



County Offices
Newland
Lincoln
LN1 1YL

2 March 2018

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 12 March 2018 at 10.00 am 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, M A Griggs, R Grocock, Mrs W Bowkett, S P Roe, A N Stokes, E W Strengiel, R B Parker and B Adams

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 12 MARCH 2018**

Item	Title	Pages
1	Apologies of Absence/Replacement Members	
2	Declaration of Members' Interest	
3	Minutes of the meeting held on 22 January 2018	5 - 12
4	Announcements by the Chairman, Executive Councillor and Lead Officers	
5	Highways 2020 Update <i>(To receive a report from Paul Rusted, Infrastructure Commissioner, which provides the Committee with an update on the work in relation to the Highways 2020 contract)</i>	To Follow
6	Quarter 3 Performance Report (1 October to 31 December 2017) <i>(To receive a report from Paul Rusted, Infrastructure Commissioner, which provides the Committee with information on the performance of the of the highways service including the Highways Alliance contract, major schemes and customer satisfaction information)</i>	To Follow
7	Effective Highways Communication <i>(To receive a report by Satish Shah, Network Manager, which updates the Committee with a review of measures being undertaken to improve the highways and transport service users' experience)</i>	13 - 18
8	DfT 'Proposals for the creation of a Major Road Network' Consultation <i>(To receive a report by Ian Kitchen, Transport Policy Manager, which outlines the Department for Transport (DfT's) proposal to create a Major Road Network (MRN) comprising the economically important local authority A roads to complement the national motorway and strategic trunk roads)</i>	19 - 28
9	Network Rail East Coast Main Line Route Study Consultation <i>(To receive a report by Andrew Thomas, which outlines the background to the East Coast Mainline Route Study and describes the issues which affect Lincolnshire and suggests a proposed response)</i>	29 - 34
10	Permit Scheme Annual Report <i>(To receive a report from Mick Phoenix, Network Management Commissioner; Mandi Robinson, Network Regulation Compliance Manager, which sets out an overview of the Lincolnshire County Council's operational performance in its first year and provides detailed scrutiny of the available data in relation to street works and activities in Lincolnshire)</i>	35 - 70

11 Highways and Transport Scrutiny Committee Work Programme

71 - 78

(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.

All papers for council meetings are available on:

www.lincolnshire.gov.uk/committeerecords



**HIGHWAYS AND TRANSPORT
SCRUTINY COMMITTEE
22 JANUARY 2018**

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

Councillors C J T H Brewis (Vice-Chairman), Mrs J Brockway, R Grocock, Mrs W Bowkett, S P Roe, A N Stokes, E W Strengiel and Mrs P Cooper

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

Officers in attendance:-

Michelle Grady (Head of Finance (Communities)), Andy Gutherson (County Commissioner for Economy and Place), David Hickman (Growth & Environment Commissioner), Paul Little (Highway Asset Manager), Daniel Steel (Scrutiny Officer) and Rachel Wilson (Democratic Services Officer)

46 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor M A Griggs.

The Chief Executive reported that having received a notice under Regulation 13 of the Local Government (Committees and Political Groups) Regulations 1990, he had appointed Councillor Mrs P Cooper as a replacement member of the Committee in place of Councillor M A Griggs for this meeting only.

47 DECLARATIONS OF MEMBERS' INTEREST

In relation to agenda item 8 – Grantham Southern Relief Road – Land Acquisition, Orders and Contracts, Councillors B Adams and A N Stokes wished it be noted that they were also members of South Kesteven District Council.

48 MINUTES OF THE MEETING HELD ON 11 DECEMBER 2017

RESOLVED

That the minutes of the meeting held on 11 December 2017 be signed by the Chairman as a correct record.

49 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR AND LEAD OFFICERS

The Chairman reminded members that there was a Well Managed Highways Infrastructure Code of Practice – Councillor Sounding Board taking place that

afternoon at 2.00pm. It was noted that the final proposals would be coming to this Committee for scrutiny at the appropriate time.

50 COUNCIL BUDGET 2018/19

Consideration was given to a report which described the budget proposals for the next two financial years based on the four year funding deal announced by Government as part of the 2018/19 Local Government Finance Settlement. This report specifically focused the budget implications for the Highways and Transport activities within the commissioning strategy 'Sustaining and Developing Prosperity through Infrastructure'.

The report was introduced by Michelle Grady, Head of Finance (Communities), who, in guiding members through the report, highlighted the following points:

- Lincolnshire had been successful in its bid to be part of the Business Rates pilot for 2018/19. This would mean that Lincolnshire would keep 100% of any growth in business rates, as part of the move towards localisation.
- There had been an increase in the council tax limit before a referendum was required. It was noted that was currently a proposal to increase by 1.95% alongside the adult social care precept of 2%. The Government had increased the referendum limit by 1%. This would give the authority the option to increase council tax by 2.95% (not including the Adult Social Care precept).
- In terms of service changes, it was noted that 1% pay inflation increase had been built in to all budgets. Members were advised that there had been a recent offer of 2% made to staff but this had not yet been accepted. If it is, the service budgets would need to be updated to reflect this change.
- In terms of the bus subsidy, there were no further savings being proposed for this year by the Executive.
- One of the main changes would be the savings from the winter maintenance vehicles, as the lease on the gritters was coming to an end, and the cheaper option was to purchase new ones. This would be funded through the capital budget, and would therefore create savings in the revenue budget.
- In relation to the revenue programme, it was noted that proposals which had put forward by this Committee around weed control had been discussed with the leader, and had been recognised as a pressure and would be funded through the contingency budget. It would be picked up as an ongoing cost pressure in the next round of budget setting.
- In the capital programme the majority of funding was allocated to major road schemes. Grants which had been received from DfT had also been included.

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:

- In relation to the award of £2.000m for the A46 Lincoln Road, Welton Scheme, it was clarified that the total cost of the scheme was £4.000m, but the grant was £2.000m.
- It was reported that the government had recently launched a campaign on fairer funding.

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- In relation, to the recent collapse of Carillion, who had been awarded the contract for the Lincoln Eastern Bypass, it was queried whether if the remainder of the contract had to be re-tendered, was it expected that the government would make up any shortfall in terms of additional costs. Members were advised that it was too early to comment on that level of detail in a public meeting. There were processes in place which the Council needed to follow.
- It was clarified that PTE referred to the Passenger Transport Executive. The report referred to strong growth in passenger numbers and it was queried whether the committee could have sight of that evidence.
- Members were advised that the need to look at the public transport agenda at a future meeting of the committee had previously been discussed.
- There would be new franchises for East Midlands Trains going forward. the County Council had been asked to pump prime the improved Lincoln to Nottingham train service, but from 2018 onwards the additional trains were part of the time tabled service.
- In relation to the option to raise council tax by a further 1%, it was commented that this was something the Council should consider, particularly as there were a number of additional cost pressures.
- In relation to the pay increase for staff, all budgets had made an allocation to cover this 1%. There may be a need to use the volatility reserves, if the 2% is accepted.
- The budget as presented, would need to be balanced by the volatility reserves for the next two financial years.
- One member commented that they had always opposed council tax freezes, as it often meant a big rise when the freeze ended.
- In relation to the Fairer Funding campaign, the authority had managed to provide a lot of evidence and statistics showing that Lincolnshire was not funded as well as it could be.
- In terms of Adult Social Care, there was a separate levy of 2% for three years. It was also expected that there would be changes around the better care fund and that a paper would be released by government.
- There was further support for an increase in council tax by an extra 1%. It was not considered to be a large amount of money and was likely to mean an increase of between £12 and £28 per year per household. This additional funding could then be built into the budgets.

RESOLVED

That the comments made in relation to the budget proposals be noted and reported to the Executive.

51 ROUNABOUT SPONSORSHIP

Consideration was given to a report which updated members on the current policy arrangements in relation to the sponsorship of roundabouts within the public highway in Lincolnshire.

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

- The current policy had been in place for 20 years, but was reviewed in 2016.
- It was highlighted that one issue which needed to be taken into consideration was the public liability insurance of £5 million as it was thought it needed to be higher. Officers agreed to look into this and whether the figure needed to be increased.
- It was thought that this could be very beautiful and improve the perception of the area that someone was travelling into.
- There was a concern that when these things were vandalised there was an expectation that the Council would repair it.
- It was commented that it was not thought that increasing the value of public liability insurance required would add much to the insurance premium.
- One member commented that they were in favour of planting and advertising on roundabouts, as those with no sponsorship which were just block or brick paved tended to accumulate a lot of weeds, which was one of the issues that generated the most complaints from residents.
- It was commented that sponsorship was becoming more and more difficult to find for roundabouts in North Hykeham.
- It was discussed whether a review panel should be set up to look at this subject in more detail, as there were a number of issues to consider.
- It was queried whether the Policy actually encouraged businesses to sponsor roundabouts and how many enquiries had been received. Members were advised that the number of enquiries was quite small. Work was on going with district councils, and it was noted that East Lindsey had tried to take the lead for a county wide scheme. however, the trial had been terminated as its own planning committee did not give planning permission, as planning permission was required for the placement of signs on roundabouts.
- It was highlighted that this was a very complex, particularly in relation to planning, as there would be a need for agreement between planning committees of all seven districts of how this would be managed.
- It was queried whether members of the Environment and Economy Scrutiny Committee should be involved as there was an economic and commercial aspect.
- Benefits of holding a working group could be seen due to the cross cutting themes of the subject matter. But it was queried what the current appetite amongst district councils was and whether the county council wanted to stimulate activity.
- It was queried whether sponsoring verges could also be an option, as they would be easier to access and safer to maintain. It was suggested that verges on the lead up to villages could be sponsored.
- It was suggested that the Leader should speak with the leaders of the district councils to come up with an approach to sponsorship on roundabouts as each district would have different views about it. However, members were advised that this would be work which would be done as part of a scrutiny review.

- It also needed to be examined whether this was something the council wanted to encourage and the policy would need to reflect that. However, it was argued that this would only be determined from examining the evidence base.

RESOLVED

That the Scrutiny Committee unanimously recommended support should be sought from the Overview and Scrutiny Management Board for a Scrutiny Review Panel to be established to examine this topic in more detail.

52 PRIORITIES FOR NATIONAL INFRASTRUCTURE - RESPONSE TO NATIONAL INFRASTRUCTURE ASSESSMENT

It was reported that the National Infrastructure Commission (NIC) was a body independent of Government, responsible for carrying out an overall assessment of the UK's policy on economic infrastructure of national importance once per parliament. This took the form of a National Infrastructure Assessment, which would underpin national policy towards economic infrastructure investment for the next thirty years.

It was noted that LCC members had contributed throughout the drafting of LCC's response to the draft National Infrastructure Assessment, although it was highlighted that the deadline for responses had not fitted in particularly well with the committee cycle. Members were advised that the response was submitted to the NIC by the 12 January 2018 deadline.

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 this was an extremely important document.
- The Committee would be developing some of themes highlighted in the document going forward.
- It was highlighted that the timing of the release of the consultation had not fitted in with the Committee dates, but the electronic link to the consultation document had been circulated.
- Members were urged to highlight any areas that they would like the council to continue pushing on a national level
- It was commented that this was a very clever document as it had been answered in such a way that the recipients would have to think about the responses. It would give the opportunity to open a lot of discussions at this Committee and it was suggested it could be used as an agenda planning tool for the Committee.
- In paragraph 28 of the response, reference was made to the establishment of a formal commission, and it was queried what the role of this commission would be, and whether it would be a decision making body or somewhere for an exchange of information. Officers advised they would get a more detailed to the answer after this meeting, as there was not necessarily a formal proposal of what this should look like at the moment.

- It was queried whether the movement of goods by rail had been included as part of the review. It was acknowledged that there was very little about rail in the document, the focus was very much about city regions and not about moving between them and the structure of the questions asked did not allow for the introduction of this topic.
- It was noted that it was not too late to introduce the subject of rail and that additional information could be submitted. It was suggested that this should be included more from the commercial aspect as it was thought it must be one of the most cost effective and environmentally friendly ways to move goods around the country.
- It was suggested that there was a need for members to have more knowledge of economics, such as what was the cost of a mile of motorway, dual carriageway etc. as this would give more understanding of the value and worth of each project.
- The importance of the electrification of the joint line was emphasised
- It was commented that the last thing which was needed was more rail freight through Lincoln.
- It was commented that one area where Lincolnshire could get left behind was infrastructure for electric vehicles, and it was queried whether this was one area which the Committee should monitor.
- It was queried whether there would be regular feedback from the issues raised in the document and it was confirmed that officers would be keeping on top of this. It was considered important that the Council was able to make interventions at the appropriate time ensure that comments were taken account of.
- It was suggested whether there was a need for charging points to be included as a necessity in new developments. It was queried whether there would be funding from central government to help with these initiatives. It was highlighted that the Planning Committee at the City fo Lincoln Council did take into consideration developments with charging points, and it was noted that the new car park did have that capability.
- The most important point to highlight was for the government to not forget about rural areas.
- In relation to electric cars, concerns were raised regarding the impact on the national grid and there would need to be a balance of energy use if there were going to be increasing numbers of electric vehicles around.

RESOLVED

That the Highways and Transport Scrutiny Committee retain a watching brief on the following areas in advance of the publication of the National Infrastructure Assessment:

- Use of the railways
- Electric vehicles
- Planning policy in Lincolnshire
- Cost benefit analysis taking rurality into consideration.

53 GRANTHAM SOUTHERN RELIEF ROAD (GSSR) - LAND ACQUISITION, ORDERS AND CONTRACTS

The Committee received a report and update on the Grantham Southern Relief Road (GSSR) – Land Acquisition, Order and Contracts which was presented to the Executive on 3 January 2018. The recommendations contained in this report were approved at this meeting by the Executive.

Members were guided through the report with focus on the scheme objectives, key milestones in the scheme and the need and justification for the side road orders and the A1 Trunk Road Slip Roads Order.

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 commented that this was a very good report and gave a good explanation of how the GSSR scheme was made up.
- It was disappointing that the report had not been able to come to scrutiny prior to the decision being made, but it was understood that this was due to timing issues for when the Orders needed to be posted.
- The Portfolio Holder and the County Commissioner for Economy and Place were congratulated for all their work as it was understood there had been a lot of issues, but this scheme was vitally important for Grantham and South Kesteven.
- It was clarified that phase three was being completed ahead of phase two as there had been a need to reapply for planning permission for phase two.
- Frustration was expressed at how outside agencies could delay progress of a scheme, but the County Council always seemed to be blamed.
- One member commented that this was a good scheme and they supported it, but it was queried whether a public inquiry was expected. Members were advised that there was no reason to expect one as there had been a lot of engagement locally in order to prevent that, however the possibility of an inquiry always remained.

RESOLVED

That the comments made in relation to the report be noted.

54 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

Consideration was given to a report which enabled the Committee to consider and 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.

The following changes were highlighted:

- Re-consideration of the Speed Management in Lincolnshire Scrutiny Review would be moved from the meeting on 12 March to 23 April 2018.

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**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE
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- East Midlands Rail Line Route Study to be added to the 12 March 2018 meeting
- It was highlighted that the item on Lincolnshire Connected would be going to the 23 April 2018 meeting.
- Items on NIC feedback to be added as appropriate.

RESOLVED

That the Work Programme, subject to the above changes, be agreed.

The meeting closed at 11.42 am

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

Report to:	Highways and Transport Scrutiny Committee
Date:	12 March 2018
Subject:	Effective Highways Communication

Summary:

To update the members of the Highways and Transport Scrutiny Committee with a review of measures being undertaken to improve the highways and transport service users' experience.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the report and:

- 1) Highlight any additional measures to improve the experience of our highways and transport service users.
- 2) Highlight any recommendations on the future engagement with County Councillors and Parish / Town Councils
- 3) Consider the timing of future updates to the Committee on effective highways communication.

1. Background

1.1 As listed under the background papers, the Members of the Committee were last updated in July 2017 with the measures for improving the highways and transport services users' experience.

1.2 It is essential that the highways service users are consulted, communicated and informed appropriately in a timely and accurate manner. These helps us in improving our customer experience and ensure that we are continually providing value for money.

