



County Offices
Newland
Lincoln
LN1 1YL

13 April 2018

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 23 April 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 blue ink that reads 'Richard Wills'.

Richard Wills
Head of Paid Service

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, B Adams and R A Renshaw

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 23 APRIL 2018

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declaration of Members' Interests	
3	Minutes of the meeting held on 12 March 2018	5 - 14
4	Announcements by the Chairman, Executive Councillor and Lead Officers	
5	Network Management Plan Update <i>(To receive a report by Mick Phoenix, Network Management Commissioner, which sets out the updated Network Management Plan to reflect the legislative changes, including the introduction of the Lincolnshire Permit Scheme. It also incorporates the changes resulting from the reorganisation of Lincolnshire County Council Highways and Transport rolled out in 2017)</i>	15 - 66
6	Additional Highways Funding <i>(To receive a report from Paul Rusted, Infrastructure Commissioner, which sets out the potential approach to the effective use of additional highway maintenance funding)</i>	67 - 70
7	Lincolnshire Connected <i>(To receive a report by Vanessa Strange, Accessibility and Growth Manager, which seeks to consider the movement needs of businesses, residents and visitors through the next three decades)</i>	71 - 76
8	Winter Maintenance - End of Year Report <i>(To receive a report by Vincent van Doninck, Policy and Strategic Asset Manager, which invites the Committee to consider the performance of the Winter Maintenance Service)</i>	77 - 84
9	Highways and Transport Scrutiny Committee Work Programme <i>(To receive a report by 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)</i>	85 - 92

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

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

Contact details set out above.

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www.lincolnshire.gov.uk/committeerecords



HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE 12 MARCH 2018

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

Councillors 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, B Adams and R A Renshaw.

Councillors: Clio Perraton-Williams attended the meeting as an observer.

Officers in attendance:-

Katrina Cope (Senior Democratic Services Officer), Ian Kitchen (Transport Manager - Policy and Orders), Mick Phoenix (Regulation Services Manager), Paul Rusted (Infrastructure Commissioner), Satish Shah (Network Manager South) and Daniel Steel (Scrutiny Officer).

55 APOLOGIES OF ABSENCE/REPLACEMENT MEMBERS

No apologies for absence were received.

56 DECLARATION OF MEMBERS' INTEREST

Councillor S P Roe wished it to be noted that the North Hykeham Relief Road would be crossing his families land.

57 MINUTES OF THE MEETING HELD ON 22 JANUARY 2018

RESOLVED

That the minutes of the Highways and Transport Scrutiny Committee held on 22 January 2018, be agreed and signed by the Chairman as a correct record.

58 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR AND LEAD OFFICERS

The Chairman advised the Committee that no decision had been made with regard to topic's for a Scrutiny Review, as the last Overview and Scrutiny Management Board had been cancelled due to the bad weather. The Committee noted that scrutiny review items would be put forward for consideration to the next meeting of the Overview and Scrutiny Management Board due to be held on 29 March 2018.

59 HIGHWAYS 2020 UPDATE

The Committee gave consideration to a report from Paul Rusted, Infrastructure Commissioner, which provided an update on the work being carried out to replace the Lincolnshire Highways Alliance.

In guiding the Committee through the report, reference was made to:-

- The background behind the three contracts relationships, which for the Alliance were due to reach their full term on the 31 March 2020;
- The work that had been undertaken to date, which had included market engagement, local authority visits;
- The Options Appraisal process – Reference was made to the Highways Maintenance Efficiency Programme Toolkit, Councillor Option Workshop (details of the five preferred main options were detailed on page 2 of the report presented);
- Working Group Option Workshop; and Preferred Option Selection. The Committee was advised that the Executive at their meeting held on the 5 December 2017 had accepted Option 17, which provided for a single provider contractor with improved reactive service incentivisation for the Highway Works Term Contract;
- Working Groups – The Committee was advised that a number of working groups had been set up to move forward the detailed work required to progress the preferred option. This included:-

Contract Drafting – It was reported that the documentation was nearly complete;

Depot Strategy - The Committee was advised that all depots had been surveyed to fully understand their current usage. The Committee was further advised that Lincolnshire Legal had been appointed to draft a formal Lease Agreement; and that meetings had been held to consider the options available to Lincolnshire County Council (LCC); and the potential changes moving forward;

Pricing Documents – It was reported that Highways Maintenance Efficiency Programme Pricing Document was to be adopted throughout the contract for the majority of items;

Reactive Service Incentivisation – It was noted that meetings had been held to discuss the options available with the relevant staff;

Performance – It was reported that a review was being undertaken of performance measures being adopted by other authorities; and that contractual drafting had commenced;

Specification – It was highlighted that a Lincolnshire specification would be adopted in one document, which was a move away from the current position. It was highlighted further that the reason for this was because Highways England would not be supporting the national specification document for Local Authorities in the future and it was believed that collating all the information in one document would be clearer for officer use. The Committee noted that Lincolnshire Laboratory had completed

the initial draft which was currently in the process of being issued to the LCC specialists; and

Procurement – It was noted that a single procurement exercise would commence using the Competitive Procedure with Negotiation with three individuals Lots for each of the contracts (Works, Professional Services and Traffic Signals). It was noted further that LCC was likely to restrict the bidders to only being successful in one Lot.

- Work Planned – Details of work planned for the next period was shown on page 4 of the report presented. Particular reference was made to further market engagement and that an Industry Day had been provisionally arranged for 18 May 2018; this would give potential bidders the opportunity to find out more about Lincolnshire.

In conclusion, the Committee was advised that the project was on target having completed its option appraisal phase; and that the next phase of work would continue to develop the detailed contract documentation required to deliver the preferred option.

During discussion, the Committee raised the following issues:-

- One member felt that there needed to be flexibility in the contract for dialogue with contractors. Officers confirmed that there would be flexibility to allow work to be done in the most appropriate way, and that officers had no problems at all speaking to contractors. It was agreed that any member with a concern regarding a contract should speak to the officers involved, or raise the matter with the Executive Councillor;
- A suggestion was made that going forward the newly appointed contractors should be invited to attend Scrutiny Committee meetings at agreed times; and
- One member welcomed the unannounced inspection of contract works.

RESOLVED

That the Highways 2020 Update report be received.

60 QUARTER 3 PERFORMANCE REPORT (1 OCTOBER TO 31 DECEMBER 2017)

Consideration was given to a report from Paul Rusted, Infrastructure Commissioner, which set out the performance of the highways service which included:-

- Lincolnshire Highways Alliance;
- Major Highway Schemes Update;
- National Road Condition Indicators,
- Customer, Quality Cost (CQC) Efficiency Network Results 2017; and
- Customer Satisfaction Information.

Attached to the report were the following Appendices:-

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE

12 MARCH 2018

- Appendix A – Lincolnshire Highways Alliance Performance Report Year 8 Quarter 3 October to December 2017;
- Appendix B – Major Highway Scheme Update Report March 2018;
- Appendix C – National Road Condition Indicators 2017/18;
- Appendix D – CQC Efficiency Network Results 2017; and
- Appendix E – Customer Satisfaction Information Quarter 3 October to December 2017.

In guiding the Committee through the report, the Infrastructure Commissioner advised that the Council had submitted its Department for Transport Self-Assessment for the 2018/19 funding round. The Committee was advised that the Council had assessed itself as being Level 3 for all 22 areas of competence, which would retain the Band 3 status; and help the Council retain all of the Incentive Element of funding. It was reported that for 2017/18 this funding had been £2.652m.

Appendix B to the report provided the Committee with information relating to Major Highway Schemes. The Committee received an update pertaining to the Lincoln Eastern Bypass. Confirmation was given that LCC had terminated its contract with Carillon on 22 January 2018; and that the Council had awarded a contract to Galliford Try as the replacement contractor through the Midland Highway Alliance Medium Schemes Framework on 1 February 2018, with a start date of 5 February 2018. It was reported that the majority of existing Carillon site staff remained on site had been transferred to Galliford Try. It was noted that an initial package of works had been agreed with Galliford Try, which would include the completion of the Market Rasen Rail Line Bridge, providing temporary crossings to the River Witham Viaduct and Delph crossings.

The Committee was advised that BAM Nuttall had nearly completed the bridge on the Spalding line near the Washingborough Road. It was also highlighted that work by Network Archaeology was currently planned until the end of March; and that this was now emerging as a significant risk to the scheme budget with projected costs of £8.2m.

Appendix A to the report provided the Committee with performance information relating to the Lincolnshire Highway Alliance for Quarter 3 which covered the period for October to December 2017. Page 6 of the report advised that the Alliance partners had managed to achieve their targets for Quarter 3. The Infrastructure Commissioner advised that some of the result figures on the bottom of page 6 were incorrect; and advised the Committee of the following amendments:-

- Alliance Key Performance Indicators (LCC/Kier/WSP/Dynniq) should be 62%; and
- Highways Works Term Contract Performance Indicators (Kier) should be 87.6%.

It was reported that the main focus of work of the Highways Term Contract was to improve the carriageway condition. It was highlighted that in Quarter 3, 18719 potholes had been repaired. It was highlighted further that around 334 miles of

surface dressing was due to be carried out in the summer, to extend the life of existing roads and prevent potholes from forming.

Reference was also made to the National Road Condition Indicators 2017/18; details relating to the history of road condition indicators for Lincolnshire's network were detailed in Appendix C.

The Committee was advised that the CQC Efficiency Network Results analysis for this year had suggested that the Council was operating at a 98% efficiency level. It was noted that this was supported and reflected in some of the other associated data which suggested that the service was being delivered in an efficient and effective way. Information pertaining to the CQC Efficiency Results 2017 was contained in Appendix D to the report.

It was reported that customer complaints relating to highways had decreased by around 20% in Quarter 3, as had compliments. Full information relating to complaints and complements was detailed in Appendix E to the report.

During discussion, the Committee raised the following issues:-

- Some concern was expressed at the Archaeological costs. Officers confirmed that as works progressed, there should be less artefacts to find;
- Some members of the Committee welcomed the report and the progress made;
- One member enquired as to how much money had been lost as a result of Carillion going into liquidation, and as a result, whether there had been any action taken to safeguard the Council in the future. The Committee was advised that no money had been lost as the contract had been paid in arrears; and that the Council had been able to deduct costs from the final payment. With regard to safeguarding, the Committee was advised that no assurance could be given, but due diligence would be maintained to protect the Council;
- Some members advised that they had found the graphics in the report very informative; and
- PSP 15 – Predictability of Work Costs – One member enquired why this was unable to be measured. The Committee was advised that at the moment it was difficult to get cost data out of the system.

RESOLVED

That the Performance Report for Quarter 3 (October 2017 – December 2017) be received.

61 EFFECTIVE HIGHWAYS COMMUNICATION

The Committee received a report from Satish Shah, Highway Network Manager, which provided an update on the measures being undertaken to improve the highways and transport service users' experience.

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE

12 MARCH 2018

The Committee was advised that the new Communications Strategy would look to improve existing communication channels through the various media options; as well as reviewing information available on the website, including the use of infographics to help to get the message out as to the work carried out by highways.

It was reported that there were still some issues with the Highway Fault reporting Online System LAGAN. The Committee was advised that it was hoped to launch an improved version of the system later in the year.

The report provided information as to how engagement with County Councillors was progressing. It was noted that the next Member Session was due to be held in May 2018. Following feedback received from the November sessions, it was proposed to hold just one session, instead of one in each of the four areas. The report suggested that the one session could be held in the Council Chamber following the Council meeting as most Councillors would already be present. The Committee was invited to give their views on future engagement with Councillors.

The Committee was advised that Local Highway Managers had held a total of 16 Parish Cluster meetings last year to give an overview of how the highways service operated based on the Future Operating Model. Details relating to the issues discussed were shown within the report presented.

Paragraph 5.2 of the report provided suggestions with regard to future engagement with Town and Parish Councils.

In conclusion, it was recognised that progress had been made to improve the customer experience, but there was still more that could be done, especially with regard to electronic access to latest information and regular updates on fault reports.

A short discussion ensued, from which the following issues were raised:-

- Disappointment was expressed to the fact that the LAGAN system update had been put back;
- Some members expressed their personal experiences of reporting faults. The Committee was advised that there had been connectivity issues; and a problem had also occurred when new users had registered;
- Members expressed their support for having one Councillor engagement event;
- Some members felt that the provision of web pages/emails for communicating with parish and town councils was the way forward. The Committee also agreed that Councillors also had a role in ensuring that Town and Parish Councils were kept up to date; and
- One member enquired as to whether a response to a complaint could be sent to more than one person. Officers agreed to look into this matter.

RESOLVED

- 1 That the experience of Committee Members to report faults; and reporting back progress be referred to the Channel Shift Project Board.

- 2 That the Committee agreed to the suggestion of one Member Session being held after the full Council meeting in May 2018; and support was given to the provision of web pages as a way of communicating and engaging with Town and Parish Councils. Support was also extended to retaining six monthly engagement sessions with Town and Parish Councils.
- 3 That an update relating to Effective Highways Communication be received by the Committee at the 22 October 2018 meeting.

62 DFT 'PROPOSALS FOR THE CREATION OF A MAJOR ROAD NETWORK' CONSULTATION

Consideration was given to a report from Ian Kitchen, Transport Policy Manager, which outlined the Department for Transport (DfT's) proposal to create a Major Road Network (MRN) comprising of the most economically important local authority 'A' Roads to complement the national motorway and strategic trunk roads.

Attached to the report were the following Appendices:-

- Appendix A - National DfT Indicative Major Network;
- Appendix B - DfT Indicative Major Road Network for Lincolnshire;
- Appendix C – Proposed Midlands Connect Major Road Network; and
- Appednix D - Proposed Lincolnshire Major Road Network.

The Committee was advised that as part of the Government's Transport Investment Strategy published in July 2017, commitment was given to creating a MRN across England. The MRN would comprise of economically important local authority 'A' roads and complement Highways England's Strategic Road Network. It was highlighted that initial work on identifying a Major Road Network had been carried out through the Rees Jeffreys Road Fund, which had been published in late 2016.

A full explanation of how the Department for Transport was proposing to define the networks was detailed on page 20 of the report. Appendix A to the report provided details of the National DfT Indicative Major Road Network; and Appendix B detailed the DfT Indicative Major Road Network for Lincolnshire. The roads put forward by the DfT were the A15 north of Lincoln, A16, A17, A57 and A46 (between A57 and A15).

Appendix C to the report provided the latest proposal across the Midlands Connect area; and Appendix D provided more detail on the proposal for Lincolnshire. The Lincolnshire roads put forward for inclusion over those proposed by the DfT were:-

- A158 Lincoln to Skegness;
- A52 Boston to Grantham; and
- A15 Sleaford to Peterborough.

The Committee was advised that it was proposed that Lincolnshire's response reflected the above proposals.

The Committee was advised that the DfT was seeking to ensure that the MRN supported long-term strategic needs to make best use of the targeted funding being made available from the National Roads Fund. For this to happen, there were proposals for a strong regional focus for investment planning within a consistent national network. It was reported that to achieve this DfT was suggesting that Sub-National Transport Bodies (STBs) were best place to carry out this role. It was highlighted that where STBs were yet to be formed, proposals were that Local Authorities (LAs) and Local Enterprise Partnerships (LEPs) should form agreed regional groups to manage the work. Page 21 of the report outlined what the key steps in this process would be; and page 22 highlighted which schemes would be eligible and what the overarching objectives of the Government were for the funding.

It was reported that the closing date for responses to the DfT's consultation was Monday 19 March 2018; following which a formal DfT consultation response would be published during the summer of 2018.

The Committee was invited to comment on the DfT's proposals for the creation of a Major Road Network.

During a short discussion, the Committee raised the following points:-

- One member felt that the A1121 from Swineshead to Boston and the Birchwood to Skellingthorpe (A158) should have been included. The Committee was advised that the A1121 was considered; but it was felt that the A52 was the better choice due to the importance of the route to the key agri-food industries in the south of the county;
- Most members welcomed the investment, and the proposals as detailed in Appendix D to the report.

RESOLVED

That the Committee supported the proposals as detailed in Appendix D to the report.

63 NETWORK RAIL EAST COAST MAIN LINE ROUTE STUDY CONSULTATION

The Committee gave consideration to a report from Ian Kitchen, Transport Policy Manager, which advised of the recent developments concerning the current East Coast rail service franchise.

It was reported that the East Coast Main Line (ECML) Study was now available for consultation. It was highlighted that the County Council and LEP had been fully engaged in the process. Paragraph 1.11 of the report highlighted the proposed consultation response.

The Committee was advised that in relation to the East Coast Rails Franchise, there was a need to ensure that current service commitments in the existing ECML

franchise were met in full, in particular the new Lincoln to London direct services due to commence in 2019. It was highlighted that arrangements at this time still remained unclear with the announcement of Virgin East Coast Trains franchise ceasing earlier, this was reported as being a date to be agreed by the Secretary of State.

