



County Offices
Newland
Lincoln
LN1 1YL

6 July 2018

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 16 July 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 dark ink that reads 'Keith Ireland'.

Keith Ireland
Chief Executive

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

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

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA

MONDAY, 16 JULY 2018

Item	Title	Pages
1	Apologies for Absence/Replacement members	
2	Declaration of Members Interests	
3	Minutes of the meeting held on 11 June 2018	5 - 10
4	Announcements by the Chairman, Executive Councillor and Lead Officers	
5	Highways Infrastructure Asset Management Plan <i>(To receive a report by Vincent van Doninck, Policy and Strategic Asset Manager, which provides the Committee with the opportunity to consider and comment on the Highways Infrastructure Asset Management Plan prior to approval by the Executive Councillor for Highways, Transport and IT)</i>	To Follow
6	Winter Maintenance Plan - Update <i>(To receive a report by Vincent van Doninck, Policy and Strategic Asset Manager, which invites the Committee to consider a report regarding the new Resilient Network and the Grit Bin resource)</i>	11 - 30
7	Route and Place Based Transport Strategy <i>(To receive a report from Sam Edwards, Major Schemes and Design Commissioner, which details what a transport strategy is and highlights the purpose and benefits to LCC. The report also provides the Committee with an outline of the status of LCC's existing Transport Strategies and recommends a more robust future approach across the whole County)</i>	31 - 38
8	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>	39 - 46

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

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

Contact details set out above.

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HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE 11 JUNE 2018

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

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

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

Officers in attendance:-

Steve Blagg (Democratic Services Officer), Steve Brooks (Senior Project Leader), Anita Ruffle (Group Manager - Passenger Transport Unit), Paul Rusted (Infrastructure Commissioner) and Daniel Steel (Scrutiny Officer)

1 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors B Adams, M A Griggs and E W Strengiel.

The Chairman welcomed Councillor S P Roe as the new Vice-Chairman of the Committee and thanked the former Vice-Chairman, Councillor C J T H Brewis, for his service to the Committee.

2 DECLARATION OF COUNCILLORS' INTERESTS

Councillor S P Roe stated that he had previously declared a pecuniary interest under the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, in connection with North Hykeham Relief Road, and would leave the meeting if there was any discussion of this matter (minute 6)

Councillor C J T H Brewis requested that a note should be made in the minutes that he was the Council's representative on the Board of Transport for the North and East Coast Main Line Users' Association.

3 MINUTES OF THE MEETING HELD ON 23 APRIL 2018

RESOLVED

That the minutes of the previous meeting of the Committee held on 23 April 2018, be confirmed as a correct record and signed by the Chairman.

4 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR FOR HIGHWAYS, TRANSPORT AND IT AND LEAD OFFICERS

With regard to reporting faults with the highway network, Executive Councillor R G Davies stated that he had sent an email to all Members of the Council about the current arrangement for reporting faults and added that an improved method of reporting faults was being examined. In the meantime, Members were still able to contact their highways support officer.

Councillor R G Davies reported that the Council had received the Institution of Civil Engineers East Midlands Merit Award for its work on Peppermint Junction. The Chairman congratulated all those involved in receiving the Award and requested that the Committee's appreciation should be passed to all those involved in the project.

5 A15 BUNKERS HILL, LINCOLN: DRAINAGE AND SURFACING SCHEME

The Committee received a report in connection with the drainage and surfacing scheme proposed for the A15 Bunkers Hill, Lincoln. Officers stated that this was a scrutiny pre-decision report prior to its consideration by the Executive Councillor for Resources and Communications and the Executive Councillor for Highways, Transport and IT between 11 June and 15 June 2018.

With regard to the scheme's details, officers outlined the background, the programme of works, traffic management and the estimated cost.

Comments by the Committee and the responses of officers, where appropriate, included:-

- The proposed finishing time of 11pm for daily work on the scheme was welcomed as this was a quiet neighbourhood.
- It was noted that it was proposed to reconstruct the carriageway three years earlier than planned. Officers explained why it had been necessary to bring forward the reconstruction of the carriageway stating that the surface of the carriageway had already failed. Officers agreed to respond to Councillor J Brockway's enquiry on the reasons for the failure of the carriageway surface.
- Officers stated that they would respond to Councillor R A Renshaw's enquiry about the direction of the flow of water.
- Officers stated that when the new Lincoln Eastern Bypass was opened it would be necessary to examine the long term effects on the current road network including signage and the re-classification of the current A15.

RESOLVED

(a) That the comments made by the Committee be noted.

(b) That it is recommended that the Leader of the Council approves the capital scheme appraisal for the Bunkers Hill scheme.

(c) That it is recommended that the Executive Councillor for Highways, Transport and IT approves the award of contract for the delivery of the Bunkers Hill scheme and delegates to the Executive Director for Environment and Economy, in consultation with the Executive Councillor for Highways, Transport and IT, the approval of the final award of the contract and the final terms of the contract for the works.

(Post Meeting Note: Officers had responded to Councillors J Brockway and R A Renshaw in connection with their enquiries)

6 HIGHWAYS 2020 UPDATE REPORT

The Committee received a report of an update on the work being carried out to replace the Lincolnshire Highways Alliance which was due to reach its full term on 31 March 2020.

Officers stated that good progress had been made since the last report, with a lot of interest being shown by buyers at an event at the Bentley Hotel, Lincoln and had established a number of working groups to progress the detailed work required.

Comments by the Committee and the responses of officers, where necessary, included:-

- The keen interest of potential buyers at the "Meet the Buyer" day held on 18 May 2018 was welcomed and, hopefully, would lead to competitive tenders being received.
- What was the procedure for dealing with those potholes that the Highways Alliance came across unexpectedly while in the process of mending other potholes in the vicinity? Officers stated that due to the sheer number of potholes from the winter 2017/18 it was necessary to rely on the knowledge and experience of the contractor. It was also necessary for the contractor follow the Council's policy for repairing the road network because the Council might be required to meet legal claims. Officers stated that the strategy was being reviewed to improve how the Council could intervene and then to ask the contractor how this could be achieved within the budget available.
- It was sometimes difficult for Members to explain the procedure for the repair of potholes to the public and there was a need to manage the public's expectations.

RESOLVED

That the report and comments made by the Committee be noted.

7 PERFORMANCE REPORT, QUARTER 4 (JANUARY TO MARCH 2018)

The Committee received the Quarter 4 (January 2018 to March 2018) performance report which included details about the Lincolnshire Highways Alliance, Major Highway Schemes update, the National Highways and Transport Action Plan and the Customer Satisfaction information.

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE

11 JUNE 2018

Comments by the Committee and the responses of officers, where appropriate, included:-

- It was noted that the increase in the budget for the Lincoln Eastern Bypass from £99.6m to an expected £120m was due to half the new costs coming because of a change contractor and the remainder from additional archaeological spend, additional land acquisition costs and inflation.
- How confident was the Council to avoid a Public Inquiry in the Grantham Southern Relief Road due to the objections received from people who had not raised any previous concerns in pre-construction discussions? Officers stated that they were hopeful of avoiding a Public Inquiry.
- The reporting of potholes by telephone with the Customer Service Centre produced a better quality of repair. The Executive Councillor stated that the preferred method of communication about potholes was by the internet and the addition of a photograph of the pothole and the background was helpful for location purposes.
- Was there anyway of separating spurious complaints from real complaints about potholes? Officers stated that legitimate complaints were considered and any spurious complaints were classed as unsubstantiated.
- Could the previous Quarter's performance percentages be added to future reports to enable a comparison to be made? Officers agreed to this suggestion.
- Complaints about weeds on pavements had replaced potholes as the main problem. Officers stated that the weed prevention programme had started.
- Officers agreed to respond to Councillor Mrs W Bowkett's enquiry about the need to cut grass in Spilsby.
- Did the spreading of salt cause any problems to the road surface? Officers stated that the spreading of salt prevented the growth of weeds and did not damage the road surface. Officers stated that extra preparation was now being put in place to treat potholes before the start of the next winter.
- The Committee was informed that while there was not an issue with the availability of pothole gangs to repair potholes there was still a shortage of drivers generally.

RESOLVED

That the report and the comments made by the Committee, be noted.

(Post meeting note: Officers had responded to Councillor W Bowkett's enquiry)

8 UPDATE ON LOCAL BUS MATTERS

The Committee received a report which provided an update on the implementation of the Bus Services Act 2017. The purpose of the Act was to improve bus services for passengers by providing local authorities, the Secretary of State and bus operators with a new toolkit to enable improvements to be made to bus services in their areas.

