



County Offices
Newland
Lincoln
LN1 1YL

11 January 2019

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 21 January 2019 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 cursive script that reads 'Debbie Barnes'.

Debbie Barnes OBE
Head of Paid Service

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

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

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 21 JANUARY 2019**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Members' Interests	
3	Minutes of the previous meeting of the Highways and Transport Scrutiny Committee held on 10 December 2018	5 - 10
4	Announcements by the Chairman, Executive Councillor and Lead Officers	
5	Council Budget 2019/20 <i>(A report by Michelle Grady, Head of Finance (Communities) which describes the budget proposals for the next financial year 2019/20 and its implications for the Highways and Transport activities)</i>	11 - 16
6	Update to Street Lighting Policy following Scrutiny Review Recommendations <i>(A report by John Monk, Group Manager, Design Services, in connection with proposals to update the Street Lighting Policy following the Scrutiny Review and to recommend to the Executive Councillor for Highways, Transport and IT whether an updated Street Lighting Policy, including its Annexes, should be adopted or not)</i>	To Follow
7	A46 Dunholme and Welton Junction Scheme <i>(A report by Charlotte Hughes, Project Leader, which seeks the approval of the Executive to publish orders and acquire land in connection with this Scheme. This is an opportunity for this Committee to consider the proposals before they go to the Executive)</i>	17 - 22
8	Permit Scheme Annual Report 2017/18 <i>(A report by Mandi Robinson, Team Leader, Network Management and Mick Phoenix, Network Management Commissioner, in connection with an overview of the Council's operational performance in its second year and detailed scrutiny of the data in relation to street works and activities)</i>	23 - 50
9	Highways and Transport Scrutiny Committee Work Programme <i>(A report by Daniel Steel, Scrutiny Officer, in connection with the Committee's latest updated Work Programme. The Committee is asked for its comments on the Programme)</i>	51 - 60

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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

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**HIGHWAYS AND TRANSPORT
SCRUTINY COMMITTEE
10 DECEMBER 2018**

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

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

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

Officers in attendance:-

Steve Blagg (Democratic Services Officer), Paul Rusted (Infrastructure Commissioner), Daniel Steel (Scrutiny Officer), Teresa James (Senior Project Leader (Major Schemes)), Karl Gibson (Senior Project Leader), Paul Little (Highway Asset Manager) and Vanessa Strange (Accessibility and Growth Manager)

38 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor Mrs W Bowkett and A N Stokes.

39 DECLARATIONS OF MEMBERS' INTERESTS

No declarations were made at this stage of the meeting.

40 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE HELD ON 22 OCTOBER 2018

RESOLVED

That the minutes of the previous meeting held on 22 October 2018, be agreed as a correct record and signed by the Chairman, subject to the replacement of the word "Langwith" by "Langworth", in bullet point 4, minute 33.

41 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR AND LEAD OFFICERS

The Chairman reminded Members of the informal meeting arranged following this meeting to discuss proposed changes to the Street Lighting Policy and stated that a report on this matter would be submitted to the next meeting.

The Executive Councillor for Highways, Transport and IT reported that, following the national Budget, £13.7m had been awarded to the Council by the Department for

Transport (DfT) for road maintenance and that this was to be spent by the end of the financial year 2018/19.

42 LINCOLNSHIRE CONNECTED

The Committee received a report in connection with Lincolnshire Connected which examined the future of mobility, transport, accessibility and connectivity in Lincolnshire in the years to come. The report examined how new technologies in transport, e.g. electric vehicles, could be used to improve access and travel. Officers stated that the practical implications of the increased use of electric vehicles would need to be considered.

Comments by Members and responses by officers, included:-

- The comments made in the report about the need for the Council to influence and be part of policy making decisions to avoid an urban only model, which could exclude rural areas like Lincolnshire, were welcomed.
- The move towards cleaner energy and the use of electricity to charge vehicles would lead to increase demands on the National Grid which might not be able to cope. Officers stated that there were many challenges in this area and a lot of work was already being undertaken to find solutions including the development of smart grids.
- It was suggested that empty batteries could be ex-changed for full batteries. Officers agreed that markets were changing all the time and that the practicalities of doing this would need to be examined.
- More education was required on the benefits of smart meters to save energy.
- The construction of carbon neutral buildings should be mandatory because the energy savings would be enormous. Officers stated that this had been discussed at the Environment and Economy Scrutiny Committee and that Committee had agreed that Lincolnshire should take a lead in this area.
- Would this document link into the planning system as was a negative attitude by the Planning Inspectorate? Officers stated that this would be examined.
- Officers responded to an enquiry about the effects on Lincolnshire of the major investment announced by the Government in some of the areas which Lincolnshire Connected was focussed and stated that the Government had been asked what Lincolnshire's allocation would be as some local authorities had already received money.
- Officers responded that an extra £100m had been allocated to help people buy electric cars to increase competition.