During discussion, the following issues were raised:-

- Newark Flat Crossing - There was a consensus that the crossing desperately needed updating. The Committee was advised that there was a huge cost of solving the Newark flat crossing, and that electrification of the Joint Line might be a more economically viable alternative option. Officers agreed to append to the consultation a report completed by Councillor C J T H Brewis relating to 'Electrification of the 'Joint Line';
- The need to upgrade Lincoln Station; and
- The need to ensure that before any developments, there was an understanding of the local surrounding area i.e. effect on wildlife and the local community. The Committee was advised that this did not form part of the consultation, but officers would raise the matter at their next meeting.

RESOLVED

1. That the Committee supported the proposed response of the Council to the Network Rail East Coast Main Line Route Study Consultation.
2. That the position in respect of the existing East Coast rail franchise be noted.

64 PERMIT SCHEME ANNUAL REPORT

The Committee gave consideration to a joint report from Mick Phoenix, Network Management Commissioner and Mandi Robinson, Network Regulation Compliance Manager, which provided an overview of the Council's operational performance in its first year and provided detailed scrutiny of the available data in relation to street works and activities in Lincolnshire.

Detailed at Appendix A to the report was the Lincolnshire County Council Permit Scheme – Scheme Evaluation Report 2016/17 First Year. The Committee was advised that the report highlighted that through the use of conditions to manage activities on the highway, in cooperation with Utility Companies and other Works Promoters, measurable improvements had been made to the Lincolnshire network.

Table 1 on Page 43 provided details of the total number of Permit and Permit Variation applications received. The Committee was advised that 40,849 total permit and permit variation applications had been received by Lincolnshire County Council in the first year of the scheme; and of these 34,029 had been granted; and 5,333 had been refused. It was noted that from previous year's comparison data, the scheme had showed that there had been a saving of 2,436 days of occupancy by utilities working on the highway, which equated to £4,384,800 savings to the Lincolnshire economy.

The Committee was advised that the first year had seen a deficit of £13,391 due to initial set up costs. It was noted that for future years the scheme would pay for itself.

The Committee was advised that only 10% of the works inspected failed to meet the required standards. Particular reference was made to Virgin Media.

One member enquired how the cost of a permit was calculated. The Committee was advised that it was more difficult in Lincolnshire due to its rural nature, it was noted there was national matrix. Officers advised that the charges Lincolnshire applied were mid-range compared to others.

The Committee welcomed the report.

RESOLVED

That the report Lincolnshire County Council Permit Scheme – Scheme Evaluation Report 2016/2017 First Year be received.

65 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

Consideration was given to a report from the Daniel Steel, Scrutiny Officer, 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.

Appendix A to the report provided the Committee with details of its proposed work programme up to December 2018.

RESOLVED

That the Work Programme as detailed at Appendix A be received; subject to the addition of an Options Paper concerning Additional Funding for Highways Maintenance being added to the work programme for 23 April 2018 meeting; and Effective Highways Communication being added to the work programme for the 22 October 2018 meeting.

The meeting closed at 12.35 pm

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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 April 2018
Subject:	Network Management Plan Update

Summary:

The Traffic Management Act 2004 placed a 'network management duty' on Lincolnshire County Council as a highway authority to manage and secure the expeditious movement of traffic on our road network. The Lincolnshire Network Management Plan describes how the County Council manages the Lincolnshire Highway Network.

This Plan has been updated to reflect the legislative changes, including the introduction of the Lincolnshire Permit Scheme. It also incorporates the changes resulting from the reorganisation of Lincolnshire County Council Highways and Transport rolled out in 2017.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the Network Management Plan and recommend any changes or actions to the Executive Member for Highways, Transport and IT.

1. Background

As part of the duties of the Traffic Manager, under the Traffic Management Act 2004, it is recommended that a Network Management Plan is used to gather all the policies, standards and procedures associated with highways network management into one document. The Plan implements the objectives and aims of the Local Transport Plan 4, however, it is regularly reviewed to reflect changes introduced by central government and local priorities.

The Network Management Plan is both a long-term plan and a commitment to improve the management of road works and the expeditious movement of traffic. The key aim of the Network Management Plan is to deliver against the Government's priorities for transport in areas such as accessibility, reliable journey times and better air quality.

2. Conclusion

The integration of the various plans and policies within the Network Management Plan allows a co-ordinated approach to deliver a well-managed network. The introduction of Value for Money performance measures, as part of the reorganisation, helps to ensure that the delivery of services is closely monitored and any efficiency gains identified can be incorporated into the Network Management Plan.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

The individual plans and policies contained within the Network Management Plan had risks and impact analysis carried out at their inception.

4. Appendices

These are listed below and attached at the back of the report	
Appendix 1	Lincolnshire Network Management Plan 2018

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 Mick Phoenix, who can be contacted on 01522 552015 or mick.phoenix@lincolnshire.gov.uk.



Lincolnshire Network Management Plan



April 2018

Lincolnshire
COUNTY COUNCIL

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Lincolnshire County Council

Network Management Plan

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Lincolnshire County Council Network Management Plan

1 Introduction

The Network Management Plan is Lincolnshire County Council's Plan for managing the highway network and related highway services.

It outlines the standards used to manage the highway network and sets out the County Council's proposals for managing and improving the operation of the highway network over future years.

Further copies of the Lincolnshire Network Management Plan are available to download from the Lincolnshire County Council Web Site at:

www.lincolnshire.gov.uk/lnmp

The Objectives of the Network Management Plan for Lincolnshire

The Traffic Management Act 2004 (TMA) requires that a Network Management Plan (NMP) is prepared detailing how the County Council will manage its highway network.

The NMP is both a long-term plan and a commitment to improve the management of road works and the expeditious movement of traffic. The County Council aims to build on and improve its existing services along with implementing new actions to improve the reliability of journey times across Lincolnshire and into adjoining local authority networks.

As with many other highway authorities the current national economic situation and local authority expenditure constraints will have an impact on highway services and the resources available to improve and maintain the highway network.

The proposals contained in this plan are affordable and deliverable from existing budget allocations as they are known at the present time.

The key aim of the NMP is to deliver against the Government's priorities for transport: ***'tackling congestion and disruption on the highway network enabling the expeditious movement of traffic, delivering accessibility; offering improved transport choices and reliable journey times; better air quality and improved alternative transport.'***

From an operational perspective, the TMA has required the County Council to make changes in how the highway network is managed, moving from a maintenance culture towards a network management culture.

As a key output from the NMP, the County Council will ensure that the effective and efficient use of the current highway network provides improved traffic flow and reduced congestion for residents, businesses and visitors.

Lincolnshire County Council Network Management Plan

Key Aims

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
- Contribute to minimising carbon emissions from transport across the county
- Investing in Infrastructure and Provision of Services
 - Implementing the Local Broadband Plan Phase 3
 - Prioritised resources for winter maintenance at a time when other budgets are reducing
 - Maximised capital investment in highways by successfully bidding for external funds in partnership with District Councils and Local Enterprise Partnerships

2 National Legislation and Guidance

The County Council has a range of powers and duties under which it maintains and improves the network. It also has powers to manage activities taking place on the network. These powers derive from national legislation which includes the Highways Act 1980, covering the structure of the network. The New Roads and Street Works Act 1991 (NRSWA) covers public utility street works, whilst the Road Traffic Regulations Act 1984 regulates the activities of road users. The Traffic Management Act 2004 builds upon these existing powers in managing the network more effectively. A summary of this key legislation and national guidance is given below:-

Highways Act 1980

The 1980 Act covers the management and operation of the highway in England and Wales. It includes agreements between the relevant authorities as well as the creation, management and improvement of the highways. It further encompasses the protection, lawful and unlawful interference of highways; provision of special facilities; closure; street byelaws; acquisition, vesting and transfer of land. It provides many of the powers and duties required by the authority for highway maintenance. This comprehensive legal document forms a keystone for any important highway decisions/processes.

Road Traffic Regulation Act 1984

The Road Traffic Regulation Act consolidates the Road Traffic Regulation Act 1967 and subsequent related Acts and statutory instruments. It provides powers to the relevant authority to regulate or restrict traffic on the highway. There are ten parts to the Act, which covers road closures, traffic restrictions, crossings, parking provision, traffic signs, speed limits, bollards and control and enforcement.

The New Roads and Street Works Act 1991

The New Roads and Street Works Act (NRSWA) 1991 came into force on the 1st January 1993 providing a wide range of information on all aspects of works to roads carried out by 'statutory undertakers' (refers mainly to public utility companies). The County has the authority to challenge the duration of the work if considered unreasonable. In return, the County Council is obliged to keep a register of works in their area, including their own highway works. It aims to reduce delays and inconvenience to road users through co-ordination of works on the highway.

Traffic Management Act 2004

The Traffic Management Act provides the basis for better conditions for all road users through the proactive management of the local and national road network. Powers are available to deal with certain moving traffic offences and tighter controls on street works. The Council will, therefore apply these powers to ensure that it fulfils its obligations under the Traffic Management Act and provide a well-managed highway network.

The Act came into force in July 2004 placing a new duty on all Local Transport Authorities (LTAs) to be proactive in managing the highway network whilst also

Lincolnshire County Council

Network Management Plan

providing them with new powers to assist in undertaking this duty. The duties and powers are in addition to the powers that are enforceable under the Highways Act of 1980, the New Roads and Street Works Act of 1991, and the Road Traffic Regulation Act of 1984.

There are six parts of the Act as outlined below:

i) Traffic Management on Trunk Roads

Part 1 of the Act allows some of the functions that the police perform to be carried out by traffic officers. It also empowers the Highways Agency to manage and undertake enforcement of the strategic road network.

ii) Network Management

This requires that all traffic authorities appoint a traffic manager. It may be a stand-alone post or combined with other duties but essentially the post is required to deliver a co-ordinated, planned, and effective response to the network management duty.

iii) Permits

A Highway Authority may apply to the Department for Transport to operate and administer a permit scheme (the Secretary of State's approval is no longer required). A permit scheme requires that permission is sought for works which will affect the highway (for example works undertaken by utility companies or Local Traffic Authorities), by the application of a permit. The permit scheme provides the Highway Authority with control as to when work is being undertaken. Lincolnshire County Council decided in October 2016 to operate a permit scheme covering the whole of the county network. .

iv) Street Works

This includes a range of new measures to control utility companies' street works. It is an extension of duties, to control the statutory works within the highway and to allow for highway authorities to issue Fixed Penalty Notices for certain offences.

v) Highways and Roads

This mainly relates to London but also amends the Highways Act 1980 and allows for lane 'rental' charges for skips, scaffolding, building materials and temporary evacuations of the highway.

vi) Civil Enforcement of Traffic Contraventions

Part 6 allows an extension of the local authorities' powers for the enforcement of parking and road traffic contraventions, which are taken over from the police.

The Traffic Management (Guidance on Intervention Criteria) (England) Order 2007

This Guidance on Intervention Criteria is derived from the Traffic Management Act 2004. It outlines the criteria the Secretary of State proposes to apply when considering intervening upon a local traffic authority. This relates to the performance of the network management duties by the traffic authorities in England. It therefore encourages all authorities to raise their standards for managing the road network.

3 Plans and Policies

The Lincolnshire Network Management Plan (NMP) has been developed within the guidelines set out in the Traffic Management Act 2004, and the Traffic Management (Guidance on Intervention Criteria) (England) Order 2007.

The Network Management Duty Guidance note (2004) also provides further guidance on how to implement the Act. In addition, the Lincolnshire NMP takes into account guidance contained in a range of other local, regional and national policy documents. Network Management is only one part of a local authority's transport activities, and accordingly its duties must be compliant and consistent with these wider local, regional and national policies.

Local Plans, Policies and Studies

Many of the County Council's main local plans, policies, strategies and transport studies are available to view or download from Lincolnshire's main website: www.lincolnshire.gov.uk/

Lincolnshire 4th Local Transport Plan (LTP)

This is the County Council's key document for planning the direction of the highway and transportation services and improvements programmes. The plan outlines the policies and strategies that are to be adopted over the period of the plan covering the 10 years between 2013/14 and 2022/23. Key objectives include supporting growth within the larger urban areas, improving access to services across the county and providing a well-managed and safe road network.

Transport Strategies

The 4th Lincolnshire Local Transport Plan (LTP4) published in April 2013 sets out the overarching transport strategy for the county. Beneath the LTP sits a set of supporting strategies and plans covering various themes and locations. These include individual transport strategies for the larger urban areas within Lincolnshire. These strategies set out to tackle existing transport problems as well as addressing the future demand for transport and travel brought about by developments proposed within the various Local Plans. They seek to ensure that these important urban areas remain attractive places to live, work and visit. The strategies also set out a list of priorities for transport improvements and ensure that the County Council and its partners are in a strong position to secure funding from regional and national sources as opportunities arise.

Urban areas with Transport Strategies:

- Lincoln
- Grantham
- Boston

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- Spalding
- Sleaford
- Gainsborough

Highway Asset Management Plan

This plan defines the policies and methods for maintenance of the road network. The framework and recommendations are based on the national guidance document "Well Maintained Highways - Code of Practice for Highway Maintenance Management".

The highway assets that make up the Lincolnshire road network are collectively the most valuable community asset under the authority's control, valued at approximately £7 billion in terms of gross replacement cost. Lincolnshire recognises the need to maintain, operate and improve this asset by establishing a maintenance/management strategy.

The Highway Asset Management Plan sets out a long term programme which includes the following aims to:-

- Maintain the asset and safeguard users
- Respond to the needs of highway users and residents and provide achievable levels of service
- Prioritise work on the different parts of the asset
- Promote innovation in asset management
- Promote better life cycle planning of assets and preventative maintenance strategies
- Determine scheme priorities

The Network Management Plan will operate in conjunction with the Highway Asset Management Plan in fulfilling its aims and objectives.

Winter Maintenance Plan

The County Council produces a Winter Maintenance Plan, which is updated annually and complements the Highways Maintenance Plan. It sets out the standards, policy and objectives as well as all the procedures to follow.

The plan excludes all Trunk Roads in the County as these are the responsibility of the Highways Agency.

Web links to the above plans are provided in Appendix D.

Cycling Strategy

The County Council is continuing to develop their cycle strategy. The objectives for the strategy include; increasing the percentage of Lincolnshire's population regularly cycling, improving safety and developing action plans for future infrastructure projects.

Lincolnshire is continuing to operate the Department of Transport's 'Bikeability Plus' scheme through continued funding currently available until March 2020. This delivers

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a series of modules designed to engage children and families with the opportunities, skills, support and guidance to make cycling part of their everyday lives.

Where does the new NMP fit with the other main highways plans?

The NMP is referenced directly from the LTP but is also read in conjunction with the Highway Asset Management Plan and the Winter Maintenance Plan. This delivers a co-ordinated approach to management of the network. All of the plans require good co-ordination and information systems to deliver their outcomes. Maintenance and delivery of the plans require a good quality inventory of highway assets, together with corresponding policies referenced to the appropriate road hierarchy.

4 Investing in Infrastructure & Provision of Services

Road Classification

There are in general four types of highway in Lincolnshire:

Trunk Roads – there is 62km of Trunk Road in Lincolnshire managed by the Highways Agency. This consists of a section of A1(T) dual carriageway that crosses the south west area of the County, a small section of A52(T) (west of the A1 near Grantham to the county boundary) and the A46(T) (from the county boundary near Newark to the Carholme Roundabout at Lincoln).

County Primary Routes – these link major population centres in the County with other major population centres in neighbouring Counties and the national road network. These are all 'A' class roads.

County Principal Routes – these are the remaining 'A' class roads in Lincolnshire, which together with the County Primary Routes, make up the backbone of the inter-urban road network in the County.

Other routes – these are County roads which do not fall into either of the above categories and comprises the 'B' and 'C' class roads and all unclassified roads. They provide many local accesses throughout the towns and rural areas.

Road Hierarchy

The County Council has examined how roads are classed together with the service role they perform and assigned them to a particular network hierarchy. Type 1 and 2 roads comprise the County's strategic road network whilst Type 3, 4 and 5 correspond to secondary distributor, link and local access roads respectively. The various types, as outlined in the Highways Maintenance Plan, reflect the roles of the different roads being distinguished in the following manner:

- Rural or urban
- Through routes or access links

These classifications have assisted in the development of guidelines in Lincolnshire to help with the maintenance and upgrading of highway facilities. They have also been essential in helping the County Council manage increasing traffic demands in an efficient manner.

Traffic Sensitive Streets

Under the New Roads and Street Works Act 1991 streets may be designated as 'traffic sensitive', where the local authority has identified it as needing special consideration when assessing planned works (e.g. road maintenance and utility works). Such streets are registered on the National Streetworks Gazetteer (NSG) and are recorded in the County Council's Geographical Information System (GIS). Traffic sensitive street information has been issued to the main organisations involved in planning work on the highway network.