Comments by the Committee and the responses of officers, where appropriate, included:-

- The provision of public transport in urban and rural areas was difficult to compare because their needs were different. Such issues as sparsity of population and rurality presented their own problems.
- The number of complaints about the bus service in Long Sutton had increased since the replacement of the locally run service by a national operator. Officers stated that they were trying to set up a bus operators meeting for Long Sutton and added that anyone having a complaint about the performance of a bus service should write to the Traffic Commissioner.
- It was noted that the initial poor service provided by the Thames Ambulance Services Ltd (TASL) had improved since new management practices had been introduced. Officers stated that since the decision to re-establish the full payment of travel expenses to voluntary car drivers the number of volunteers joining the scheme had increased.
- It was noted that the mandatory requirements for bus operators and local transport authorities to be involved in open data, such as the release of information on local bus services, e.g. fares, routes, timetables and real time passenger information could release commercially sensitive information. Operators might consider some data to be commercially sensitive. Officers stated that requests for certain data would be permissible under the regulations but the Council would be sensitive to how the data was shared.

RESOLVED

(a) That the report and comments made by the Committee be noted.

(b) That officers be thanked for a comprehensive report.

(c) That the Committee receive reports at a future meeting on the Teckal Company and the "Total Transport" approach.

9 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK
PROGRAMME

The Committee received a report on its Work Programme.

RESOLVED

That the Work Programme be noted and updated accordingly.

The meeting closed at 12.15 pm

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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:	16 July 2018
Subject:	Winter Maintenance Plan - Update

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the new Resilient Network and the Grit Bin resource.

Actions Required:

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

- 1) consider and comment on the report and review the proposals for future service decisions;
- 2) recommend any changes or actions for future service decisions to the Executive Member for Highways, Transport and IT.

1. Introduction

- 1.1. This report outlines an introduction into the new Resilient Network and the provision of Grit Bins with a breakdown of costings and resource information. Councillors have the opportunity to consider options for future decisions and delivery. These two topics represent the outcome of an initial investigation into potential changes to next year's Winter Service, in line with National Guidance and Local operational preference.

2. Resilient Network

- 2.1. Within the new 'Well-Managed Highway Infrastructure' Code of Practice it was highlighted and recommended that each Local Authority should have a Resilient Network, described as a road network which "receives priority through maintenance and other measures in order to maintain economic activity and access to key services during disruptive events."
- 2.2. Lincolnshire County Council have produced a Resilient Network that identifies all the critical routes within the County which are classed as priority in severe weather incidents. This takes into account connectivity to major

communities, access to emergency services, links to all critical infrastructure and transport hubs, repeat weather events and additional local factors.

- 2.3. Another element to generating a Resilient Network is defining a minimum winter network linking into this road network. Currently, when severe weather events occur, it is Lincolnshire County Council's policy to increase the routes it attempts to keep salted by treating a Secondary Network. The Code of Practice recommends limiting this scope and maintaining a focus on the key parts of our road network when severe weather events arise by developing a Minimum Winter Network linked into the Resilient Network system.
- 2.4. Following the recent severe winter season it was demonstrated that a Resilient Network would be the right approach as it aligns with the new code of practice and it will allow for the prioritisation of the road network within Lincolnshire, thus maintaining all routes on Resilient Network during emergency incidents.
- 2.5. For the upcoming winter season we will see a positive shift in the way the Network Resilience Team manages the road network during severe winter weather and how they prioritise gritting routes. In severe weather incidents Network Resilience will instigate a triage system ensuring the critical routes, known to Network Resilience as the Extreme Weather Routes; all included in the Resilient Network, are gritted and cleared as a first priority. The Precautionary Salting Routes will then be gritted as soon as the Resilient Network has been cleared and preserved. If the severe weather prevails Network Resilience will continue gritting on the Severe Weather Routes.
- 2.6. Consultation on the Resilient Network has taken place between internal and external partners where they stated we had missed a few roads, for example roads past fire stations and water treatment works, that will be essential to be clear for access to critical locations. Through engagement with stakeholders from the Fire & Rescue department, Emergency planning, Utility companies, Police and internal Highways Officers we identified a number of elements on the network that have been included.
- 2.7. It should be noted that the Resilient Network and the triage system will be integrated and explained in the Winter Maintenance Plan 2018/19 which will be brought to Committee in September 2018.

Proposal: To create a triage system integrating the resilient network for gritting in severe weather events. The Resilient network (minimum winter network) will be the first priority to be made safe during a severe weather event. The Precautionary Salting Network is the subsequent priority and Severe Weather routes will be considered as a third priority.

3. Grit Bins

- 3.1. The Network Resilience team, consisting of three dedicated members of staff who look after the Winter Service, is responsible for the managing and maintaining of all new and existing grit bins.
- 3.2. Currently Lincolnshire County Council maintains 2100 grit bins around local communities at approved locations. Whilst these can cater for needs in many winters, in time of severe and/or prolonged conditions, as experienced last winter, there is an impact on the viability of the Winter Service.
- 3.3. With rapidly depleted grit bins due to the cold winter experienced, the two "Beast from the East" weather events in late February and early March showed that the majority of grit bins were emptied in the first event with a large number of enquiries for refills coming in after this event passed. By the time of the second event, two weeks later, we were unable to refill all of the grit bins as prioritisation had been given to pothole repairs. It is further important to note that any severe weather event will occur with only a weeks' notice for the Resilient Network Team, with county-wide grit bin refills an unrealistic target to achieve in such short notice.
- 3.4. We are currently undertaking a full restock of the 2100 grit bins around the County to be ready for the start of the winter season. Below are the estimated costings of the refilling of grit bins.
 - For one gang to complete the refill and replace any damaged bins it is £575 per day averaging at 15 bins per day. Therefore the 2100 Bins, a total of 140 days' worth of work equates to £80,500 for the whole County stock. There is an assumption that not all grit bins across the county will have been used and therefore not need refilling, with an estimation, after the previous winter that 2/3 grit bins have been used and will require new stock. This calculates at 1400 bins, at 94 days of work and costing £54,050 for labour only.
 - Lincolnshire County Council use a 50/50 sand and salt mix which costs around £30 per ½ ton which will fully fill one grit bin. With the assumption that not all 1400 grit will need a complete refill it is estimated that there will be the need for about 400 tons to complete the whole operation. This equates to £12,000 for material alone.
 - The total cost for labour and material for the refill after a severe weather is therefore approximately £66,000.
 - During milder seasons the refilling of grit bins will still be undertaken but in future it could be reduced to ad hoc refilling meaning only filling grit bins at the request from the public during the winter season, and only doing a general refill over the summer.
 - Depending on demand the cost during milder season for one general refill it is estimated at around £35,000 which is about half the cost of this

season. However this does not take in consideration the cost of ad hoc filling.

If we continue to increase our grit bins assets on the network our liability is increased.

- Network Resilience has a budget of £50,000 per season for grit bin refills. From the estimations above it can be noted that during severe weather events the budget for grit bin filling would struggle for one refill and additional requests would therefore be unmanageable.

- 3.5. Below is the number of grit bin refill requests received during previous winter seasons. Some requests may refer to multiple grit bins.

01 Oct - 30 Apr	Grit Bin Refill Requests
2017/18	270
2016/17	34
2015/16	30
2014/15	115
2013/14	55
2012/13	461
2011/12	148
2010/11	667

- 3.6. Each winter Lincolnshire County Council receives requests for additional grit bins. These are each reviewed and scored against the criteria in the Winter Maintenance Plan by the Network Resilience team.

- 3.7. It should also be noted that grit bins are likely to be used at times when Lincolnshire County Council do not need to grit the highway based on temperature forecasts and last year Lincolnshire County Council received reports of grit bins being completely emptied onto pickup trucks.

3.8. **Proposals**

The Network Resilience team have experienced a significantly cold winter season, operating mostly to the previous existing procedures and based on this experience propose the following changes to the policy:

Grit Bin Scoring

The Winter Maintenance Plan stipulates that all requests for new grit bins will be considered by the Winter Service. The requests will be reviewed in line with Appendix C of the Policy, using a scoring mechanism to determine need. Furthermore, any damaged grit bins that have come to our attention will be rescored in terms of continued suitability. Below proposal outline suggested changes to this mechanism -

- A. In accordance with current policy, all new grit bins require a responsible body that is responsible for using the salt, removing rubbish, reporting damage and requesting refills. In the Winter Maintenance Plan it is not defined who this responsible body should be and theoretically it could be any individual.

Proposal: A responsible body to be defined as a parish or town council, residents association or educational establishments. Additionally, Lincolnshire County Council only accepts requests from those who would act as a responsible body.