2. Communications Strategy

2.1 The current communications strategy has been in place since summer 2015. This is currently being updated. The existing strategy focuses predominantly on communications via the media and our digital channels. The new strategy will aim to improve the integration of these elements and our other communications activities, e.g. letter drops to affected residents/businesses, roadside signage, to ensure that we are providing all stakeholders with accurate, up-to-date information in a timely fashion using the most effective and efficient methods.

- 2.2 We will also be reviewing the information available on our website about popular topics, such as potholes. We want to ensure this information is presented in an easily understandable fashion and answers the most frequently asked questions, reducing the need for people to contact the CSC for general enquiries.
- 2.3 We now have around 6,000 people following the county council's highways-specific Twitter account, @LincsCC_Roads. We also use the main LCC Twitter account (@LincolnshireCC) to share messages. This channel has 27,500 followers.
- 2.4 Over the coming months, we will be looking to expand our use of social media to better promote the positive work that the highways team is doing. In particular, we want to raise awareness around the emergency works carried out by the network resilience team and start sharing more images showing the impact of resurfacing works. We will also continue to look at ways in which infographics can be used to create a better understanding of the work carried out by highways.

3. LAGAN (Lincolnshire Citizen Portal)

- 3.1 Highway Fault Reporting Online System LAGAN was launched in June 2015 with the intention of achieving a channel shift in reporting faults.
- 3.2 Since the system's launch, we have been working with Serco to resolve a number of issues around access, information from / to customers and interface with our works ordering system Confirm. Subsequently, an improved version of the system was launched in December 2016.
- 3.3 Additional issues have come to light over the past year, for example the map freezing on mobile devices and difficulty in selecting fault locations on the map. We have been working with Serco as part of the Channel Shift Project in resolving identified issues. It was intended to launch the improved version of the system in January 2018 but due to the resource implications and extensive user acceptance testing needs we have encountered some delay. It is anticipated that the launch will now happen in July 2018.
- 3.4 It is worth noting that had customers emailed the CSC rather than using the online system, this it would have cost us £84,404 since its launch to end December 2017.

4. Communications and Engagement with County Councillors

- 4.1 Councillors are being copied into all written responses to the Members of Parliament and Parish Councils for information on relevant local issues.
- 4.2 Highways Alliance Planned Works Programmes are updated and published routinely on our website and issued to the councillors. The latest edition can be accessed at the following link: <https://www.lincolnshire.gov.uk/transport->

[and-roads/highways-maintenance/highways-works-programmes/130284.article.](#)

- 4.3 All Councillors are receiving the winter gritting decisions to inform when we are undertaking precautionary salting along our identified routes. We are putting a process in place to inform the Councillors of any major incidents in their area as soon as known by the officers to help deal with any local enquiries.
- 4.4 Local Highways Managers' monthly surgeries with their Councillors are working well. Most Councillors are happy to have these surgeries on less frequent basis and appropriate arrangements (meeting or telephone discussions) are being made with the Local Highways Managers.
- 4.5 The latest set of Member Engagement Sessions (4 in total) were held in early November 2017. Subsequently, all presentation slides and record of discussion were sent to all Councillors. The attached leaflet on highways contacts details and useful information was handed out at the induction sessions.
- 4.6 The next Member Session is due in May 2018. Based on the feedback received at the November sessions, we are hoping to hold just one session (instead of one each for the four areas). It is suggested that this session could be held in the Council Chamber following a Full Council meeting as most of the Councillors will already be there. It is also suggested that this sessions has a common short item for sharing relevant information that is Countywide and then Councillors join their respective areas (north, south, east or west) to discuss local issues with the respective Local Highways Management teams.
- 4.7 The Committee is requested to give views on the future engagement with the Councillors.

5. Communications and Engagement Parish / Town Councils

- 5.1 Local Highways Managers held a total of 16 Parish Cluster meetings (four for each of the four areas) last year to give an overview of how the highways service operates based on the Future Operating Model and how we will be communicating with them. The following issues were discussed during each of the meeting.
 - All policy changes affecting how we deliver services locally should be communicated to the Parishes to manage their expectations.
 - Could we inform Parishes when we need to tell them something? A lot of them are not interested in what is happening in other Parishes. Personal targeted communications would be appreciated. Electronic communications were preferred.
 - At one meeting a dedicated Parish webpage was suggested. This could work well with the above point as we can post information and email Parishes to let them know it is there.

- It would be appreciated if communications which may have an impact on the precept could be timed to allow the Parishes time to meet and discuss prior to setting the precept in November.
- We respond from the CSC on a strange and meaningless email address CSC_HP_OnlineForms. Could this be changed to something more meaningful?

5.2 With regard to the future engagement, the following were suggested.

- A multi-agency approach with other teams from LCC and / or District Councils.
- We could promote our events better. Our invite made the event sound quite dull but the event itself was not.
- One meeting suggested that as turn-out at the clusters had been so low maybe there is not the desire for this type of forum.
- Some Parishes felt that this sort of engagement was not useful to them as it is too big a forum and they had no interest in other peoples' issues. Smaller forums were suggested but this is impractical on our part as we could not attend that number of meetings.
- Some Parishes appreciated this type of engagement and suggest similar forums at six-monthly intervals and would like the opportunity to contribute to the agendas.

5.3 Local Highways Management teams would undertake annual parish walkabout when specifically requested to discuss complex and on-going issues.

5.4 The Committee is requested to give views on the future engagement with the Parish / Town Councils.

6. Consultation

6.1 As part of this project, consultations have been ongoing with Serco (Customer Service Centre and Channel Shift Project Board), Commercial Projects & Performance Team, Executive Portfolio Holder, Highways Alliance, Communications Team, Digital Engagement Team and Highways Management Team.

7. Conclusion

7.1 Improving our communications, particularly making it easier to find information online and through social media, should support channel shift, helping reduce the number of calls to the Customer Service Centre and highways officers.

7.2 Progress is continually being made in improving customer experience for users of our highways and transport services. However, there is still more to do to improve our customer experience, especially with regard to electronic access to the latest information and regular updates on the fault reports.

8. Consultation

a) Have Risks and Impact Analysis been carried out?

N/A

b) Risks and Impact Analysis

N/A

9. Background Papers

Enhancing our Users' Experience - Report to Highways and Transport Scrutiny Committee on 13 July 2015.

Update on Enhancing our Users' Experience - Report to the Highways and Transport Scrutiny Committee on 7 March 2016.

Update on Enhancing our Users' Experience - Report to the Highways and Transport Scrutiny Committee on 24 October 2016.

Update on Effective Highways Communication - Report to the Highways and Transport Scrutiny Committee on 28 July 2017.

This report was written by Satish Shah, who can be contacted on 01522 782070 or cschighways@lincolnshire.gov.uk.

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

Report to:	Highways & Transport Scrutiny Committee
Date:	12 March 2018
Subject:	DfT 'Proposals for the Creation of a Major Road Network' Consultation

Summary:

This paper outlines Department for Transport (DfT's) proposal to create a Major Road Network (MRN) comprising the most economically important local authority A Roads to complement the national motorway and strategic trunk roads. The MRN will be eligible for funding support for major improvements via the new National Roads Fund due to commence in 2020/21.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider the report and comment on the proposed approach for responding to DfT's consultation on the creation of a Major Road Network.

1. Background

- 1.1 As part of the Government's Transport Investment Strategy published in July 2017, it committed to creating a Major Road Network (MRN) across England. The MRN will comprise economically important local authority A roads and complement Highways England's Strategic Road Network (SRN – all motorways and trunk roads). It will be eligible for support from the new National Road Fund which will see all Vehicle Road Tax ring-fenced for road improvement on the SRN and MRN from 2020/21 onwards.
- 1.2 Initial work on identifying a Major Road Network was carried out through the Rees Jeffreys Road Fund and published in late 2016. Building on this work, the Department of Transport (DfT) have now published for consultation their proposals for the creation of the MRN. This covers three broad issues:
 - defining the MRN
 - investment planning (how funding decision will be made)
 - eligible schemes and assessment criteria

Defining the Network

- 1.3 DfT is proposing a combination of quantitative and qualitative criteria to define the MRN as follows:
- Quantitative based upon existing 24 Hr Annual Average Daily Flows (AADF) using the criteria used in the initial Rees Jeffreys (RJ) Report i.e.
 - AADF greater than 20,000 vpd, or
 - AADF greater than 10,000 vpd and either:
 - % HGVs greater than 5%, or
 - % LCV (Light Commercials) greater than 15%
 - Qualitative based upon:
 - Ensuring a coherent network alongside the Strategic Road Network e.g. to ensure continuous routes or remove isolated links
 - Linking economic centres including town/cities over 50,000 population and major airports and ports. In specific circumstances, consideration will also be given to centres with a smaller population e.g. *'towns that contribute substantially to the economy in peripheral areas'*
- 1.4 DfT is also proposing to include those roads de-trunked between 2001 and 2009 on the basis that they have historically been deemed of national interest. For Lincolnshire, this covers the A15 north of Lincoln, A16, A17, A57 and A46 (between A57 and A15).
- 1.5 As part of the consultation, DfT has published an indicative MRN based on the above criteria. The proposed MRN for England is attached at Appendix A and that for Lincolnshire is shown in more detail at Appendix B. DfT stress that this is not the final proposal and further work will be required following the consultation, along with further engagement with regional bodies (Midlands Connect in our case). They also state that they *'propose to create a MRN of approximately the same mileage as the network for which Highways England is responsible'*. It is clear from this that they are not expecting to see large-scale inclusion of local A roads within the MRN. Any roads which are put forward by local authorities will need to have a strong supporting case.
- 1.6 At the same time, working on defining a possible MRN across the whole of the West and East Midlands has been progressing through Midlands Connect. The latest proposal across the Midlands Connect area is shown in Appendix C, with the proposal for Lincolnshire shown in more detail in Appendix D. Lincolnshire roads being put forward for inclusion over and those proposed by DfT are:
- **A158 Lincoln – Skegness** due to the importance of the 'Coastal Highway' route to the tourism economy on the Lincolnshire coast and the high traffic flows during holiday periods

- **A52 Boston – Grantham** due to the importance of the route to the key agri-food industries in south Lincolnshire as identified by the Greater Lincolnshire LEP.
- **A15 Sleaford – Peterborough** since the A17- A52 stretch is a signed diversion route for when the A1 is affected by works or incidents and the flows south of Bourne meet the lower of the criteria set out in paragraph 1.3 above (greater than 10,000 vpd and more than 5% HGVs).

1.7 It is proposed that Lincolnshire's response reflects the above proposals.

Investment Planning

1.8 DfT is seeking to ensure that the MRN supports the long-term strategic needs to make best use of the targeted funding being made available from the National Roads Fund. To this end, they are proposing that there is a strong regional focus for investment planning within a consistent national network.

1.9 To achieve this, DfT is suggesting that the Sub-National Transport Bodies (STBs) are best placed to carry out this role. Where STBs have yet to be formed, then they are proposing that LAs and LEPS should form agreed regional groups to manage this work. Key steps in the process will be:

- Development of Regional Evidence Base by STBs (or similar) to form the basis for the development of a national MRN Investment Program. DfT will issue further guidance on Regional Evidence Bases to ensure a consistent approach nationally.
- Initial scheme proposals for investment put forward by Local Authorities to STBs for possible inclusion. These would be assessed and prioritised into a coherent regional package before submission to DfT.
- DfT, in consultation with the regions, would undertake analysis and national prioritisation to create a nationwide MRN Investment Programme.
- Once in the MRN Investment Programme, Local Authorities would be responsible for continued scheme development, with DfT responsible for scheme approval at Outline Business case stage and beyond.
- The MRN Investment Programme and Regional Evidence Bases will be updated every two years to allow for evidence to be refreshed and new schemes to enter the programme.

Eligible Schemes and Assessment Criteria

- 1.10 DfT wish to see the funding targeted towards '*significant interventions that will transform important stretches of the network.*'
- 1.11 Proposal will need to seek funding contributions of £20m or over, with most funding requests not exceeding £50m. Where there is a strong case, a contribution of up to £100m may be considered. Third party contributions and local contributions should be secured to get the best value for money.
- 1.12 Types of schemes eligible for funding are:
- Bypasses
 - Missing Links (e.g. '*final quadrant of a ring road that already circles three quarters of a town or city*')
 - Widening of existing MRN roads (e.g. '*This could include dualling and could be on or off line*')
 - Major structural renewals (e.g. '*on roads, bridges, tunnels and viaducts*')
 - Major Junction Improvements (e.g. '*such as grade separation*')
 - Variable Message Signs, Traffic Management and the Use of Smart Technology and Data
 - Packages of Improvements (where the package as a whole has a coherent and compelling case)
- 1.14 A clear set of criteria against which to assess schemes will be developed by DfT which support the Government's overarching objectives of:
- Reducing congestion
 - Supporting economic growth and rebalancing
 - Supporting housing delivery
 - Supporting all road users
 - Supporting the SRN

Next steps

- 1.15 The closing date for responses to DfT's consultation is Monday 19th March 2018. A formal DfT consultation response will be published during summer 2018.

2. Conclusion

- 2.1 Members are invited to comment on DfT's proposals for the creation of a Major Road Network.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

N/A

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	National DfT Indicative Major Road Network
Appendix B	DfT Indicative Major Road Network for Lincolnshire
Appendix C	Proposed Midlands Connect Major Road Network
Appendix D	Proposed Lincolnshire Major Road Network

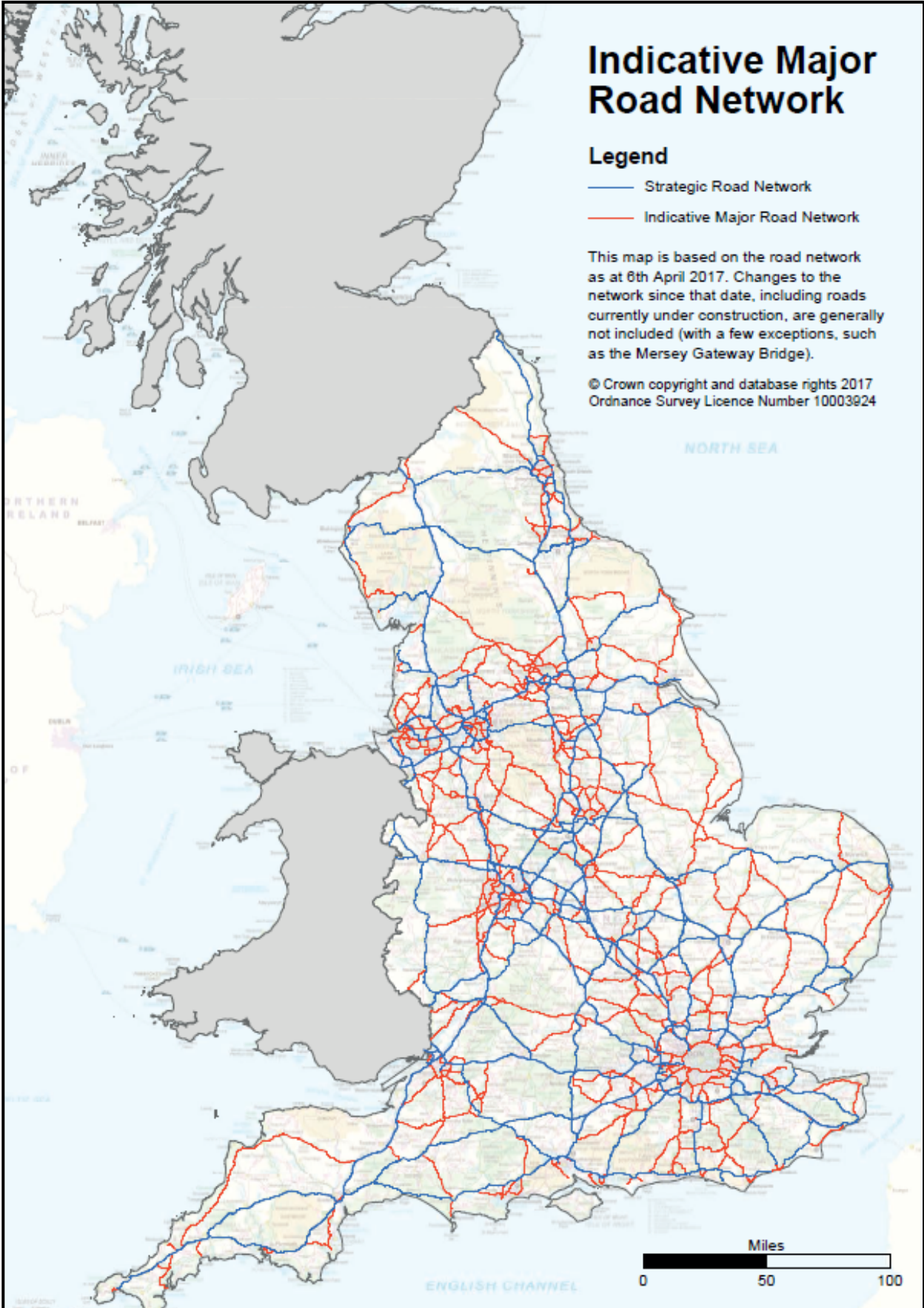
5. Background Papers

Document title	Where the document can be viewed
Proposals for the Creation of a Major Road Network - DfT December 2017	https://www.gov.uk/government/consultations/proposals-for-the-creation-of-a-major-road-network

This report was written by Ian Kitchen, who can be contacted on 01522 553058 or ian.kitchen@lincolnshire.gov.uk.