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The County Council now has greater powers of direction over when work can take place on traffic sensitive streets. For example, for planned non-emergency work the utility companies may be required to carry out works only outside peak periods, the key period of traffic sensitivity if this is practical and reduces traffic congestion.

Abnormal Loads

The Construction and Use (C&U) Regulations provide the basic legislation over how normal motor vehicles and trailers (up to a maximum of 40 tonnes) are built and operate on the road.

The movement of large or heavy loads and cranes which exceed the dimensions set down in the Regulations are permitted to use the public highway provided they follow the Special Types General Orders (STGO). These are generally referred to as Abnormal Loads.

An abnormal load can potentially use any road provided the haulier complies with the law including weight limits. Some roads are more suitable and used more often such as A Class Roads.

Before a haulier can move an abnormal load he must notify the highway authority and dependant on the type of load (e.g. weight, length or width) they must also notify the Police. In addition, if the gross weight or axle weights exceed those specified on the C&U regulations he must inform the Highway Authority and all bridge owners along the proposed route. (e.g. Network Rail).

Loads over 150 tonnes, 6.1 metres wide or 27.4 metres long require Special Orders from the Department for Transport. The County Council works closely with freight and other organisations to ensure the safe and expedient passage of abnormal loads within the County, as the need arises.

Congestion

Historically, congestion has been described as 'unwanted or wasted' journey time. Whilst delays to journeys can occur at any point on the road network, in most cases they are focussed on the urban areas, where the conflicting demands for limited road space is greatest.

Unreliable journey times can also cause significant frustration for road users making it hard to plan for journeys. Although the total number of trips made nationally over the last 40 years has now decreased, the average trip distance has increased during the last 20 years, with car trips accounting for 62% of trips made in 2016. At the end of 2016 there were 37 million vehicles licensed for use on the road in the UK and road traffic is forecast to increase by some 43% (central estimate) between 2010 and 2040.

(Source: National Travel Survey England 2016 and Vehicle Licencing Statistics 2016)

Some congestion can be caused by factors such as:

- Insufficient junction capacity
- Insufficient carriageway or footway capacity
- Incorrect road signs
- Road markings that require updating or maintenance

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- Inappropriate and out of date traffic signal timings
- Parking and loading bays which have become outdated
- Inadequate levels of enforcement of traffic and parking regulations.
- parking and loading operations
- road works

Guidelines contained in the TMA advise that measures to control congestion only become a statutory requirement in urban areas exceeding more than 250,000 residents. Although Lincolnshire consists of much smaller population centres the County Council recognises that the effects of congestion and the associated disruption to transport is of vital importance to its citizens and should be addressed wherever possible.

The County Council will take appropriate action to address congestion and disruption on the highway network. The County Council will, where practical, work with the general public, partners and stakeholders to ensure that the highway network is managed efficiently and effectively to make the best use of the available asset. The authority will also work closely with its partners to influence the choices that are made by the travelling public, improving alternative transport and ensuring that they have the knowledge and facilities to make informed journey choices at every opportunity.

As part of the changes to managing the highway network the County Council will identify locations experiencing increases in traffic growth. We will then be able to plan ahead and budget resources to assess the individual locations and propose various mitigation options. Schemes may be small enough to be financed by internal budgets but if not the County Council will examine the possibility of obtaining finance from government funding opportunities.

Short-term schemes will include new traffic signs, updating white lining, revising traffic signal controls, traffic regulation orders, parking schemes and new pedestrian crossings. Long-term schemes will include major junction improvements requiring highway redesigns which will include site investigation work, intensive planning and consultation work.

Whilst junction improvements can be used as an attempt to alleviate congestion, other schemes such as High Occupancy Vehicle (HOV) lanes and bus lanes can be considered in appropriate locations. In Lincolnshire the use of such schemes is very limited due to the restricted road widths in many of the towns.

There is potential for junction improvements to be provided, as an aid to movement in the more congested locations, subject to the identification of appropriate funding streams.

The County Council has been successful in the past in bidding for central government grant funding to tackle traffic congestion. Recently the County Council was awarded £6 million in Growth point funding towards the final cost of completing the Lincoln East-West Link road.

An £800,000 improvement scheme is being delivered by Lincolnshire County Council, using part of the £2.7m granted by Central Government (via Department for

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Communities and Local Government) as Growth Point Pump Priming funds to “help unlock growth in Lincoln.

For the future, the council is investing in vital infrastructure projects across the county including (approx. costs including grants):

The Lincoln Eastern Bypass – £99m

The Grantham Southern Relief Road – £81m

The roll-out of the Lincolnshire Broadband Programme – £43.7m

To support economic growth and prosperity in Lincolnshire, the County Council are exploring grant opportunities and development stimulus in preparation for the North Hykeham Relief Road. Work is also being carried out to design a relief road to the west of Spalding that will reduce barriers to business growth and enhance connectivity by supporting and facilitating sustainable population and commercial growth within South Holland.

National Productivity Investment Fund

The County Council have been successful in securing funds from the DfT competition National Productivity Investment Fund for the A46 Dunholme/Welton Roundabout. This will help to ease congestion, provide upgrades on important local routes, as well as facilitating the unlocking of economic and job creation opportunities.

Lincolnshire Broadband Programme

In partnership with BT Openreach, Lincolnshire County Council are implementing their Local Broadband Plan Phase 3 which will provide faster broadband to over 9000 additional premises across the county, of which 97% will be in areas designated ‘Rural’ or ‘Very Rural’. The timescale for Phase 3 is a start date of autumn 2017 and a finish date of December 2019. These timescales align to Government aspirations to achieve Superfast broadband coverage up to 97% of the county.

Diversion Routes

In the case of any closure on the highway network, the travelling public need to be aware of the safest, most efficient and suitable diversion route that can be taken to continue their journey.

The County Council, as part of their Network Management Duty are committed to the provision of established diversion routes. These routes are operated for the Trunk road and the vast majority of A roads in the County. The County Council will monitor and review the diversion routes to ensure their continued suitability.

Network Resilience

The County Council operates a modern fleet of vehicles for salt spreading and snow ploughing and utilises the latest techniques such as the application of pre-wetted salt. The County Council has its own weather monitoring sites and decisions on salt application are based on constantly updated forecasting using data from many

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sources including satellite images. An effective winter service is essential to ensuring the safety of road users, maintaining communications, reducing disruption and congestion and enabling everyday life to continue. It is important to the economic life of the County.

The winter maintenance service is described in the County Council's Winter Maintenance Plan which includes details of the policies for snow clearance and salting. The County does not treat the whole of the highway network and approximately a third of the highway network is covered by planned salting routes.

24hr a Day Service

The County Council operates a 24-hour a day 365 days a year highways service to deal with weather and other emergencies. The service outside of normal working hours is delivered through the combined efforts of staff in Network Resilience, and through the Out of Hours Duty Officers (OHDOs), and the Highway Alliance Partners.

Incident Management

The County Council works closely with its Highway Alliance Partners on incident management procedures ensuring that safety is paramount at all times. Considering the size of Lincolnshire this represents a significant challenge.

Robust procedures have been set up for the more common type of incident that occur on the road network, for instance, adverse weather conditions such as flooding, high winds and snow.

The response to highways incidents is provided by the Highways Alliance who provides resources to deal with incidents 24 hours each day.

Management of Emergencies

The County Council's definition of an emergency is:

Any event (happening without warning) causing or threatening, death or injury, damage to property or the environment, or serious disruption to the community which because of the scale of its effects cannot be dealt with by the emergency services and local authorities as part of their day-to-day activities.

In order to manage serious incidents or other major emergencies, the County Council has established an Emergency Control Centre, to coordinate and plan the necessary actions and measures to deal with the incident in question. The Emergency Control Centre is run by skilled staff from various disciplines within the County Council, plus the police, ambulance service, fire and rescue service, transport specialists and others, who are able to draw in and manage the skills needed to deal with the incident, which could include a major flood, fire, rail, air, road accident, or other major disaster.

The Emergency Control Centre is located at the Lincolnshire Fire and Rescue Headquarters, South Park Avenue, Lincoln and includes the following key parties:-

- **Emergency Planning Unit** - provide, maintain and update emergency plans which identify appropriate local authority resources for the benefit and protection of the public and to ensure the continuation of normal services.

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- **Police Service-** have a duty to protect life and property and have a major role in the co-ordination of emergency services and other organisations.
- **Fire and Rescue Service** - besides the fire and rescue role, the service is equipped to deal with chemical incidents and spillages.
- **Ambulance Service** - ensures that they are staffed by highly trained personnel for the treatment and care of injured people. Determine the priority evacuation of the injured.
- **Other Public Sector Services** – this includes the District Councils, Environment Agency (EA) and Primary Care Trusts.
- **Voluntary Organisations** - work closely with all of the above offering a broad range of services and skills e.g. WRVS, RAYNET and St John's Ambulance.
- **Highways Alliance** - provides local advice, assistance, resources and the management and control of localised emergencies. Senior Managers provide a standby rota to respond to significant incidents affecting the highway network throughout the year.
- **Major Utility Providers** – To assist in the repair of utility infrastructure and provide advice.

Customer Service

The County Council is committed to providing a comprehensive customer service and has established the following with that objective:

- A Customer Service Centre (CSC), offering a point of contact for all advice and information on Council services
- Mechanisms for ensuring Technical Staff update the CSC with regard to individual schemes to allow accurate responses to public enquiries
- Analysis of data collected by CSC on service requests using the Customer Relationship Manager (CRM) system to improve highway services
- Well-developed and maintained website providing both information and a suite of forms and guidance notes related to the functioning of the network
- Established and publicised service levels for highway activities.

Public Consultation

The County Council routinely undertakes consultation with the public in order to seek views on various issues, and to aid decision-making within the County.

Extensive consultation takes place prior to the adoption of planning policies and major schemes.

Early consultation with the public is carried out to gather information on initiatives and schemes to develop options.

In addition, direct consultation with the public by the County Council is undertaken prior to the majority of traffic management schemes that are carried out. These include both basic proposals involving Traffic Regulation Orders (TROs) and more

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complex schemes, such as kerb realignments, pedestrian refuges and traffic calming (e.g. proposals for Community Travel Zones).

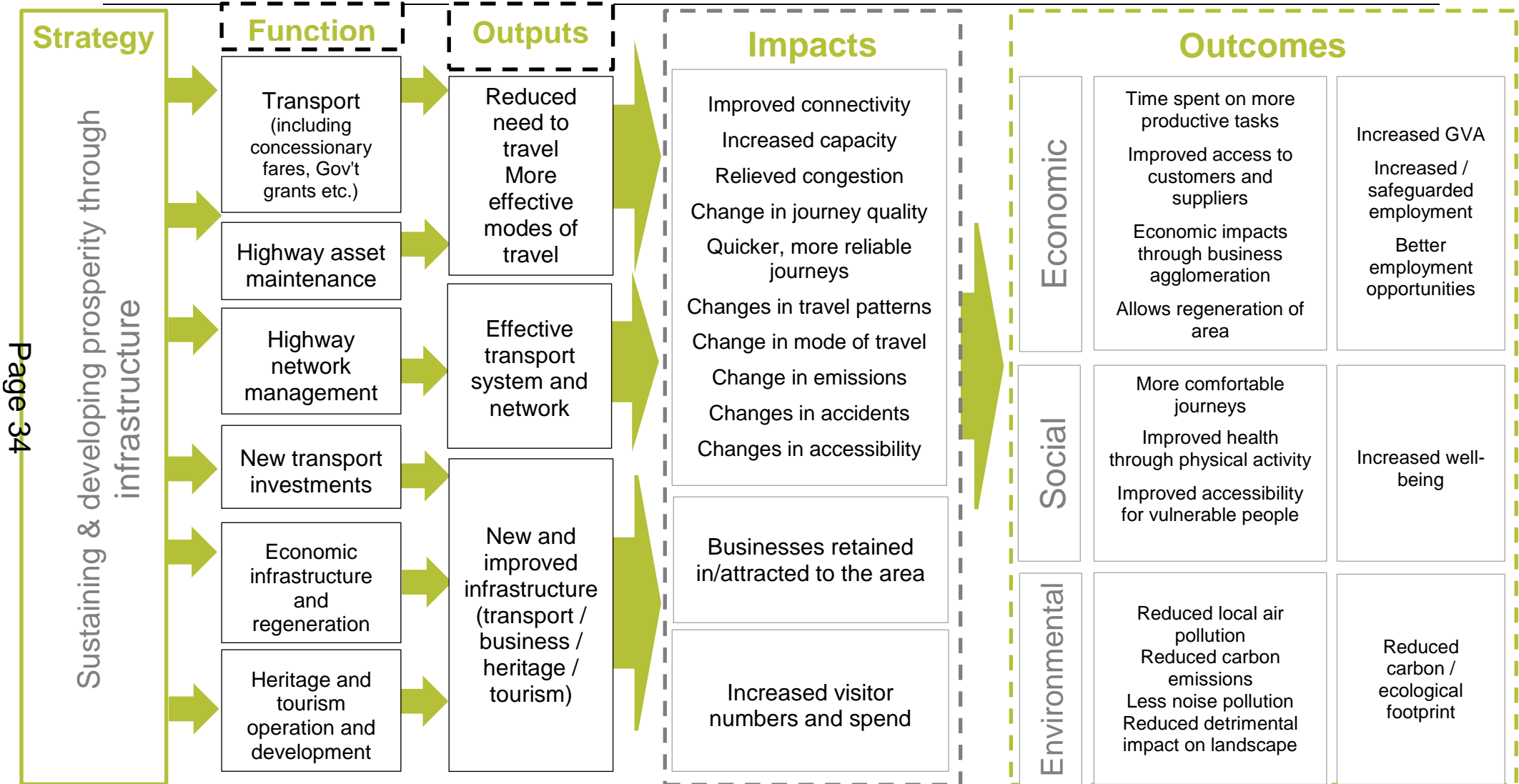
Consultation processes are carried out to inform the general public of the Council's proposals, to obtain valuable feedback on support or objections to proposals and to identify any problems early on in decision making process. Public consultation feedback helps the County Council to plan future development and policies within the County.

National Highways & Transport Survey

The County Council takes part in the annual National Highways and Transport survey which gathers information from the public on their opinion of highway services. The survey data is used to identify areas the public would like to see improved and to indicate those service areas that are working well. The data is useful to benchmark the highways and transportation services with similar services operated by other authorities.

<http://nhtsurvey.econtrack.com/>

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5 Highways Operations

Network Management is just one element of a Local Authority's transport activities and compliments other policies and actions.

The Department for Transport (DfT) issued the Network Management Duty Guidance in January 2005 to help authorities to manage their responsibilities under the Traffic Management Act 2004.

The guidance from DfT provides a framework for the duties and powers that have been bestowed upon a Highway Authority in order that they may work toward the expeditious movement of traffic on their roads. For further information regarding the Network Management Duty go to www.dft.gov.uk.

Traffic Manager

Forming part of the Network Management duty, the Act requires that all Local Transport Authorities appoint a Traffic Manager. The authority will exercise all of those functions that have an impact on traffic flows in a co-ordinated way with the precise duties and responsibilities of the Act forming part of the remit of the Traffic Manager.

In the County, the Traffic Manager is the Infrastructure Commissioner who takes overall day to day responsibility for the NMP activities within the County.

At an Area level, the Area Organisation is structured to provide the necessary co-ordination and management required under the Traffic Management Act within the relevant area.

Separation of the County Council's network management function from highway maintenance has been necessary to show transparency in the way the Council operates. Furthermore, the County Council will control its own highway works in the same manner as those of contractors and other third parties in order to ensure parity and compliance with the TMA.