- B. It has also been identified within the current scoring criteria outlined in the Winter Maintenance plan; where there is a responsible body identified, a grit bin can be placed every 200m on the non-gritted network even if it is a flat rural no-through road. This allows for the potential for excessive amounts of grit bins in areas of low priority.

Proposal: To reduce the influence the non-gritted network has on the grit bin scoring criteria.

- C. It has also been identified that the scoring is restrictive to allowing grit bins on the severe network. However this is a network Lincolnshire County Council has identified as necessary to clear during severe weather but is not part of the Precautionary Salted Network.

Proposal: To increase the influence the severe network has on the grit bin scoring criteria.

Grit Bin filling

Current policy outlines no limit on the amount of County wide refills that the Winter team should undertake. Bearing in mind budget pressures (outlined above) and the need for a more strategic approach, the Winter service proposes the following changes:

- A. The Network Resilience team can arrange grit bins to be filled per maintenance area. 234 out of 270 maintenance areas have grit bins ranging from 1 to 34 grit bins in each area. Subsequent refills could be arranged when requested and using the maintenance area model helped with efficiency and demand as for example, the requested empty grit bin would be filled along with possibly the 'x' nearest grit bins being filled.

Proposal: To arrange for all grit bins to be checked and filled before 1st October of the following winter. During the winter season the Winter Service can only arrange grit bin refills as and when requested based on the maintenance area, with no additional county-wide refills to be undertaken. This helps avoid excessive demands on the service, promotes efficiency and likely reduces the number of refill requests received.

4. Conclusion

A primary review of our Winter Maintenance Plan shows a need for some operational changes, with proposals highlighted above. The Network Resilience team recommends moving forward with these proposals, subject to consideration from the Highways and Transportation Scrutiny Committee.

5. Consultation

a) Have Risks and Impact Analysis been carried out?

N/A

b) Risks and Impact Analysis

N/A

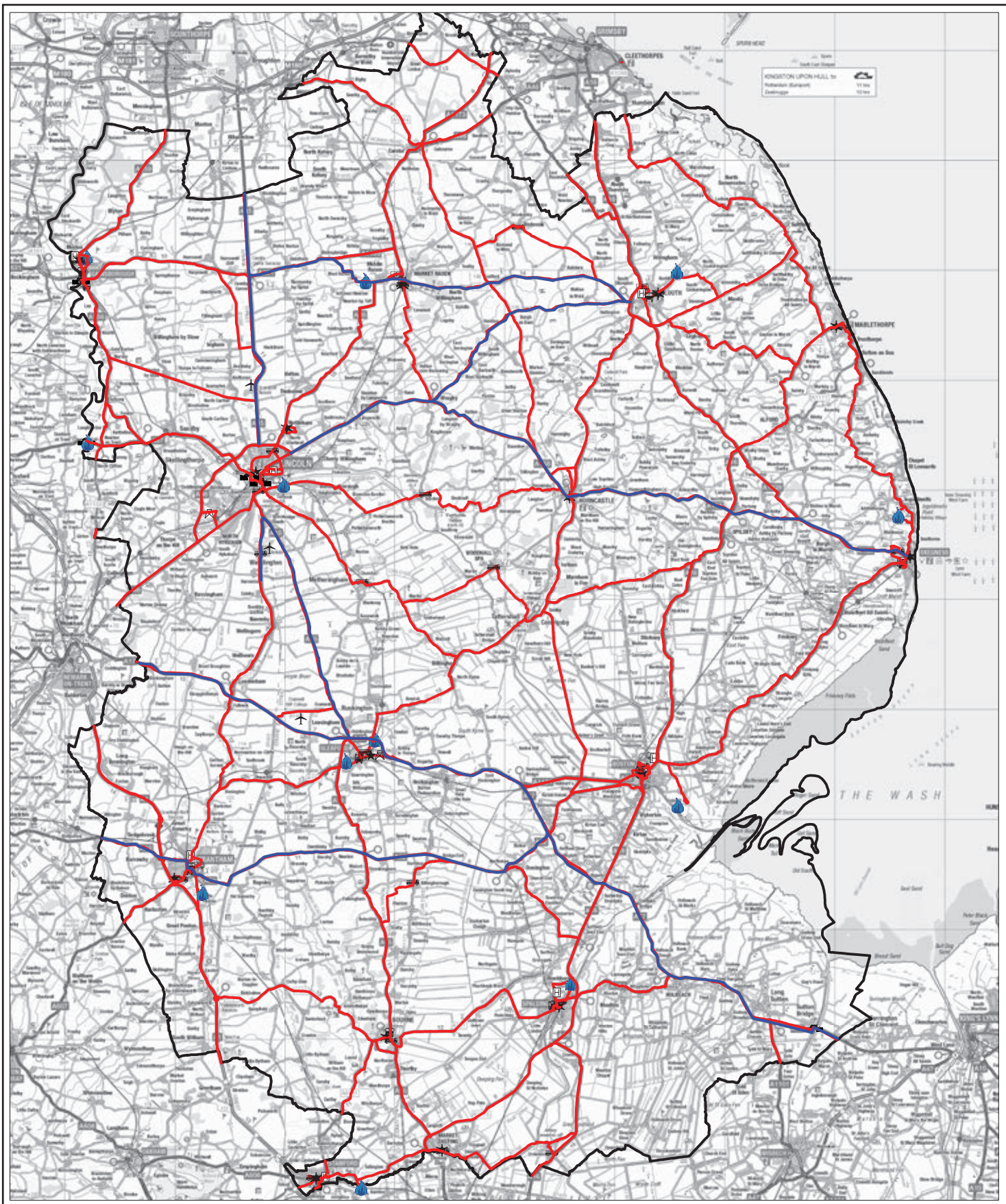
6. Appendices

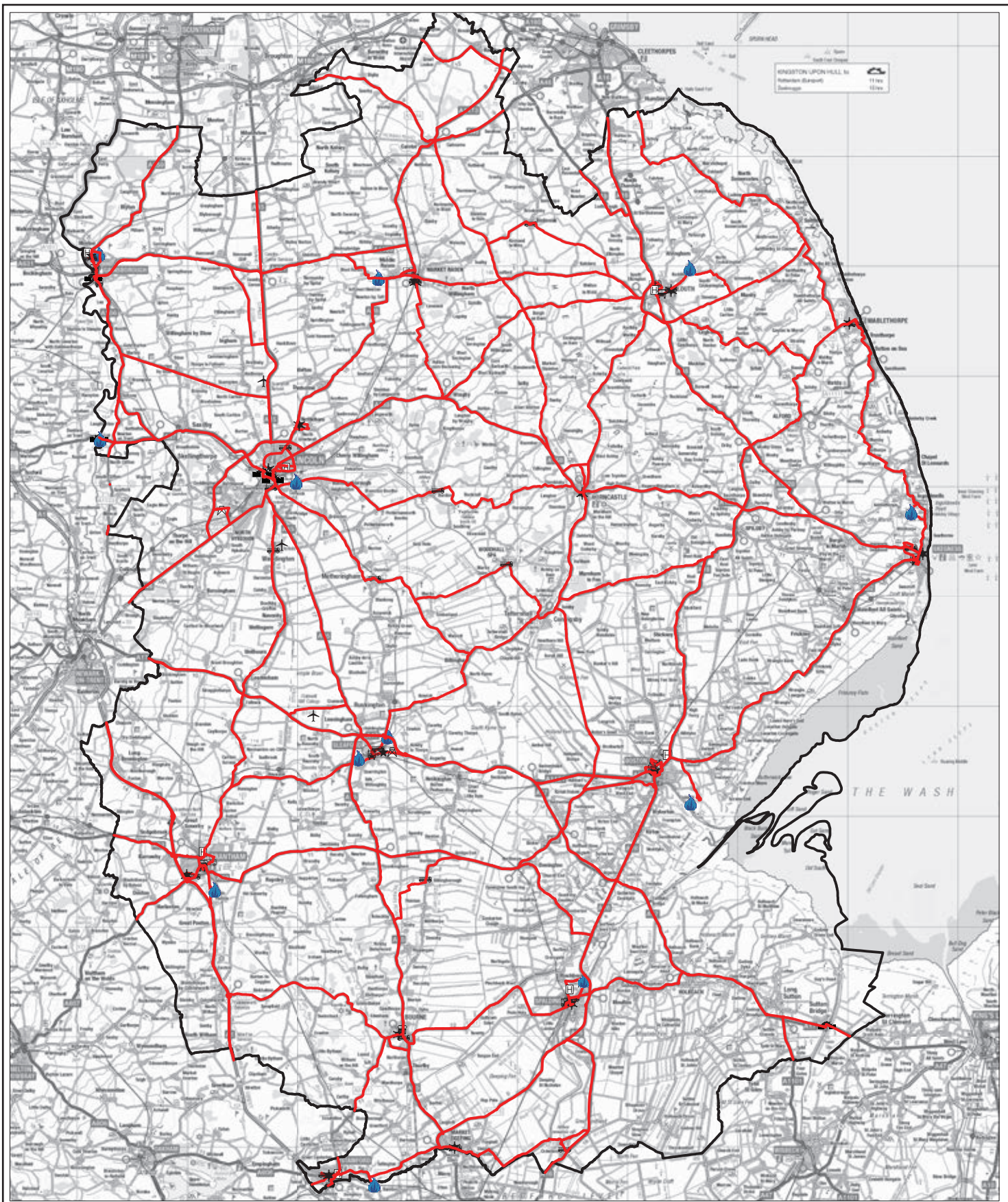
These are listed below and attached at the back of the report	
Appendix A	<p>Resilient Network Maps</p> <ol style="list-style-type: none">1. Resilient Network (Including Snow Drifts)2. Resilient Network3. Lincoln4. Boston5. Gainsborough6. Grantham7. Louth8. Mablethorpe9. Market Rasen10. Skegness11. Sleaford12. Spalding13. Stamford