Members welcomed the report and emphasised the need for rural counties like Lincolnshire not to be left behind, the need for the planning system to take account of the new developments raised by Lincolnshire Connected, for Lincolnshire to receive a fair share of any funding allocated and that the Committee should receive regular updates. Officers agreed to provide an update to the Committee in early 2019.

RESOLVED

- (a) That the comments by Members be noted and taken into consideration as part of Lincolnshire Connected.
- (b) That an update be submitted in early 2019.

43 DEVELOPMENT OF A NEW LINCOLN TRANSPORT STRATEGY

The Committee received a report on the methodology for developing a new Lincoln Transport Strategy up to 2036, outlined the significant benefits this would deliver with regard to setting the future vision for the Lincoln area and explained the planned engagement process. Officers stated that there was a need to have clearer proposals as there was a tendency for development to be developer led.

Comments by Members and the responses of officers included:-

- The progress of the previous Transport Strategy for Lincoln was welcomed. This new Strategy was welcomed especially following the completion of the Central Lincolnshire Local Plan.
- The potential housing growth predicted for the Western Growth Corridor would create additional vehicle movements. It was important that the Council liaised with the City of Lincoln Council as the main developer because access issues from the development were important. Officers agreed and stated that adequate infrastructure needed to be in place before any development took place.
- The comments by the Executive Councillor for Highways, Transport and IT for the Strategy to be clearer were welcomed. Officers stated that there needed to be a stronger links between the Local Plan and the Strategy.
- Bus services for the local economy were important and Members needed to be involved in shaping services.
- Local Authorities needed devolved power to provide public transport services.
- Compared to other Cathedral cities the Park and Ride service was inadequate in Lincoln. Officers stated that a Park and Ride service was provided from Waitrose car park in Lincoln and challenged bus companies about their plans for this service.
- The views of Members needed to be sought on the consultation process because of their regular contact with the public. Officers agreed and explained the Engagement process and stated that Members would be consulted at the evidence gathering stage.
- Officers stated that the modelling reports produced would be made available to Members when the Strategy was finalised.
- Public transport infrastructure was important because of the amount of development taking place.

Officers stated that a further report on the Strategy's vision would be submitted to the Committee in early 2019.

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE
10 DECEMBER 2018**

RESOLVED

- (a) That the comments by Members on the progress of the Strategy be noted.
- (b) That the continued programme of development and delivery of the Strategy be endorsed.
- (c) That a further report be submitted in early 2019.

44 BOSTON TRANSPORT STRATEGY UPDATE

The Committee received an update on the Boston Transport Strategy which had been in place since 2015 and covered the period 2016-36. Officers stated that the Strategy was aligned with the South East Lincolnshire Local Plan and was well supported by a Board which had oversight of the Strategy and on which the Council was represented.

Comments by Members and responses by officers, included:-

- The bid for funding by the Council to Central Government to fund a business case for the Boston Distributor Road was welcomed. Officers stated that Boston Borough Council and the County Council would be submitting an outline case to the Government in early 2019 with a Business Case produced in the 2019/20 financial year.
- The Strategy Board was welcomed. Officers stated that it was proposed to have similar Boards for all of the Strategies.
- The United Lincolnshire Health Trust should be asked to see if they could provide funding to help improve access to the Pilgrim Hospital. Officers stated that the Council had already consulted various bodies about the Strategy which included support from the local MP.
- Had the official cyclists' body been consulted about the Strategy? Officers stated that walking and cycling routes were important in the Strategy and connections to Cycling Route One were being examined.

The Executive Councillor for Highways, Transport and IT welcomed the establishment of the Strategy Boards.

RESOLVED

- (a) That the comments by Members on the developments so far with the Strategy and the planned progress in identifying and undertaking future highway improvements, be noted.
- (b) That the continued programme of work in delivering the Strategy including the development of an Outline Business Case to support the case for the Boston Distributor Road around the west side of Boston, be endorsed.

45 PERFORMANCE REPORT, QUARTER 2 – (JULY 2018–SEPTEMBER 2018)

(Councillor S P Roe requested that a note should be made in the minutes that he would withdraw from the meeting during discussion of the North Hykeham Relief

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE
10 DECEMBER 2018

Road as had already recorded an interest on the register of Disclosable Pecuniary Interests (DPIs) in accordance with the Relevant Authorities (DPIs) Regulations 2012).