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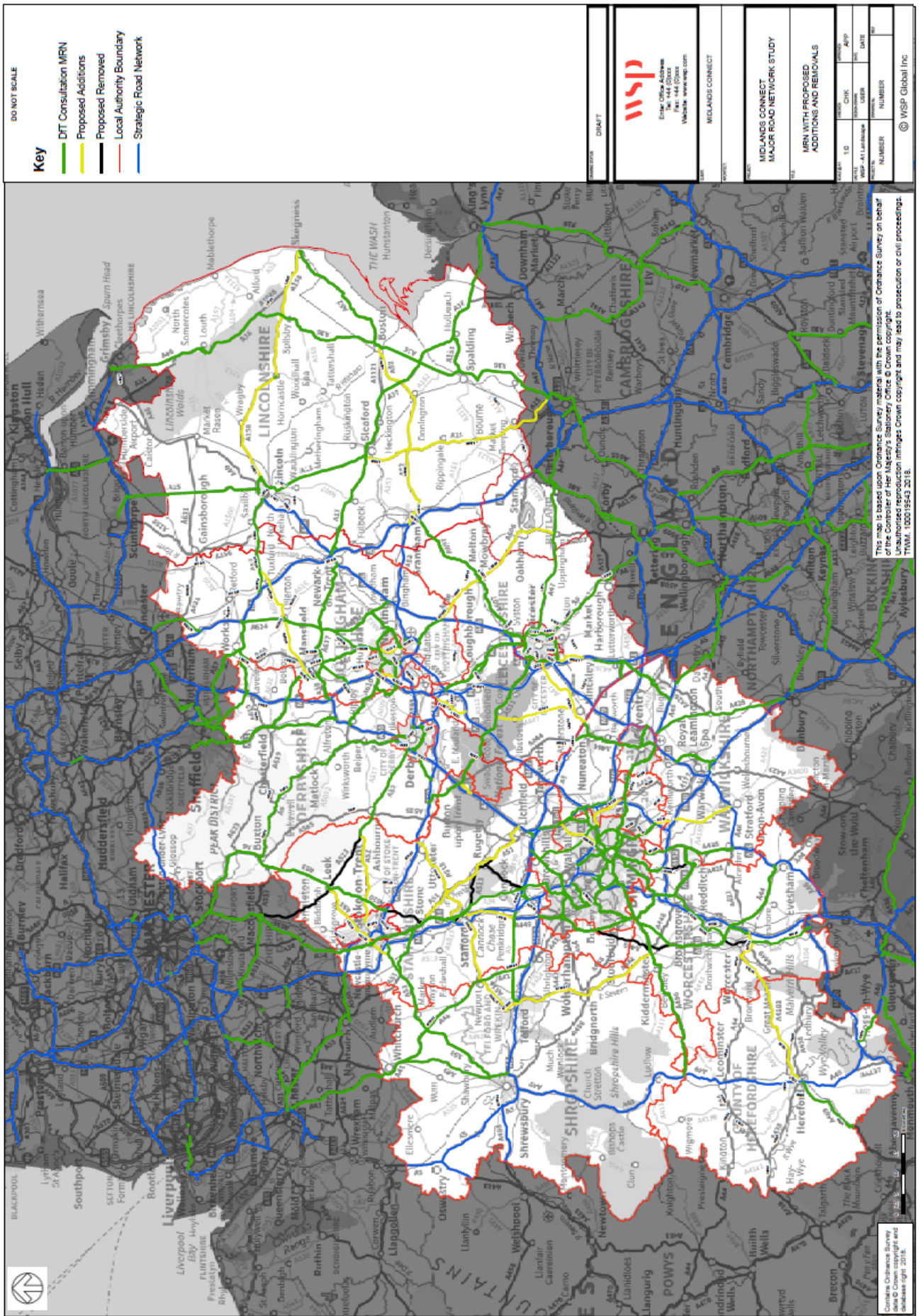
Appendix A – National DfT Indicative MRN



Appendix B – DfT Indicative MRN for Lincolnshire



Appendix C – Proposed Midlands Connect MRN



Appendix D – Proposed Lincolnshire MRN



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

Report to:	Highways & Transport Scrutiny Committee
Date:	12 March 2018
Subject:	Network Rail East Coast Mainline Route Study Consultation

Summary:

Network Rail (NR) is responsible for maintaining and developing the UK rail network. It is required to produce a strategic plan for the the network in the form of route studies. The East Coast Mainline (ECML) runs between Scotland and London Kings Cross. The ECML draft Route Study is now available for consultation. This report outlines the background to the Route Study, describes the issues that affect Lincolnshire and suggests a proposed response.

The report also briefly advises Scrutiny Committee of recent developments concerning the current East Coast rail service franchise.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to:

- 1) Consider the issues raised in the report and comment on the proposed response of the Council to the consultation, and
- 2) Review the position in respect of the existing East Coast rail franchise.

1. Background

East Coast Main Line Route Study Consultation

- 1.1 The East Coast Mainline (ECML) runs north to south between Scotland and London. It skirts the western edge of Lincolnshire and whilst Grantham is the only station on the line, stations at Peterborough, Newark, Retford and Doncaster are also used by Lincolnshire residents and businesses to access the ECML. Network Rail (NR) is responsible for maintaining and developing the rail network. It is required to produce strategic plans for the development of the network identifying the level of future service demand and the infrastructure investment needed to meet it. The draft Route Study for the ECML encompasses the whole of the route in England. It also covers areas which are not directly on the ECML but are served by it, such as the Lincoln to Newark North Gate line, as well as the GNGE Joint Line through Lincolnshire

which has seen major investment to enable it to carry freight traffic from the ECML.

- 1.2 Stakeholders along the route have been consulted throughout the development of the Route Study. The County Council and the LEP have been fully engaged in this process and the needs of the County are reflected in the content of the report, with mention, for example, of the 100,000 dwellings proposed in various Local Plans covering the Greater Lincolnshire LEP area.
- 1.3 The rail industry manages its infrastructure spending in a process that is laid down in statute and is overseen by the Office of Road and Rail Regulation (ORRR). This process requires the Secretary of State (SoS) for Transport to specify the funds available for a given control period (CP). The industry is currently in CP5 covering 2015-19. CP6 is expected to run from 2019 to 2024. NR has been unable deliver its commitments in CP5 and has experienced significant cost overruns. The SoS and the industry have commissioned a number of reviews of how this has occurred and the draft Route Study reflects the findings of these reviews.
- 1.4 The draft Study is a long term strategic document so it considers developments beyond CP6. The existing schemes that have not been delivered in CP5 will be delivered in CP6. Hence the options for developments in the future will be developed in this context.
- 1.5 The draft Study also considers the longer term position once High Speed Two (HS2) has been fully completed in the 2030s. HS2 will release on the ECML. Among the options highlighted for the possible use of this released capacity are additional Lincoln-London direct services and improved ECML connections at Grantham and Newark.
- 1.6 In addition, the draft Study specifically identifies Lincoln and Grantham stations as potentially needed enhancements in the longer term:
 - An increase in service levels between London and Lincoln would require improvements with options including reinstating and upgrading out of use platform or making better use of sidings.
 - Increases in north-south ECML services (beyond the 8 per hour planned) or in east –west traffic along the Nottingham-Skegness line would increase conflicts and require some platform improvements and other interventions at the station
- 1.7 The delivery challenge faced by NR and the ongoing financial pressures on the industry are reflected in the way the draft Study identifies the need to broaden the discussions on the benefits provided by rail services. The draft Study has a strong focus on the economic development opportunities provided by improved rail services. The engagement of a broader range of stakeholders in identifying economic development priorities reflects this context. The ongoing devolution process which has seen the development of Subnational Transport Bodies, Combined Authorities and the Local Economic Partnerships

as new stakeholders has driven a reconsideration of how priorities are identified and funded.

- 1.8 The key issue in this respect is that the Study presents the options for future investment as a number of "choices for funders" identifying in broad terms the costs and benefits of schemes and packages. The document makes clear that core rail industry funding will not be sufficient to provide all the aspirations of the stakeholders. It is envisaged that other stakeholders will therefore play a role in both identifying priorities and funding them.
- 1.9 A key example of this is the Newark Flat Crossing. This is the point at which the Lincoln-Nottingham Line crosses the ECML at-grade, a situation described in the report as "rare" and "*an outdate piece of infrastructure*". Any increase in east-west service is limited by the at-grade crossing. The draft Study identifies the potential benefits of removing the crossing as:
- *Lincoln would not be 'locked in' for rail growth: passenger and freight service levels to the midlands could increase. Journey times could also be reduced*
 - *Long distance train operators could travel faster through the section, reducing journey times.*
 - *An adjacent level crossing could be closed, further reducing safety risk and delay for road traffic.*
 - *Network Rail would save money on maintaining a bespoke asset, and reduce risk to the service it provides.*

- 1.10 However engineering solution is complex and the costs are high as they would involve the construction of a railway flyover. Consideration of the benefits that accrue to the ECML as a whole provides a better cost benefit appraisal but the addition of external funding would undoubtedly improve the chances of this scheme being delivered. Network Rail conclude:

"While, individually, these benefits are unlikely to provide a return sufficient to produce a value-for-money business case for replacing the crossing with a flyover, taken as a whole and as part of a broader economic case encompassing the ECML and the Lincoln –Nottingham corridor, they may have merit; and if a fuller range of potential funders were involved, then the proposal could have a better chance of being affordable."

Proposed Consultation Response

- 1.11 The proposed response to the consultation is to welcome the broader engagement and the inclusion of positive references to the key service and infrastructure improvements which the County Council and the LEP have pushed for. It is also proposed that the County Council welcomes the discussion of broader funding arrangements that will enable economic development, particularly in respect of the Newark Flat Crossing. The

proposed response will strongly caveat this by stressing the realities of local government funding going forward.

East Coast Rail Franchise Update

1.12 In the shorter term, there is a need to ensure that current service commitments in the existing ECML franchise are met in full, in particular the new Lincoln-London direct services due to start in 2019. The Committee may be aware that just before Xmas 2017 DfT announced that the current franchise holder Virgin East Coast Trains (VTEC) would cease to operate the franchise in 2020, with a new Partnership arrangement being put in place. More recently, it has been announced that VTEC's franchise will cease even sooner and will end shortly at a point yet to be determined by the Secretary of State for Transport.

1.13 The arrangements beyond this point are unclear. There are a number of options available to the SoS including continuing with a not for profit arrangement with VTEC, taking the franchise into direct Government Control (as has happened previously on ECML) or refranchising under a number of different models. It is important that in any of these outcomes, the commitments in the current franchise are delivered. The County Council will continue to press for a clear commitment to ensure that the new Lincoln-London services are delivered.

2. Conclusion.

The County Council will respond to the draft Route Study as outlined above and will also continue to press for the new service commitments in the existing ECML franchise to be delivered in full. Scrutiny Committee will be updated as more information on these issues becomes available.

3. Consultation

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

No

b) Risks and Impact Analysis

N/A

4. Background Papers

Document title	Where the document can be viewed
East Coast Mainline Route Study Consultation	www.networkrail.co.uk

This report was written by Andrew Thomas, who can be contacted andrew.thomas@lincolnshire.gov.uk

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Policy and Scrutiny

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

Report to:	Highways & Transport Scrutiny Committee
Date:	12 March 2018
Subject:	Permit Scheme Annual Report 2016/17

Summary:

The report is a statutory requirement as stipulated by the Department for Transport for each of the first three years of a permit scheme.

This report sets out an overview of Lincolnshire County Council's operational performance in its first year and provides detailed scrutiny of the available data in relation to street works and activities in Lincolnshire.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the performance on the first year of operation of the Permit Scheme and highlight any future recommendations or actions for consideration by the Executive Member for Highways, Transport and IT.

1. Background

Lincolnshire County Council adopted a Permit Scheme in October 2016. At the end of the first year of operation a report was produced in accordance with legislative requirements. The report compares the outcomes with the objectives set when the Scheme was introduced. The report highlights that through the use of conditions to manage activities on the highway, in cooperation with Utility Companies and other Works Promoters, measurable improvements have been made to the Lincolnshire network.

One of the benefits achieved has been a reduction in the number of days of Utility occupancy on the highway. This has led to a more efficient use of the network and has accrued economic benefits for the County.

2. Conclusion

The introduction of the permit scheme has enabled powers not previously available under legislation to be used to improve the management of all activities on the

network through increased co-ordination and timing of works. Identifying and promoting good practice in all aspects of traffic management has led to better control and a more robust framework for checking and challenging activities, promoting the expeditious movement of traffic through works; reducing disruption and increasing safety at works.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

The Lincolnshire County Council Permit Scheme had a risk and impact analysis prior to its introduction in 2016.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Lincolnshire County Council Permit Scheme - Scheme Evaluation Report 2016/17 First Year

5. Background Papers

This report was written by Mandi Robinson, who can be contacted on 01522 553053 or mandi.robinson@lincolnshire.gov.uk.

LINCOLNSHIRE COUNTY COUNCIL PERMIT SCHEME

SCHEME EVALUATION REPORT 2016/2017 FIRST YEAR

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1 Executive Summary

The first year of operation of the Lincolnshire County Council Permit Scheme (LiPS) has been a success. We have seen an increase in the number of Provisional Advance Authorisation (PAA) and permit applications, indicating better planning of works by Utility Companies and Works for Road Purposes.

Lincolnshire has granted more than 90% of all duration variations and agreed over 80% of early start requests. Good communication and understanding of works activities through coordination and interaction during regular meetings and site visits continue to develop working relationships with all works promoters. This level of engagement has proven invaluable and driven forward many improvements, which is also evident in the fact that less than 0.07% of permit applications are reported to have been deemed during the first year of operation. See 7.6 of the report for further details.

One of the tools used to develop these relationships is www.roadworks.org Real time data obtained via the Street Works Register benefits a wide range of stake holders, including the travelling public and helps works promoters to efficiently forward plan their works, whilst road users are able to design their journeys effectively through the county. Streetworks coordinators also use the tool to look at wider areas, enabling them to judge the impact of proposed works, events, road closures and diversion routes and their effects on neighbouring authorities.

Lincolnshire County Council also uses Fixed Penalty Notices (FPN's) to drive improvement. The number of FPN's issued during the first year of the operation of the permit scheme has more than doubled, indicating that the system is being consistently monitored since the start of the permit scheme. This figure equates to just over 2.00% of the total works phases carried out within this time period.