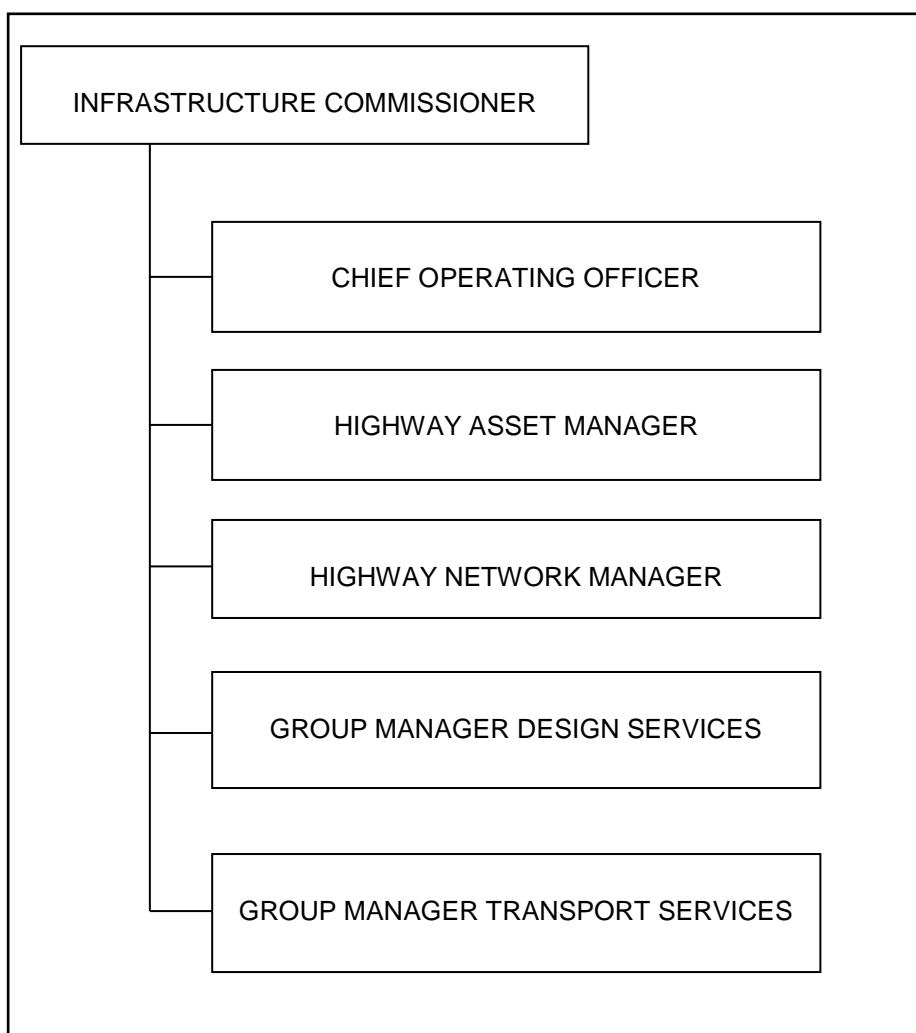
Responsibility for Lincolnshire highways

The highway network management service includes:

- Provision of network improvement schemes
- Asset management and maintenance
- Traffic management and third party access to the network
- Development control advice and planning liaison
- Road safety
- 24 hour emergency response and network resilience cover

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The management of the Lincolnshire Highway Network is structured as follows:



Infrastructure Commissioner

The Infrastructure Commissioner is responsible for:

Highways standards and policy, Highways Alliance Management, highway maintenance contract management, project management of major schemes, transport assessments, IT strategy, highway asset management, GIS (development and administration), network regulation compliance, traffic orders, and parking services.

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Chief Operating Officer

The Chief Operating Officer has overall responsibility for the following areas:

The Area Highways Offices

The area highway offices provide the main focus for the day to day management of highway operations in their areas and liaise directly with the public. The managers at the area offices are responsible for:

Highways maintenance, highway improvements, highway inspections, highway enforcement, traffic calming, speed limits, parking and waiting restrictions, weight limits, network co-ordination and network resilience operations.

Design Services

Design Services provides the main highway design service to the County Council and are responsible for the asset management of structures, safety fences, signs, road markings, street lighting, and for the development and design of highway improvement schemes including the major schemes and Traffic Signals.

Public Transport Unit

Responsible for producing, accessibility improvements, business and school travel plans and cycle schemes as well as monitoring of schemes and feedback to the Department for Transport (DfT), local bus network (including infrastructure, organising home to school and special needs transfers).

Highway Management Information Systems

Gathering, holding and using information about the network effectively is of major importance to Lincolnshire. The County Council has developed a Highway Asset Management Systems (HAMS) based on CONFIRM software.

CONFIRM (HAMS) is an integrated system designed to improve the management of asset data and assist the process of planning, coordinating, and managing work and events taking place on the Lincolnshire Highway Network.

Other important information systems used by the County Council for network management include:

- **Roadworks.org** – this web-based system provides an interactive portal for viewing current and planned works on the highway. It encompasses information from participating local authorities as well as from the HA. Information is kept up-to-date by automatic data feeds. Recent system enhancements have included the introduction of a new traffic management module, providing new event management features and a communications module, which allows up-to-date information to be broadcast to the public.

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- **National Streetworks Gazetteer** (NSG) – A referencing system used nationally by both highways authorities and utility companies. It enables utility companies to place notices on the highway network. The County Council updates its records on the national system several times a year. The Gazetteer acts as a single source of up-to-date information on all 'streets' within the UK. It includes descriptions such as carriageway type as well as whether it is designated as 'traffic sensitive' or having 'Special Engineering Difficulty'.
- **MapInfo** – this is the corporate Geographical Information System for managing map based data.
- **Parkmap** – A mapping information system for managing parking restrictions.
- **Location Centre** – Displaying parking restrictions on a map for the public to view
<https://lincs.locationcentre.co.uk/internet/internet.aspx?articleid=YfmDQ6wYrkU~&preview=true>

Working with Other Organisations on the Highway Network

The County Council actively encourages collaborative working to ensure the best possible co-ordination of public services by maintaining an on-going relationship with a wide range of stakeholders and other authorities, including those listed below.

- Lincolnshire Police
- Lincolnshire Fire and Rescue Service
- Lincolnshire Ambulance Service
- Lincolnshire Road Safety Partnership (LRSP).
- National and Regional Traffic Control Centres
- Neighbouring County or Unitary Councils
- Borough and District Councils
- Train Operators
- Passenger Transport Operators/Authorities
- Term/Framework Contractors
- Consultancy partners
- Highways England
- Network Rail
- Utility Companies
- Internal Drainage Boards

Several examples of partnership working within the County are shown below:

Lincolnshire Highways Alliance

The majority of works carried out on the Highway Network by Lincolnshire County Council are delivered through the Lincolnshire Highways Alliance.

The Lincolnshire Highways Alliance came into operation on the 1st April 2010 with the purpose of operating a closely co-ordinated organisation to deliver all of

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highways services. The Alliance is made up of Lincolnshire County Council highways services plus the following contracted services:

- Highway Works Term Contract from Kier Services
- Traffic Signals Term Contract from Dynniq.
- Professional Services Partnership from WSP

All of the above contracts have been arranged with a 5 year initial term extendable in one year increments to a maximum of 10 years. The current contracts are due to reach full term at the end of March 2020.

Highways England

Highways England (HE) has responsibility for managing the nation's trunk road network.

In Lincolnshire there is 62km of Trunk Road managed by the Highways Agency. This consists of a section of A1(T) dual carriageway that crosses the south west area of the County, a small section of A52(T) (west of the A1 near Grantham to the county boundary) and the A46(T) (from the county boundary near Newark to the Carholme Roundabout at Lincoln).

The HE and the County Council work closely together at a senior level at local liaison meetings on a range of transport issues including route management and development control.

The Police Service

Co-ordination between Police and Highways is carried out through regular management meetings and through ad hoc meetings. The key highways related issues that contact and communication is required with the Police include:

- Parking Enforcement
- Highway obstructions
- Traffic control
- Management of traffic accidents and incidents
- Event management
- Traffic and transport related crime

East Midlands Traffic Managers Forum (EMTMF)

The County Council is a member of the EMTMF. This group meets regularly to develop and share good practice in interpreting and operating the Traffic Management Act. This includes setting up protocols for cross boundary issues with neighbouring authorities. All Highway Authorities in the region are represented together with Highways England and the Department for Transport (DfT). The group is represented at the National Traffic Managers Forum.

County Council officers play an active part in the Civil Parking Enforcement, Traffic Engineering and Traffic Signal working groups of the EMTMF

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Lincolnshire Road Safety Partnership (LRSP)

LRSP was formed in June 2000 and now comprises the following organisations:

- Lincolnshire Police/Police & Crime Commissioner
- Lincolnshire County Council
- Highways England
- Lincolnshire Fire & Rescue
- East Midlands Ambulance Service

The partnership was the first of its kind in the Country and co-locates forensic collision investigators and casualty reduction officers from Lincolnshire Police with the County Councils' Accident Investigation and Road Safety teams to form a multi-agency centralised road safety unit. Lincolnshire Fire and Rescue also have staff based with the LRSP, who co-ordinate all fire and rescue road safety related activity. The deployment and maintenance of safety cameras is also managed within the partnership. Consequently, the entire core functions of road safety, namely engineering, education and enforcement are co-ordinated from this centre.

The joint working has proved very successful in improving road safety in Lincolnshire and has received national recognition for its excellent work in promoting road safety and reducing the number of collisions on the County's roads.

Lincolnshire Event Safety Partnership (LESP)

This is made up from representatives from the seven Lincolnshire district councils, the emergency services and the County Council.

LESP meets periodically and has developed guidance documentation to assist those who are organising public events to achieve a safe and well managed event. LESP members attend planning meetings with event organisers and part of their work is to ensure that any events' impact on the highway is kept to a minimum.

A major responsibility is to provide consistent and co-ordinated advice to promote successful and safe events.

Highway Authorities and Utilities Committee (HAUC)

The County Council hosts local HAUC quarterly co-ordination meetings with representatives of the utility companies. These meetings between highway authority staff and the utilities cover the works programmed to be carried out on the highway network and ensure that potential conflicts can be discussed in detail and dealt with before they arise. Agreed actions are recorded for all parties to follow up on. In addition HAUC group meetings take place at regional and national level and form an essential element to the successful co-ordination of street works and transfer of information between parties.

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Passenger Transport Operators

The County Council works closely with train and bus operators throughout the County, which includes regular liaison meetings. Consultation is often required with bus operators as part of the planning process when negotiating with developers for specific schemes (for example new bus services).

Cross Boundary Working

Traffic moves freely across administrative boundaries, therefore in order to meet its duty the County Council works in co-ordination with neighbouring authorities. The organisations having administrative boundaries with Lincolnshire are Norfolk, Cambridgeshire, Peterborough, Rutland, Northamptonshire, Leicestershire, Nottinghamshire, North Lincolnshire and North East Lincolnshire.

This has involved:

- Liaising & co-operating with HE;
- Consulting on any new initiatives for the Council;
- Sharing information;
- Establishing processes for ensuring policies are consistent;
- Ensuring consistency of network categorisation;
- Preparing emergency and contingency plans;
- Provision of abnormal and diversionary routes;
- Co-ordinating planned works and events;
- Co-ordinating management plans; and
- Reactions to unplanned events.

6 Traffic Policy

The County Council generally follows national policy, standards and guidance issued by the Department for Transport and other national bodies.

Local policies are developed as and when required through the process of investigation by officers and approval by elected members.

Some of the work of developing traffic policy is carried out by the Traffic Policy Working Group, a group of officers who report to the Highways and Transportation Management Group.

Current issues being considered are as follows:

Traffic Signs Review

Traffic signs are provided to inform road users with regard to traffic restrictions, traffic regulations, the existence of potential hazards, road works and the direction to important destinations. This information can be in the form of signs on posts and road markings and can be permanent signs or temporary signs erected only for the duration of road works or special events.

The signs used on the highway are regulated by national legislation and guidance issued by the Department for Transport (DfT). The traffic signs policy review began in September 2008. It culminated in the policy paper 'Signing the way' that set out a policy framework which retained national consistency for traffic signing, while allowing flexibility to meet local needs, using this information, this then led to the introduction of the Traffic Signs Regulations and General Directions (TSRGD) 2016.

Signs Policy

The County Council follows national standards and guidance in managing signs on the highway network.

An important aspect of managing road signs is the use of temporary signs for road works or for special events. The County Council's permission is required to erect signs in the public highway and sufficient time should be allowed (at least 3 months) to enable proposals to be checked traffic orders to be raised and to enable co-ordination with other activities planned on the network.

All signs erected for temporary purposes should be removed as soon as is reasonably practicable to avoid giving misleading information to drivers and to reduce street clutter.

Tourism signs are provided for all tourist attractions provided they meet the County Council's requirements and are in accordance national standards.

Interactive Variable Message Signs are used In Lincolnshire and they are mainly used to alert drivers when they are speeding.

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Consideration is being given to car park information and traffic information signs for Lincoln.

The County Council's policy on managing the street scene is provided in the "Every Street Matters" policy document available at:

<http://www.lincolnshire.gov.uk/91118.article>

Speed Limits

The County Council's speed limit policy is based on the Department for Transport (DfT) assessment criteria which takes into account the density of property development along the road under review, traffic flows and accidents.

The County Council completed its review of speed limits on A and B class roads in March 2014.

Following the release of new guidance from the DfT in January 2013 the decision was made to review the County Council's Speed Management policies. An online Speed Management Review survey completed in February 2014 was the first step in gathering the thoughts and views of the community on the way we manage speed and continue to improve the safety for road users on our network in Lincolnshire. The information gathered from the survey responses was examined and recommendations were made from the results of the scrutiny to help to inform a revised policy which was released in December 2015.

Traffic Management for Events

A multi-agency approach is adopted in Lincolnshire with regard to the management of events. Staff attend local Safety Advisory Group (SAGs) meetings and provide advice on highway issues relevant to events. Assistance is provided to staff engaged in event management duties which include an event management policy that promotes consistent processes across the service. A centralised application process is used to assist with co-ordination and planning for events on the highway.

Pedestrian Crossing Policy

The methods used to determine if a crossing facility is required and what type of crossing is to be provided (e.g. pedestrian island, zebra crossing or puffin crossing etc.) has been reviewed to ensure that the policy is being operated effectively and is fit for purpose. The findings have enabled a new QMS procedure to be written, which will be used by all staff.

Traffic Regulation Order Procedures

Traffic Regulation Orders (TRO's) are used to control or restrict the movement of vehicles on the road network, in order to provide the following benefits:-

- Safer passage for all road users in Lincolnshire;
- Reduced congestion due to fewer obstructions on the highway;
- Improved access for emergency vehicles and public transport due to a reduction in illegally parked vehicles;
- Higher turnover of vehicles in parking spaces;

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- Reduced pollution as a consequence of reduced congestion and circulating traffic

The County Council follows a procedure when preparing new TRO's. This involves consultation with various statutory bodies including the Police, Fire Brigade, Ambulance Service, County and Local Councils. Any objections received are reviewed by the County Council, to determine whether or not the objector's concerns can be addressed or not. The final decision regarding the introduction of any TRO where objections have been received rests with the County Council's Planning and Regulation Committee.

The provision of permanent TRO's in Lincolnshire follow procedures outlined in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The likely timescale for implementation of successful TRO's is between 26-40 weeks, depending on the level of objections received.

Since the introduction of Civil Parking Enforcement a new internal process for managing TRO's has been developed and it is now also possible to view TRO's online. The underlying Traffweb information is derived from the County Council's Geographical Information System (GIS) with the Traffic Regulation Orders (TROs) overlaid and is available at:

<https://lincs.locationcentre.co.uk/internet/internet.aspx?articleid=YfmDQ6wYrkU~&preview=true>

Response to Bridge Strikes

The railway bridges in Grantham sustain a high level of impacts by road vehicles. The 'Prevention of strikes on bridges over highways: a protocol for highways managers and bridge owners' has been reviewed in partnership with the DfT as part of a continuing effort to raise the awareness of the dangers of bridge strikes amongst all those involved in highway and infrastructure maintenance to reduce the frequency of impacts on bridge structures over public highways.

<https://www.gov.uk/government/publications/prevention-of-bridge-strikes-good-practice-guide>

7 Network Co-ordination

The key activity in providing proactive management of the highway network is good quality forward planning and coordination of works, events and activities that impact on the highway network.

The TMA and associated guidance provide the means for the County Council to take action to ensure any planned activities minimises the impact on the road user.

The Network Regulation Compliance Team reporting to the Network Management Commissioner oversees the co-ordination function for the highway network.

The day to day work to assess and process proposed activities on the network is carried out by teams located in the Highways Area offices.

Utility companies are required to apply for permits to the County Council for work they intend to carry out and provide accurate location, start and finish times.

Under the TMA, the electronic notification system also includes all works carried out by the County Council as highway authority. This ensures that all works planned on the highway can be managed and co-ordinated and that all other operations and events that impact on road users are subjected to similar controls.

Non-compliance with the Traffic Management Act by a utility company (ie: failure to either issue or carry out works in compliance with the permit scheme) will result in enforcement action by the County Council. This takes the form of a fixed penalty notice issued by the County Council as an alternative to court action.

Compliance with the Traffic Management Act notification procedures is also a requirement for the County Council's own highway works, the performance of which will be monitored and reported to demonstrate parity with the utility works. TMA compliance is monitored as a contract requirement in the Highway Alliance contracts.

The County Council has established procedures for coordination of road works through the use of the CONFIRM Highways Asset Management System. Part of this system's function is to receive electronic permits from the utilities and for highways works. The system will alert system operators to potential conflicts to aid with coordination. The CONFIRM database is used in conjunction with the Roadworks.org web site to inform the road user of current and planned work.