The Committee received a report on the highways service including the Major Highways Schemes Update, Lincolnshire Highways Alliance performance and the Customer Satisfaction information for quarter 2 (July 2018 to September 2018). Officers stated that they would bring details of the national highways survey to the next meeting.

Officers stated that since the publication of the report progress with the Grantham Southern Relief Road had been delayed due to an administrative oversight to publish the Public Notices in connection with the arrangements for a Public Inquiry. Officers reported that some of the objections had now been resolved which, hopefully, would shorten the Inquiry due to start in early January 2019.

Comments by Members and responses of officers included:-

- An enquiry was made about whether the 70% funding by the DfT for the North Hykeham Relief Road been approved and would the road be dualled? Officers stated that the DfT's response was awaited and that a bid for 70% funding had been submitted to cover the cost of dualling.
- The roundabout at the junction of Skellingthorpe Road and the A46 needed to be increased in size. Officers stated that there were no plans to increase the size of this roundabout at the present time but that it was hoped to submit a bid for funding for this work as part of the major routes network.
- The FixMyStreet website was working well except that there was no report back about the completion of a job. Also, if an enquiry was made to the Customer Services Centre they were unable to provide a response.
- Councillor B Adams requested that his appreciation should be passed to the highways teams for repairs to potholes in his Division, adding that he had thirty Parish Councils and potholes were a regular cause for complaints.
- Objectors should be made aware of the impact of Judicial Reviews on the cost of the Grantham Southern Relief Road. The Executive Councillor for Highways, Transport and IT stated that the cost of this scheme had significantly increased.
- An enquiry was made about the reduced Alliance performance indicators. Officers stated that these statistics would be re-examined when the new contract was set up.

Members welcomed the good performance statistics in this quarter.

RESOLVED

That the performance report be welcomed that the comments made by Members be noted.

**46 UPDATE REPORT ON GRASS CUTTING AND WEEDSPRAYING
OPERATIONS**

The Committee received an update report on the maintenance of highway grass and weed spraying within the public highway in Lincolnshire during the 2018 season. Officers stated that it was proposed to continue with the "Service Delivery" procedure detailed in the report until the contract was reviewed and that officers were happy with how the "Parish Council Agreements" were progressing and expanding. Officers stated that the various start times for the weed treatment programme was caused by the availability of resources and the need to avoid certain areas. Officers drew attention to the "Financial Aspects" paragraph in the report and highlighted that weather conditions could significantly affect the timing and quantity of grass cut.

Members in noting the budget pressure to maintain the current level of grass cutting supported a more substantial requirement to re-instate the third cut to highway grass areas.

RESOLVED

That the report be noted.

47 HIGHWAYS AND TRANSPORT WORK PROGRAMME

The Committee received a report 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.

Following a request from Members it was agreed to add scrutiny of the "Call Connect" service and the provision of passenger information for public transport services to the Work Programme.

RESOLVED

That, subject to the additional scrutiny of the "Call Connect" service and the provision of passenger information for public transport services, the Work Programme be noted and updated accordingly.

The meeting closed at 12.30 pm

**Open Report on behalf of Andy Gutherson,
Interim Executive Director for Place**

Report to:	Highways and Transport Scrutiny Committee
Date:	21 January 2019
Subject:	Council Budget 2019/20

Summary:

The report describes the budget proposals for the next financial year 2019/20, based on the four year funding deal announced by Government as part of the 2016/17 Local Government Finance Settlement. This report specifically looks at the budget implications for the Highways and Transport activities within the commissioning strategy 'Sustaining and Developing Prosperity Through Infrastructure'.

The budget proposals are now open to consultation. Members of this committee have the opportunity to scrutinise them and make comment, prior to the Executive meeting on 5 February 2019 when it will make its final budget proposals for 2019/20.

Actions Required:

The Highways and Transport Scrutiny Committee is asked to consider this report and members of the committee are invited to make comments on the budget proposals. These will be considered by the Executive at its meeting on 5 February 2019.

1. Background

1.1 The Executive are currently consulting on a single year financial plan for revenue and capital budgets to take the Council to the end of the four year funding deal from government. The Council continues to face significant reductions in government funding, growing cost pressures from demand led services such as adult and children's social care, waste disposal and the Council's responsibility to pay staff and some contractors the National Living Wage. Uncertainty around government funding beyond the four year funding deal (which runs from 2016/17 to 2019/20) means the Council doesn't consider it practicable, to develop sustainable long term financial plans into the next decade. Work on this has started and will continue next year as information starts to emerge about the future funding framework.

1.2 The budget process carried out a year ago considered budgets for both 2018/19 and 2019/20. This year, the 2019/20 budgets have been reviewed in light

of the latest available information to arrive at the proposals set out in this report. In developing its financial plan the Council has considered all areas of current spending, levels of income and council tax plus use of one off funding (including use of reserves and capital receipts) to set a balanced budget.