7. Background Papers

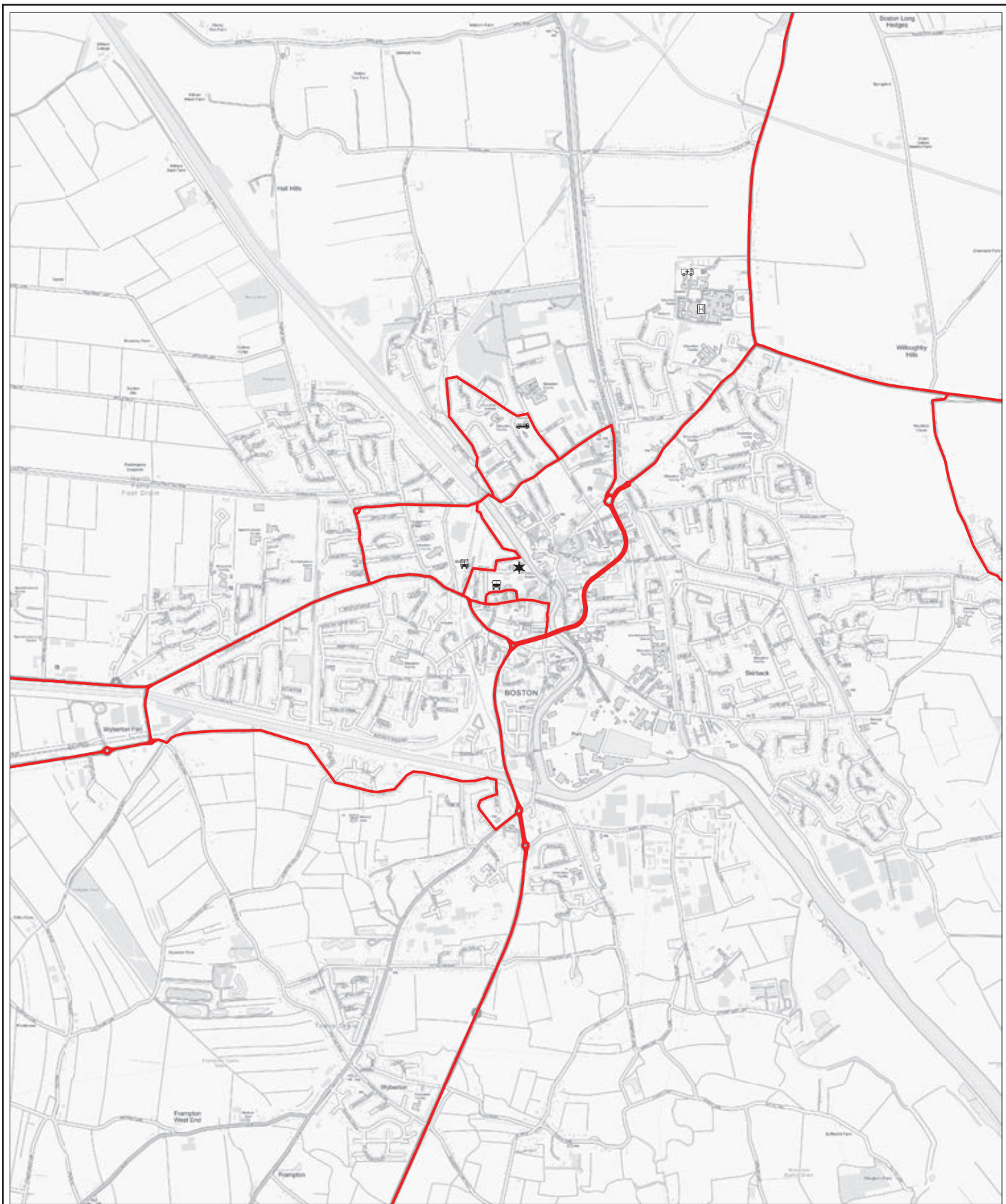
No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

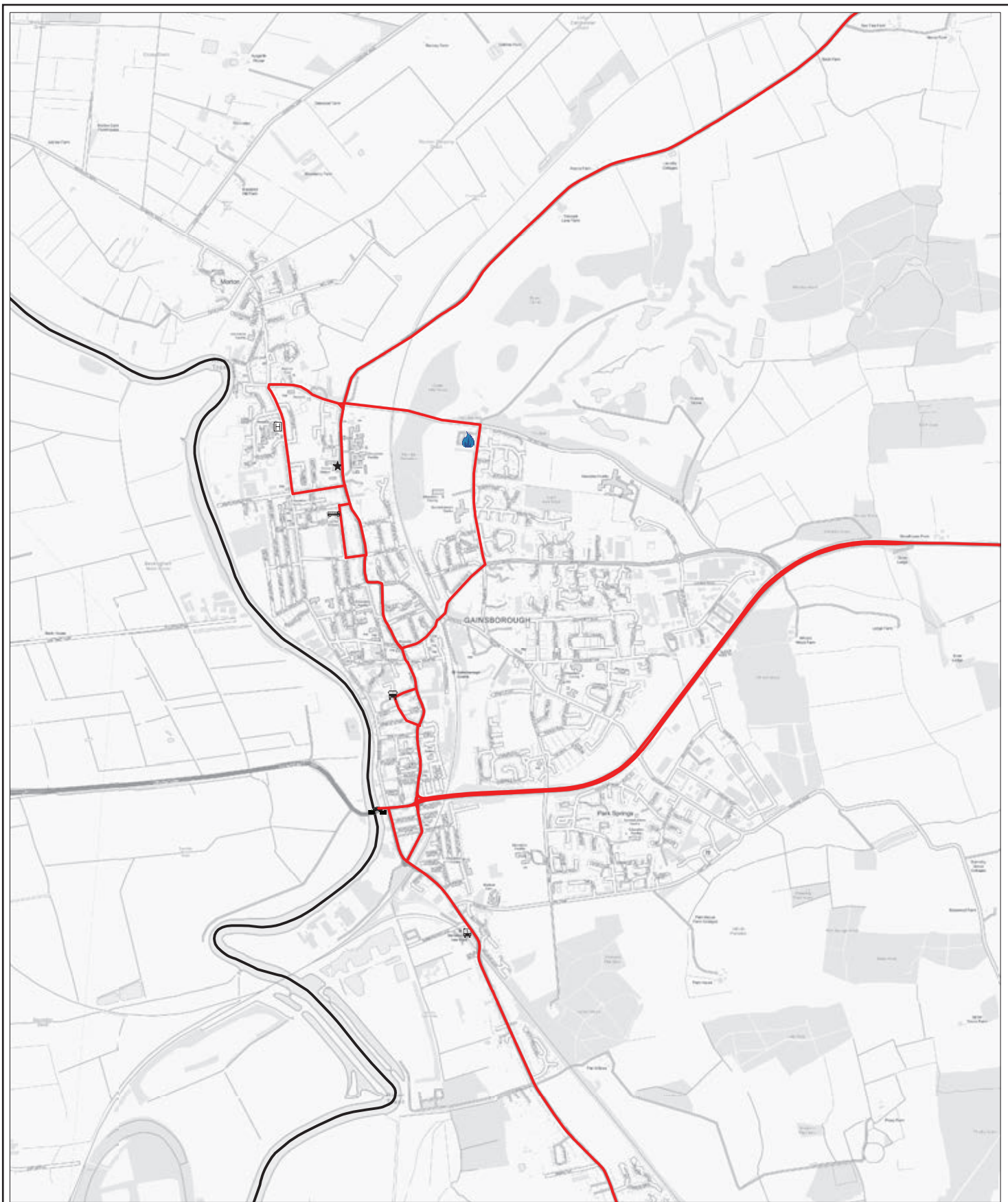
This report was written by Vincent Van Doninck, who can be contacted on 01522550625 or Vincent.VanDoninck@lincolnshire.gov.uk