2 Introduction

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39 and the Traffic Management Permit Scheme (England) Regulations 2007 and Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 make provision for Permit Schemes to be introduced in England. The Lincolnshire Permit Scheme (LiPS) (2016) was adopted by Lincolnshire County Council on 5 October 2016 and reflects these requirements.

This report sets out an overview of Lincolnshire County Council's operational performance in its first year. The report provides detailed scrutiny of the available data in relation to street works and activities in Lincolnshire.

3 Objectives of the Lincolnshire Permit Scheme

The objectives of Lincolnshire County Council were laid out in Section 2 of the Scheme. These are summarised below along with how they have been met.

1) To increase the efficient running of the highway network by minimising the disruption and inconvenience caused by road works and other highway events and activities through proactive management of activities on the highway.

Through the use of conditions to manage activities, coordination of works to avoid conflicts, increased forward planning, seeking collaborative opportunities and challenging works durations.

2) To improve the quality and timeliness of information received from all activity promoters to increase and improve the publicly available data for integration into the Council-wide travel information.

Use of permit refusals to ensure information is accurate. Use of FPN's to drive quality of data and its timely submission. Encouraging the use of non-statutory works cancellation notices. Works information synchronised to roadworks.org for visibility to all stakeholders.

3) To encourage a proactive approach to planning and undertaking of works on the highway from promoters and thus lessen the impact of activities on road users.

Greater level of planning to ensure permits contain all of the necessary information needed to grant the permit. Careful use of conditions to safeguard that works are undertaken at appropriate times. Encouragement of first-time permanent reinstatements or interim reinstatements where this benefits the network.

4) To protect the structure of the street and the integrity of the apparatus in it.

Greater number of planned major works enabling Section 58/58a protection of the asset. More comprehensive inspection regime at works in progress stage and coring programmes in place to monitor wider reinstatement and material issues.

5) To improve the level of on-site compliance by works promoters ensuring works are correctly permitted and conditions adhered to.

Introduction of additional in-house inspection regime and associated performance indicators to ensure consistent and effective monitoring of works.

6) To ensure safety of those using the street and those working on activities that fall under the Scheme, with particular emphasis on people with disabilities.

Increased numbers of site inspections have driven focus on best practice, compliance and safety to all road users. Closer assessment and coordination processes allows better consideration to be given to modes of transport other than vehicles and a focus on elements such as people with disabilities and young children.

7) To ensure parity of treatment for all activity promoters particularly between statutory undertakers and highway authority works and activities.

Performance indicators show that all works promoters are assessed equally and conditions applied to all in a measured and equitable way. Wider processes that do not fall under the permit scheme, such as developments and events affecting the highway are also considered during the deliberations.

4 Fee Structure

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority shall give consideration to whether the fee structure needs to be changed in light of any surplus or deficit.

The fee structure set at the outset of scheme is as follows;

<u>Reinstatement category of street</u>	<u>Road Category 0 – 2 or Traffic Sensitive</u>	<u>Road Category 3 – 4 and non-traffic-sensitive</u>
Provisional Advance Authorisation	£101	£72
Major Activity greater than 10 days duration or requiring a TRO	£210	£130
Major Activity between 4 and 10 day duration	£117	£75
Major Activity up to 3 day duration	£64	£43
Standard Activity	£117	£75
Minor Activity	£64	£43
Immediate Activity	£40	£26
Permit Variation	£45	£35

During the first year of operation of the scheme, the total amount invoiced was £1,273,810.20 In the course of this period our expenditure within the boundary of the scheme was £1,287,201.00 This covers the cost of staffing,

office space and equipment. The difference between the total income and total anticipated income is likely due to the first three month period where systems were not fully installed by some works promoters and specialist reporting and invoicing instruments had not been introduced.

Streetworks, Permitting and Network Compliance Account	£
Expenditures:	
Wage costs (including NI)	£1,063,820
Training costs	£9,000
Transport costs	£119,000
Staff costs including advertising	£4,600
Phones / Tablets	£19,226
Consultants and IT costs	£71,555
	£1,287,201
Income from Permits	-£1,273,810
Account Surplus (-) or Deficit	£13,391

5 Costs and Benefits

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority also shall give consideration to whether the permit scheme is meeting key performance indicators where these are set out in the Guidance.

A comparison of data taken from the year prior to the implementation of the permit scheme with that of the first full scheme year shows a saving of 2436 days of occupancy by utilities working on the highway. This saving can be measured in the following way:

$$O \times (CPH \times VPH \times WD) = \text{£}$$

Where O is number of days of occupancy, CPH is Cost Per Hour (based on the average cost to the economy, per hour, as stated by the Institute of Highways and Transportation), VPH is average number of Vehicles Per Hour and WD is average working day. £ is the value of savings made to the Lincolnshire economy.

$$2436 \times (\text{£}15 \times 10 \times 12) = \text{£}4,384,800$$

6 Performance Indicators

In order to be able to successfully gather this information, Lincolnshire County Council commissioned Pitney Bowes, as software supplier/developer, to write

a bespoke report to enable the correct data to be extracted from the Confirm system. This data was then analysed manually and randomly cross-checked to ensure validity.

6.1 PI1 The number of permit and permit variation applications

The number of permits and permit variation applications received, the number granted and the number refused and shown as:

- the total number of permit and permit variation applications received, excluding any applications that are subsequently withdrawn
- the number of applications granted as a percentage of the total applications made
- the number of applications refused as a percentage of the total applications made.

6.1.1 Results

Permits Granted and Refused

The table below shows a breakdown of permit applications received granted and refused for the first year of operation in Lincolnshire. The complete summary of the data is shown below;

Table 1. PI1. The total number of Permit and Permit Variation applications received, granted and refused

Permits Received/Granted/Refused	Number
Total permit and permit variation applications received by Lincolnshire County Council during the first year of scheme.	40849
Total granted:	34029
Total refused:	5333

The data provided in the above table has been collated from the Lincolnshire permitting system and a summary of collated data is shown below;

Table 2. PI1. The number of Permit and Permit Variation applications received, the number granted and the number refused by local authority/all other works promoters

Description	Local Authority		Utility Promoters	Works All Promoters		
	Number	% of Total	Number	% of Total	Number	% of Total
Total permit applications received						
Q3 2016/17	1595	24.82	4831	75.18	6426	100.00
Total permit applications received						
Q4 2016/17	2061	25.15	6133	74.85	8194	100.00

Total permit applications received						
Q1 2017/18	2061	26.35	5759	73.65	7820	100.00
Total permit applications received						
Q2 2017/18	1854	20.64	7128	79.36	8982	100.00
Total permit applications granted						
Q3 2016/17	1325	83.07	3887	80.45	5212	81.10
Total permit applications granted						
Q4 2016/17	1868	90.63	5019	81.83	6887	84.04
Total permit applications granted						
Q1 2017/18	1877	91.07	4691	81.45	6568	83.99
Total permit applications granted						
Q2 2017/18	1635	88.18	5911	82.92	7546	84.01
Total permit applications refused						
Q3 2016/17	210	13.16	850	17.59	1060	16.49
Total permit applications refused						
Q4 2016/17	153	7.42	999	16.28	1152	14.05
Total permit applications refused						
Q1 2017/18	135	6.55	935	16.23	1070	13.68
Total permit applications refused						
Q2 2017/18	160	8.62	1062	14.89	1222	13.60
Total permit variations received						
Q3 2016/17	338	21.30	1249	78.70	1587	100.00
Total permit variations received						
Q4 2016/17	377	15.96	1985	84.04	2362	100.00
Total permit variations received						
Q1 2017/18	847	34.75	1590	65.25	2437	100.00
Total permit variations received						
Q1 2017/18	1081	35.55	1960	64.45	3041	100.00
Total permit variations granted						
Q3 2016/17	268	79.29	1027	82.22	1295	81.60
Total permit variations granted						
Q4 2016/17	336	89.12	1363	68.66	1699	71.93
Total permit variations granted						
Q1 2017/18	772	91.14	1381	86.85	2153	88.34
Total permit variations granted						
Q2 2017/18	985	91.12	1684	85.92	2669	87.76
Total permit variations refused						
Q3 2016/17	31	9.17	151	12.09	182	11.46
Total permit variations refused						
Q4 2016/17	15	3.98	185	9.32	200	8.46
Total permit variations refused						
Q1 2017/18	37	4.36	155	9.74	192	7.87
Total permit variations refused						
Q2 2017/18	49	4.53	206	10.51	255	8.38

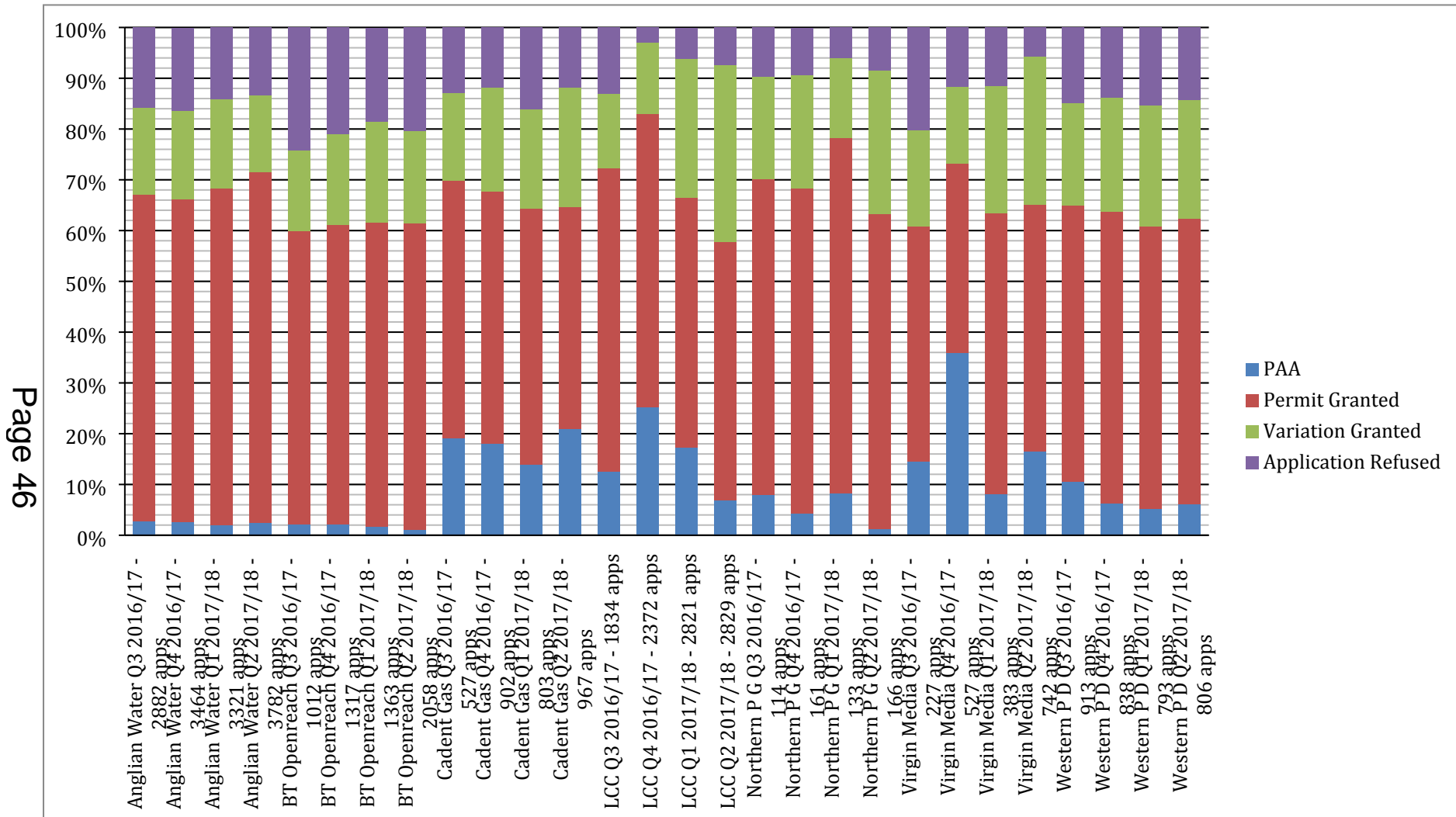
The charts show a breakdown of the data into applications granted and refused in relation to highway authority works for road purposes and works by utility promoters and provide a comparison with the percentage of permits granted in Lincolnshire for the same periods. Also, the data is further broken down by activity type into applications granted and refused.

The following considerations must be noted in relation to this data.

1. Each application has an appropriate response period which means that the number of applications received in any one period does not correspond to the permits granted and refused within that same period. In other words, a permit application received in one period may be responded to within the next period.

A more detailed breakdown of measures follows, including base data.

Table 3. PI1. The number of Provisional Advance Authorisation, Permit and Permit Variation applications received, the number granted and the number refused by main works promoters



Number of Permit Applications

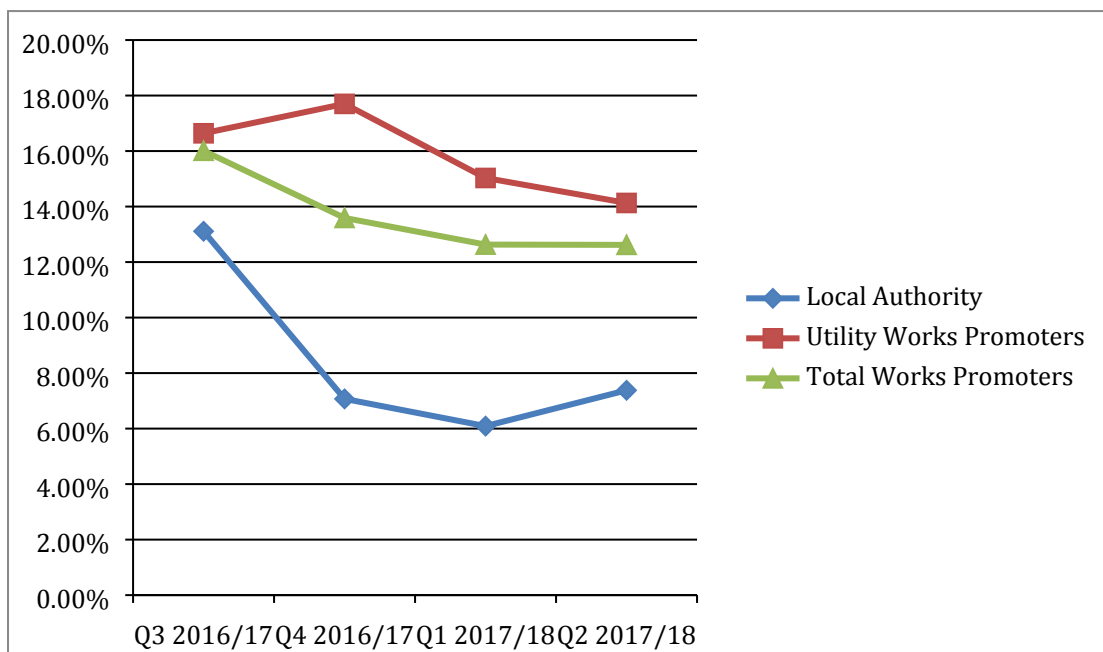
The following graph shows the split of permit applications received from both highway authority and utility promoters. On average, highway authorities generated 25.00% and utility promoters 75.00% of the applications received.