1.3 All areas of service expenditure have been reviewed to identify cost pressures which must be funded and savings which can be made, through efficiencies and by reducing the level of service provided.

1.4 On an annual basis the Council has the opportunity to review the level of Council Tax. Central government sets thresholds above which a local authority would be required to hold a referendum for Council Tax increases. In the provisional Local Government Finance Settlement, the Secretary of State announced that the referendum threshold for general council tax would be 3.00% for 2019/20. Together with a 2% council tax increase for Adult Social Care allowed for a final year in 2019/20, this means that Lincolnshire County Council may increase council tax in 2019/20 by up to 5%.

1.5 At its meeting on 18 December 2018 the Executive agreed proposals for the Council's revenue and capital budgets to be put forward as a basis for consultation and made the decision to consult on a proposed council tax increase of 4.95% for 2019/20.

Sustaining & Developing Prosperity Through Infrastructure

1.6 Table A shows the total proposed revenue budget for the Highways and Transport activities within the commissioning strategy 'Sustaining & Developing Prosperity Through Infrastructure'.

TABLE A

SUSTAINING & DEVELOPING PROSPERITY THROUGH INFRASTRUCTURE		Original budget	Pay Inflation	Cost Pressures	Savings	Other Changes	Proposed Budget 2019/20	% Change
		£000	£000	£000	£000	£000	£000	
1	Transportation including concessionary fares and other government grants	14,059	52	294	0	118	14,523	3.30%
2	Highway asset maintenance	18,632	83	1,250	-3,300	555	17,220	-7.58%
3	Highway network management	8,155	96	18	0	-593	7,676	-5.87%
4	New transport investments including highways improvements and bypasses, growth corridors and programmes	852	55	0	0	1	908	6.58%
	Total	41,698	287	1,562	-3,300	80	40,327	-3.3%

1.7 The Highways and Transport activities are proposing to make savings of £3.300m in 2019/20 and there are cost pressures identified of £1.562m.

1.8 Due to the Department for Transport re-designation of Lincoln as a 'PTE like' area, there was an expected increase in the cost of concessionary fares of

£0.145m. £0.100m was added to the base budget for this during 2018/19, with the remaining £0.045m proposed in 2019/20 to give a full year effect.

1.9 An element of the cost pressures for this strategy (mainly within the Transport activity) relates to an increase in contract costs, which have a direct relationship to national living wage levels. There are proposed cost pressures of £0.267m in 2019/20 to meet the Council's obligation to pay staff and some contractors the central government set national living wage.

1.10 The Highways Asset protection budget has a number of cost pressures proposed, which reflect the impact on Lincolnshire Highways of previous service reductions. These changes include; returning to two full cycles for weed spraying (£0.150m); reinstating three rounds of safety grass cutting (£0.300m) and returning to a full cycle of gulley cleansing (£0.370m). There is also a need have available additional Mobile Maintenance Teams (MMT's) to manage the peak in demand for pot hole repairs over the autumn and winter period (£0.220m). The current arrangement the Council has for the Highways Asset Management 'CONFIRM' software is coming to an end. New licencing costs and a move to an on-demand system has created a cost pressure of £0.210m.

1.11 The saving in this budget reflects the removal of the additional 'one-off' budget provided to Highways Asset Maintenance in 2018/19 (£3.300m).

1.12 The budget proposals for this strategy have allowed for a pay inflation increase of 2% for 2019/20.

County Council Capital Programme

1.13 The proposed capital programme covers the remainder of the current year and 2019/20, as well as major schemes which stretch into future years. Schemes comprise: a number of major highways schemes; the rolling programme of renewal and replacement of fire fleet vehicles, gritters fleet and vehicles at the Waste Transfer Stations; improvements and review of property portfolio; information technology (IT) developments and rephasing of existing schemes.

1.14 The gross programme is set at £381.315m from 2019/20 onwards, with grants and contributions of £110.308m giving a net programme of £271.007m to be funded by the County Council.

