincolnshire.gov.uk).

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**Open Report on behalf of Richard Wills,  
Director responsible for Democratic Services**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>06 November 2017</b>
Subject:	<b>Highways and Transport Scrutiny Committee Work Programme</b>

**Summary:**

This item enables the Committee to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focused where it can be of greatest benefit. The work programme will be reviewed at each meeting of the Committee to ensure that its contents are still relevant and will add value to the work of the Council and partners.

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

**Actions Required:**

Members of the Committee are invited to:

- 1) Review, consider and comment on the work programme as set out in Appendix A to this report.
- 2) Highlight for discussion any additional scrutiny activity which could be included for consideration in the work programme.

### 1. Background

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

Overview and scrutiny committees should not, as a general rule, involve themselves in relatively minor matters or individual cases, particularly where there are other processes, which can handle these issues more effectively.

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

## **Committee Scope**

As part of its terms of reference, the Highways and Transport Scrutiny Committee will work to review and scrutinise the following services and their outcomes:

- Transport Commissioning, including Bus Network Support
- Highway Network Management and Highways maintenance
- New transport investments including highways improvements

There will inevitably be service specific subjects that the scrutiny committee will want to consider, either through policy development, project updates, or through pre-decision scrutiny.

## **Purpose of Scrutiny Activity**

Set out below are the definitions used to describe the types of scrutiny, relating to the items on the Committee Work Programme:

Policy Development - The Committee is involved in the development of policy, usually at an early stage, where a range of options are being considered.

Pre-Decision Scrutiny - The Committee is scrutinising a proposal, prior to a decision on the proposal by the Executive, the Executive Councillor or a senior officer.

Policy Review - The Committee is reviewing the implementation of policy, to consider the success, impact, outcomes and performance.

Performance Scrutiny - The Committee is scrutinising periodic performance, issue specific performance or external inspection reports.

Consultation - The Committee is responding to (or making arrangements to) respond to a consultation, either formally or informally. This includes pre-consultation engagement.

Budget Scrutiny - The Committee is scrutinising the previous year's budget, or the current year's budget or proposals for the future year's budget.

Requests for specific items for information should be dealt with by other means, for instance briefing papers to members.

## **Identifying Topics**

Selecting the right topics where scrutiny can add value is essential in order for scrutiny to be a positive influence on the work of the Council. Members may wish to consider the following questions when highlighting potential topics for discussion to the committee:-

- Will Scrutiny input add value?  
*Is there a clear objective for scrutinising the topic, what are the identifiable benefits and what is the likelihood of achieving a desired outcome?*
- Is the topic a concern to local residents?  
*Does the topic have a potential impact for one or more section(s) of the local population?*
- Is the topic a Council or partner priority area?  
*Does the topic relate to council corporate priority areas and is there a high level of budgetary commitment to the service/policy area?*
- Are there relevant external factors relating to the issue?  
*Is the topic a central government priority area or is it a result of new government guidance or legislation?*

### **Scrutiny Review Activity**

Where a topic requires more in-depth consideration, the Committee may commission a Scrutiny Panel to undertake a Scrutiny Review, subject to the availability of resources and approval of the Overview and Scrutiny Management Board. The Committee may also establish a maximum of two working groups at any one time, comprising a group of members from the committee.

## **2. Conclusion**

The Committee's work programme for the coming year is attached at Appendix A to this report. A list of all upcoming Forward Plan decisions relating to the Committee is also attached at Appendix B.

Members of the Committee are invited to review, consider and comment on the work programme as set out in Appendix A and highlight for discussion any additional scrutiny activity which could be included for consideration in the work programme. Consideration should be given to the items included in the work programme as well as any 'items to be programmed' listed.

## **3. Consultation**

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

Not Applicable

### **b) Risks and Impact Analysis**

Not Applicable

#### 4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Highways and Transport Scrutiny Committee – Work Programme
Appendix B	Forward Plan of Decisions relating to the Highways and Transport Scrutiny Committee

#### 5. Background Papers

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

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

## Highways and Transport Scrutiny Committee

06 NOVEMBER 2017 – 1:30pm		
Item	Contributor	Purpose
<b>Network Rail Engagement Session</b>	Paul McKeown, Route Director Network Rail	Annual engagement session with Network Rail which will include details of network performance and discussion of any key issues or concerns in Lincolnshire.
<b>Highways 2020 Options Appraisal</b>	Paul Rusted, Infrastructure Commissioner	<b>PRE DECISION SCRUTINY Executive - 5 December 2017</b>
<b>Update on grass verge cutting arrangements</b>	Paul Little, Highway Asset Manager	Review of current grass cutting arrangements and future plans.
<b>Update on weed control arrangements</b>	Paul Little, Highway Asset Manager	Review of current weed control arrangements and future plans.