Good Practice Guide to Managing Works in the Street (2007)

The Government issued a guidance note called *Working Together: A Good Practice Guide to Managing Works in the Street (2007)*. This was produced to improve co-ordination and management of works by highlighting best practice case studies and showing effective working partnerships.

Local Authorities as well as Utilities have to ensure they provide sufficient notice in advance of any works and these must include accurate information on the works location plus start and finish times. Minimum notice periods are increased for works likely to cause significant disruption.

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Highways and Utilities Collaboration

Lincolnshire County Council is an active member of the East Midlands Highways And Utilities Committee (EMHAUC).

This acts as a regional focus for the national body HAUC England.

EMHAUC provides a forum for discussion, exchange of information and improved professional relationships. In addition the work of the committee promotes co-operation between the utilities, highway authorities and any other parties involved with street works activities, with particular reference to the New Roads and Street Works Act 1991, the Traffic Management Act 2004 and other relevant legislation.

These aims of the forum are to:

- a. Utilise all relevant Codes of Practice and Specifications with a view to working towards a consistent approach.
- b. Identify topics where there will be scope for Best Practice initiatives, leading to implementation and possible promotion to other bodies.
- c. Provide a free flow of information between organisations.
- d. Explore all avenues and options designed to reduce the:
 - (i) Effect of work activities upon highways and highway users.
 - (ii) Incidence of damage and to minimise the risk of injury.
- e. Assist and support local co-ordination meetings by:
 - (i) Providing guidance.
 - (ii) Acting as an advisory forum in case of local disputes where good practices are an issue.
 - (iii) Disseminating information on regional and national issues.
- f. To monitor the performance regionally of Utilities, Transport and Highway Authorities under New Roads and Street Works Act in the interests of best practice.

EMHAUC is supported by Streetworks UK and EMJAG (East Midlands Joint Authorities Group)

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Electronic Transfer of Notices (EToN)

As part of the New Roads and Street Works Act 1991 and to provide an efficient and timely noticing system, a national specification for street works notices was introduced. As street works coordination processes and systems have evolved this

specification has been updated to ensure that utility companies and local transport authorities are working with compatible systems (e.g. ETON 6 format).

Network Regulation Compliance Team

One of the main purposes of the Network Regulation Compliance Team is to develop long term policies and strategies to reduce congestion and improve general network management. This is achieved by ensuring works promoters, utilities and highways authorities adhere to national legislation such as the Traffic Management Act 2004 and the New Roads and Street Works Act 1991. The team provides legislative advice to colleagues on TMA and NRSWA matters; collates and analyses data and implements and reviews performance measures. The team are also responsible for providing Permit Evaluation Reports for the recently introduced Lincolnshire Permit Scheme.

Network Regulation Compliance Data.

The monitoring of the network management processes is essential to ensure that the road works occupancy, coordination, noticing quality, reinstatements and safety issues are being managed effectively in compliance with the Traffic Management Act 2004.

Detailed analysis is required by the Department for Transport to make informed decisions and monitor trends to determine what might qualify as good or bad performance.

The Network Regulation Compliance Team is responsible for the production of statistical information relating to both highway authority and utility noticing in order to develop Best Value Indicators and National Key Performance Indicators, parity measures and reports to elected members.

Department for Transport Quarterly Network Management Scorecard

The quarterly Network Management scorecard is a summary of statistical information relating to both utility and highway authority works.

HAUC (UK) and the EToN Developers Group (EDG) have worked together to agree TMA Performance Indicators (TPI's). These are a range of national indicators for utility companies and local traffic authorities to be used to measure compliance with the TMA and associated requirements.

The Scorecard will act as a benchmark for performance, identifying strengths and weaknesses, monitoring trends overall and providing robust evidence for policy making or intervention.

There are 19 performance indicators categorised by occupancy; coordination and notice quality; reinstatement and safety.

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The Scorecard data will be sent electronically to statisticians at a company called Geoplace, operating on behalf of the DfT, who will validate the data and populate the scorecard template. The Scorecard data will provide some basic reporting over time to help analyse and monitor trends.

The Scorecard data will be summarised to provide totals for each authority, split between works promoters, utility companies and highway works. This will allow users to assess their own performance and the performance of works promoters working within their area.

Permitting

A Permit Scheme was introduced to Lincolnshire on 5th October 2016. The main purpose of the scheme is to minimise disruption from unnecessary or badly controlled road works. There are many additional expected benefits to be achieved through more effective control of road works, which include:

- improving journey times and reliability for all our road users
- reducing the congestion caused by road works
- improving the information available on works, including advanced warning and duration
- increasing the planning and control of works to improve safety and reduce damage to the road

The Scheme applies to the whole of the Lincolnshire road network.

<https://www.lincolnshire.gov.uk/transport-and-roads/licences-and-permits/lincolnshire-permit-scheme/128853.article>

Licences

Applications for highway licences are made for various activities affecting the highway, such as skips, scaffolds, banners across the highway, tables and chairs on the highway, events, Section 50 road opening licences, Section 171 Road Opening Permits and temporary traffic signals.

These licences are available from the County Council website:

<https://www.lincolnshire.gov.uk/transport-and-roads/licences-and-permits/>

These procedures ensure that the County Council is fully aware of all notified road works and events taking place on the highway network and that all such activities are undertaken safely and with minimum disruption and that as much information as possible is made available to the general public. The co-ordination activity ensures that statutory regulations such as signs, lights and necessary traffic management are applied where necessary.

Road Works Information

A web based information system (Roadworks.org) is available to the public and is used to provide information on all planned and live road works in Lincolnshire. The

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information on this system is taken automatically from the CONFIRM Highways Asset Management System and includes the electronic notices issued by the Utility Companies.

The on line system can accessed by following this link: <http://roadworks.org/>

Event Management

The County Council has established management processes for the co-ordination and control of planned events on or off the highway network to minimise their impact on other highway users and ensure effective liaison with promoters of other known road works. This activity is carried out through the Lincolnshire Events and Safety Partnership (LESP).

The County Council works with event organisers, venue owner, and local government organisations within Lincolnshire to establish a calendar of the regular events.

Every event that takes place on the highway within Lincolnshire is required to be registered with the highways authority in order that the traffic management arrangements can be co-ordinated. This will ensure that the event can be held successfully and is not compromised by other planned work on the highway network.

Regular event meetings (Safety Advisory Group meetings) are organised at a district council level and involve local divisional highway officers, the emergency services, district council officers and the event organiser.

Safety Advisory Group meetings assist the event planning process to ensure that events take place safely and at a time and in a manner that has the minimum effect on network operations. In addition, the meetings enable the dissemination of accurate information regarding the events as early as possible to other organizations. For example, it allows the County Council to manage the provision of increased or altered public transport to ensure the safe and efficient passage of visitors to the event.

Further information on event planning is available at the following link:

<https://www.lincolnshire.gov.uk/lincolnshire-prepared/>

Where events occur on a regular basis, the way in which each event is planned and managed is reviewed on completion of the event to ensure that procedures are efficient and up-to-date and that the needs and demands of the travelling public are fully met.

It is recognised that the promotion of all events brings increased commerce and trade to the area and fosters a sense of well-being and community spirit. Therefore the County Council are committed to supporting well planned events held across the County.

There are many annual public events that take place in Lincolnshire. Those which have a significant impact on the road network are summarised below:

- **The Lincoln Christmas Market** occurs at the start of December and involves around 350 stalls partly set in the grounds of Lincoln Castle, Lincoln Cathedral, The Lawn and surrounding streets. It is one of the largest Christmas markets in Europe, attracting up to 300,000 people in a four- day period.

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- **The Lincolnshire Show** occurs during the summer at the Showground at Grange de Lings, a few miles north of Lincoln on the A15. It is one of the largest agricultural shows in the country and is attended by around 70,000 people over two days in June. The Showground is in regular use throughout the year for a wide range of other events and functions.
- **The Stamford Mid-Lent** fair sees showmen converging on the town the week after Mothering Sunday. Fairground rides and sideshows fill Broad Street and the sheep market for a week. The following week sees a similar event in the town of Grantham.
- **Cadwell Park Race Days** especially Super Bike Championship Event
- **Market Rasen Race Days** take place throughout the year
- **Burghley Horse Trials** is an annual three-day event held at Burghley House near Stamford every September. Whilst this event takes place outside of Lincolnshire it has an impact on Lincolnshire roads.
- **Cereals** is the leading technical event for the arable farming industry. Although a yearly event, it takes place biannually in Lincolnshire and attracts over 25000 visitors and features around 500 arable-specific companies

8 Civil Parking Enforcement

One of the key objectives of managing the highway network is to manage traffic congestion. The enforcement of parking restrictions plays an important part in effective traffic management and improving traffic flow.

All road users, residents, businesses and visitors benefit from effective enforcement of parking restrictions and the reduction in the problems caused by incorrectly parked vehicles.

Since December 2012 Lincolnshire County Council has taken over responsibility for on street parking enforcement from the Police. This Civil Parking Enforcement (CPE) scheme includes on street parking and off street parking operated by Lincolnshire District Councils.

To provide consistent enforcement across the county a partnership has been set up between Lincolnshire County Council and all district councils to operate the Civil Parking Enforcement scheme.

Parking Policies

There are two important documents that relate to parking enforcement:

- Lincolnshire Parking Policy – sets out the policy framework and management objectives for parking in Lincolnshire.
- Lincolnshire Civil Parking Enforcement Procedures – provides guidance on the way parking enforcement is carried out in Lincolnshire and explains the processes with regard to parking penalty charges.

Both of these documents together with other useful parking information can be found on the County Council's website.

Enforcement Services

Lincolnshire County Council has outsourced the parking enforcement services as follows:

- APCOA Parking Limited has been awarded the contract for all on street parking enforcement. The contract period is 5 years commencing in October 2016. A further 3 years can be added to the initial contract term
- A shared service agreement has been arranged with Nottinghamshire County Council for the processing and handling of Penalty Charge Notices. This includes assisting with appeals and associated debt recovery activities. The agreement period is for four years commencing in October 2012 and is currently under review for renewal.

The Lincolnshire district councils are responsible for making their own arrangements for enforcement and Penalty Charge Notice processing. The following district council

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has decided to work with the County Council and procure their services from the County Council's enforcement and notice processing service providers:

- North Kesteven District Council

Sharing Information on Parking Enforcement

The County Council produces an annual report on the operation of Civil Parking Enforcement which is required by the Department for Transport.

In addition, up to date statistics with regard to parking enforcement are provided monthly on the County Council's website.

Parking Finances

Funds raised from penalty charges are used in accordance with Section 55 of the Road Traffic and Regulation Act 1984 and Traffic Management Act 2004.

The principle on how this is spent is that the provision of the parking service is the first priority. This includes the enforcement service, the Penalty Charge Processing service and County Council parking management costs. If after such expenditure there is a surplus then the surplus can be applied to:

- Public transport improvements
- Road improvements
- Environmental improvements (includes recreational & scenic improvements)

The County Council does not receive any income from off street car parks or on street pay and display parking locations.

Areas for Development and Improvement

The following issues are seen as a high priority over the next 12 months:

- The CCTV enforcement trial outside schools began in January 2017. The trial has been extended to include 2018. A review will take place to gauge costs of expanding the scheme to other sites.
- East Coast remedial works: An extensive survey of sign / line compliance in coastal areas will be carried out beginning 2018 which will identify any remedial works which may be required.
- County CPE deployment plan is under review in order to ensure resources are utilised in the most efficient manner, visiting areas with known hotspots and non-compliance.

9 Intelligent Transport Systems

Intelligent Transport Systems (ITS) take advantage of advances in transport, computing and communications technologies to improve the efficiency of the road network. It improves decision making by network operators and provides better integrated control of transport systems thereby reducing congestion. ITS is used in Lincolnshire as follows:

- Monitoring of traffic congestion within the network
- Traffic signals monitoring to minimise delays and queues
- Incident management systems which then reduce the effects of incident related congestion
- Facilitation of traffic flow through and around new development construction sites through the deployment of traffic management and incident management systems
- Provision of road user information including network conditions and roadworks accessed in a variety of ways such as internet websites, telephone as well as television and radio
- Camera systems for traffic signals, CCTV coverage and speed enforcement including average speed detection and emergency vehicle priority through traffic signals
- Strategy management plan production to deal with specific events on the highway network

Traffic Signal Systems

Traffic signals play a key role in reducing traffic congestion and overall delay on the road network. The County Council is committed to using available and new technology to improve the efficiency of traffic signal operations.

Traffic signals play a vital safety role at junctions by ensuring proper control of conflicting traffic movements on the highway network.

Controlled pedestrian/cycle crossings can be located at junctions or at other locations where need has been identified, to provide safer crossing points.

Pedestrian facilities can be Pelican, Puffin or Toucan type crossings. Pelican crossings provide controlled crossings for pedestrians only and offer the pedestrian a fixed amount of time to cross the road. Puffin crossings are for pedestrians only and these crossings use pedestrian detection equipment to improve the safety and efficiency of their operation. Toucan crossings generally provide similar facilities to Puffin crossing, but also include provision for cyclists

The Traffic Signals Team is responsible for the day-to-day management of the traffic signal installations and associated computer systems in the County, including the management of the traffic signal term contractors. The Traffic Signals Team operates a manned Traffic Signal Control Room at their offices in Lincoln.

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The control room houses the County Council's SCOOT/UTC system (Split Cycle and Offset Optimisation Technique/Urban Traffic Control) that controls the traffic signals in Boston, Grantham and Lincoln. The SCOOT/UTC system is a dynamic traffic management tool, it measures the traffic flow on the network and adjusts traffic signal timings accordingly to maximise traffic flow through the network.

The operation of the SCOOT/UTC system is controlled by a Strategy Management system (COMET). This automatically starts, varies and ends SCOOT control depending on traffic flows and congestion. In the longer term, proposals are being investigated to upgrade this facility to add further systems e.g. VMS and car park monitoring, to enable the operators to react to incidents and events to reduce congestion and delay to road users.

Traffic signal installations in the County that are not linked to the SCOOT/UTC system operate independently but are connected to a central computer for monitoring purposes. Faults received by the control centre are passed onto the signals contractors, for appropriate action, using a computerised fault management system.

Traffic Control Cameras

The operation of Lincolnshire's SCOOT/UTC system is supplemented by the operation of 35 Traffic Control CCTV cameras located at critical junctions in Boston, Grantham and Lincoln.

A County Council owned fibre optic cable is being used on the East West Link Road to expand CCTV coverage. In addition to this, mobile temporary CCTV cameras are being used to manage traffic as a supplement to the fixed CCTV system during major schemes and events. Dialup fixed view IP based cameras are being rolled out at key remote junctions on the network and provide feedback via broadband connections which are being installed as part of the UTMC system expansion replacing the existing analogue communication systems at remotely monitored junctions.

The County Council will also continue to look to expand the main CCTV system coverage through major and development lead schemes.

Traffic Signal Data

Data from the traffic signal systems is used to obtain traffic flows on the network for performance monitoring and reporting purposes.

Traffic Signal Installation and System Checks

The County Council checks the operation of traffic signal installations and validates its systems at least every three years to ensure safety of signal timings and to check on efficiency of timings compared to observed traffic flows.

Traffic Signal Design

The County Council has produced a Traffic Signal Design Guide. This assists in the design and implementation of traffic signals and seeks to promote consistency and a high standard of work from the design stage through to the commissioning of works on site.

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Design work undertaken is assessed with vehicle flows for both base and future year scenarios before any work is implemented on site. The signal modelling is carried out using industry standard software.

All traffic signal design is carried out within a quality system complying with ISO 9001 and in accordance with national standards, local standards and safety audits.

Temporary Traffic Signals

Temporary traffic signals are often needed when undertaking highways works, whether it is by the highway authority or the utility companies, or needed in the event of an emergency. The use of portable temporary traffic signals can impact on the highway network. They have implications for traffic management procedures required, delays and safety issues. Because of their significance, the highway authority has the statutory duty to authorise their use.

Formal authorisation is required for all works on the highway. This can be achieved either through the requirements of the Lincolnshire Permitting Scheme or by completing the Temporary Traffic Signal application. Forms must be completed to standards and issued along with the relevant drawings within a set time period to allow assessment to be undertaken. The County Council's Traffic Signals Team is often asked to provide assistance in the design and installation of temporary signals.

The County Council is committed to using available technology and assessing new technology as it becomes available to improve the efficiency of temporary traffic signal operations at road works.

Real Time Passenger Information

Lincolnshire County Council's real time passenger information system tracks the operation of four bus operators in Lincolnshire, Brylaine Travel, Centrebus, Stagecoach East Midlands and Stagecoach East.

Passengers can view up to date information on how their bus is running using various sources including on the Traveline website, a text messaging service and some mobile phone apps.