1.15 Table B shows the proposed net capital programme for this commissioning strategy.

Table B

Capital Programme	Net Programme 2018/19 £000's	Net Programme 2019/20 £000's	Total Net Programme Including Future Years £000's
Sustaining and Developing Prosperity Through Infrastructure	46,554	75,042	199,865

1.16 The following additions have been made to the net capital programme in as part of the budget setting process:

- Additional budget for Grantham Southern Relief Road £20.130m in future years as a result of increased costs of construction, archaeology, and additional scheme requirements.
- Additional budget for Lincoln Eastern Bypass £11.700m in 2019/20 and £14.578m in future years. This is due to an increase in archaeology costs and the need to re-let the main contract following the demise of Carillion.
- Additional budget for Spalding West Relief Road scheme section 5 - £3.291m in future years to complete this major scheme development. Advance design work is continuing for section 1 of the Spalding West Relief Road, but any future capital support for this scheme will be reliant on an agreed level of developer contribution.
- Major scheme development of Corringham Road in partnership with West Lindsey District Council (WLDC) – budget of £1.500m in 2019/20 and receipt of £1.000m contribution during 2020/21.
- Budget of £1.100m in 2019/20 for the A46 Dunholme/ Welton Roundabout, the scheme has been partly funded by £2.000m National Productivity Improvement Fund awarded in 2018/19 and £1.839m of Integrated Transport Grant.
- Improvement of Holdingham Roundabout £0.435m in 2019/20 and £2.115m in future years.
- The Executive has approved the development of a business case for a North Hykeham Relief Road to enable bids for 70% of grant funding to be made. Future budgets for this scheme will be considered based on the outcome of this bid.

1.17 The Council receives government grant funding to support large parts of the capital programme, including schools and roads maintenance. The following grants have been incorporated into the capital programme for 2019/20 and future years:

- An indicative award of £24.995m per annum for 2019/20 and future years, for the Highways Asset Protection Maintenance Block;
- An indicative award for Integrated Transport Grant of £3.312m per annum 2019/20 and future years; and

- Successful bids from the Safer Roads Fund to improve some of the most dangerous stretches of 'A' roads were announced by Department of Transport.

Under this scheme the Council will receive £1.245m in 2019/20 for A1084 Brigg to Caistor; £0.645m in 2019/20 towards A1084 Middle Rasen to Bishops Bridge; and £2.725m in future years for A631 Louth to Middle Rasen;

Further consultation

1.18 A consultation meeting with local business representatives, trade unions and other partners will take place on 25 January 2019.

1.19 The proposals will be publicised on the Council website together with the opportunity for the public to comment.

1.20 All consultation comments and responses will be available to be considered when the Executive makes its final budget proposals on 5 February 2019.

2. Conclusion

2.1 These budget proposals reflect the level of government funding available to the Council and the proposal to increase Council Tax in 2019/20 by 2.95%. The Adult Social Care "Precept" is proposed to increase by 2.00% in 2019/20 and this will give a total council tax increase of 4.95%.

2.2 A thorough review of Council's services was carried out during last year's budget process, which covered both the 2018/19 and 2019/20 financial years. This year further unavoidable cost pressures as well as some savings have been identified, and the capital programme has been reviewed – the 2019/20 budget has therefore been refined this year. The budget proposals therefore aim to reflect the Council's priorities whilst operating with the resources available to it.

3. Consultation

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

No

b) Risks and Impact Analysis

An Equality Impact Assessment will be completed for the proposed increase in Council Tax. This will be reported to the Executive at its meeting on 5 February 2019.

Further risk and impact assessments will need to be undertaken on a service by service basis.

4. Background Papers

Document title	Where the document can be viewed
Council Budget 2019/20 - Executive Report 18 December 2018	Democratic Services, County Offices , Newland, Lincoln

This report was written by Michelle Grady, who can be contacted on 01522 553235 or Michelle.Grady@Lincolnshire.Gov.uk.

**Open Report on behalf of Andy Gutherson,
Interim Executive Director for Place**

Report to:	Highways and Transport Scrutiny Committee
Date:	21 January 2019
Subject:	A46 Dunholme and Welton Junction Scheme

Summary:

The A46 Dunholme and Welton Junction Scheme (the Scheme) is being promoted by Lincolnshire County Council as a scheme that will enhance safety, reduce accidents and help manage future traffic growth.

The scheme will require the implementation of both a Side Roads Order and a Compulsory Purchase Order to allow for the acquisition of the land required for the construction of the new roundabout and junction alignment.

At present we are unable to provide final copies of either of these orders as part of the land needed for the scheme is affected by an old restriction imposed by the MOD when the site was RAF Dunholme Lodge. Steps are being taken to remove the restriction but it is envisaged this will be completed early in 2019.

The purpose of this report is to seek support from the Scrutiny Committee to endorse the approach where approval is sought from The Executive to publish the necessary orders which allow for the compulsory acquisition of land required for the scheme within the timescales highlighted in this report.

Actions Required:

The Highways and Transport Scrutiny Committee are invited to endorse the approach for the A46 Dunholme and Welton Junction Scheme outlined in this report.

1. Background

Scheme Description

1.1 The A46 Dunholme and Welton Junction Scheme site is located 4.5 miles to the north east of Lincoln near to the villages of Welton and Dunholme (see Figure 1 below).