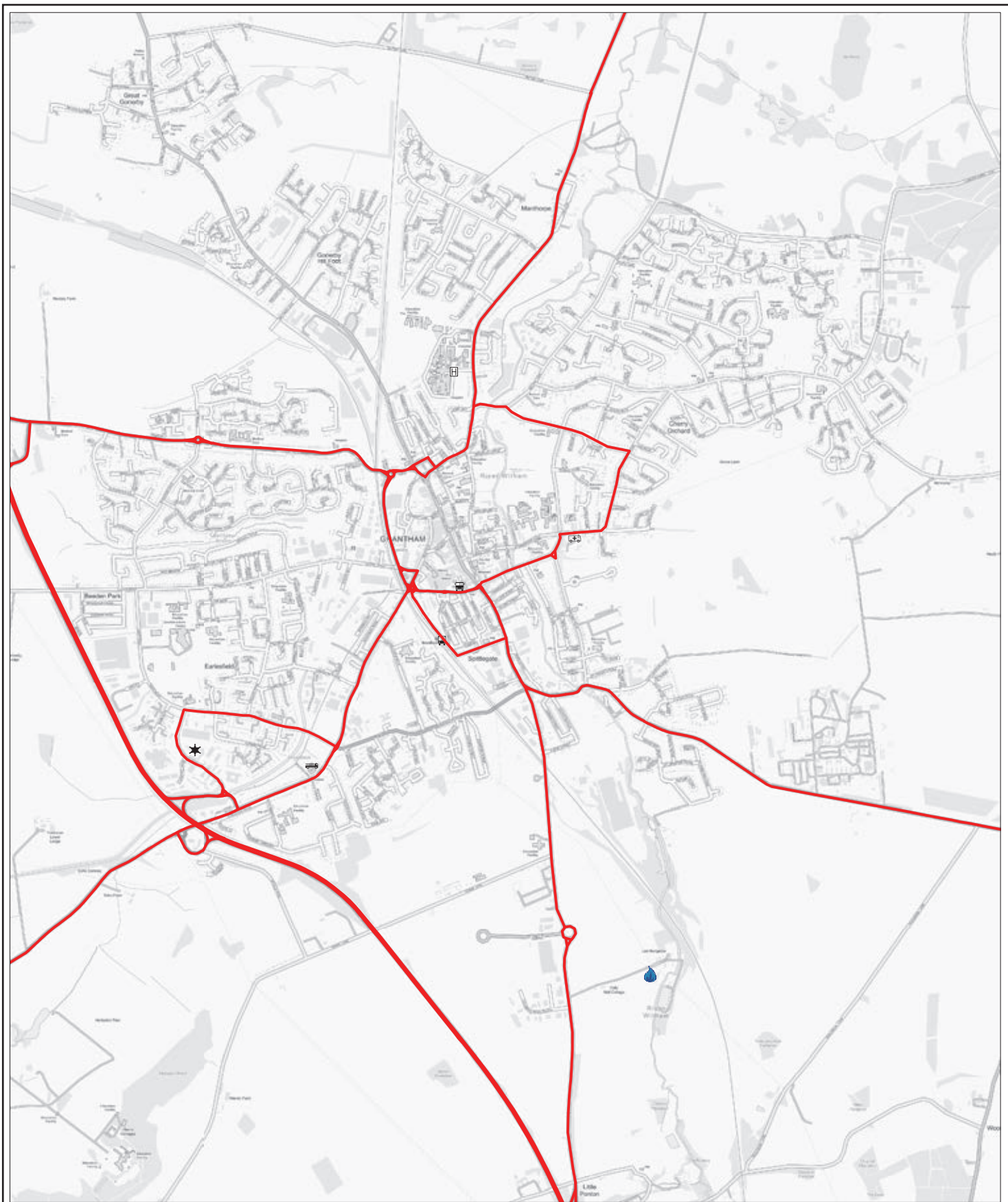


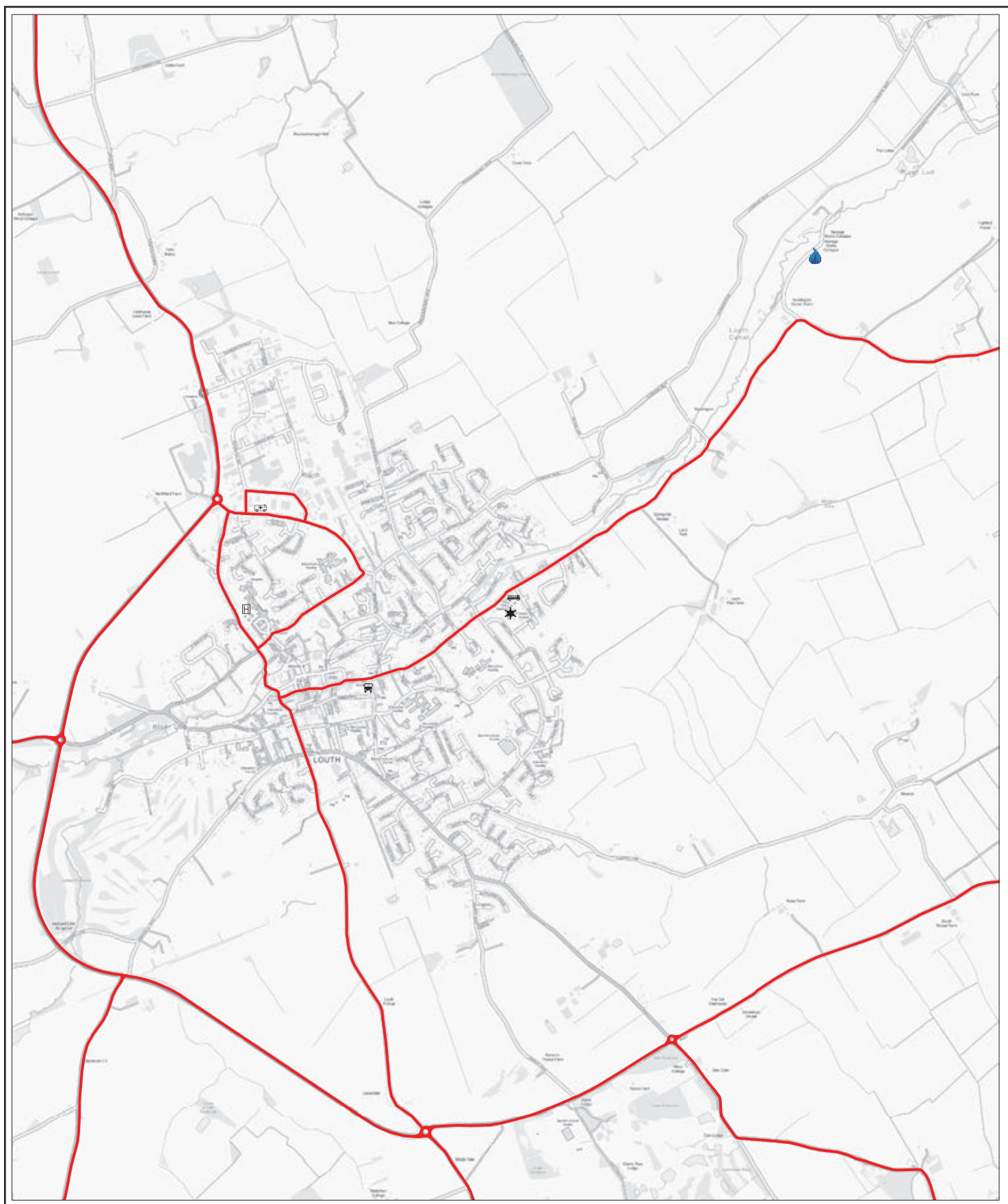




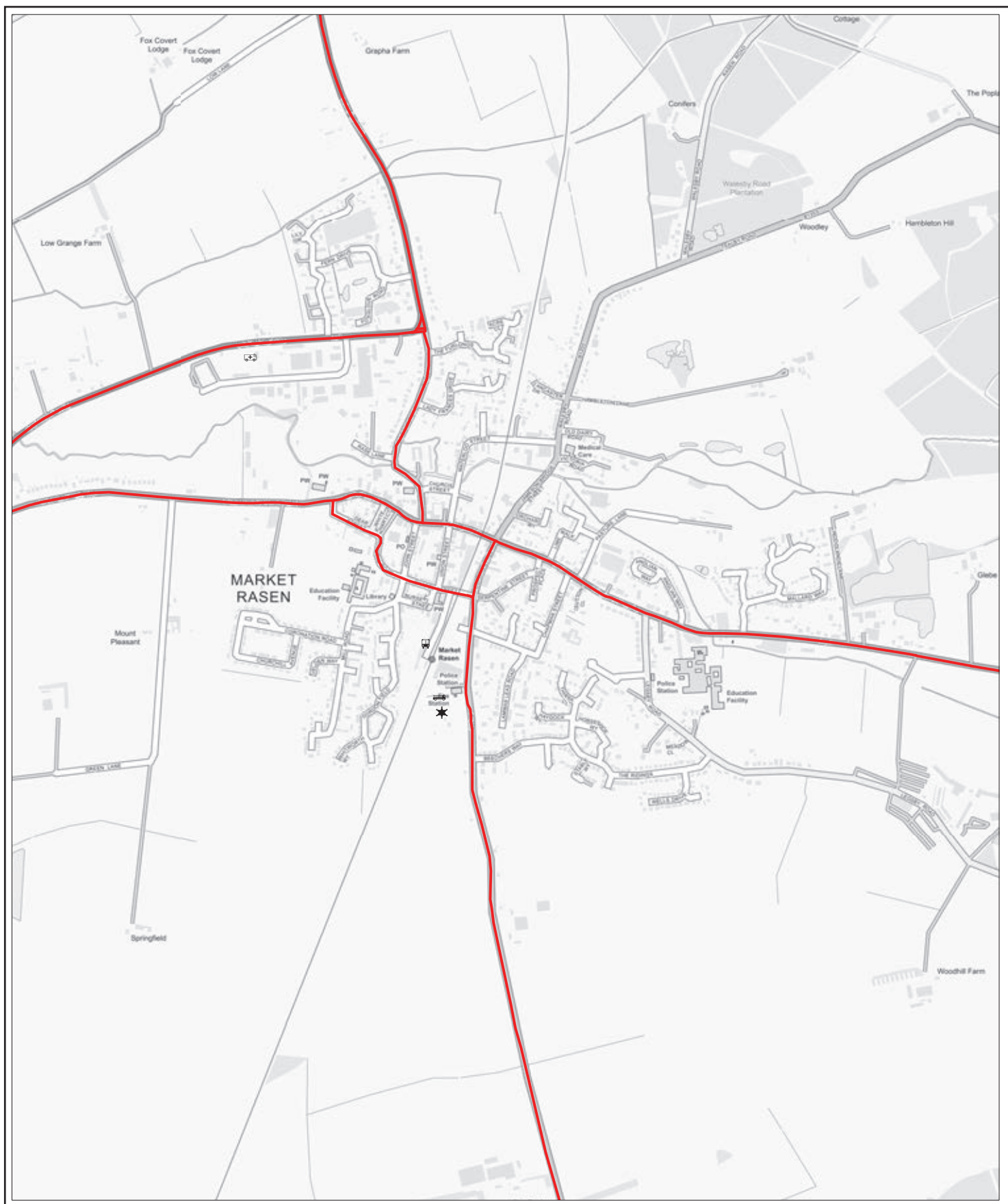


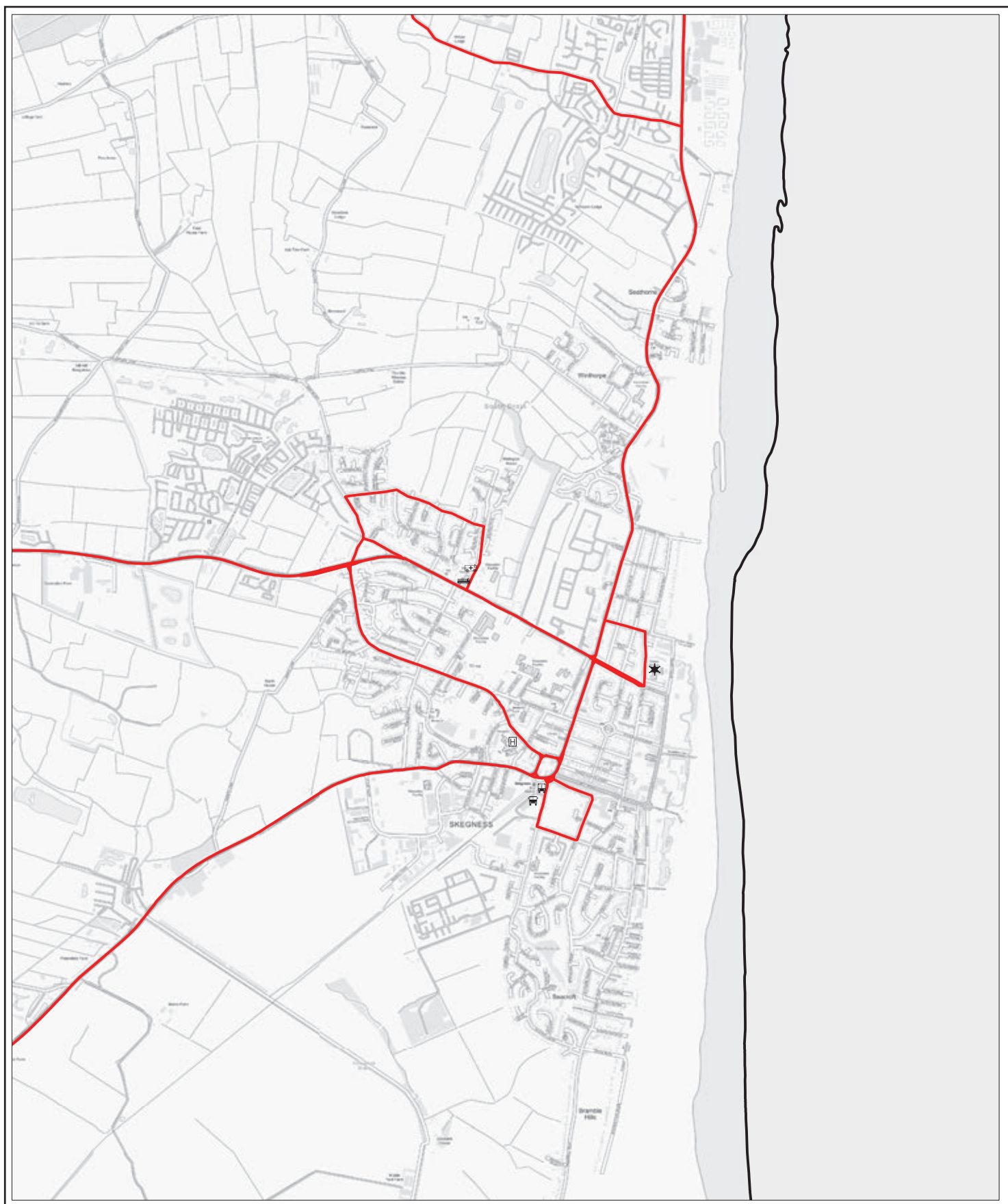


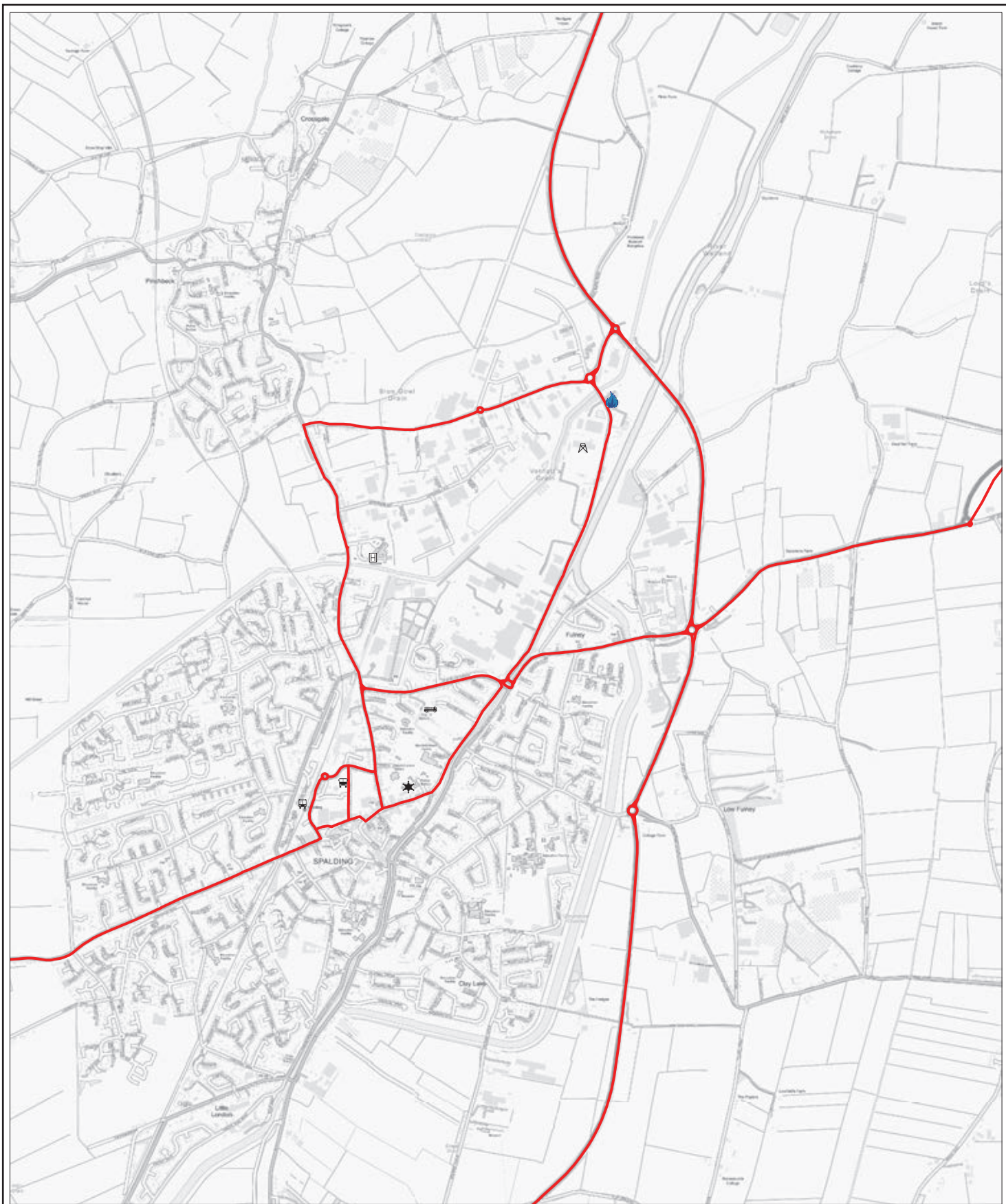














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**Open Report on behalf of Richard Wills
Executive Director for Environment and Economy**

Report to:	Highways and Transport Scrutiny Committee
Date:	16 July 2018
Subject:	Route and Place Based Transport Strategy

Summary:

This report details what a transport strategy is and highlights the purpose and benefits to LCC. It also outlines the status of LCC's existing Transport Strategies and recommends a more robust future approach across the whole County.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to:

- 1) Consider and comment on the proposed route and place based transport strategy approach to identifying future highway improvements across the county; and,
- 2) Endorse the programme of creating and updating the various traffic models and place/route based strategies across the County as detailed in Appendix A.

1.0 Background

Transport strategies are key to the delivery of improvements to the transport network through the identification of policies and proposals founded on a sound evidence base. The strategy documents set out what a local authority intends to achieve in an area and how it will go about it, presenting the authority's proposals for improving the transport network over a period of time.

1.1 Purpose and Need for Transport Strategies

Developed using a comprehensive and robust methodology, aligned to Department for Transport processes, transport strategies can provide the basis for the formulation of funding bids and provide strong evidence for the strategic case for schemes which such bids are required to demonstrate.

- 1.2 These strategies have evolved to consider not only transport but also accessibility that transport provides to both people and the wider economy as well as its interaction with land use, planning and economic development. Together, an understanding of plans for new developments and the needs

of the local and wider economy are vital to identifying the future requirements for the transport networks and the transport policies and proposals which will support them.

- 1.3 Strategies need to consider why, where and how people travel therefore they need to be based on an understanding of the journey purposes (e.g. travel to work, school or for leisure, or the movement of goods), the travel areas (e.g. travel within neighbourhoods, urban areas, counties, regions, nationally or internationally) and what modes of travel are used. Strategies should be multi-modal through which they focus on all main modes of transport and it is the norm to use a hierarchy which:
 - reduces the need to travel;
 - prioritises walking and cycling;
 - promotes public transport; and,
 - mitigates the impact of traffic.