Table 4. PI1. The number of Permit and Permit Variation applications received, granted and refused by other works promoters

Promoter	PAA Granted %	Permit Granted %	Variation Granted %	Application Refused %	Total No. of Applications
Energetics Electricity Q3 2016/17	n/a	0.00	0.00	100.00	2
Energetics Electricity Q4 2016/17	n/a	14.30	28.60	57.10	7
Energetics Electricity Q1 2017/18	n/a	9.10	54.54	36.36	11
Energetics Electricity Q2 2017/18	0.00	0.00	50.00	50.00	8
Energetics Gas Q3 2016/17	n/a	n/a	n/a	n/a	n/a
Energetics Gas Q4 2016/17	n/a	n/a	n/a	n/a	n/a
Energetics Gas Q1 2017/18	n/a	n/a	n/a	n/a	n/a
Energetics Gas Q2 2017/18	n/a	57.14	28.57	14.29	7
ES Pipelines Q3 2016/17	n/a	30.00	50.00	20.00	10
ES Pipelines Q4 2016/17	n/a	56.25	31.25	12.50	16
ES Pipelines Q1 2017/18	3.85	26.92	42.31	26.92	26
ES Pipelines Q2 2017/18	n/a	50.00	25.00	25.00	4
ESP Electricity Q3 2016/17	n/a	40.00	40.00	20.00	5
ESP Electricity Q4 2016/17	n/a	n/a	n/a	n/a	n/a
ESP Electricity Q1 2017/18	n/a	n/a	n/a	n/a	n/a
ESP Electricity Q2 2017/18	n/a	100.00	0.00	0.00	1
Fulcrum Pipelines Q3 2016/17	n/a	44.44	11.11	44.44	18
Fulcrum Pipelines Q4 2016/17	8.57	22.86	25.71	42.86	35
Fulcrum Pipelines Q1 2017/18	12.50	17.50	20.00	50.00	40
Fulcrum Pipelines Q2 2017/18	3.33	40.00	30.00	26.67	30
Gas Transportation Q3 2016/17	n/a	39.28	21.44	39.28	14
Gas Transportation Q4 2016/17	n/a	33.33	25.00	41.67	12
Gas Transportation Q1 2017/18	n/a	27.78	33.33	38.89	18
Gas Transportation Q2 2017/18	n/a	14.81	40.74	44.45	27
Gigaclear Q3 2016/17	n/a	33.33	33.33	33.33	3
Gigaclear Q4 2016/17	0.00	40.00	20.00	40.00	5
Gigaclear Q1 2017/18	16.67	33.33	16.67	33.33	6
Gigaclear Q2 2017/18	n/a	n/a	n/a	n/a	n/a
Harlaxton E Net Q3 2016/17	n/a	0.00	50.00	50.00	6
Harlaxton E Net Q4 2016/17	n/a	50.00	16.67	33.33	12
Harlaxton E Net Q1 2017/18	9.10	27.27	36.36	27.27	11
Harlaxton E Net Q2 2017/18	11.11	11.11	55.56	22.22	9
Ind Next Gen Net Q3 2016/17	n/a	0.00	33.33	66.66	3
Ind Next Gen Net Q4 2016/17	n/a	n/a	n/a	n/a	n/a
Ind Next Gen Net Q1 2017/18	n/a	n/a	n/a	n/a	n/a
Ind Next Gen Net Q2 2017/18	n/a	25.00	25.00	50.00	4
Network Rail Q3 2016/17	55.54	33.46	5.84	5.16	154
Network Rail Q4 2016/17	46.47	46.90	3.73	2.90	241
Network Rail Q1 2017/18	34.49	48.70	9.49	7.32	232
Network Rail Q2 2017/18	39.91	40.79	10.09	9.21	228
Romec Q3 2016/17	n/a	50.00	25.00	25.00	4

Romec Q4 2016/17	n/a	50.00	25.00	25.00	4
Romec Q1 2017/18	n/a	100.00	n/a	0.00	2
Romec Q2 2017/18	n/a	83.33	16.67	0.00	6
Severn Trent Water Q3 2016/17	n/a	33.33	33.33	33.33	6
Severn Trent Water Q4 2016/17	n/a	66.66	33.33	0.00	3
Severn Trent Water Q1 2017/18	n/a	75.00	25.00	0.00	4
Severn Trent Water Q2 2017/18	n/a	100.00	0.00	0.00	5
Telefonica (O2) Q3 2016/17	n/a	50.00	0.00	50.00	2
Telefonica (O2) Q4 2016/17	n/a	66.66	33.33	0.00	3
Telefonica (O2) Q1 2017/18	n/a	33.33	33.33	33.33	6
Telefonica (O2) Q2 2017/18	n/a	100.00	0.00	0.00	4
T-Mobile Q3 2016/17	5.88	47.05	17.66	29.41	17
T-Mobile Q4 2016/17	n/a	79.00	10.50	10.50	19
T-Mobile Q1 2017/18	n/a	50.00	30.00	20.00	10
T-Mobile Q2 2017/18	n/a	30.00	20.00	40.00	10

Table 5. PI1. Permit refusal rates by promoter



6.1.2 Analysis

Permits Granted and Refused

There has been an increase in the quality of the permits received from all works promoters and this has contributed to an overall reduction in the total percentage of permits being refused. Improvements have been driven by constantly monitoring and challenging information provided and by regular performance review meetings with works promoters.

Number of Permit Applications

It is difficult to ascertain significant findings relating to any trends or patterns in the number of applications received during Year 1. Some works promoters show a steady increase in permit applications in the first, second and fourth quarters of the scheme's first year, but a slight decrease

in quarter three. Any inference resulting from this may only be revealed in future data comparisons. These statistics will be used as the base line for future reports.

6.2 PI2 The number of conditions applied by condition type

This will be measured by promoter and shown as:

- the number of permit and permit variations granted
- the number of conditions applied, broken down into condition types
- the number of each type being shown as a percentage of the total permits issued.

6.2.1 Results

The table below shows the percentage of permit conditions applied against permits in relation to works for road purposes and street works undertaken by statutory undertakers on the basis of the 13 standard EToN conditions. A summary of the data is below;

Table 6. PI2 The percentage of permit conditions applied by condition type

Condition Type	Total % of permit conditions applied for, by condition type
NCT1	100%
NCT2	22.78%
NCT3	6.70%
NCT4	3.91%
NCT5	14.57%
NCT6	22.66%
NCT7	12.47%
NCT8	14.87%
NCT9	17.09%
NCT10	11.86%
NCT11	100%
NCT12	0.23%
NCT13	2.18%

Table 7. PI2. The number of conditions applied by condition type by works promoters

Works Promoter	Condition Type by %												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Anglian Water Q3 2016/17 - 2355 apps	100%	10.96%	1.49%	0.42%	0.55%	21.23%	6.92%	8.58%	8.66%	0.42%	100%	0.00%	0.04%
Anglian Water Q4 2016/17 - 2755 apps	100%	12.49%	4.50%	0.15%	0.91%	20.58%	60.30%	9.51%	12.56%	1.42%	100%	0.04%	0.00%
Anglian Water Q1 2017/18 - 2662 apps	100%	7.57%	1.75%	0.04%	0.48%	10.40%	3.36%	5.22%	13.39%	1.34%	100%	0.00%	0.07%
Anglian Water Q2 2017/18 - 3141 apps	100%	5.25%	1.02%	0.13%	0.41%	1.56%	2.20%	4.49%	11.17%	0.99%	100%	0.00%	0.00%
BT Openreach Q3 2016/17 - 731 apps	100%	62.93%	4.65%	20.79%	14.09%	28.59%	4.51%	20.25%	14.64%	49.25%	100%	0.68%	4.92%
BT Openreach Q4 2016/17 - 967 apps	100%	38.68%	4.65%	13.24%	12.20%	26.27%	5.27%	19.86%	20.58%	58.63%	100%	0.21%	0.52%
BT Openreach Q1 2017/18 - 1035 apps	100%	36.23%	2.51%	16.71%	15.94%	25.80%	3.38%	21.55%	20.10%	52.95%	100%	0.10%	0.19%
BT Openreach Q2 2017/18 - 1505 apps	100%	30.23%	1.13%	7.11%	17.74%	35.28%	3.46%	14.42%	10.90%	46.58%	100%	1.66%	0.93%
Cadent Gas Q3 2016/17 - 452 apps	100%	11.06%	31.64%	1.77%	29.65%	57.30%	4.65%	11.26%	30.28%	8.85%	100%	0.88%	0.00%
Cadent Gas Q4 2016/17 - 756 apps	100%	14.15%	39.55%	3.17%	41.80%	57.14%	5.95%	10.71%	44.18%	6.61%	100%	0.26%	0.13%
Cadent Gas Q1 2017/18 - 637 apps	100%	32.81%	24.65%	3.45%	42.70%	54.00%	4.24%	11.46%	32.03%	22.29%	100%	0.00%	0.31%
Cadent Gas Q2 2017/18 - 809 apps	100%	53.28%	3.83%	9.64%	56.86%	42.15%	3.58%	9.15%	10.38%	52.41%	100%	0.12%	0.12%
Energetics Electricity Q4 2016/17 - 1 app	100%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	100%
Energetics Electricity Q1 2017/18 - 5 app	100%	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	100%	20.00%	0.00%	100%	0.00%	0.00%
Energetics Electricity Q2 2017/18 - 3 app	100%	0.00%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Energetics Gas Q2 2017/18 - 6 apps	100%	100%	0.00%	0.00%	16.67%	0.00%	0.00%	16.67%	16.67%	33.33%	100%	0.00%	0.00%
ES Pipelines Q3 2016/17 - 7 apps	100%	14.29%	0.00%	0.00%	28.57%	85.71%	14.29%	28.57%	71.53%	100%	100%	0.00%	0.00%
ES Pipelines Q4 2016/17 - 12 apps	100%	8.33%	0.00%	8.33%	50.00%	91.67%	8.33%	25.00%	83.33%	91.67%	100%	0.00%	0.00%
ES Pipelines Q1 2017/18 - 17 apps	100%	29.41%	0.00%	0.00%	29.41%	82.35%	11.76%	17.65%	47.06%	82.35%	100%	0.00%	5.88%
ES Pipelines Q2 2017/18 - 3 apps	100%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	66.67%	100%	0.00%	0.00%
ESP Electricity Q3 2016/17 - 3 apps	100%	33.33%	33.33%	0.00%	66.67%	100%	0.00%	33.30%	33.30%	100%	100%	0.00%	0.00%
ESP Electricity Q2 2017/18 - 1 app	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	100%	100%	0.00%	100%	0.00%	0.00%
Fulcrum Pipelines Q3 2016/17 - 8 apps	100%	12.50%	0.00%	37.50%	25.00%	37.50%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Fulcrum Pipelines Q4 2016/17 - 17 apps	100%	88.24%	0.00%	88.24%	17.65%	100%	11.73%	17.65%	17.65%	0.00%	100%	0.00%	0.00%
Fulcrum Pipelines Q1 2017/18 - 17 apps	100%	64.71%	0.00%	70.59%	23.53%	100%	11.76%	29.41%	41.18%	5.88%	100%	0.00%	0.00%
Fulcrum Pipelines Q2 2017/18 - 20 apps	100%	35.00%	0.00%	25.00%	15.00%	60.00%	10.00%	35.00%	35.00%	25.00%	100%	0.00%	5.00%
Gas Transportation Q3 2016/17 - 8 apps	100%	62.50%	0.00%	0.00%	25.00%	25.00%	0.00%	12.50%	0.00%	62.50%	100%	0.00%	0.00%
Gas Transportation Q4 2016/17 - 7 apps	100%	100%	0.00%	0.00%	0.00%	71.43%	0.00%	42.86%	0.00%	100%	100%	0.00%	0.00%
Gas Transportation Q1 2017/18 - 9 apps	100%	66.67%	0.00%	0.00%	0.00%	100%	0.00%	33.33%	0.00%	44.44%	100%	0.00%	0.00%
Gas Transportation Q2 2017/18 - 10 apps	100%	70.00%	0.00%	0.00%	0.00%	50.00%	0.00%	40.00%	0.00%	70.00%	100%	0.00%	0.00%
Gigaclear Q3 2016/2017 - 2 apps	100%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	100%	50.00%	100%	0.00%	0.00%
Gigaclear Q4 2016/2017 - 3 apps	100%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	33.33%	0.00%	100%	0.00%	0.00%
Gigaclear Q1 2017/2017 - 4 apps	100%	25.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Harlaxton E Net Q3 2016/17 - 1 app	100%	0.00%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	100%	100%	100%	0.00%	0.00%
Harlaxton E Net Q4 2016/17 - 8 apps	100%	0.00%	0.00%	0.00%	50.00%	37.50%	12.50%	25.00%	50.00%	87.50%	100%	0.00%	0.00%
Harlaxton E Net Q1 2017/18 - 7 apps	100%	0.00%	0.00%	0.00%	57.14%	42.86%	57.14%	0.00%	14.29%	100%	100%	0.00%	0.00%

Harlaxton E Net Q2 2017/18 - 7 apps	100%	42.86%	0.00%	0.00%	0.00%	71.43%	28.57%	14.29%	57.14%	85.71%	100%	0.00%	0.00%
Ind Next Gen Net Q2 2017/18 - 2 apps	100%	100%	0.00%	0.00%	100%	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
LCC Q3 2016/17 - 1517 apps	100%	14.17%	3.82%	0.07%	0.46%	0.40%	19.78%	23.40%	1.45%	1.19%	100%	0.00%	0.79%
LCC Q4 2016/17 - 2036 apps	100%	9.82%	3.44%	0.00%	0.15%	0.05%	31.88%	16.01%	3.93%	1.47%	100%	0.00%	0.20%
LCC Q1 2017/18 - 2086 apps	100%	9.78%	4.46%	0.10%	0.10%	0.10%	37.10%	12.22%	5.61%	1.49%	100%	0.10%	0.34%
LCC Q2 2017/18 - 1868 apps	100%	9.80%	5.62%	0.05%	0.05%	0.32%	26.34%	14.19%	7.82%	1.34%	100%	0.05%	1.39%
Network Rail Q3 2016/17 - 142 apps	100%	80.28%	64.08%	0.00%	16.20%	16.20%	57.04%	21.83%	0.70%	0.00%	100%	0.00%	0.00%
Network Rail Q4 2016/17 - 230 apps	100%	95.65%	70.43%	0.00%	11.74%	4.35%	76.52%	13.48%	0.87%	0.00%	100%	0.00%	0.00%
Network Rail Q1 2017/18 - 197 apps	100%	96.95%	70.56%	0.00%	16.24%	5.58%	77.16%	17.77%	0.51%	0.00%	100%	0.00%	0.00%
Network Rail Q2 2017/18 - 202 apps	100%	93.56%	67.33%	0.00%	6.93%	5.45%	81.68%	9.41%	50.00%	0.00%	100%	0.00%	0.00%
Northern P G Q3 2016/17 - 97 apps	100%	100%	8.25%	5.15%	5.15%	59.79%	5.15%	41.24%	9.28%	8.25%	100%	0.00%	0.00%
Northern P G Q4 2016/17 - 140 apps	100%	100%	3.57%	15.00%	2.14%	12.86%	2.14%	47.14%	15.71%	5.71%	100%	0.00%	0.00%
Northern P G Q1 2017/18 - 120 apps	100%	100%	7.50%	0.00%	0.83%	20.83%	0.00%	35.83%	0.83%	3.33%	100%	0.00%	0.00%
Northern P G Q2 2017/18 - 148 apps	100%	97.97%	4.05%	0.00%	4.73%	11.49%	1.35%	37.84%	4.05%	2.70%	100%	0.00%	0.00%
Romec Q3 2016/17 - 3 apps	100%	100%	0.00%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Romec Q4 2016/17 - 3 apps	100%	100%	0.00%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Romec Q1 2017/18 - 2 apps	100%	100%	0.00%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Romec Q2 2017/18 - 6 apps	100%	100%	0.00%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Severn Trent Water Q3 2016/17 - 3 apps	100%	100%	0.00%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	100%	100%	0.00%	0.00%
Severn Trent Water Q4 2016/17 - 3 apps	100%	100%	0.00%	0.00%	66.67%	66.67%	0.00%	100%	0.00%	100%	100%	0.00%	0.00%
Severn Trent Water Q1 2017/18 - 4 apps	100%	100%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%	100%	0.00%	0.00%
Severn Trent Water Q2 2017/18 - 5 apps	100%	80.00%	0.00%	0.00%	60.00%	60.00%	0.00%	80.00%	0.00%	80.00%	100%	0.00%	0.00%
Telefonica (O2) Q3 2016/17 - 1 app	100%	100%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Telefonica (O2) Q4 2016/17 - 2 apps	100%	50.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Telefonica (O2) Q1 2017/18 - 4 apps	100%	100%	0.00%	25.00%	0.00%	75.00%	0.00%	50.00%	0.00%	0.00%	100%	0.00%	0.00%
Telefonica (O2) Q2 2017/18 - 4 apps	100%	50.00%	0.00%	100%	0.00%	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
T-Mobile Q3 2016/17 - 11 apps	100%	72.73%	0.00%	54.55%	63.64%	81.82%	9.09%	27.27%	18.18%	0.00%	100%	0.00%	0.00%
T-Mobile Q4 2016/17 - 16 apps	100%	43.75%	0.00%	68.75%	56.25%	87.50%	0.00%	37.50%	25.00%	37.50%	100%	0.00%	0.00%
T-Mobile Q1 2017/18 - 6 apps	100%	50.00%	0.00%	83.33%	33.33%	83.33%	0.00%	0.00%	0.00%	16.67%	100%	0.00%	0.00%
T-Mobile Q2 2017/18 - 3 apps	100%	66.67%	0.00%	100%	33.33%	100%	0.00%	0.00%	0.00%	0.00%	100%	0.00%	0.00%
Virgin Media Q3 2016/17 - 161 apps	100%	96.89%	0.00%	0.00%	37.89%	49.07%	0.62%	14.91%	0.62%	36.02%	100%	0.62%	15.53%
Virgin Media Q4 2016/17 - 432 apps	100%	98.61%	1.16%	0.00%	21.30%	48.61%	0.69%	34.26%	0.23%	16.44%	100%	0.69%	30.56%
Virgin Media Q1 2017/18 - 292 apps	100%	93.84%	0.68%	0.00%	15.75%	54.79%	0.00%	36.99%	0.00%	14.04%	100%	0.00%	32.19%
Virgin Media Q2 2017/18 - 649 apps	100%	49.46%	0.15%	0.00%	12.17%	44.22%	0.92%	49.46%	0.77%	90.09%	100%	0.00%	53.62%
Western P D Q3 2016/17 - 748 apps	100%	10.96%	5.88%	20.19%	80.35%	61.63%	10.29%	21.52%	80.75%	13.90%	100%	1.60%	0.27%
Western P D Q4 2016/17 - 667 apps	100%	11.69%	8.40%	13.79%	90.55%	76.01%	9.45%	25.19%	92.50%	13.94%	100%	0.60%	0.15%
Western P D Q1 2017/18 - 600 apps	100%	9.17%	8.83%	10.00%	94.67%	80.67%	8.83%	20.83%	93.00%	12.33%	100%	0.17%	0.00%
Western P D Q2 2017/18 - 625 apps	100%	13.44%	3.68%	11.20%	56.80%	56.32%	9.60%	22.08%	39.84%	9.76%	100%	1.12%	0.00%

