

**HIGHWAYS AND TRANSPORT
SCRUTINY COMMITTEE
23 APRIL 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, B Adams and R A Renshaw

Councillors: R G Davies and Clio Perraton-Williams attended the meeting as observers

Officers in attendance:-

Andy Gutherson (County Commissioner for Economy and Place), Mick Phoenix (Regulation Services Manager), Paul Rusted (Infrastructure Commissioner), Daniel Steel (Scrutiny Officer), Vanessa Strange (Accessibility and Growth Manager) and Rachel Wilson (Democratic Services Officer)

66 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor M A Griggs.

67 DECLARATION OF MEMBERS' INTERESTS

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

68 MINUTES OF THE MEETING HELD ON 12 MARCH 2018

RESOLVED

That the minutes of the meeting held on 12 March 2018 be signed by the Chairman as a correct record.

69 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR AND LEAD OFFICERS

There were no announcements from the Chairman, Executive Councillor or senior officers.

70 NETWORK MANAGEMENT PLAN UPDATE

The Committee received a report which provided members with the opportunity to consider the Network Management Plan. It was reported that under the Traffic Management Act 2004, part of the duties of the Traffic Manager, included a recommendation that a Network Management Plan should be used to gather all the

policies, standards and procedures associated with highways network management into one document. The Plan implemented the objectives and aims of the Local Transport Plan 4, however it was regularly reviewed to reflect changes introduced by central government and local priorities.

Members were advised that the key aim of the Network Management Plan was to deliver against the government's priorities for transport in areas such as accessibility, reliable journey times and better air quality. It was noted that the integration of the various plans and policies with the Network Management Plan allowed a co-ordinated approach to deliver a well-managed network. The introduction of Value for Money performance measures, as part of the reorganisation, helped to ensure that the delivery of services was closely monitored and any efficiency gains identified could be incorporated into the Network Management Plan.

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 included the following:

- It was queried whether electronic links to the urban transport strategies for Lincoln, Grantham, Boston, Spalding, Sleaford and Gainsborough could be included at the end of the document. Officers agreed to add these in.
- It was commented that, in relation to road classification, the functions of roads in rural and urban areas could change, and it was queried what options there were for changing the position of roads within the road hierarchy. Members were advised that the policy on roads was one step above the Network Management Plan and was a collaboration between the network function and those involved in transport planning.
- In relation to permits, it was noted that when a road surface had just been laid it became protected. However, utility companies had a statutory right to access their pipes which would override the protected status.
- In relation to the Lincolnshire Broadband Programme, it was queried whether it was thought that the projected timescales were realistic. Members were advised that the timescales were set by BT and were incorporated into the document. The executive Councillor for Highways, Transport and IT added that the onlincolnshire broadband project was actually a little ahead of schedule. Therefore, it was believed that the timescales for implementation were realistic.
- Further to the query regarding the broadband project, it was commented that there were some rural villages which could not access the superfast broadband. It was noted that the cables in the area had been upgraded, however, due to network capacity issues some people were not able to get the speeds promised. It was suggested that this issue should be taken up with the Executive Councillor outside of the meeting.
- It was queried whether the pedestrian crossing policy was available, and it was reported that there was a Network Management Plan working group which would be meeting in the near future. Following this, the policies would be made available online.
- In relation to Civil Parking Enforcement (CPE), it was commented that the biggest problem seemed to be vehicles causing obstruction. However,

members were advised that the Council did not have any powers to deal with obstruction. That was a power which remained with the police.