The operation of the RTPI system has been integrated with the traffic signal operations at five locations in Lincoln, two in Boston and one in Grantham, giving priority to late running buses to improve the reliability of bus journey times through these junctions. This facility will be expanded to include the Lincoln East West Link Road junctions in 2018 and will be considered at other locations in future schemes.

Provision of Traffic and Travel information

During peak times in the morning and afternoon, live traffic information is broadcast on BBC Radio Lincolnshire and Lincs FM. This information is obtained from a number of sources, namely, the County Council staff based on CCTV information, an external travel information supplier and public phone-ins. The information is then relayed back to listeners at various time intervals. As well as advising over the air, these radio stations also publicise information on their websites, this can include incident severity.

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Recent enhancements of the roadworks.org service have brought the ability to provide more detail relating to planned and ongoing street works available to residents and the travelling public and the facility for providing alerts via email and social media with regard to live traffic conditions.

Live Traffic Information

The following web links are examples of the publically available live traffic information on web sites operated by external organisations:

Google Maps

<https://maps.google.co.uk/maps?hl=en&tab=wl>

Roadworks.org

<http://roadworks.org/>

Tom Tom

http://www.tomtom.com/livetraffic/?WT.Click_Link=top_nav

BBC Live Travel News

<http://www.bbc.co.uk/news/england/lincolnshire>

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10 Implementation Plan

Over the next few years the County Council will be undertaking improvements to network management as shown in the Implementation Plan below:

	Network Management Implementation Plan	Target Completion date (by end of)
	MANAGE AND MAKE USE OF INFORMATION RELATING TO NETWORK MANAGEMENT	
1	Review and improve highway & traffic information on the web	Ongoing
2	Review data from Customer Service Centre to plan services	Ongoing
3	Review traffic sensitive street network	2019
	PLAN AND CO-ORDINATE HIGHWAY WORKS AND UTILITIES WORKS	
4	Monitor TMA compliance using performance data	2019
5	Review operation of Lincolnshire Permitting Scheme	2018
	RESPOND AND DEAL WITH INCIDENTS	
6	Develop traffic incident contingency plans for urban areas	2020
7	Develop traffic control systems and procedures	2020
	TAKE ACTION TO REDUCE CONGESTION	
8	Identify areas of the network experiencing congestion	Ongoing
9	Investigate improvement schemes to reduce congestion	Ongoing
10	Extend the coverage of the traffic control CCTV System	Ongoing
	MANAGE PARKING	
11	Improve condition of parking road markings and signs	Ongoing
	ENGAGE WITH STAKEHOLDERS AND THE PUBLIC	
12	Review public survey results carried out on Highways Services	2019

11 Review Mechanism

The NMP will be treated as a live document and will be monitored and reviewed through an informal consultation process with key contributors on a bi-annual basis.

The County Council has established a Highways Alliance to manage the highway network in accordance with the TMA requirements. The Highways Alliance involves senior highways officers (section heads) with responsibility for service delivery working with managers from the County Council's Term Contractors to deliver the highway services in line with the objectives of the NMP.

The Traffic Manager will take the lead in the Alliance Management therefore providing a 'champion' for leading the development and implementation of the NMP.

The Traffic Manager will ensure that the County Council's network management duties are discharged. This involves benchmarking against the current situation and monitoring future progress in the implementation the plan. Where targets are not met, the Traffic Manager will propose appropriate remedial action to ensure the County maintains progress in meeting its highway network management statutory responsibilities.

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APPENDIX A: NETWORK MANAGEMENT COMPLETED ACTIONS

Completed Major Actions	Date Completed
New Cycling Strategy	2015
Implementation of TSRGD 2016	2016
Implementation of Outcome of Civil Parking deregulation Bill	2016
Speed Management Policy Review	2015
Street Works Permit Scheme	2016
Review and develop enforcement strategy	2015
Introduce second phase employment officer deployment plan	2016

APPENDIX B: PESTLE ANALYSIS

To help guide strategic decision-making and to plan for the future, the County Council needs to understand the wider environment in which it operates. By understanding these environments, it is possible to take the lead in maximising its opportunities and minimising its threats. A PESTLE analysis is a useful tool for understanding risks and growth and decline trends to enable the position, potential and direction of the organisation to be identified.

Issue	Impact on Organisation
Political	
<ul style="list-style-type: none">• Growing political focus and pressure on highways management• Government looking for local authority savings• Funding and Grant initiatives becoming gradually more difficult to obtain• Local Pressure Groups have conflicting desires	<ul style="list-style-type: none">• Expected incident response times are often unrealistic e.g. time taken for repair of potholes• Organisation restructure – cut backs on staff resources• Increased competitive pressure to qualify for funding• Need to balance road improvement schemes and budget spending between local and national needs
Economic	
<ul style="list-style-type: none">• Global economic crisis• Private companies expanding into public sector market• Third Party Partnerships	<ul style="list-style-type: none">• Reduced Public Spending meaning less funding available to maintain and strengthen the highways network• Commissioning of services leads to reduced workforce within the organisation• Reduced control in the management of services and resources
Social/Culture	

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<ul style="list-style-type: none"> • Change in national and local demographics • Lifestyle trends • Customer awareness – changing expectations • Growing media and public activism e.g. harnessing social networking mediums • Local/National Events 	<ul style="list-style-type: none"> • Increasing aging population can effect housing development styles and associated road network requirements • Amplified use of mobility scooters or cycling impacts upon footway/carriageway design and how street works can be carried out • Pressure to provide services within unrealistic timeframes and/or reduced budgets • Better proactive communication and intelligence gathering required • Events enforced nationally but which impact locally can result in demands being placed on staff e.g. newly created laws to deal with Street Parties
Technological	
<ul style="list-style-type: none"> • Communication technologies – social media • Technological legislation • Technological advancements • Associated/dependent technologies • Technological support/maintenance 	<ul style="list-style-type: none"> • Improved proactive use of corporate twitter and facebook accounts needed to encourage public usage • Pressure from government to update or buy new systems to be able to comply with new legislation can impact on resources • Failure to modernise outdated packages causes compatibility issues • Updating one system can trigger issues with linked applications • Outsourcing of IT roles resulting in reduced control of services and resources
Legislation	
<ul style="list-style-type: none"> • Current Legislation – TMA, NRSWA, Highways Acts • Good Practice Guides and Advice Notes • Regulatory bodies • Future legislation – Permits 	<ul style="list-style-type: none"> • Mandatory edicts that dictate the responsibilities of the organisation have to be complied with regardless of resource cost • Advisory processes often conflict with the statutory regulations causing confusion and disagreement over interpretation • National departments acting upon behalf of the government can be preoccupied with issues that are exclusive to London resulting in KPI's that do not enhance the service of more rural organisations • Groups and Committee representatives need to act together to create workable legislation for the future

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Environmental	
<ul style="list-style-type: none">• Weather/Seasonality issues• Political agenda on environment• Political funding for environment• Housing Market trends• Flooding• Corporate social responsibility awareness and expectations• Public awareness – changing expectations	<ul style="list-style-type: none">• Winter Maintenance requirements put pressure on normal services• Resource implications and changes/additions to existing services• Increased revenue to carry out environmental projects• Energy efficiency advances can effect housing development styles and associated road network requirements• Government demands to be more proactive to prevent future flooding impacts on existing resources• Changes to existing service methods e.g. turning off street lights at night or replacing light bulbs with low energy bulbs• Increase in requests for cycle paths and waste management initiatives

APPENDIX C: STRATEGIC RISK LOG

Description	Probability	Impact	Risk Value	Rank	Actions	Owner
Growing Political focus and pressure on highways management	High	Medium	6	5	Review incident response times e.g. potholes	Highways Network Management Team
Government local authority savings – reduced budgets	High	High	9	1	Organisational Restructure – reduction in staffing levels	Chief Executive Board
Funding & Grant Initiatives more difficult to obtain	High	High	9	2	Bids for funding need to be more robust & competitive	Lead Officer
Local Pressure Groups have conflicting desires	Medium	Medium	6	4	Road improvement schemes & budget spending need to balance between local & national needs	Highways Asset Management Team
Legislation e.g. TMA	High	Medium	6	6	Responsibilities have to be complied with regardless of resource cost	Directorate Management Board
Technology	Low	High	3	7	Ensure existing systems are capable of running new modules	Infrastructure Commissioner

Key:

Probability: Low – Unlikely to happen, but may still be significant (1), Medium – May or may not happen, fairly high likelihood of occurrence (2), High – Can be expected to occur sooner or later (3).
 Impact: Low – Marginal effect, but still requiring some extra work/effort to mitigate (1), Medium – Some impact on project objectives, may be manageable within tolerances (2), High – Significant impact on the ability of the project to meet its objectives (3)
 Risk Value = Probability x Impact.

Lincolnshire County Council Network Management Plan

APPENDIX D: LIST OF POLICIES AND PLANS

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

Transport Asset Management Plan – (internal only)

Highway Asset Management Plan – <https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/documents/131314.article>

Winter Maintenance Plan – <https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/documents/131314.article>

Lincolnshire Parking Policy – <https://www.lincolnshire.gov.uk/transport-and-roads/parking/>

Lincolnshire Parking Procedures – <https://www.lincolnshire.gov.uk/transport-and-roads/parking/>

Road Safety Strategy – <https://www.lincolnshire.gov.uk/lincolnshire-road-safety-partnership/about/120304.article>

Every Street Matters – <http://www.lincolnshire.gov.uk/91118.article>

Lincolnshire County Council

Network Management Plan

APPENDIX E: GLOSSARY

CCTV	Close Circuit Television
C&U	Construction and Use Regulations
CPE	Civil Parking Enforcement
CSC	Customer Service Centre
DfT	Department for Transport
EMTMF	East Midlands Traffic Managers Forum
GIS	Geographical Information System
HE	Highways England
HAUC	Highway Authority and Utilities Committee
HAMS	Highway Asset Management System
HGV	Heavy Goods Vehicle
HOV	High Occupancy Vehicle
ITS	Intelligent Transport Systems
LESP	Lincolnshire Event Safety Partnership
LRSP	Lincolnshire Road Safety Partnership
LTA	Local Traffic Authority
LTP	Local Transport Plan
NHS	National Health Service
NMP	Network Management Plan
NRSA	New Roads and Street Works Act 1991
NSG	National Street Gazetteer
OHDO	Out of Hours Duty Officers
QMS	Quality Management System
RAYNET	Radio Amateurs' Emergency Network
RTPI	Real Time Passenger Information Systems
SCOOT	Split Cycle Offset Optimisation Technique
TMA	Traffic Management Act 2004
TRO	Traffic Regulation Order
TSP	Technical Services Partnership
UTMC	Urban Traffic Management Control
VMS	Variable Message Signs
WRVS	Women's Royal Voluntary Service

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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 April 2018
Subject:	Additional Highways Funding

Summary:

This report sets out the potential approach to the effective use of additional highway maintenance funding.

Actions Required:

The Committee is asked to consider and comment on the existing and future programmes of work that have been identified. They are also asked to consider and comment on the detail contained in the report and recommend any changes or actions to the Executive Member for Highways, Transport and IT.

1. Background

All of our existing highway maintenance funding is focused on delivering the best outcomes for the highway user through the implementation of the Highway Asset Management Policy, Strategy and Plan. Having this robust approach to the use of resources allows us to maximise the potential benefit to the road user as demonstrated by our recent CQC Efficiency Rating of 98% but it also ensures that we receive the maximum level of Incentive Funding from the Department for Transport.

The Highways Service has recently received additional funding from a variety of sources,

- £4m from the Council's own underspend/reserve which is available to spend during the duration of this Council.
- £1.7m from the Department for Transport's Pothole Fund which should be spent during the financial year 18/19.
- A further £3.3m allocated by Council in their 2018/19 Budget which is 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 was included in initial budget planning. This money should be spent during the 18/19 financial year.

At the time of writing this report, the Department for Transport had not yet confirmed our entire Capital Maintenance allocation.

There are a variety of potential uses for this additional funding which should follow the broad outline of our Asset Management Policy, Strategy and Plan. Programmes of work are being identified by the use of "heat maps" identifying those areas which have been the subject of customer complaints to the Customer Contact Centre.

The final agreed use of this additional funding will form the outline of the "Pothole Plan".

Suggested Treatments

Patching

The underpinning asset management strategy is to patch our roads where required as whole scale replacement or reconstruction is not always required and would be wasteful of resources. A further increase in our patching programme would reduce the number of potholes on the network and allow us to prepare roads for future surface dressing programmes.

Surface Dressing and Surface Treatments

Surface dressing or treatment of a road is the most cost effective method of maintaining our highway network. A surface dressing or treatment is much cheaper than full resurfacing or reconstruction but relies on the timely identification and treatment of sites. Our recent reorganisation into the Future Operating Model was partly designed to improve our ability to respond to this challenge. We have roads patched ready for dressing and additional funding would allow us to increase our surface dressing and treatment programmes for this year.

Thin Surface Course Replacement

Thin Surfacing was introduced as an innovation in the 90's and was used extensively in this Country as an apparent solution to the road maintenance problems at the time. Used successfully on the Continent where a denser material mix was possible due to more stringent tyre tread depth requirements. The less stringent requirements in this country led to the removal of fines from the material mix to increase texture and therefore skid resistance. Unfortunately this lack of fines means that as the bitumen in the mix ages its ability to bind the aggregate together is reduced and these materials are prone to catastrophic failure resulting in the sudden appearance of potholes. Lincolnshire had a legacy of thin surfacing as it was used extensively on the ex-Trunk Road network prior to their return to local authority control. We have had a long running programme to replace this material but additional funding offers an opportunity to accelerate this programme. Work is ongoing to identify further potential sites for replacement by correlating data from pothole complaints to the Customer Service Centre.

Residential Streets

Lincolnshire has a number of residential streets which were constructed during the 1970'S and 80's building boom to a less stringent specification than current estate

roads. These are the roads that many people start and finish their journeys on and many are beginning to fail with evidence of potholes and structural failure. These roads were often built as estates of several roads which are all likely to fail at about the same time. One proposal is to begin a programme of reconstruction of these estates by removing the failed material and replacing it with an increased depth of bituminous material to ensure a longer construction life. Efficiencies can be gained by procuring this work in concentrated pockets of work and by the complete reconstruction of the roads.

Some of these roads were constructed of concrete which will require a slightly different treatment which includes the removal and replacement of the bituminous surface and the introduction of an enhanced joint between the concrete bays. The concrete is left in place but movement between the bays is catered for by the introduction of the new joints.

Recycling Schemes

Road maintenance operations in the County generate a substantial amount of construction waste, mainly road planings. Much of this is inert but a proportion is identified as containing tar which some consider to be potentially carcinogenic. Tar has not been used in road for over 30 years but remains as a residual constituent of historic road construction. When identified, the Environment Agency insists that it is treated as controlled waste which can result in disposal costs of anything up to £120/ton. Our current disposal option is to a local operator with reduced disposal costs but this operator is currently the subject of ongoing discussions about compliance with planning conditions for the operation. This Council has developed a recycling strategy with licensed holding depots at three sites in the County. Tar bound planings can then be incorporated into recycled road surfacing material which is produced under carefully controlled conditions. We currently have around 12,000 tons of material in stockpiles which will need to be incorporated into recycled material. A number of schemes have been identified and are currently being designed to incorporate this material.

Retread

The Council has been treating a number of its minor roads with a programme of "Retread" for some years. This involves the removal of the entire road surface which is then mixed with additional material and binder before being re-laid. The finished surface is then treated with either a surface dressing or new surface course. We already have a proposed programme of "Retread" for this year but this could be increased with the use of additional resources. This process has the added benefit of using recycled material from our stockpiles

Road Markings

Our road marking programmes have been reduced over recent years as a response to the revenue funding position. We have continued to maximise the efficiency of our operation by combining renewal programmes with other works such as surface dressing. Additional funding offers the opportunity to increase our road marking renewal programme which should provide road safety benefits and the potential to improve the public perception of our highways service.

First Time Fix Pothole Gangs

The Council already operates a number of gangs to fully cut out and repair potholes. These either operate with the use of mobile hot boxes or with material collected from batching plants. The chosen operating method depends on the gang's proximity to a batching plant with the most efficient method being used. Our standard resource consists of 2 Hot Box Gangs, 3 First Time Fix Pothole Gangs, 15 Mobile Maintenance Teams, 4 Incident Response Vehicles and 2 Roadmarking Gangs. The Council is already operating with 3 additional first time fix gangs this year as a response to the damage caused by this year's winter. Additional resources would allow us to explore the use of static hot boxes in some depots, increase the number of Hot Box Gangs from 2 to 6 and to bring in 4 extra Mobile Maintenance Teams during winter when we historically have an increase in pothole numbers.

2. Conclusion

Additional highway funding is welcome and will help us to respond to scale of the damage to the network caused by the severe winter.