6.2.2 Analysis

It is difficult to ascertain significant findings relating to any trends or patterns relating to the number and type of conditions applied on permit applications received during Year 1. Overall works promoters have been constant in their application of conditions depending upon the type of works and location of the works being carried out. Any inference resulting from this may only be revealed in future data comparisons. These statistics will be used as the base line for future reports.

6.3 PI3 The number of approved revised durations

This will be measured by promoter and shown as:

- total number of permits and permit variations granted
- the number of requests for revised durations shown as a percentage of permits issued
- the number of agreed revised durations as a percentage of revised durations applied for.

6.3.1 Results

The table below shows the number of requests for revised durations as a percentage of the number of permits issued and the number of agreed revised durations as a percentage of the number of requests for revised durations. A summary of the data is shown below;

Table 8. PI3. The total number of revised duration requests received and the percentage of requests approved.

Requests for revised durations	Number/Percentage
Total number of permit and permit variation applications received by Lincolnshire County Council during the first year of scheme.	40849
Total number of revised duration requests received.	1731
Total number of revised duration requests agreed.	1592
Total % of revised duration requests received as a % of number of permit and permit variation applications received.	4.24%
Total % of agreed revised duration requests as a % of number of revised duration requests received.	91.96%

Table 9. PI3. Number of approved revised durations by main works promoters

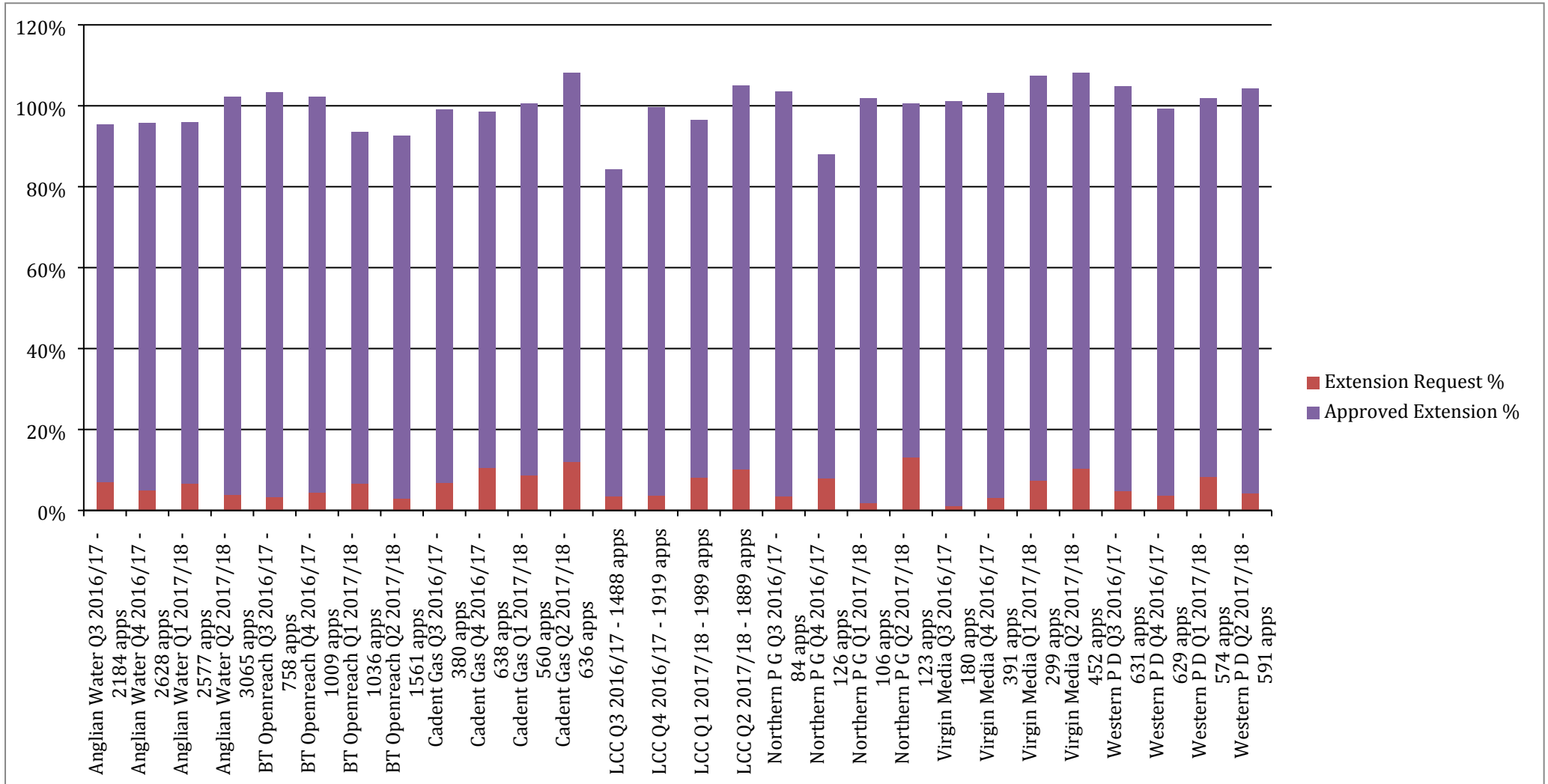


Table 10. PI3. Number of approved revised durations by works promoters

Works Promoter	No. of Extension Requests	of Extension Request %	No. of Approved Extensions	of Approved Extension %
Anglian Water Q3 2016/17 - 2184 apps	154	7.05	136	88.31
Anglian Water Q4 2016/17 - 2628 apps	131	4.98	119	90.84
Anglian Water Q1 2017/18 - 2577 apps	169	6.56	151	89.35
Anglian Water Q2 2017/18 - 3065 apps	121	3.95	119	98.35
BT Openreach Q3 2016/17 - 758 apps	25	3.30	25	100
BT Openreach Q4 2016/17 - 1009 apps	45	4.46	44	97.78
BT Openreach Q1 2017/18 - 1036 apps	69	6.66	60	86.96
BT Openreach Q2 2017/18 - 1561 apps	48	3.07	43	89.58
Cadent Gas Q3 2016/17 - 380 apps	26	6.84	24	92.31
Cadent Gas Q4 2016/17 - 638 apps	67	10.50	59	88.06
Cadent Gas Q1 2017/18 - 560 apps	49	8.75	45	91.84
Cadent Gas Q2 2017/18 - 636 apps	77	12.11	74	96.1
Energetics Electricity Q3 2016/17 - 1 app	0	0	0	0
Energetics Electricity Q4 2016/17 - 3 app	1	33.33	0	0
Energetics Electricity Q1 2017/18 - 4 app	4	100	2	50.00
Energetics Electricity Q2 2017/18 - 3 app	0	0	0	0
Energetics Gas Q2 2017/18 - 4 apps	3	75.00	2	66.67
ES Pipelines Q3 2016/17 - 5 apps	1	20.00	1	100
ES Pipelines Q4 2016/17 - 10 apps	2	20.00	2	100
ES Pipelines Q1 2017/18 - 12 apps	4	33.33	4	100
ES Pipelines Q2 2017/18 - 3 apps	0	0	0	0
ESP Electricity Q3 2016/17 - 2 apps	0	0	0	0
ESP Electricity Q2 2017/18 - 1 app	0	0	0	0
Fulcrum Pipelines Q3 2016/17 - 12 apps	0	0	0	0
Fulcrum Pipelines Q4 2016/17 - 17 apps	0	0	0	0
Fulcrum Pipelines Q1 2017/18 - 20 apps	1	5.00	0	0
Fulcrum Pipelines Q2 2017/18 - 21 apps	2	9.52	2	100
Gas Transportation Q3 2016/17 - 9 apps	0	0	0	0
Gas Transportation Q4 2016/17 - 6 apps	1	16.67	1	100
Gas Transportation Q1 2017/18 - 9 apps	1	11.11	1	100
Gas Transportation Q2 2017/18 - 12 apps	3	25.00	3	100
Gigaclear Q3 2016/2017 - 2 apps	0	0	0	0
Gigaclear Q4 2016/2017 - 3 apps	0	0	0	0
Gigaclear Q1 2017/2017 - 4 apps	0	0	0	0
Harlaxton E Net Q3 2016/17 - 3 app	0	0	0	0
Harlaxton E Net Q4 2016/17 - 8 apps	0	0	0	0
Harlaxton E Net Q1 2017/18 - 6 apps	1	16.67	1	100
Harlaxton E Net Q2 2017/18 - 3 apps	2	66.67	2	100
Ind Next Gen Net Q2 2017/18 - 1 apps	0	0	0	0
LCC Q3 2016/17 - 1488 apps	52	3.49	42	80.77
LCC Q4 2016/17 - 1919 apps	73	3.80	70	95.89
LCC Q1 2017/18 - 1989 apps	163	8.20	144	88.34
LCC Q2 2017/18 - 1889 apps	193	10.22	183	94.82
Network Rail Q3 2016/17 - 124 apps	0	0	0	0

Network Rail Q4 2016/17 - 230 apps	0	0	0	0
Network Rail Q1 2017/18 - 191 apps	3	1.57	2	66.67
Network Rail Q2 2017/18 - 202 apps	0	0	0	0
Northern P G Q3 2016/17 - 84 apps	3	3.57	3	100
Northern P G Q4 2016/17 - 126 apps	10	7.94	8	80.00
Northern P G Q1 2017/18 - 106 apps	2	1.89	2	100
Northern P G Q2 2017/18 - 123 apps	16	13.01	14	87.5
Romec Q3 2016/17 - 3 apps	0	0	0	0
Romec Q4 2016/17 - 3 apps	0	0	0	0
Romec Q1 2017/18 - 2 apps	0	0	0	0
Romec Q2 2017/18 - 6 apps	0	0	0	0
Severn Trent Water Q3 2016/17 - 3 apps	0	0	0	0
Severn Trent Water Q4 2016/17 - 3 apps	0	0	0	0
Severn Trent Water Q1 2017/18 - 4 apps	0	0	0	0
Severn Trent Water Q2 2017/18 - 5 apps	0	0	0	0
Telefonica (O2) Q3 2016/17 - 1 app	0	0	0	0
Telefonica (O2) Q4 2016/17 - 2 apps	0	0	0	0
Telefonica (O2) Q1 2017/18 - 4 apps	0	0	0	0
Telefonica (O2) Q2 2017/18 - 4 apps	0	0	0	0
T-Mobile Q3 2016/17 - 11 apps	0	0	0	0
T-Mobile Q4 2016/17 - 16 apps	0	0	0	0
T-Mobile Q1 2017/18 - 6 apps	0	0	0	0
T-Mobile Q2 2017/18 - 3 apps	0	0	0	0
Virgin Media Q3 2016/17 - 180 apps	2	1.11	2	100
Virgin Media Q4 2016/17 - 391 apps	12	3.07	12	100
Virgin Media Q1 2017/18 - 299 apps	22	7.36	22	100
Virgin Media Q2 2017/18 - 452 apps	47	10.40	46	97.87
Western P D Q3 2016/17 - 631 apps	30	4.75	30	100
Western P D Q4 2016/17 - 629 apps	23	3.66	22	95.65
Western P D Q1 2017/18 - 574 apps	47	8.19	44	93.62
Western P D Q2 2017/18 - 591 apps	25	4.23	25	100

6.3.2 Analysis

It is difficult to ascertain significant findings relating to any trends or patterns relating to the number of revised durations received during Year 1. Overall, requests to alter the duration of their works by works promoters have been low at less than 5%. Over 91% of these requests have been agreed. This is an indication that majority of original works durations are relevant and that any requests made to revise these are valid. Any inference resulting from this may only be revealed in future data comparisons. These statistics will be used as the base line for future reports.

6.4 PI4 The number of occurrences of reducing the application period

Also known as 'early starts', this will be shown as:

- the total number of permit and permit variation applications made
- the number of requests for to reduce the notification period as a percentage of total applications made

- the number of agreements to reduce the notification period as a percentage of requests made.