- In terms of enforcement services for CPE, it was clarified that there were two separate contracts, one for the on street enforcement, and the other for the back office functions including the processing of tickets.
- It was queried whether there was any data on what had been achieved so far in relation to enforcement of parking restrictions around schools. Members were advised that a report would be coming to the June meeting of this Committee.
- Members were encouraged that the Council was continuing to develop its cycling strategy, but it was requested whether there could be more joined up thinking in terms of cycle lanes, and increasing the amount of uninterrupted paths (it was commented that some cycle paths ran out on some roads), in order to encourage as many people to cycle as possible. It was noted that this would be taken back to the relevant officers.
- It was queried whether there was any further progress in relation to the government consultation on de-trunked roads. Members were advised that officers were still awaiting the decision from central government.
- It was confirmed that there were set timescales for temporary traffic lights to allow traffic to pass.
- It was queried how often penalties had to be issued for permit violations. Members were advised that BT met regularly with the network compliance manager.
- It was queried whether the Council would be joining the national campaign in relation to pavement parking. It was noted that further talks would be taking place, but it was something which seemed to be gaining momentum. The Chairman advised that he represented Lincolnshire on PATROL (Parking and Transport Regulations Outside London), and this had been a big issue for all councils and was high on the agenda.
- It was commented that some of the road lines seemed to be wearing off and it was queried whether there was a need for more resilient and long lasting paint, as if the lines were not visible, CPE would not be able to issue tickets.
- Issues regarding trees encroaching onto footways were raised, and it was noted that this would be the responsibility of Area Teams. It was commented that the full width of the footway should be available for use.
- It was commented that most of the comments that members received from parish councils related to speed limits. It was highlighted that some parish councils were spending a lot of money on additional signage. It was queried whether there was a need for the speed limit review to be carried out again, as a task and finish group was held in 2014 on this issue. However, members were advised that there was a process just beginning to review the speed management policy, which would take into consideration government directives on speed limits.
- In relation to parishes, it was commented that all parishes reported problems with speeding. However, it was also commented that the majority of people speeding through villages were local to the area. If speed limits were being ignored then that was a police issue, and the council would not want to set false expectations by lowering speed limits if they could not be enforced.

- It was suggested that if people were made aware of all the processes involved in setting up temporary traffic lights and traffic management while repairs were made to the road, then residents may be more understanding of the disruption.

RESOLVED

That the comments made in relation to the Network Management Plan be noted.

71 ADDITIONAL HIGHWAYS FUNDING

Consideration was given to a report which set out the potential approach to the effective use of additional maintenance funding.

It was reported that all of the Councils existing highways maintenance funding was focused on delivering the best outcomes for the highway user through implementation of the Highway Asset Management Policy, Strategy and Plan. This robust approach to the use of resources allowed officers to maximise the potential benefit to the road user as demonstrated by the Council's recent CQC Efficiency Rating of 98%, but it also ensured that the authority received the maximum level of Incentive Funding from the Department for Transport.

Members were advised that the Highways Service had recently received additional funding from a variety of sources:

- £4m from the Council's own underspend/reserve which was available to spend during the duration of the Council
- £1.7m from the Department for Transport's Pothole Fund which should be spent during the financial year 2018/19
- A further £3.3m allocated by Council in the 2018/19 Budget which was available to spend during the duration of this Council.
- A further £3.4m from the Department for Transport. £2.5m of which was already expected and had been included in initial budget planning, but the Council had gained an additional £0.9m on top of this. This should also be spent during the 2018/19 financial year.

It was confirmed in the meeting that the Department for Transport had confirmed that the Council's entire Capital maintenance allocation for 2018/19 would be £30.1m which was in line with expectations.

A number of suggested treatments were outlined in the report for use of the additional funding and included:

- Patching
- Surface dressing and surface treatments
- Thin surface course replacement
- Residential streets
- Recycling schemes
- Retread
- Road markings

- First time fix pothole gangs

It was also reported that Lincolnshire was now rated as level 3 in all 22 areas which were assessed by the Department for Transport, and so there was no doubt that the authority would be maintaining the additional funding.

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 queried whether a programme of work over the next three years would be produced, and members were advised that this would depend on what type of work was undertaken.
- It was commented that the residential streets work would be relatively easy to measure up and procure so officers would be able to get a good price for the work.
- It was commented that this was an extremely useful report.
- It was clarified that 'fines' referred to the smaller size material that was added to the road surface mix and would help to hold the surface together.
- One member commented that residents in his division were very grateful that potholes on a stretch of road had been fixed.
- Queries were raised regarding the use of plastics in the tarmac mix for roads, and it was noted that officers were always looking for innovative solutions. Any different material trialled would always be monitored by the lab.
- It was noted that Cumbria had trialled the use of plastics in the road surface, but it was felt that it was done more as a way of getting rid of plastics as much as treating the road. There had been feedback from Holland, where this method was also used, that there had been some issues with temperature variation.
- Members welcomed the Confirm reports which they received on a regular basis and commented that they were very useful when attending parish council meetings.
- It was suggested whether there could be a planned programme of works to put concrete edges on roads, as those A and B roads which had concrete edging seemed to be in better condition than those which just ran into the grass. It had also been observed that most potholes seemed to form at the edges of roads, and it was suggested that if these were treated the pothole problem may reduce over time. Members were advised that a programme for this had been running for a number of years, and some extensive work had been carried out in the past.
- It was commented that there were 5,500 miles of road in Lincolnshire, and everyone wanted their piece of road fixed first.
- In terms of winter preparation, it was queried whether there was a need to be more prepared for potholes in the coming years, as potholes tended to form following the winter weather.
- Members were advised that the Asset Management Plan was a preventative maintenance plan, and the aim was to carry out the maintenance before the potholes formed. There was also a plan to be able to carry out more first time fixes.