Work has already been undertaken to develop options for the effective use of this additional resource and includes,

- An additional programme of pre-surface dressing patching
- Additional surface dressing for this season 18/19
- A programme of reconstruction of residential streets
- A programme of works to small/medium scale patching sites
- An additional programme of "Retread" sites

Further work is ongoing to identify the following,

- A programme of additional patching
- A programme of thin surfacing replacement schemes
- A further programme of work to residential streets including concrete roads
- A series of schemes utilising recycling techniques
- A programme of roadmarking replacement
- Additional First Time Fix Pothole Gangs

3. Background Papers

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

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

Policy and Scrutiny

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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 April 2018
Subject:	Lincolnshire Connected

Summary:

Lincolnshire Connected seeks to consider the movement needs of businesses, residents and visitors as we move through the next three decades. The document that will be produced (anticipated December 2018) will 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 is for these changes, opportunities and challenges, including what will need to be done to implement future requirements.

Issues such as decarbonisation of transport and artificial intelligence enabling driverless cars are the focus of growing national and international attention; however, a broader approach is 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.

Actions Required:

Members of the Committee are invited to consider and comment on the report and highlight any areas for further consideration.

1. Background

Lincolnshire Connected is an emerging think piece, looking at the future of mobility, transport, accessibility and connectivity in Lincolnshire. Lincolnshire's 4th Local Transport Plan is coming to its natural end, and there will be a need to develop a 5th LTP in due course. As a precursor to this, Lincolnshire Connected seeks to examine wider disruptors; exploring how new technologies could be embraced in Lincolnshire, and considering the impact this has on our services and population.

Over the next few decades, national and local economies will continue to experience change, perhaps more so than in the past and due to emerging global trends, technological advances and the seismic change enabled over the last twenty years by digital connectivity and the internet. Government have directed significant funding

into R&D around battery technology, autonomous vehicles and charging infrastructure, as well as 5G and fibre technology - £160 million from the National Productivity Investment Fund for the next phase of funding for 5G Testbeds and Trials Programme, with specific pots of money for 5G roads and security projects, as well as a large-scale project on the Trans Pennine rail route. £42m is going into battery technology R&D; this is the first tranche from a total of £246m the UK government has pledged to invest under its Industrial Strategy. A further £22m has gone into the development of projects looking at driverless technology.

Across Lincolnshire there are aspirations for significant growth, as outlined within the SEP and Local Plans currently being adopted. Additionally, there is a need to demonstrate how the county will contribute to national ambitions such as those set out in the Government's Industrial Strategy and the Housing Growth agenda. At a time of rapid policy evolution, Lincolnshire is addressing a number of interconnected policies including: development of the Local Industrial Strategy, Carbon Management Plan, and Environment Strategy.

It is therefore important that Lincolnshire seeks to set out how it will both respond to, and contribute to, this changing mobility agenda within a broad policy context. The need for continued or improved access, with the resulting demand for travel means that there will be increasing calls on our transport infrastructure and services. These changes coupled with continuing constraints on public sector spending and the influences of wider trends and disruptors, means that a clear vision, delivery strategy and implementation plan is needed by the County Council. As a rural county, it is essential that Lincolnshire stay at the forefront of developments, and so decisions made now could ensure that as a county, we are well placed to implement new policy and practises.

2. Project Summary

The key aims of this approach will be to:

- Provide an overall vision and direction for access and transport in Lincolnshire over the longer-term future
- Provide a framework for access and transport policies, strategies and plans for Lincolnshire
- Develop the right partnerships to deliver for the county

Supporting these three core areas are two further key aspects that need to be at the heart of policy-making;

- The built and natural environment, including climate change and air quality, and the delivery of both physical and digital access.
- The latter being key to the delivery of:
 - Connected and automated vehicles
 - Revised delivery models for social and health care such as digital health provision (explored in more detail on page 4 and 5)
 - Improved Artificial Intelligence across a range of industries and activities

TRANSPORT EVOLUTION AND REVOLUTION

Mobility-as-a-Service (MaaS)

This describes a shift away from personally-owned modes of transportation and towards mobility solutions that are consumed as a service. This is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, which users can pay for with a single account. Users can pay per trip or a monthly fee for a limited distance. The key concept behind MaaS is to offer both the travellers and goods mobility solutions based on the travel needs. MaaS is not limited to individual mobility; the approach can be applied to movement of goods, as well – particularly in urban areas.

This shift is fuelled by a myriad of innovative new mobility service providers such as ride-sharing and e-hailing services, bike-sharing programs, and car-sharing services as well as on-demand "pop-up" bus services. The trend is motivated by the anticipation of self-driving cars, which put in question the economic benefit of owning a personal car over using on-demand car services, which are widely expected to become significantly more affordable when cars can drive autonomously.

Ultra Low Emission Vehicles

Ultra low emission vehicles (ULEVs), also known as plug-in vehicles, emit extremely low levels of motor vehicle emissions (less than 75g of CO₂/km) compared to other vehicles. Pure electric vehicles (EVs), plugin hybrid vehicles (PHEVs), range-extended electric vehicles (E-REVs), and hydrogen fuel cell electric vehicles (FCEVs) are all ULEVs. Growth in ULEV adoption has been facilitated by simultaneous expansion in charging infrastructure, an ever-greater choice of new models and advances in battery technology.

Most major manufacturers have released, or are expected to release, ULEV models while others are redesigning their existing vehicles to offer ULEV alternatives.

The Office for Low Emission Vehicles (OLEV) is a team working across government to support the early market for ultra-low emission vehicles (ULEV). It is currently providing over £900 million to position the UK at the global forefront of ULEV development, manufacture and use. This will contribute to economic growth and will help reduce greenhouse gas emissions and air pollution on the nation's roads.

Decarbonisation of Transport

Transport accounts for around a quarter of UK greenhouse gas emissions and affects air quality at the roadside. The 2015 Paris Agreement set a clear target for reducing greenhouse gas (GHG) emissions, by agreeing to limit the increase in the global average temperature to "well below 2°C above pre-industrial levels" and to pursue efforts to limit the increase to 1.5°C, recognising that this would "significantly reduce the risks and impacts of climate change".

With transport carbon emissions still rising and travel demand expected to double in some transport sub-sectors, over the next decades up to 2050, a mere evolution of

current transport policies will not be enough. Limiting climate change to 1.5°C means nothing short of decarbonising transport soon after 2050 in the most advanced regions (by 2070 in some other parts of the world). With the current major investment by the automotive industry it is likely that we will see a switch to low carbon technology ahead of 2040 for personal travel. Transformational changes in thinking, policy, technology and investment are therefore required.

Tackling climate change is not the only challenge facing transport. Roadway congestion undermines the efficiency of, and quality of life. In the UK, road collisions killed 1810 people in 2016 (projected – source DfT), and air pollution from motor vehicles, such as NO₂ and particulates, contribute to the deaths of even more. The public also need transport to be more accessible and affordable, as often those people in greatest need of access to jobs and services can't afford the cost of personal transport.

A government paper is expected shortly. "The Road to Zero" will explain how the government expects to achieve their decarbonisation objectives. Lincolnshire County Council is engaged with OLEV, exploring rural opportunities for ULEVs.

Artificial intelligence

(AI, also machine intelligence, MI) is intelligence demonstrated by machines, in contrast to the natural intelligence (NI) displayed by humans and other animals. More than just a phrase or concept, AI is rapidly moving from theory to reality – and this is something we all need to be ready for, including governments. But when and how these changes occur, and whether governments can take advantage of AI's many benefits whilst meeting the challenges it brings, largely depends on how policymakers act now.

A driverless car

(Sometimes called a self-driving car, an automated car or an autonomous vehicle) is a robotic vehicle that is designed to travel between destinations without a human operator. The development of autonomous vehicles is at the heart of the government's industrial strategy and the three-year law review is considered necessary if it is to stick to the timetable announced in November last year when the chancellor, Philip Hammond, promised driverless cars on the road by 2021.

The Treasury's post-Brexit economic strategy is to invest heavily in technological innovation. The government announced funding of more than £22m for 22 research and development projects relating to the development of driverless vehicle technology last month. The funds are aimed at innovative uses of the technology, on and off road. Altogether the government has invested £120m so far of more than £1bn pledged, in a range of projects, including involving the use of autonomous vehicles in difficult and hostile environments. The Automated and Electric Vehicles Bill will increase the access and availability of chargepoints for electric cars, while also giving the government powers to make it compulsory for chargepoints to be installed across the country and enabling drivers of automated cars to be insured on UK roads. Automated vehicles have the potential to greatly reduce road traffic accidents - in 2016 85.9% of collisions causing injury involved human error, while

official research estimates that the market will be worth £50 billion to the UK economy by 2035.

The government is to review the law before the arrival of self-driving cars on UK roads, considering issues such as whether this type of transport requires new criminal offences. The issues to be examined by the review include the allocation of civil and criminal responsibility by law where there is shared control between humans and computers; the role of automated vehicles in public transport, car sharing and on-demand passenger services; any need for new criminal offences; the impact on other road users and how they can be protected from risk; and determining who the responsible person is in a self-driving vehicle.

Digital Technology and Health

The way that people use services has changed. Instant access to information and soaring numbers of smartphone users have resulted in faster, more responsive services and citizen expectations of what good healthcare looks like is rising. Having online access to services, ownership of patient records and responsibility for self-managing care and treatment are fundamental for a more modern, responsive and sustainable NHS. Strong progress is underway, in 2016 there were more than 1.5 million visits per day to NHS Choices and 95% of GPs are offering online appointment booking, repeat prescriptions and access to patient summary care records. With 10.4 million people now registered for online services, the NHS has to make very significant steps towards increasing how services can be accessed.

A NHS technology plan, based on the Wachter review (available in appendix) recommendations, has been launched and it is expected to revolutionise the healthcare system. The plans aim to simplify online patient access to urgent care and appointment booking as well as supporting people to managing their own health better by promoting the use of apps. By 2023, as Professor Robert Wachter advised, all Trusts should be largely digitised.

National and International Position

Global car manufacturers have invested \$90bn into the development of electric vehicles, with Dyson being one of the more recent companies to show serious interest in launching their own models. The largest single investment is coming from Volkswagen AG (which plans to spend \$40 billion by 2030 to build electrified versions of its 300-plus global models).

The UK government announced major investment and programmes in some of the areas which Lincolnshire Connected focuses on:

- £220m clean air fund for pollution hot spot areas, in line with the Air Quality and Decarbonisation agendas
- £34 million will go towards teaching construction skills like bricklaying and plastering. £30 million will go towards digital courses using AI
- The UK will set out rules so that self-driving cars can be tested without a safety operator

- An extra £100 million will go towards helping people buy battery electric cars. The government will also make sure all new homes are built with the right cables for electric car charge points
- The Centre for Data Ethics and Innovation will set standards for the use and ethics of AI and data. This will allow the UK to lead the world in developing practical uses for the technology

Next Steps:

Complete the engagement of internal and external stakeholders, develop a robust evidence base and liaise with key policy initiatives such as the Local Industrial Strategy, National Planning Policy Framework and Environmental Strategy.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

N/A

b) Risks and Impact Analysis

N/A

4. Background Papers

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

Document title	Where the document can be viewed
Catapult Transport Services: Exploring the Opportunities for MaaS in the UK	https://ts.catapult.org.uk/wp-content/uploads/2016/07/Mobility-as-a-Service-Exploring-the-Opportunity-for-MaaS-in-the-UK-Web.pdf
Centre for Public Impact: Artificial Intelligence and the Future of Government	https://publicimpact.blob.core.windows.net/prediction/2017/09/Destination-Unknown-AI-and-government.pdf
Making IT Work: Harnessing the Power of Health Information Technology to Improve Care in England	https://www.gov.uk/government/publications/using-information-technology-to-improve-the-nhs

This report was written by Vanessa Strange, who can be contacted on 01522 553038 or Vanessa.Strange@lincolnshire.gov.uk

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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 April 2018
Subject:	Winter Maintenance End-of-Year Report

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the Performance of the Winter Maintenance Service.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the Winter Maintenance End-of-Year report and highlight any changes or actions to the Executive Member for Highways, Transport and IT.

1. Introduction

- 1.1. This report outlines the operational results generated throughout the Winter Season. This year's winter has proven to be one of the most severe winters in recent years and this report will reflect that increased strain on our service.
- 1.2. The Winter Service is undertaken by our Network Resilience Team, which also manages all day-to-day emergency responses and acts as the coordinating hub for all incidents around the County regarding the Highways network.
- 1.3. It should be noted that the report on Winter Maintenance – Preparations for Winter 2018/19 would be brought to the meeting of the Committee on September 2018, and so the Committee would need to start thinking now if there were any changes it wanted to make to the Winter Maintenance Plan.
- 1.4. Consideration will be taken on whether to alter the Winter Maintenance Plan into a more overarching Resilient Network plan, following the changes suggested by the "Well Managed Highway Infrastructure – A Code of Practice" document published in October 2016. This document, commissioned by the Department for Transport, provides local authorities with guidance on how to develop a highways maintenance policy based on best practice.

2. Winter Service details

- 2.1. So far the Authority has utilised 37,311 tonnes of salt this winter (Figures middle of March, expected to have increased when this report has been published) with our current salt stock standing at 7,336 tonnes. With the end-of-season fast approaching 10,000 tonnes of salt delivery has been scheduled to put us back above the minimum requirements of 15,000 tonnes to manage any unexpected events, in line with policy. The salt stocks are kept under cover within our local highways depots, and levels are outlined within Appendix A.
- 2.2. At this moment in time, the Authority has carried out 104 precautionary salting runs (gritters deployed to 'run' their designated routes) with 4 snow days occurring within the season, leading to 13 plough runs within that time. As a comparison, last season the Authority carried out 55 precautionary runs, and utilised 13,374 tonnes of salt. During the 2015/2016 season, 55 precautionary runs were also carried out, but only 10,010 tonnes of salt was used. In the 2014/2015 season, 91 precautionary runs were undertaken and 24,009 tonnes of salt was used, due to the presence of 2 snow days within that season.
- 2.3. The quantity of salt was monitored throughout the winter season. Of the 117 runs undertaken, 5% of all runs spread 10g/m^2 of salt on our road network. 31 % of our runs consisted of salting at 15g/m^2 . Finally, 64% of our runs were undertaken by salting 20g/m^2 on our road network.
- 2.4. This report further looks at the use of Pre-wetting. Pre-wet treatment involves spraying the salt with a Brine solution before being spread onto the road. This causes a reaction which facilitates de-icing, and happens whilst the salt is being spread from the gritter. This winter season, our precautionary run data shows that the pre-wetting system was utilised for 65% of all runs and 35% of our runs were undertaken with dry rock salt.
- 2.5. As stated previously, the Authority has the capability of calling upon 43 gritters strategically placed around the county, with 4 spare gritters utilised as back-ups. In terms of resilience of the network, during its worst point the Resilient Network team was unable to count on 10 gritters for its runs due to maintenance issues. Therefore they were only able to send out 33 of the main gritters and 4 of the back-up gritters, amounting to 37 runs in total. The overall pattern shows that the vehicles are reaching the end of their lifecycle. This could represent an opportune moment to procure new vehicles and move away from lease agreements.
- 2.6. The 'Beast from the East' represented a significant challenge to our service. In total 4884 tonnes of salt was used between 26/02/18 – 04/3/18, which amounts to a total cost of around £270,000 of salt. 612 routes were salted within this timescale, over roughly 14 runs. The whole fleet was not always out at the same time when targeting specific areas in the County. The gritter drivers worked continuously to help plough snow with many undertaking multiple shifts throughout the event. It is true that day-time crew numbers

were not always at full strength, but due to the severity of the event this may have been expected. Overall, over 165 people were involved, including drivers, plough mates, Kier supervisors, Network Resilience staff and additional Local Team volunteers.

- 2.7. This number excludes the tendered and untendered farmers, who deserve a special mention due to their tireless work throughout the nights to help clear the roads. We had 31 paid farmers out on-site clearing the snow off the road amounting to an overall cost of £103,292.49 for the Authority, an average of £3,332.02 per farmer. A number of unpaid farmers were also involved who delivered a key community service. One example would be Jack Buck Farms at Moulton Seas End, who spent up to 3 days clearing roads and pulling vehicles out of snow drifts in the South of the County.
- 2.8. The event showed that a Resilient Network would be the right option to integrate within our service. This is a collection of routes that will need to be prioritised at all points to keep available during severe weather events, comprising of A-routes and all routes including key emergency facilities. A 'wash-down' is currently taking place where all stakeholders are included to determine lessons learnt from the event and where the service as a whole could improve. Further modifications to our Incident Response Plan will be taken to ensure improved resilience.
- 2.9. Within the Winter Maintenance Plan, a Route-Based system was proposed. This system uses weather forecasts and measures the predicted impact on the road network, highlighting where the essential needs for salting treatment, if required, are located. This system would provide efficiencies by highlighting specific routes that require gritting, therefore targeting specific areas of need within the County. Overall results show that all routes were gritted 79% of the time, with 21% showing runs within specific areas in the County.
- 2.10. The severity of the winter could be the main reason behind this limited use of Route-Based Forecasting. However, it should be noted that overall use of Route-based forecasting has been disappointing and has not delivered the efficiencies that were hoped for.
- 2.11. It has been highlighted by the Network Resilience Teams that the Forecasting system provided by the MET office has been fairly cautious throughout this winter season, which could be another factor in the limited use of Route-Based Forecasted. Although caution should be commended, it did lead to the Authority undertaking several gritting runs without the eventual road temperature justifying the level of salt spread on our road network. Further work is ongoing with the Forecast Provider and Route-Based Forecasting Technology to ensure maximum efficiency and resilience.