## 20 NOVEMBER 2017

**Traffic Signals Team / Winter Maintenance Visit**

An informal session will be held to inform Committee members and Councillors on the work of the County Council Traffic Signals and Winter Maintenance Teams.

## 11 DECEMBER 2017 – 10:00am

Item	Contributor	Purpose
<b>Update on Highways 2020</b>	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
<b>Quarter 2 Performance Report (1 July to 30 September 2017)</b>	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
<b>Outcome of CCTV Pilot Scheme for Parking enforcement outside schools</b>	Matt Jones, Parking Services Manager	Review of the CCTV Pilot Scheme and future options.
<b>Network Rail Visit to Lincoln Signalling Centre</b>		
A visit to the Network Rail Lincoln Signalling Centre has been arranged by the Highways and Transport Scrutiny Committee. This visit will allow members to develop an understanding of the crossings monitored throughout Lincolnshire by the Lincoln Signalling Centre.		

## 22 JANUARY 2018 – 10:00am

Item	Contributor	Purpose
<b>Revenue and Capital Budget Proposals 2018/19</b>	Andy Gutherson, County Commissioner Economy and Place, Paul Rusted, Infrastructure Commissioner	Pre-Decision Scrutiny Item on the budget proposals for 2018/19. The comments of the Committee will be passed to the Executive for consideration.

<b>12 MARCH 2018 – 10:00am</b>		
<b>Item</b>	<b>Contributor</b>	<b>Purpose</b>
<b>Effective Highways Communication</b>	Satish Shah, Network Manager	Review of the work being undertaken to enhance service users' experience with regards to the Highways and Transport services.
<b>Permit Scheme Annual Report</b>	Mick Phoenix, Network Management Commissioner; Mandi Robinson Network Regulation Compliance Manager	Review of the first year of the Highway Permit Scheme which has been in place since October 2016 to aid minimise the disruption caused by works on Lincolnshire's road network.
<b>Quarter 3 Performance Report (1 October to 31 December 2017)</b>	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

<b>23 APRIL 2018 – 10:00am</b>		
<b>Item</b>	<b>Contributor</b>	<b>Purpose</b>

<b>11 JUNE 2018 – 10:00am</b>		
<b>Item</b>	<b>Contributor</b>	<b>Purpose</b>
<b>Quarter 4 Performance Report (1 January to 31 March 2018)</b>	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

<b>16 JULY 2018 – 10:00am</b>		
<b>Item</b>	<b>Contributor</b>	<b>Purpose</b>

<b>10 SEPTEMBER 2018 – 10:00am</b>		
<b>Item</b>	<b>Contributor</b>	<b>Purpose</b>
<b>Quarter 1 Performance Report (1 April to 30 June 2018)</b>	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

Items to be programmed

- Priorities within the Strategic Infrastructure Delivery Plan
- New Highways Operating Model VfM Assessment
- Future Highways Programme
- Total Transport
- Local Transport Plan / Public Transport Strategy
- Outcome of CCTV Pilot Scheme for Parking enforcement outside schools
- Roundabout Sponsorship

For more information about the work of the Highways and Transport Scrutiny Committee please contact Daniel Steel, Scrutiny Officer on 01522 552102 or by e-mail at [daniel.steel@lincolnshire.gov.uk](mailto:daniel.steel@lincolnshire.gov.uk)

**Forward Plan of Decisions relating to the Highways and Transport Scrutiny Committee**

DEC REF	MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	DOCUMENTS TO BE SUBMITTED FOR DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	RESPONSIBLE PORTFOLIO HOLDER AND CHIEF OFFICER	KEY DECISION YES/NO	DIVISIONS AFFECTED
I014443	Highways 2020 - Options Appraisal	5 December 2017	Executive	Highways and Transport Scrutiny Committee; Commissioning and Consultancy Board; Executive Councillor for Highways, Transport and IT; Highways Service; current providers; market testing with potential suppliers; other local authorities; and Midlands Highways Alliance	Report	Infrastructure Commissioner Tel: 01522 553071 Email: paul.rusted@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Executive Director for Environment and Economy	Yes	All Divisions