- In terms of the thin surface replacement, it was queried how long after the roads were taken over from the highways agency, was it reported that there were faults with the surfacing.
- It was commented that when a job was passed to a contractor, it was marked as resolved on Confirm, and it was queried that this could be misleading as it did not mean that the work had been completed. It was acknowledged that this was an issue and officers were working to find a solution.
- It was commented that people were now getting in touch with members to say that the potholes they had reported had been filled in.

RESOLVED

1. That the potential approach to the effective use of additional highway maintenance funding as set out in the report be supported.
2. That the comments made in relation to the existing and future programmes of work that had been identified be noted.

72 LINCOLNSHIRE CONNECTED

Consideration was given to a report which informed members about the work on Lincolnshire Connected, which was an emerging think piece, looking at the future of mobility, transport, accessibility and connectivity in Lincolnshire. Members were advised that Lincolnshire Connected sought to consider the movement needs of businesses, residents and visitors through the next three decades. A document would be produced (anticipated December 2018) which would explore how the population may change over time, and consider how lives could be improved through evolving transport technology, connectivity and accessibility, as well as considering how prepared Lincolnshire was for these changes, opportunities and challenges, including what would need to be done to implement future requirements.

It was reported that issues such as decarbonisation of transport and artificial intelligence enabling driverless cars were the focus of growing national and international attention; however, a broader approach was being taken with themes including, but not limited to: energy; climate change; our environment; place shaping; public health; technology; the sharing economy; economic growth and productivity; education and skills; and rurality.

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:

- What was most important was ensuring that Lincolnshire, as a rural county, was not left behind in terms of infrastructure, and ensuring that the county would be able to embrace any new forms of transport.
- In terms of electric vehicles, it was queried what would happen in the event of a national power cut, and also what speeds would driverless cars be capable of reaching. It was also queried what would happen for people who wanted to take these cars abroad, and whether all countries would have driverless cars.
- Members were advised that it was likely that a cultural shift would be needed in order to accept some of the new technologies, and this would be an

interesting factor to consider. It was noted, that some of the technology highlighted in the report was not that far from being a reality, and there could be an interesting transition phase when there were both people and computers driving cars.

- It was noted that there were as many positives as there were negatives or concerns regarding artificial intelligence.
- In terms of driverless cars/car sharing opportunities, there would be a number of new issues to consider.
- Concerns were raised regarding the capacity of the national grid as everything was being pushed towards electric. One member commented they could not see the benefits of continually pushing people to use electric. Members were advised that there was an awareness of the challenges around utilities. Electric was not considered to be the only answer, and it was probable that larger vehicles would use a mix of fuels. There were also discussions taking place regarding the opportunities around using waste to generate gas. Members were advised that there were a number of big pieces of work which needed to be done nationally.
- It was commented that the Dockland Light Railway (DLR) in London had not had drivers in the time it had been open.
- It was noted that there was a high proportion of small to medium enterprises (SME's) in Lincolnshire which were vital to the economy. It would be important to understand the current and future needs of these existing SME's in order to further grow Lincolnshire's economy. Members were advised that officers were already speaking with businesses, rather than making assumptions. It was also noted that a lot of businesses in Lincolnshire were part of this world, such as developing clean technology.
- It was noted that the Environment and Economy Scrutiny had recently visited the Eventus building in Market Deeping, which had been designed with the future in mind as there were several electric charging points. Many of the businesses based there were interested in these new technologies.
- In relation to mobility-as-a-service (MaaS), which described a shift away from personally owned modes of transport and towards mobility which were consumed as a service, it was commented that this would require a lifestyle change, as many people lived in a very spontaneous way, using their car to go wherever they needed. It was also suggested that if there was a move away from people owning their own car this could have an effect on the economy as people may not buy as much, if they had to carry it home using public transport rather than putting it in the back of their car.
- It was highlighted that commercial vehicles and use of the railways for moving goods did not seem to feature in any discussions. It was thought there was a need to integrate use of the railways and roads for the movement of goods. It was acknowledged that the use of railways in this way was a national issue, but it was queried whether there was any way this could be highlighted.
- There would be a need to work with districts on planning issues, such as the installation of solar panels on new properties. It was thought there could be opportunities for independent batches of energy to be produced through solar panels/wind turbines. Members were advised that the discussions around energy were very alive at the moment.