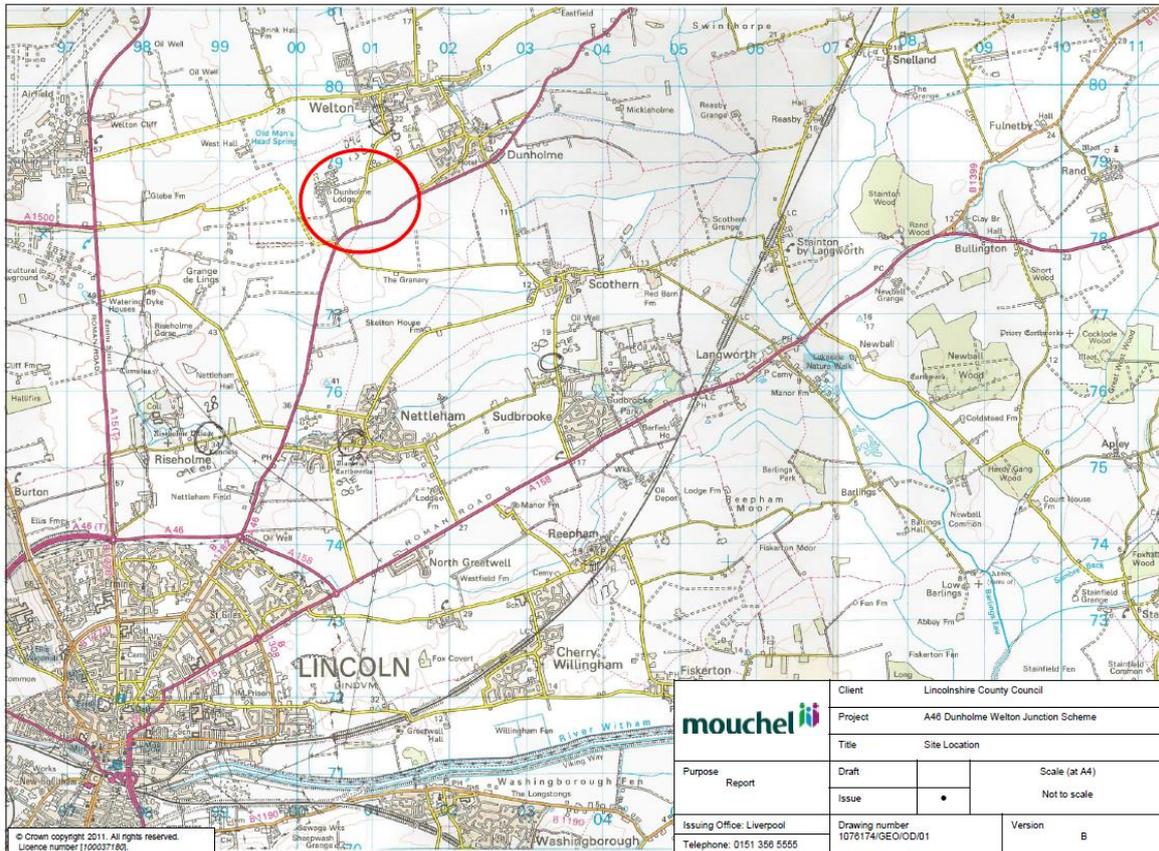


Figure 1 – Scheme location

1.2 The Scheme includes the installation of a 60m roundabout to the west of the A46 Welton Road/Lincoln Road junction, the partial realignment of the A46 to the south west and east and the realignment of Lincoln Road to the north (see Figure 2 below).

The key elements of the scheme are as follows:

- construction of a 60m diameter, 3 spur roundabout to replace the existing T junction where the A46 and Lincoln Road converge;
- construction of a new section of highway which would realign and replace part of Lincoln Road into and out of Welton village this will be retained to provide access into the commercial site;
- construction of a new northern and western access road into the commercial site to replace the existing accesses onto the A46;
- changes to the vertical alignment of the A46 to the east of the junction so

- as to improve visibility on the approach to the new roundabout junction;
- provision of a 2.5m wide shared use cycleway/footpath within the extent of the scheme footprint. This path would run alongside the route of the new highway and roundabout junction and would connect to the existing footway close to Horncastle Lane and terminate at the northern extent of the Scheme;
- permanent stopping up of three private means of access onto the A46 and the construction of a new dedicated access to/from Lincoln Road to serve the existing local businesses;
- proposals for new and replacement landscaping as well as drainage infrastructure including a balancing pond, swales and ditches in order to ensure surface waters are appropriately managed and discharged.