- 1.4 Without a sound strategy, it can be difficult for local authorities to provide the evidence base upon which to justify transport improvements which in turn makes it more difficult to generate support for schemes and secure funding. These documents also provide the basis for authorities to be proactive in understanding current and future trends and pressures on its network rather than simply being reactive to changes within or external to their areas. For example, with a well-developed understanding of potential impacts of local plans, authorities can proactively formulate their approach to major planning applications based on the overall impact of all development rather than assessing in isolation the individual site impacts on a case-by-case basis.
- 1.5 Transport strategies enable authorities to comprehensively plan a pipeline of work over the period of the strategy's life. Furthermore, with a set of strategies covering locations across an authority's area, decisions can be made on which areas, policies and proposals should be prioritised and delivered first.
- 1.6 The completion of a transport strategy can subsequently lead to the development of a delivery plan for the policies and proposals it contains. In general, strategies provide the overall policy and high level scheme proposals through which an authority will improve transport in its area while plans are more detailed setting out how and when specific projects will be delivered and funded.
- 1.7 Transport Strategies are developed through a standard process although the individual steps and tasks can vary. All strategies should be based on a robust understanding of the current situation within the strategy area and how the situation will change in the future if the strategy was not to be delivered. This understanding should then lead on to identifying the key problems and opportunities, 'challenges', in the strategy area and the confirmation of the need to take action or 'intervene' in the transport system. To steer both the identification of options and the eventual delivery of the strategy, a robust set of objectives and outcomes needs to be developed, building on both wider economic, land use and transport policies, and the

challenges identified. A long list of options is then developed to resolve the challenges and achieve the objectives and outcomes. The list is then sifted through initial appraisal to form a short list of the most promising options which is then taken forward for more detailed assessment and appraisal. Options that successfully pass through the process are then included in the final strategy. To support the delivery of the strategy, it should set out how policies and proposals will be taken forward and how the delivery will be monitored

- 1.8 Transport Strategies should set out the following:
- an evidence base supporting the identification of current and future challenges
 - the basis for the need for intervention
 - strategy objectives and outcomes
 - the strategy policies and proposals
 - the approach to monitoring delivery
- 1.9 The following sets out a standard set of stages in developing a strategy:
- Understand the current situation
 - Understand the future situation
 - Confirming the need for intervention