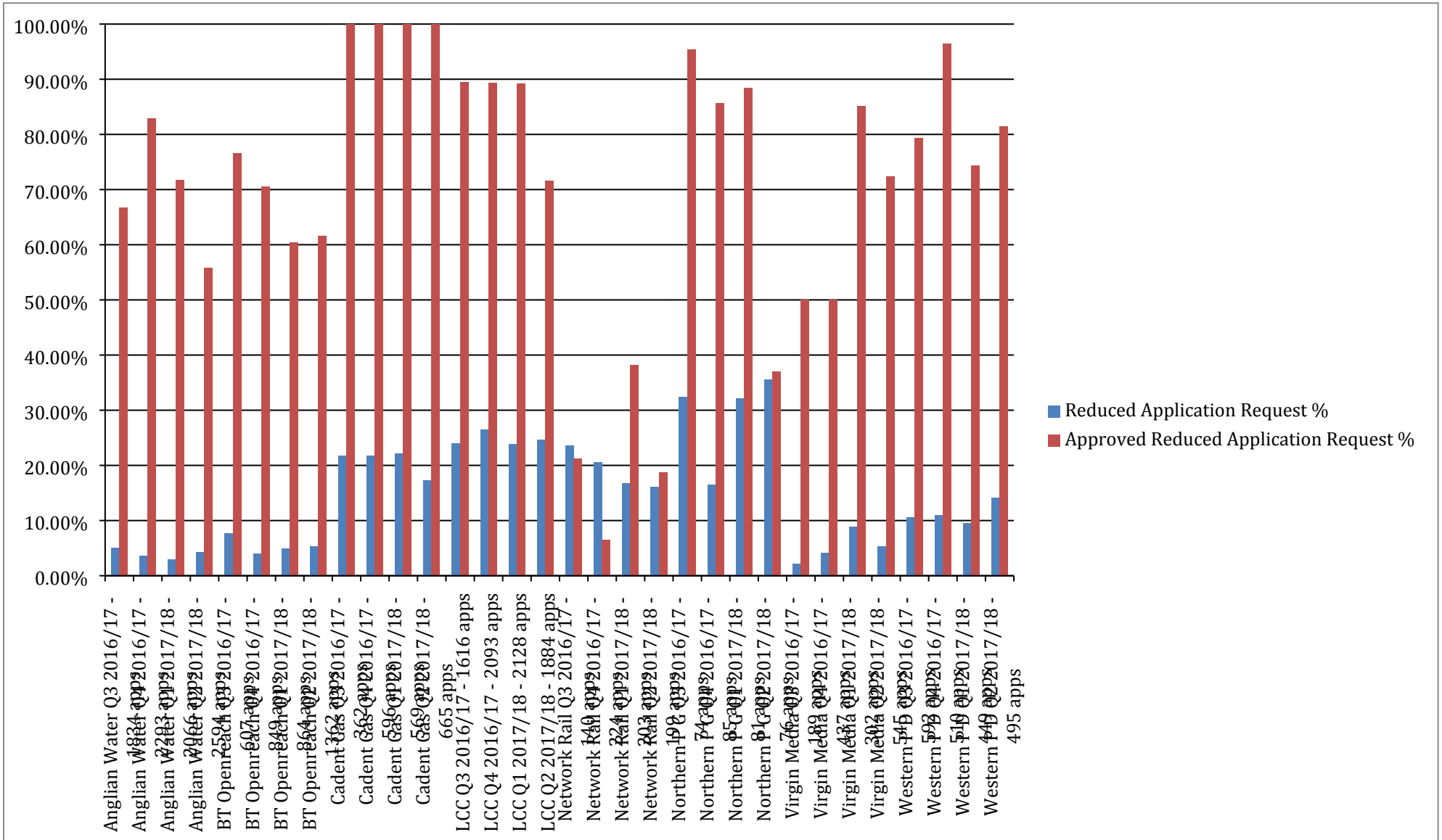
6.4.1 Results

The table below shows the number of requests to reduce the notification period as a percentage of the number of permit and permit variation applications made and the number of agreed reduced notification periods as a percentage of the number of requests made. A summary of the data is shown below;

Table 11. PI4 The total number of permit and permit variations made

Requests for revised durations	Number/Percentage
Total number of permit and permit variation applications received by Lincolnshire County Council during the first year of scheme.	40849
Total number of reduced notification requests received.	3491
Total % of requests to reduce the notification period as a % of number of permit and permit variation applications received.	8.54%
Total % of agreed requests to reduce the notification period as a % of number of requests to reduce the notification period received.	80.37%

Table 12. PI4. The number of occurrences of reducing the application period by main works promoters



6.4.2 Analysis

This measure was considered to be in relation to the number of times promoters were allowed by Lincolnshire County Council to start their works without having to comply with the minimum permit application lead-in period, commonly known as an early start agreement.

The Lincolnshire Permit Scheme provides a framework for Lincolnshire County Council to treat all activities and activity promoters covered by the scheme on an equal basis. The above data shows that largely to be the case. Early start requests are considered individually on their own merits by Lincolnshire County Council and are never refused without a valid reason.

It is difficult to ascertain significant findings relating to any trends or patterns relating to the number of revised durations received during Year 1. Any inference resulting from this may only be revealed in future data comparisons. These statistics will be used as the base line for future reports.

7 TPI measures

This section outlines the Permit Indicators (TPI) contained as Annex A within the Statutory Guidance for Highway Authority Permit Schemes.

These indicators for permit schemes are additional to the general TMA Performance Indicators (TPIs), which are already being produced nationally.

The data presented in this section has been processed by using the Confirm system in-built reports and has been analysed manually and randomly cross-checked to ensure validity.

7.1 TPI1 Works Phases Started (Base Data)

Promoter	Works phases started 16/17	Q3	Works phases started 16/17	Q4	Works phases started 17/18	Q1	Works phases started 17/18	Q2
Anglian Water	2034		2178		2131		2626	
BT Openreach	674		777		779		1182	
Cadent Gas	393		419		387		385	
Energetics Electricity	0		0		5		2	
Energetics Gas	0		0		0		2	
ES Pipelines	6		6		8		4	
ESP Electricity	3		0		0		0	
Fulcrum Pipelines	9		8		12		13	
Gas Transportation Co	8		10		6		14	
Gigaclear	6		3		3		0	
Harlaxton Energy Networks	0		7		2		6	
Independent Next Generation Network	1		0		0		1	
Network Rail	108		125		122		103	
Northern Powergrid	75		118		97		112	
Romec	3		3		2		6	
Severn Trent Water	3		3		3		5	
Telefonica (O2)	2		4		4		4	

T-Mobile	11	16	6	7
Virgin Media	110	158	202	351
Western Power Distribution	542	581	515	526
Total utility promoters	3988	4416	4284	5349
Lincolnshire County Council	1954	2238	2153	1452
Total all promoters	5942	6654	6437	6801

7.2 TPI2 Works Phases Completed (Base Data)

Promoter	Works phases completed Q3 16/17	Works phases completed Q4 16/17	Works phases completed Q1 17/18	Works phases completed Q2 17/18
Anglian Water	2065	2136	2118	2626
BT Openreach	698	769	767	1173
Cadent Gas	431	396	391	373
Energetics Electricity	1	0	5	1
Energetics Gas	0	0	0	2
ES Pipelines	6	6	5	7
ESP Electricity	3	0	0	0
Fulcrum Pipelines	9	7	11	15
Gas Transportation Co	8	8	8	13
Gigaclear	5	3	3	1
Harlaxton Energy Networks	0	7	2	6
Independent Next Generation Network	1	0	0	1
Network Rail	106	126	117	104
Northern Powergrid	78	118	93	110
Romec	3	3	2	6
Severn Trent Water	3	3	3	5
Telefonica (O2)	2	4	4	4
T-Mobile	11	16	6	7
Virgin Media	111	147	175	323
Western Power Distribution	576	563	519	531
Total utility promoters	4117	4312	4229	5308
Lincolnshire County Council	1590	1127	1084	1436
Total all promoters	5707	5439	5313	6744

7.3 TPI3 Days of Occupancy Phases Completed

Promoter	No. of days of occupancy Q3 16/17	No. of days of occupancy Q4 16/17	No. of days of occupancy Q1 17/18	No. of days of occupancy Q2 17/18
Anglian Water	7511	7867	8376	9990
BT Openreach	2194	2627	2989	3888
Cadent Gas	4263	4008	3711	4760
Energetics Electricity	10	0	26	29
Energetics Gas	0	0	0	13
ES Pipelines	43	58	61	60

ESP Electricity	19	0	0	0
Fulcrum Pipelines	55	61	117	128
Gas Transportation Co	36	73	53	72
Gigaclear	51	20	21	7
Harlaxton Energy Networks	0	57	20	69
Independent Next Generation Network	3	0	0	17
Network Rail	207	249	450	812
Northern Powergrid	568	807	835	920
Romec	3	3	2	6
Severn Trent Water	7	14	7	18
Telefonica (O2)	3	6	9	7
T-Mobile	19	29	6	8
Virgin Media	478	1046	2188	3882
Western Power Distribution	4258	4141	4170	3835
Total utility promoters	19728	21066	23041	28521
Lincolnshire County Council	2850	3132	3640	8120
Total all promoters	22578	24198	26681	36641

7.4 TPI4 Average Duration of Works

Promoter	Average duration of works phases completed (days)		Average duration of works phases completed (days)	
	Q3 16/17	Q4 16/17	Q1 17/18	Q2 17/18
Anglian Water*	3.64	3.56	4.01	3.70
BT Openreach*	3.20	3.40	3.68	3.15
Cadent Gas*	10.24	9.56	9.45	11.12
Energetics Electricity	14.00	0.00	5.20	23.00
Energetics Gas	0.00	0.00	0.00	6.50
ES Pipelines	7.17	9.67	6.40	13.14
ESP Electricity	6.33	0.00	0.00	0.00
Fulcrum Pipelines	6.11	6.14	9.00	10.93
Gas Transportation Co	5.25	7.25	8.50	5.08
Gigaclear	7.80	10.33	5.67	12.00
Harlaxton Energy Networks	0.00	8.14	10.00	11.50
Independent Next Generation Network	3.00	0.00	0.00	17.00
Network Rail*	1.93	1.95	2.68	5.88
Northern Powergrid*	7.23	7.02	8.82	7.92
Romec	1.00	1.00	1.00	1.00
Severn Trent Water*	2.33	4.67	2.33	3.60
Telefonica (O2)	1.50	1.50	2.25	1.75
T-Mobile	1.73	1.81	1.00	1.14
Virgin Media*	4.32	5.73	9.79	10.99
Western Power Distribution*	8.41	7.09	7.84	7.49
Total utility promoters	4.98	4.69	5.25	5.10
Lincolnshire County Council	5.92	4.60	4.30	3.26

Total all promoters	5.32	5.49	5.66	8.00
Total per main utility promoters* + LCC	5.24	5.28	5.87	6.34

7.5 TPI5 Phases Completed involving overrun

Promoter	Works phases completed involving overrun (days) Q3 16/17		Works phases completed involving overrun (days) Q4 16/17		Works phases completed involving overrun (days) Q1 17/18		Works phases completed involving overrun (days) Q2 17/18	
Anglian Water	58		67		8		20	
BT Openreach	9		19		21		116	
Cadent Gas	151		158		84		113	
Energetics Electricity	0		0		0		0	
Energetics Gas	0		0		0		0	
ES Pipelines	0		0		0		0	
ESP Electricity	0		0		0		0	
Fulcrum Pipelines	0		0		8		17	
Gas Transportation Co	0		0		7		0	
Gigaclear	0		0		0		0	
Harlaxton Energy Networks	0		0		0		0	
Independent Next Generation Network	0		0		0		5	
Network Rail	0		0		0		0	
Northern Powergrid	0		0		1		0	
Romec	0		0		0		0	
Severn Trent Water	0		0		0		0	
Telefonica (O2)	0		0		0		0	
T-Mobile	0		0		0		0	
Virgin Media	4		97		145		118	
Western Power Distribution	19		3		74		5	
Total utility promoters	241		344		348		394	
Lincolnshire County Council	367		58		297		344	
Total all promoters	608		402		645		738	

7.6 TPI6 Number of deemed permit applications

Promoter	No. of deemed permit applications Q3 16/17		No. of deemed permit applications Q4 16/17		No. of deemed permit applications Q1 17/18		No. of deemed permit applications Q2 17/18	
Anglian Water	3		1		1		0	
BT Openreach	1		1		1		1	
Cadent Gas	0		1		1		0	
Energetics Electricity	0		0		0		0	
Energetics Gas	0		0		0		0	
ES Pipelines	0		0		0		0	

ESP Electricity	0	0	0	0
Fulcrum Pipelines	0	0	0	0
Gas Transportation Co	0	0	0	0
Gigaclear	0	0	0	0
Harlaxton Energy Networks	0	0	0	0
Independent Next Generation Network	0	0	0	0
Network Rail	0	0	0	0
Northern Powergrid	0	0	0	1
Romec	0	0	0	0
Severn Trent Water	0	0	0	0
Telefonica (O2)	0	0	0	0
T-Mobile	0	0	0	1
Virgin Media	0	0	0	0
Western Power Distribution	0	3	0	1
Total utility promoters	4	6	3	4
Lincolnshire County Council	3	3	3	3
Total all promoters	7	9	6	7

7.7 TPI7 Number of Phase One Permanent Registrations (reinstatements)

Promoter	No. of phase one permanent reinstatements Q3 16/17	No. of phase one permanent reinstatements Q4 16/17	No. of phase one permanent reinstatements Q1 17/18	No. of phase one permanent reinstatements Q2 17/18
Anglian Water	1600	1565	1676	1865
BT Openreach	414	456	504	851
Cadent Gas	369	346	328	307
Energetics Electricity	0	0	2	0
Energetics Gas	0	0	0	0
ES Pipelines	6	5	3	4
ESP Electricity	1	0	0	0
Fulcrum Pipelines	9	6	9	11
Gas Transportation	5	7	7	8
Gigaclear	5	3	3	1
Harlaxton Energy Networks	0	6	2	4
Independent Next Generation Network	1	0	0	1
Network Rail	1	1	0	0
Northern Powergrid	69	72	64	87
Romec	3	3	2	6
Severn Trent Water	2	3	1	2
Telefonica (O2)	0	3	2	4
T-Mobile	2	6	0	2
Virgin Media	92	123	132	203
Western Power Distribution	366	365	359	343
Total utility promoters	2945	2970	3094	3699
Lincolnshire County Council	23	20	18	23
Total all promoters	2968	2990	3112	3722

8 Authority Measures

In addition to the above measures, Lincolnshire County Council has collated its own data which reflect the objectives put forward in the permit scheme submission documentation.

In order to be able to successfully gather this information, Lincolnshire County Council commissioned Pitney Bowes, as software supplier/developer, to write a bespoke report to enable the correct data to be extracted from the Confirm system. This data was then analysed manually and randomly cross-checked to ensure validity.

8.1 LPI1 Number of approved extensions

This will be shown as:

- the total number of permit and permit variation applications issued
- the number of requests for extensions shown as a percentage of permit and permit variation applications issued
- the number of approved extensions as a percentage of extension requests made.

8.1.1 Results

The table below shows the number of requests to extend the duration of works as a percentage of the number of permit and permit variation applications received and the number of approved extensions as a percentage of the number of extension requests made. A summary of the data is shown below;

Table 13. LPI1 Number of approved extensions

Number of approved extensions	Number/Percentage
Total number of permit and permit variation applications received by Lincolnshire County Council during the first year of scheme.	40849
Total % of extension requests received as a % of number of permit and permit variation applications issued.	4.24%
Total % of approved requests to extend the works duration as a % of number of extension requests received.	91.96%

Table 14. LPI1 The number/percentage of requests for extensions and the number agreed as a percentage of requests

Promoter	No. of Ext Req	Q3%ExtReq	Q3%ExtGrant	Q4ExtReq	Q4%ExtGrant	Q1%ExtReq	Q1%ExtGrant	Q2%ExtReq	Q2%ExtGrant
Anglian Water - 10454 apps	575	(154)7.05%	(136)88.31%	(131)4.98%	(119)90.84%	(169)6.56%	(151)89.35%	(121)3.95%	(119)98.35%
BT Openreach - 4364 apps	187	(25)3.30%	(25)100%	(45)4.46%	(44)97.78%	(69)6.66%	(60)86.96%	(48)3.07%	(43)89.58%
Cadent - 2214 apps	219	(26)6.84%	(24)92.31%	(67)10.50%	(59)88.06%	(49)8.75%	(45)91.84%	(77)12.11%	(74)96.10%
Energetics Electricity - 10 apps	6	0	0	(1)33.33%	(0)0%	(4)100%	(2)50.00%	(1)50.00%	(1)100%
Energetics Gas - 4 apps	3	0	0	0	0	0	0	(3)75.00%	(2)66.67%
ES Pipelines - 30 apps	7	(1)20%	(1)100%	(2)20%	(2)100%	(4)33.33%	(4)100%	0	0
ESP Electricity - 3 apps	0	0	0	0	0	0	0	0	0
Fulcrum Pipelines - 71 apps	3	0	0	0	0	(1)5.00%	(0)0%	(2)9.52%	(2)100%
Gas Transportation - 36 apps	5	0	0	(1)16.67%	(1)100%	(1)11.11%	(1)100%	(3)25.00%	(3)100%
Gigaclear - 8 apps	0	0	0	0	0	0	0	0	0
Harlaxton Energy Net - 19 apps	3	0	0	0	0	(1)16.67%	(1)100%	(2)66.67%	(2)100%
ING - 2 apps	0	0	0	0	0	0	0	0	0
Network Rail - 705 apps	3	0	0	0	0	(3)1.57%	(2)66.67%	0	0
Northern Power Grid - 439 apps	31	(3)3.57%	(3)100%	(10)7.94%	(8)80%	(2)1.89%	(2)100%	(16)13.01%	(14)87.50%
Romec - 14 apps	0	0	0	0	0	0	0	0	0
Severn Trent Water - 15 apps	0	0	0	0	0	0	0	0	0
Telefonica - 14 apps	0	0	0	0	0	0	0	0	0
T-Mobile - 42 apps	0	0	0	0	0	0	0	0	0
Virgin Media - 1322 apps	83	(2)1.11%	(2)100%	(12)3.07%	(12)100%	(22)7.36%	(22)100%	(47)10.40%	(46)97.87%
Western Power Dist - 2425 apps	125	(30)4.75%	(30)100%	(23)3.66%	(22)95.65%	(47)8.19%	(44)93.62%	(25)4.23%	(25)100%
Total all Utilities Promoters	1250	(241)5.47%	(221)91.70%	(292)5.12%	(267)91.43%	(372)6.87%	(334)89.78%	(345)5.16%	(331)95.94%
Lincs C C - 7285 apps	481	(52)3.49%	(42)80.77%	(73)3.80%	(70)95.89%	(163)8.20%	(144)88.34%	(193)10.22%	(183)94.82%
Total all Promoters	1731	(293)4.97%	(263)89.76%	(365)4.79%	(337)92.32%	(535)7.22%	(478)89.34%	(538)6.27%	(514)5.99%

8.1.2 Analysis

This measure was considered to be in relation to the number of times promoters were allowed by Lincolnshire County Council to extend the duration of their works past the original notification date and is intended to help show the effectiveness of promoters in planning works correctly.