Figure 2: Overview of scheme

- 1.3 It is anticipated that construction of the scheme would take approximately 9-12 months to complete and so would be expected to be open for use by Spring 2021.
- 1.4 The Scheme is going to remove two accesses to the entrance of the Commercial site that exist from the A46, these are to a car showroom and to a car wash.
- 1.5 To mitigate the loss of the accesses outlined in 1.4, the scheme provides two new access roads (achieved via the second planning application) to the

existing commercial site. The access road to the north will mainly service the car showroom and the access road to the west will service the car wash business at the front of the site (See Figure 2 below):

3. Scheme objectives

3.1 The scheme objectives are as follows:

Objective 1 – Improve and enhance safety

The Scheme will help to improve and enhance safety as it makes improvements to visibility at the junction through changes to vertical and horizontal alignments of the existing A46 to the east of the junction. The closure of the two accesses to the commercial site will reduce any driver confusion at this location, as is currently the case.

Objective 2 – Enhance visibility

The realignment of the highway will improve the visibility on the approaches to the new junction on the A46 and those associated with the proposed roundabout.

Objective 3 – Help address future traffic growth

It is understood that there will be an increase in the local residential population as a number of planning permissions have been approved in the vicinity of the scheme. It is expected that this will increase the volume of cars using the junction and increase the waiting time of drivers. The scheme will reduce waiting time and will take into account future residential growth in the area.

4. The Orders and Overview of the Statement of Reasons (SoR)

4.1 For this paper, we are seeking support from the Scrutiny Committee to endorse our approach to gain permission from The Executive to publish the necessary orders which allow for the compulsory acquisition of land required for the scheme within the timescales highlighted in this report. It is intended to publish both a Side Roads Order and Compulsory Purchase Order. Both documents will be accompanied by a Statement of Reasons.

4.2 It is proposed to make the following orders:

4.2.1 To publish the Lincolnshire County Council (A46 Dunholme and Welton Junction) Compulsory Purchase Order 2019. This Order contains the provision for the compulsory acquisition of all the land and rights required for the Scheme.

4.2.2 To publish the Lincolnshire County Council (A46 Dunholme and Welton Junction) (Classified Road) Side Roads Order 2019 which is

required to authorise the highway realignments, the closure of the accesses and the construction of the roundabout.

- 4.3 The Statement of Reasons (SoR) sets out the reasons for building the Scheme and explains the need for the Compulsory Purchase Order and Side Roads Order to enable land and any other interest in the land that is not within the ownership or control of LCC to be acquired to permit the Scheme works to be carried out.
- 4.4 The draft SoR along with the Side Roads Order and Compulsory Purchase Order schedules and plans will be reviewed by The Executive.

2. Conclusion

The purpose of this report is to seek approval from the Scrutiny Committee to endorse the approach where permission is sought from The Executive to publish the necessary orders which allow for the compulsory acquisition of land required for the scheme within the timescales highlighted in this report.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

N/A

b) Risks and Impact Analysis

N/A

4. Background Papers

This report was written by Charlotte Hughes, who can be contacted on 01522 555586 or charlotte.hughes@lincolnshire.gov.uk.

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**Open Report on behalf of Andy Gutherson,
Interim Executive Director for Place**

Report to:	Highways and Transport Scrutiny Committee
Date:	21 January 2019
Subject:	Permit Scheme Annual Report 2017/18

Summary:

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

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

Actions Required:

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

1. Background

Lincolnshire County Council adopted a Permit Scheme in October 2016. For the first three years of operation a report must be produced in accordance with legislative requirements.

In Year 1, one of the benefits achieved was to reduce the number of days of utility occupancy on the highway.

In Year 2, despite an increased volume of activities taking place on the highways, there has been a reduction in the number of prolonged works. This has led to a more efficient use of the network;

- Additional 5702 permits coordinated – Table 7
- Average duration of works reduced by 2.5 days – TPI 4
- Nearly 90% reduction in the number of prolonged works – TPI 5
- 75% of utility works have first-time permanent reinstatements – TPI 7
- The amount of extension requests has reduced to 0.8% – Table 8
- Remedial works applications has reduced to 0.8% – Table 13
- 50% reduction in the number of Fixed Penalty Notices – Table 15

2. Conclusion

In Year 1 the introduction of the permit scheme enabled powers not previously available under legislation to be used to improve the management of all activities on the network through increased co-ordination and timing of works.