 - Identification of objectives
 - Option identification – long list
 - Initial sifting and shortlisting
 - Option development and appraisal
 - Strategy development and reporting
 - Delivery and programme
 - monitoring and evaluation of the implemented strategy
- 1.10 Two key elements in the development of transport strategies are traffic or transport modelling and stakeholder engagement. Modelling is used to both understand the current and future conditions within a strategy area, based on predictions of land use and economic development, and then to test the impact of potential options before the more promising of those options are taken forward into the final strategy. Engagement with stakeholders and, where appropriate, the wider public, helps to inform the understanding of the current situation within the strategy area and future plans which may affect transport but also identify potential options and generate ownership of the strategy by potential partners in its delivery.
- 1.11 **Transport Strategy Aims**
- The purpose of creating these various strategies is that a number of projects can be brought forward which deliver clear benefits (agreed by both the County and District Councils) across the entirety of the County, thus distributing capital expenditure. It also has the benefits of improving the likelihood of attracting third party funding, improving the forward programme of capital project delivery and focuses LCC's investment into the areas which deliver the most rounded improvements. The intention is that once a place based transport strategy is adopted a working group be established to

review the continued viability and progress of the strategy on a regular basis.

1.12 It should be noted in Appendix A that the place based strategies from Lincoln to Sleaford are proposed as full Transport Strategies, whereas those from Louth to Market Rasen are for 'Generating Options'. Both these approaches will deliver a list of priority projects which can be developed in these areas, however it is appropriate that in less densely populated towns that a 'lighter touch' strategy be developed. These 'lighter touch' strategies will be supported by junction modelling rather than full strategic traffic models for the same appropriateness reasons.

1.13 Recommendation

LCC currently has transport strategies for both places and routes; however they are in a status of - 1) up to date, 2) requiring updating or 3) non-existent. The basis of traffic model and existing strategies are shown in Appendix A.

1.14 Appendix A also outlines a desired programme of creating and updating the various traffic models and place/route based strategies across the County.

1.15 It is recommended that the committee agree and approve the principles set out in this paper and in Appendix A.

2. Conclusion

That the Committee note what a transport strategy is and what the purpose and benefits of them are to LCC. The Committee should consider the benefits this route and place based transport strategy approach will develop in identifying future highway improvements across the county.