3. Treated Salt

- 3.1. For the new winter season, the salt option of Treated brown salt is being considered to replace our current white salt pre-wet/dry option. This is a new system of brown salt treated in advance with a natural agricultural by-product Safecote, which acts in a similar way to pre-wetting without the brine solution being required. A visit to Norfolk County Council has taken place, where it was clarified that Norfolk has been using the Treated salt product for 8 years, with limited issues and overall positive efficiency results.
- 3.2. On the 23rd November 2017 trials were held with the Treated salt at our Horncastle and Boston Chainbridge Depots. These trials were held to see how the treated salt reacted to Lincolnshire County Councils gritters. To this end it was decided that two gritters would be tested from the fleet – one being an Epoke gritter and the other being a Schmidt gritter so that gritter types in the fleet had been tested with the treated salt product. The results of these trials were considered to be positive with a cost-saving spread-rate without reduced efficiency. A Business Case outlining the cost-benefit analysis is currently under review.

4. Conclusion

The overall move towards a Network Resilience focus has seemingly improved the functionality of the Winter Service. However, a number of challenges continue to exist that require improvements. The upcoming off-season should serve as a key time for the Winter Maintenance team to continue to improve their service and assure the resilience of our road network.

5. Consultation

a) Policy Proofing Actions Required

n/a

6. Appendices

These are listed below and attached at the back of the report	
Appendix A	Winter Performance report

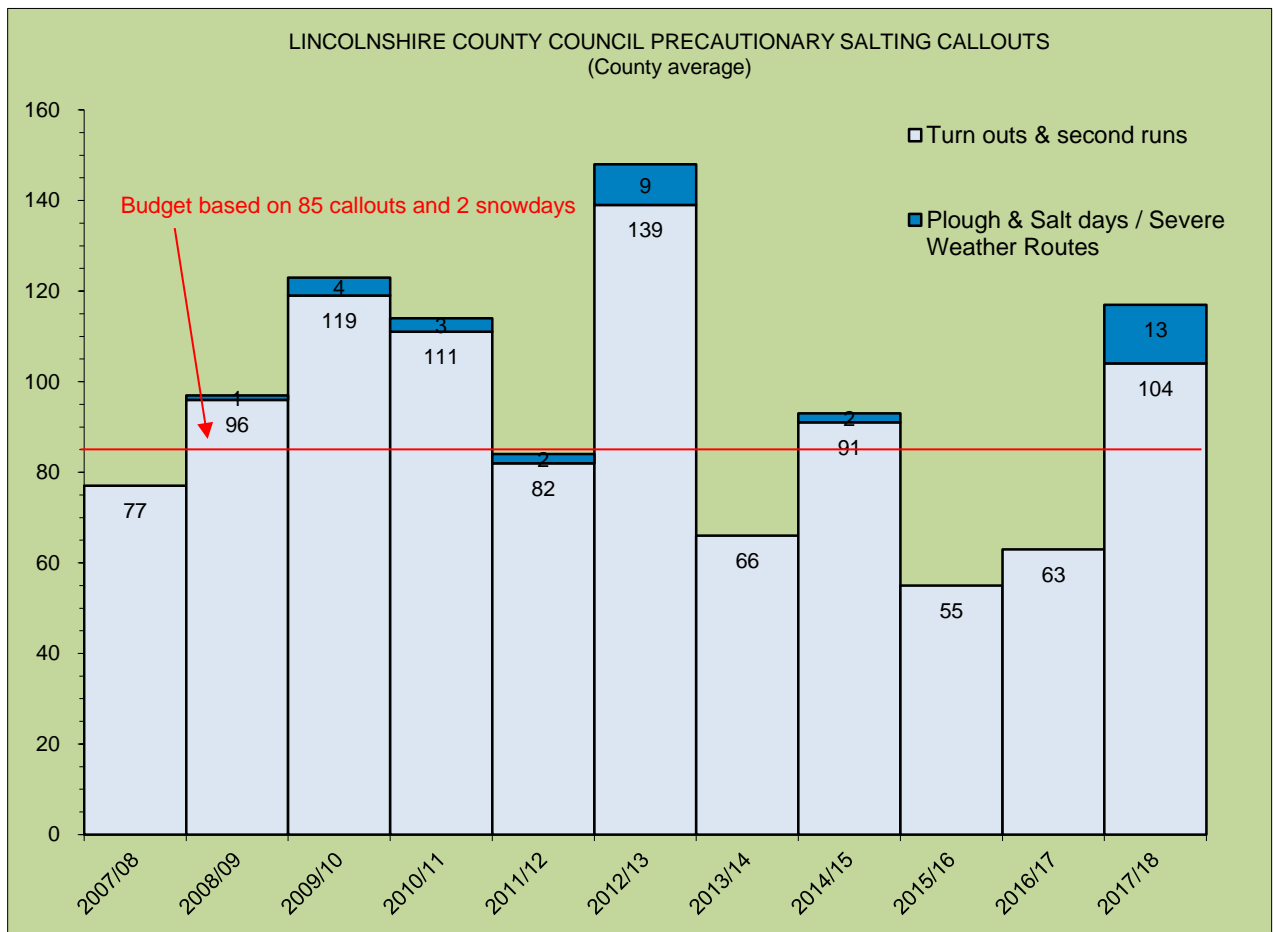
7. Background Papers

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

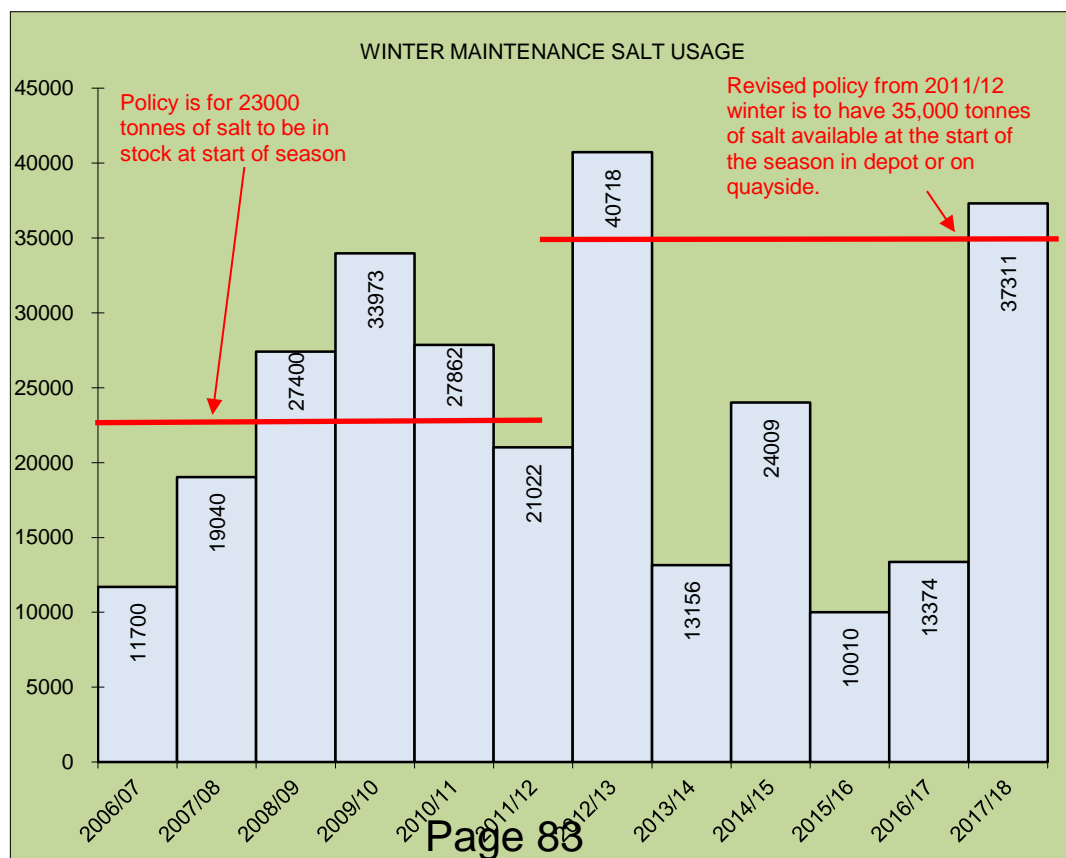
This report was written by Vincent Van Doninck, Policy and Strategic Asset Manager in Highways Commissioning, who can be contacted on 01522550625 or Vincent.Vandoninck@lincolnshire.gov.uk

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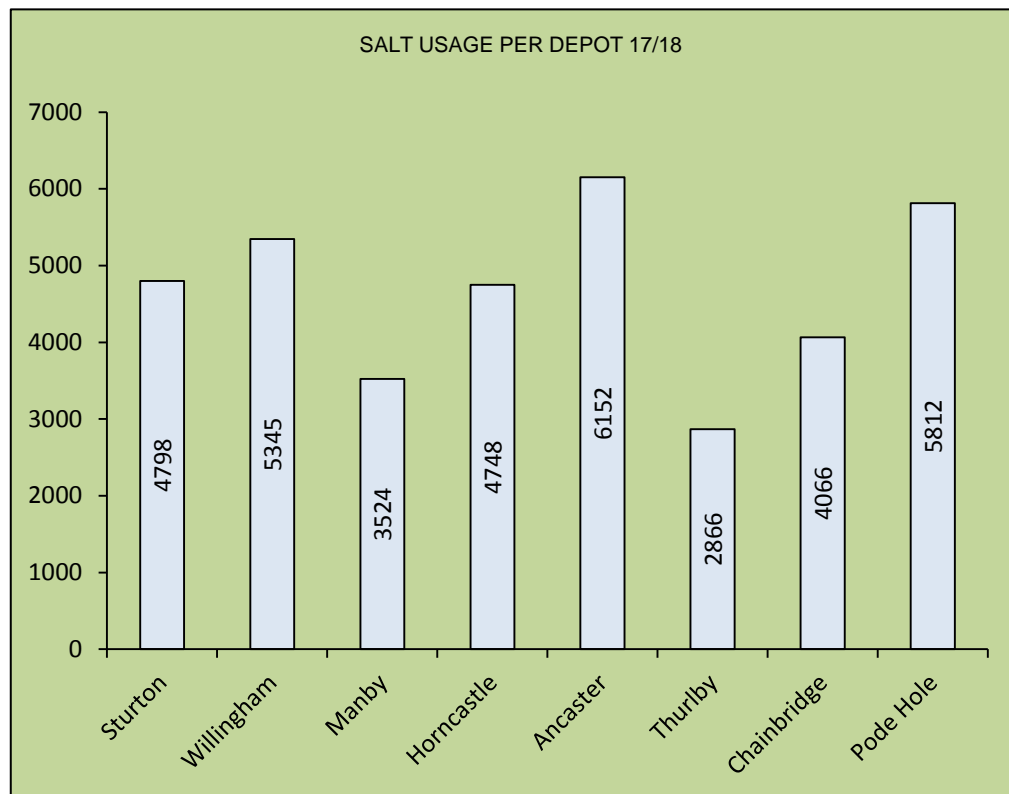
This graph shows how many precautionary salting callouts Lincolnshire County Council has undertaken, on average per winter, including current figure from 2017/18.



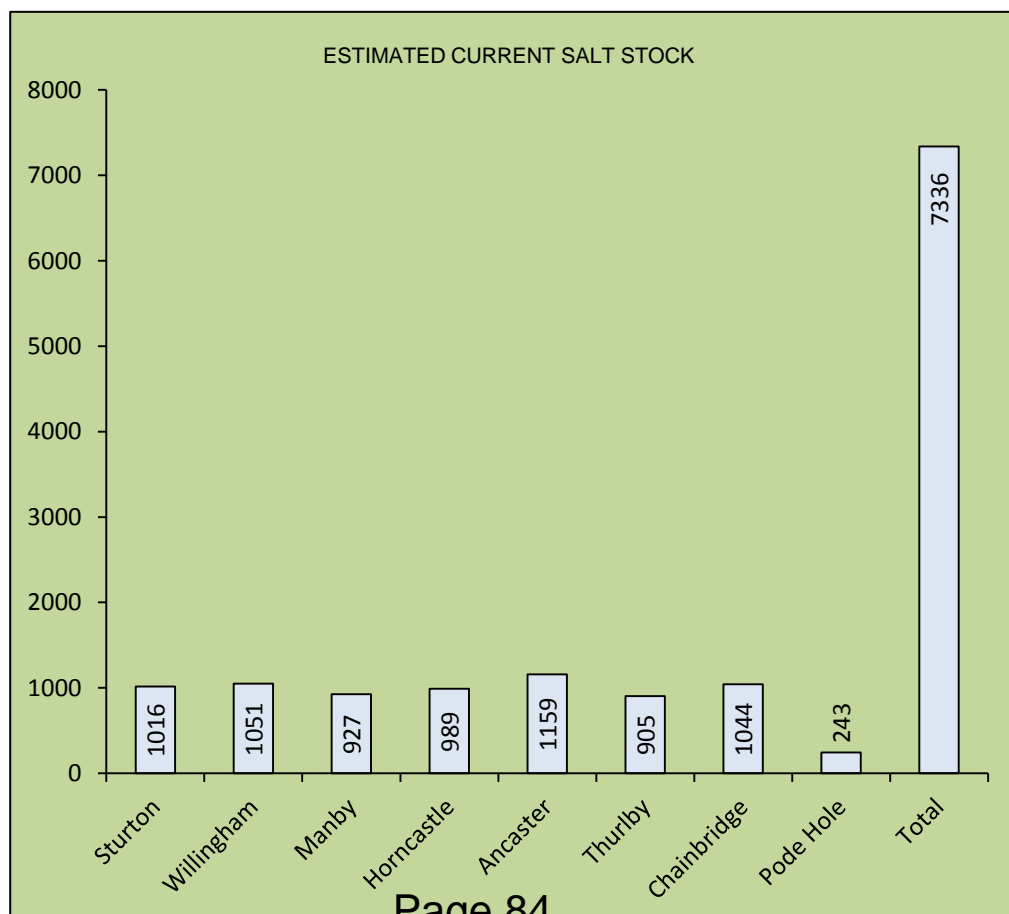
Below are the figures of how much salt Lincolnshire County Council has used per winter and where it has been in relation to the salt stock at start of season.



The below graph confirms the amount of salt we have used so far within the 2017/18 winter service period.



Lincolnshire County Councils estimated current salt stock at each depot are shown in the below graph. A salt delivery of 10,000 tonnes is expected to arrive at all depots except Sturton within the next week.



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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 April 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

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.
Lincolnshire Connected	Vanessa Strange, Accessibility and Growth Manager; Ian Kitchen, Transport Policy Manager	Consideration of future infrastructure requirements
Additional Funding Item	Paul Rusted, Infrastructure Commissioner	The potential approach to the effective use of additional highway maintenance funding.
Network Management Plan 2018	Mick Phoenix, Network Management Commissioner	Review and update of Network Management Plan

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 and progress against the NHT Public Satisfaction Survey 2017 Action Plan
Passenger Transport Update	Anita Ruffle, Group Manager Transport Services	Comprehensive update on a wide range of Passenger Transport related items.
Coastal Highway	Teresa James, Senior Project Leader	Review of the first phase of work and initial report on possible options.

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.
Review of Sleaford Transport Strategy	Steve Brooks, Senior Project Leader	Consideration of the progress made against the Sleaford Transport Strategy objectives and outcomes.

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.
New Highways Operating Model VfM Assessment	Paul Rusted, Infrastructure Commissioner	Consideration of the value for money assessment for the New Highways Operating Model.
Winter Maintenance - Preparations for Winter 2018/2019	Vincent VanDoninck, Policy and Strategic Asset Manager	

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.
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.

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

- A46 Dunholme / Welton Roundabout
- Re-consideration of the Speed Management in Lincolnshire Scrutiny Review - (20mph Limits and Zones) – To be reviewed once additional information is received from Government.
- Midlands Connect – A46

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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