- There were concerns that Lincolnshire was a rural county and that there was a need to ensure it did not get left behind. Talking to businesses to establish what their needs were would be a big issue.
- There would be a need to work with Planning departments to ensure that all the necessary infrastructure was included.
- It was commented that this report had been very thought provoking and it was confirmed that it would also be considered by the Environment and economy Scrutiny Committee.

RESOLVED

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

73 WINTER MAINTENANCE - END OF YEAR REPORT

Consideration was given to a report which set out the performance of the Winter Maintenance Service. It was reported that it had been one of the most severe winters in recent years which had put increased strain on the service, and there had been further cold days since the middle of March, and therefore the costs outlined in the report would have increased.

Members were informed that 37,311 tonnes of salt had been used during this winter, and a further 10,000 tonnes had been ordered to refill the stocks of salt in line with the Council's policy. At the time of writing the report, 117 gritting runs had been carried out. It was noted that this was on track to match the winter of 2010/2011 in terms of severity.

(NOTE: Councillor R Grocock left the meeting at 12.15pm)

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 special thanks needed to go to those volunteers and farmers who went out in the bad weather to help others in difficult circumstances. It was also noted that members felt that this sort of intervention needed to be encouraged. Officers also highlighted that Darrell Redford, Network Resilience Manager, should receive a special mention as he worked tirelessly through the days when the snow was at its worst.
- In relation to the proposal to procure new gritters rather than lease them, it was queried whether this was the most cost effective option. Members were advised a piece of work on the cost-benefit of leasing verses buying had been carried out, and it was reported that the authority was able to borrow at a cheaper rate than long term leasing, therefore it was more cost effective to buy.
- It was commented that during the "Beast from the East" there was a considerable coming together of communities, for example 4x4 drivers taking people to work. It was queried whether setting up a register of drivers willing to volunteer in these circumstances should be considered. It was noted that

an emergency planning room was set up during the severe weather, and this information was fed back to that room. It was also noted that this was the sort of information which could be included in parish emergency plans.

- It was commented that during bad weather, gritter drivers could be faced with very hazardous situations and it was important to pay tribute to them.
- It was important to keep hills clear during bad weather such as snow and ice, and it was suggested that articulated vehicles should not be allowed to use some roads due to the risk they posed to other vehicles if they got into difficulties and also the possibility that if these vehicles were involved in an accident it could make roads impassable for other traffic.
- It was hoped that having a Network Resilience Plan would provide a more co-ordinated approach during bad weather, and members were also advised that the winter maintenance plan would be incorporated into this document.
- It was commented that a lot of farmers did not realise that the authority wanted them to help, and it was thought that there was a need to get this message out, and it was queried whether parish councils should have a list.
- It was also commented that the notification members received of gritting was fantastic.
- This winter had highlighted the need for parishes to ensure they had emergency plans, as these would include details of people able to help in these situations.
- It was queried whether the price of salt fluctuated with demand, for example did prices go up when the bad weather hit. Members were advised that the authority had a tendered price at the beginning of the year, therefore any additional salt which was needed was a fixed price.
- It was queried whether it was known who all the farmers were that went out and helped to clear snow, and members were advised that enquiries had been made through the network area teams to try and find out this information.
- It was requested whether a report could be brought back to the Committee before September on the resilient network plan, officers agreed to provide an update to the meeting in July 2018.

RESOLVED

That the comments made in relation to the Winter Maintenance End of Year report be noted.

74 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

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

Members were advised of the following changes to the work programme:

- Resilient Network Plan to be added to the 16 July 2018 meeting
- Winter Maintenance report to the 10 September 2018 meeting.

Members were reminded that the next meeting would take place on 11 June 2018.

RESOLVED

That the additional items listed above be added to the work programme.

The meeting closed at 12.30 pm