The Committee are requested to endorse a programme of creating and updating the various traffic models and place/route based strategies across the County as detailed in Appendix A.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

A Risk and Impact analysis has not been completed in relation to this paper, however each individual scheme will undergo a specific Risk and Impact analysis as it progresses in line with LCC's policy.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Traffic Model and Transport Strategy Programme

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 Sam Edwards, who can be contacted on 01522 550328 or sam.edwards@lincolnshire.gov.uk.

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Traffic Model																												
Location	Estimated Population (000's) by 2011 Census	% Population Growth by District by 2028	Existing Strategic Model	Current Status	Existing Form of Model	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln	130	3.10%	Yes	Multi-modal model completed 2018	Strategic Model (Saturn or Visum)											Base Year				Update		Update				New Model		
Grantham	42	7.10%	Yes	Traffic model updated for GSRR	Strategic Model (Saturn or Visum)							Base Year										New Model					Update	
Boston	41	3.90%	Yes	Revalidated in 2013	Strategic Model (Saturn or Visum)								Base Year						New Model				Update					
Spalding	32	6.50%	Yes	New model under development	Strategic Model (Saturn or Visum)													Base Year					Update					New Model
Skegness (East Coast)	25	3.20%	Yes	Age expired	Strategic Model (Saturn or Visum)						Base Year									New Model					Update			
Gainsborough	21	6.70%	Yes	Traffic model completed 2018	Strategic Model (Saturn or Visum)												Base Year					Update					New Model	
Stamford	20	7.10%	Yes	Age expired	Strategic Model (Saturn or Visum)				Base Year												New Model					Update		
Sleaford	17	5.80%	Yes	Traffic model completed in 2013	Strategic Model (Saturn or Visum)								Base Year							Update					New Model			
Louth	16	3.20%	No	No modelling	No Model																	New J'tion Model					Update	
Bourne	14	7.10%	No	No modelling	No Model																		New J'tion Model					Update
Market Deeping	13	7.10%	No	No modelling	No Model																		New J'tion Model					Update
Mablethorpe	12	3.20%	No	No modelling	No Model																	New J'tion Model					Update	
Holbeach	8	6.50%	No	TA related junction modelling	Junction Modelling									Base Year				New J'tion Model						Update				
Horncastle	7	3.20%	No	Development related	Junction Modelling											Base Year					New J'tion Model					Update		
Market Rasen	5	6.70%	No	No modelling	No Model																New J'tion Model					Update		

Place Based Transport Strategy																												
Location	Estimated Population (000's) by 2011 Census	% Population Growth by District by 2028	Existing Strategy	Current Status	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
Lincoln	130	3.10%	Yes	New strategy development to commence 2018	New Strategy		New Strategy					Updated					New Strategy	New Strategy				Review / Update				Review / Update		
Grantham	42	7.10%	Yes	Progress review undertaken in 2014. Original strategy over 10 years old		New Strategy							Updated								New Strategy					Review / Update		
Boston	41	3.90%	Yes	New Strategy in 2017	New Strategy											New Strategy							Review / Update					
Spalding	32	6.50%	Yes	New strategy in 2014									New Strategy									Review / Update					New Strategy	
Skegness	25	3.20%	No	No Strategy															New Strategy					Review / Update				
Gainsborough	21	6.70%	Yes	Strategy based on old model						New Strategy								New Strategy			Review / Update					Review / Update		
Stamford	20	7.10%	No	No Strategy																New Strategy					Review / Update			
Sleaford	17	5.80%	Yes	New strategy being developed by NKDC									New Strategy						New Strategy					Review / Update				
Louth	16	3.20%	No	No Strategy																	Generate Options					Update Options		
Bourne	14	7.10%	No	No Strategy																		Generate Options					Update Options	
Market Deeping	13	7.10%	No	No Strategy																		Generate Options					Update Options	
Mablethorpe	12	3.20%	No	No Strategy																	Generate Options					Update Options		
Holbeach	8	6.50%	No	New strategy development to commence 2018													Generate Options						Update Options					
Horncastle	7	3.20%	No	No Strategy																Generate Options					Update Options			
Market Rasen	5	6.70%	No	No Strategy																Generate Options					Update Options			

Route Based Transport Strategy																											
Location	Population (000's)		Current Status	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
Routes Action Plan (RAP)	A15, A16, A17		Being updated in 2018										New Strategy				Review / Update				Review / Update					Review / Update	
Lincolnshire Coastal Highway (LCH)	A46, A57, A158		Being developed in 2018													New Strategy					Review / Update					Review / Update	
Major Route Network Plus (MRN+)	A18, A46, A631, A52		Being developed in 2018													New Strategy					Review / Update					Review / Update	

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

Report to:	Highways and Transport Scrutiny Committee
Date:	16 July 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

16 JULY 2018 – 10:00am		
Item	Contributor	Purpose
Highways Infrastructure Asset Management Plan (HIAMP)	Vincent VanDoninck, Policy and Strategic Asset Manager	PRE-DECISION SCRUTINY Executive Councillor Decision Between 18 Jul 2018 and 23 Jul 2018
Winter Maintenance Update	Vincent VanDoninck, Policy and Strategic Asset Manager	Review of options regarding the new Resilient Network and the Grit Bin resource.
Route and Place Based Transport Strategy	Sam Edwards, Major Schemes and Design Commissioner	Introduction to local transport strategies and proposed future work programme for reviewing each individual strategy.

10 SEPTEMBER 2018 – 10:00am		
Item	Contributor	Purpose
A46 Dunholme / Welton Roundabout scheme	Charlotte Hughes, Project Leader	PRE-DECISION SCRUTINY Consideration of the compulsory Purchase Order and Side Roads Order for the A46 Welton Roundabout.
CCTV Pilot Scheme for Parking enforcement outside schools	Matt Jones, Parking Services Manager	Review of progress on the CCTV Pilot Scheme.
Civil Parking Enforcement Annual Report 2016/17	Matt Jones, Parking Services Manager	The annual report on CPE related activities and financial statement showing the cost of the operation, including any deficit or surplus.
Quarter 1 Performance Report (1 April to 30 June 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
Winter Maintenance - Preparations for Winter 2018/2019	Vincent VanDoninck, Policy and Strategic Asset Manager	
Midlands Connect Sub National Transport Body	Andrew Thomas, Principal Accessibility Planning Officer	

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.

22 OCTOBER 2018 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
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.
New Highways Operating Model VfM Assessment	Paul Rusted, Infrastructure Commissioner	Consideration of the value for money assessment for the New Highways Operating Model.

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.

21 JANUARY 2019 – 10:00am		
Item	Contributor	Purpose
Revenue and Capital Budget Proposals 2018/19	Andy Gutherson, County Commissioner Economy and Place, Paul Rusted, Infrastructure Commissioner	PRE-DECISION SCRUTINY Budget Proposals for 2018/19
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Lincolnshire Connected	Vanessa Strange, Accessibility and Growth Manager; Ian Kitchen, Transport Policy Manager	Update on the work being undertaken in relation to future infrastructure requirements.

11 MARCH 2019 – 10:00am		
Item	Contributor	Purpose
Quarter 3 Performance Report (1 October to 31 December 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

29 APRIL 2019 – 10:00am		
Item	Contributor	Purpose
Winter Maintenance – End of Year Report	Vincent VanDoninck, Policy and Strategic Asset Manager	Review of 2018/19 winter maintenance period.

Items to be programmed

- Midlands Connect
- Cycling Strategy
- Local Transport Plan
- Boston Transport Strategy
- Coastal Highway – Teresa James, Senior Project Leader – *Review of the first phase of work and initial report on possible options.*
- Review of the Lincolnshire 'Bus Strategy'
- Passenger Transport Strategy
- Re-consideration of the Speed Management in Lincolnshire Scrutiny Review - (20mph Limits and Zones) – To be reviewed once additional information is received from Government.

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
I015772	Highways Infrastructure Asset Management Plan	Between 18 July 2018 and 23 July 2018	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee	Report	Policy and Strategic Asset Manager Tel: 01522 782070 Email: vincent.VanDoninck@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Head of Paid Service & Executive Director for Environment and Economy	Yes	
I016087 New!	B1191 Horncastle Road, Woodhall Spa	Between 28 August 2018 and 4 September 2018	Executive Councillor: Resources and Communications	Highways colleagues; all the local affected stakeholders / businesses / landowners; Anglian Water; the Environment Agency; and Western Power Distribution	Report	Senior Project Leader Tel: 01522 782070 Email: steve.brooks@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Head of Paid Service & Executive Director for Environment and Economy	Yes	Woodhall Spa and Wragby