The Lincolnshire Permit Scheme provides a framework for Lincolnshire County Council to treat all activities and activity promoters covered by the scheme on an equal basis. Extension requests are considered individually on their own merits by Lincolnshire County Council.

8.2 LPI2 Number of PAA, permit and permit variation applications cancelled

The intention of this performance indicator was to present the analysis of PAA and permit/permit variation requests separately. During manual scrutiny of the figures it became evident that there were slight irregularities in the data produced, making it unstable. This has prevented individual figures being available at this time. Work will continue to resolve this situation and it is anticipated that the information will be available in its original desired format in future evaluation reports.

This will be shown as:

- the number cancelled as a percentage of the total

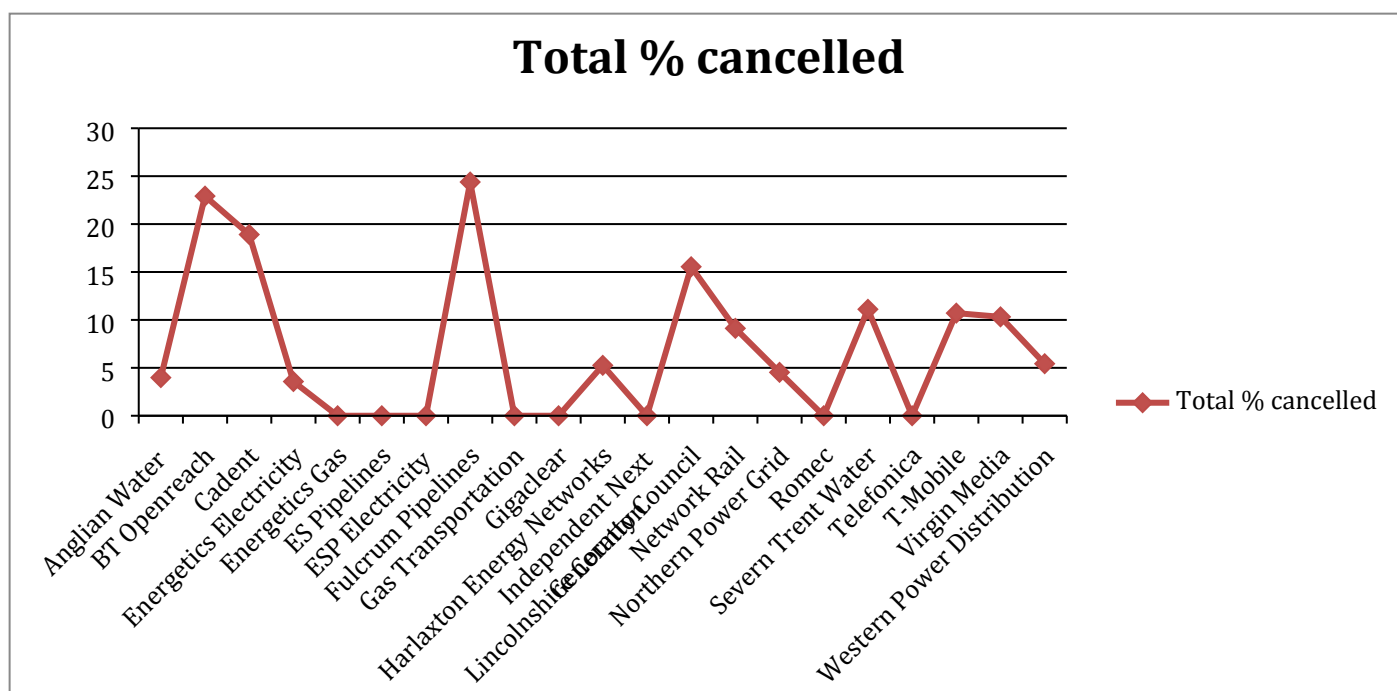
8.2.1 Results

The table below shows the number of cancelled PAA, permit and permit variation applications as a percentage of the total number of PAA, permit and permit applications made. A summary of the data is shown below;

Table 15. LPI2 The total number of cancellations made as a percentage of the total number of applications received

Number of cancellations	Number/Percentage
Total number of permit and permit variation applications made to Lincolnshire County Council during the first year of scheme.	40849
Total number of PAA, permit and permit variation applications cancelled.	4513
Total % of PAA, permit and permit variation applications cancelled as a % of number of PAA, permit and permit variation applications made.	11.05%

Table 16. LPI2 The percentage of cancelled PAA and permit applications per promoter



8.2.2 Analysis

This measure was considered to be in relation to the number of times promoters cancelled PAA, permit and permit variation applications and is intended to help show the effectiveness of promoters in planning works correctly.

The Lincolnshire Permit Scheme provides a framework for Lincolnshire County Council to treat all activities and activity promoters covered by the scheme on an equal basis.

8.3 LPI3 Number of remedial reinstatements

This will be shown as:

- the number of permits granted where the phase type is remedial

8.3.1 Results

The table below shows the number of remedial reinstatement phase applications granted. A summary of the data is shown below;

Table 17. LPI3 The number of remedial reinstatement permit applications granted

Number of remedial reinstatements	Number
Total number of permit and permit variation applications issued by Lincolnshire County Council during the first year of scheme.	40849
Total number of remedial reinstatement phase applications granted.	593

Table 18. LPI3 The number of remedial reinstatement permit applications granted per promoter

Promoter	No. of remedial reinstatements Q3 2016/17	No. of remedial reinstatements Q4 2016/17	No. of remedial reinstatements Q1 2017/18	No. of remedial reinstatements Q2 2017/18
Anglian Water	67	93	70	50
BT Openreach	39	30	15	34
Cadent	15	12	18	14
Energetics Electricity	0	0	0	0
ES Pipelines	0	0	0	0
ESP Electricity	0	0	0	0
Fulcrum Pipelines	0	0	0	0
Gas Transportation	0	0	0	0
Gigaclear	0	0	0	0
Harlaxton Energy Networks	0	0	1	0
Ind Next Generation	0	0	0	0
Network Rail	0	0	0	0
Northern Power Grid	3	1	5	0
Romec	0	0	0	0
Severn Trent Water	0	0	0	0
Telefonica	0	0	0	0
T-Mobile	0	1	2	0
Virgin Media	1	0	1	4
Western Power Distribution	20	24	28	34
Total all Utilities Promoters	145	161	140	136
Lincolnshire County Council	0	1	6	4
Total all Promoters	145	162	146	140

8.3.2 Analysis

This measure was considered to be in relation to the number of times works promoters have applied to carry out remedial works to reinstatements and will indicate the level of non-compliance with specifications and quality of workmanship (defects).

The Lincolnshire Permit Scheme provides a framework for Lincolnshire County Council to treat all activities and activity promoters covered by the scheme on an equal basis.

8.4 LPI4 Number of FPN's issued

This will be shown as:

- the total number of FPN's issued

8.4.1 Results

This information was gathered from manual registers held, that record the full history and status of every fixed penalty notice issued by Lincolnshire County Council.

The table below shows the number of FPN's issued during the first year of scheme. A summary of the data is shown below;

Table 19. LPI4 The number of fixed penalty notices issued

Number of FPN's issued	Number
Total number of permit and permit variation applications issued by Lincolnshire County Council during the first year of scheme.	40849
Total number of FPN's issued by Lincolnshire County Council during the first year of scheme.	972

Table 20. LPI4 The number of fixed penalty notices issued per promoter

Promoter	No. of FPN's issued 2016/17	No. of FPN's issued Q3 2016/17	No. of FPN's issued Q4 2016/17	No. of FPN's issued 2017/18	No. of FPN's issued Q1 2017/18	No. of FPN's issued Q2 2017/18
Anglian Water	0	24	50	116		
BT Openreach	0	5	33	66		
Cadent	0	36	43	117		
Energetics Electricity	0	0	0	0		
ES Pipelines	0	0	0	0		
ESP Electricity	0	0	0	0		
Fulcrum Pipelines	0	2	2	9		
Gas Transportation	0	0	0	0		
Gigaclear	0	0	1	1		
Harlaxton Energy Networks	0	0	0	4		
Ind Next Generation	0	0	0	0		
Network Rail	0	4	4	3		
Northern Power Grid	0	2	4	27		
Romec	0	0	0	1		
Severn Trent Water	0	0	1	0		
Telefonica	0	0	0	0		
T-Mobile	0	0	0	0		
Virgin Media	0	4	23	34		
Western Power Distribution	0	30	43	108		
Total all Utilities Promoters	0	107	204	486		
Lincolnshire County Council	0	0	19	156		
Total all Promoters	0	107	223	642		

8.4.2 Analysis

This measure was considered to be in relation to the number of times a fixed notice penalty was issued as a result of works promoters either failing to supply required accurate timely information relating to their works or by failing to provide information which accurately reflects their works taking place on site at that time.

The Lincolnshire Permit Scheme provides a framework for Lincolnshire County Council to treat all activities and activity promoters covered by the scheme on an equal basis.

9 Conclusion

The Lincolnshire Network Management Plan recognises that maintaining and improving roads, coordinating street works and managing parking support business and is necessary to drive economic growth.

The County Council's Key Aims to facilitate the objectives of the Network Management Plan are:

- Safeguarding the quality and effectiveness of highways as the major transport network
- Developing a consistent and appropriate implementation of regulations. Fairly balancing the legitimate needs of road users and works promoters of all types
- Identifying and promoting good practice to all aspects of traffic and works co-ordination
- Maintaining an attitude of co-operation and pursuit of efficiency of operation of works, whilst remaining mindful of regulatory responsibilities
- Managing the road network and maintaining quality with reduced budgets through use of innovative partnerships

The introduction of a permit scheme has enabled powers not previously available under legislation to be used. These new controls have improved the management of all activities on the road network through increased co-ordination and timing of works with all works promoters, including works for road purposes.

Permit condition inspections have provided a greater opportunity for inspecting works taking place, therefore helping to safeguard the quality of work on the highway. Previously the legislative requirement was to inspect 30% of the utility works in progress each year. One of the benefits of permitting has been a wider distribution of inspection staff which has increased the inspection rate to 40% of all highway works.

The first year of permitting has seen an overall rise in the total number of day's occupancy on the highway when compared to previous years. This is attributed to the requirement for all county council works to be permitted to demonstrate parity with other works promoters. By applying a consistent and appropriate implementation of the regulations, fairly balancing the needs of the public and that of the utilities, the number of days' occupancy by utilities during the first year of the scheme has decreased by nearly 2,500.

Any action carried out on the highway has the potential to cause disruption; our objective is to encourage a proactive attitude from works promoters. Regular performance meetings with utilities are held, where discussions relating to defects take place. This enables greater understanding as to why they have occurred and which measures can be introduced to prevent future reoccurrences. This contributes to improving the safety of road users via signing, lighting and guarding defects and protecting the network asset via reinstatement defects.

Through identifying and promoting good practice to all aspects of traffic and works co-ordination and by developing and maintaining good working relationships with utilities, requests to either change the duration or extend the timeframe of works taking place have been less than 5% during the first year and over 80% of requests to start work early have been able to be agreed in pursuit of the efficiency of operation of works. Utilities have also taken advantage of the better communication and co-ordination tools available and have worked collaboratively within the county

on 20 occasions. This is actively encouraged through the permitting scheme by offering a 30% permit fee discount as an inducement.

The Lincolnshire Permit Scheme (LiPS) has provided an opportunity to realise the benefits to road users, local residents and businesses in the county and surrounding area. The scheme provides better control, planning and coordination of works and a more robust framework for checking and challenging activities to reduce the total number of highway occupancy days and ensure that the conditions attributed to permits promote the expeditious movement of traffic through works; reducing disruption and promoting safety at works sites.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	12 March 2018
Subject:	Highways and Transport Scrutiny Committee Work Programme

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

Highways and Transport Scrutiny Committee

12 MARCH 2018 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Quarter 3 Performance Report (1 October to 31 December 2017)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
Effective Highways Communication	Satish Shah, Network Manager	Review of the work being undertaken to enhance service users' experience with regards to the Highways and Transport services.
Major Route Network Consultation	Ian Kitchen, Transport Policy Manager	Consideration of the DfT consultation on proposals for a Major Road Network (MRN).
East Coast Main Line Route Study Consultation	Ian Kitchen, Transport Policy Manager	Consultation item on the East Coast Main Line Route Study and review of proposed response.
Permit Scheme Annual Report	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.

23 APRIL 2018 – 10:00am		
Item	Contributor	Purpose
Winter Maintenance – End of Year Report	Vincent VanDoninck, Policy and Strategic Asset Manager	Review of 2017/18 winter maintenance period.
Review of Sleaford Transport Strategy	Andy Gutherson, County Commissioner Economy and Place	Consideration of the progress made against the Sleaford Transport Strategy objectives and outcomes.
Coastal Highway	Andy Gutherson, County Commissioner Economy and Place	Review of the first phase of work and initial report on possible options.
Lincolnshire Connected	Vanessa Strange, Accessibility and Growth Manager; Ian Kitchen, Transport Policy Manager	Consideration of future infrastructure requirements

23 APRIL 2018 – 10:00am		
Item	Contributor	Purpose
Re-consideration of the Speed Management in Lincolnshire Scrutiny Review (20mph Limits and Zones)	TBC	Consideration of the previous Speed Management in Lincolnshire Scrutiny Review (2014) Recommendation 5 (20mph Limits and Zones)

11 JUNE 2018 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Quarter 4 Performance Report (1 January to 31 March 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
Passenger Transport Update	Anita Ruffle, Group Manager Transport Services	Comprehensive update on a wide range of Passenger Transport related items.

16 JULY 2018 – 10:00am		
Item	Contributor	Purpose
CCTV Pilot Scheme for Parking enforcement outside schools	Matt Jones, Parking Services Manager	Review of progress on the CCTV Pilot Scheme.

10 SEPTEMBER 2018 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Quarter 1 Performance Report (1 April to 30 June 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

22 OCTOBER 2018 – 10:00am		
Item	Contributor	Purpose
Provisional Engagement with Network Rail	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.

10 DECEMBER 2018 – 10:00am

Item	Contributor	Purpose
Quarter 2 Performance Report (1 July to 30 September 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

Items to be programmed

Highways

- New Highways Operating Model VfM Assessment
- Network Management Plan
- A46 Dunholme / Welton Roundabout

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

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
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