Year 2 has built upon this by co-ordinating more works to help maintain a robust network and by being proactive in its measures to reduce works durations wherever possible and ensure compliance within the requirements of the Lincolnshire Permitting Scheme.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

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

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Lincolnshire County Council Permit Scheme - Scheme Evaluation Report Second Year October 2017 - September 2018

5. Background Papers

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

LINCOLNSHIRE COUNTY COUNCIL PERMIT SCHEME

SCHEME EVALUATION REPORT SECOND YEAR OCTOBER 2017 – SEPTEMBER 2018

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1 Objectives of the Lincolnshire County Council Permit Scheme

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2 Fee Structure

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

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

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

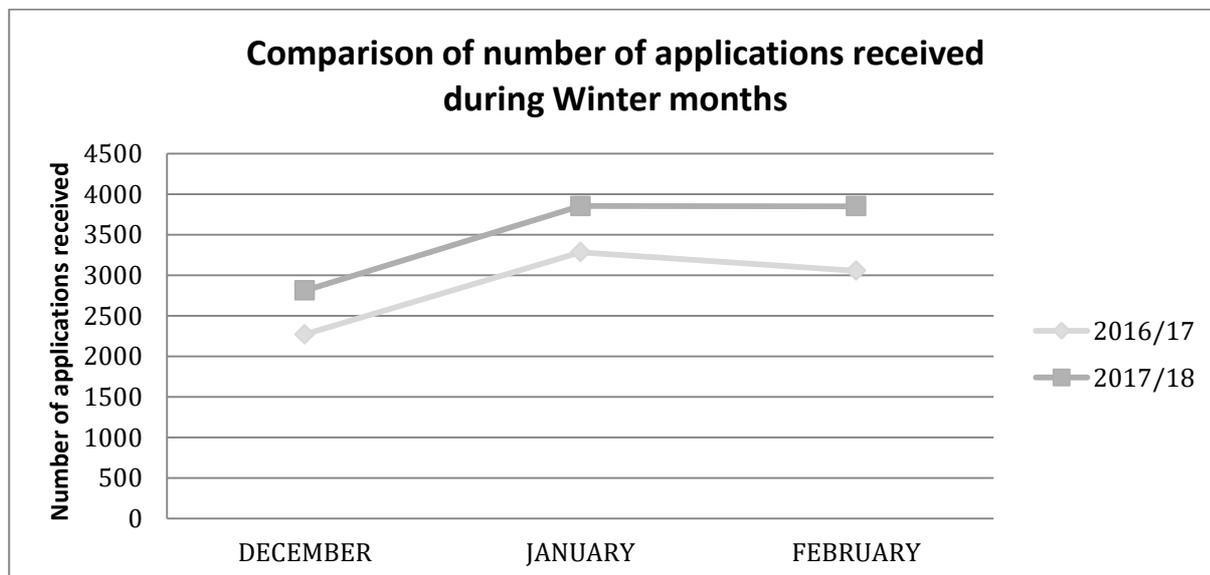
During the second year of operation of the scheme, the total amount invoiced was £1,528,764.50 In the course of this period our expenditure within the boundary of the scheme was £1,548,600.00 This covers the cost of staffing, office space and equipment.

Streetworks, Permitting and Network Compliance Account	£
Expenditures:	
Wage costs (including NI)	£1,370,000.00
Training costs	£10,000.00
Transport costs	£69,000.00
Staff costs including advertising	£4,600.00
Phones / Tablets	£20,000
Consultants and IT costs	£75,000.00
	£1,548,600.00
Income from Permits	£1,528,764.50
Account Surplus (-) or Deficit	£19,835.50

3 Evaluation of the Scheme

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

Due to harsh winter conditions experienced during 2017/8. There was a large increase in the number of applications received as a result of winter damage to utility apparatus and the highway network.



Despite receiving 5702 more permit applications throughout the second year, resulting in an increase in the number of days of network occupancy by 18%, the overall average duration of works taking place reduced by 2.5 days and the number of works overrunning reduced by nearly 90% during the year.

4 Performance Indicators

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

4.1 PI1 The number of PAA, permit and permit variation applications

The number of permits and permit variation applications received shown as:

- the total number of PAA, permit and permit variation applications received, the number granted and the number refused excluding any applications that are subsequently withdrawn – broken down by promoter

4.1.1 Results

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

PAA, Permits and Permit Variations Received	Number
Total number of PAA, permit and permit variation applications received by Lincolnshire County Council during the second year of scheme	46551
Total number of PAA, permit and permit variation applications granted by Lincolnshire County Council during the second year of scheme	39696
Total number of PAA, permit and permit variation applications refused by Lincolnshire County Council during the second year of scheme	6822

4.1.2 Analysis

It is difficult to ascertain significant findings relating to any trends or patterns in the number of applications received during the first and second years. Year two has seen a 12.25% increase in the total number of permit applications received. This has resulted in 5667 more permits being granted than during the first year. Any inference resulting from this may only be revealed in future data comparisons. These statistics will be used as the base line for future reports.

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

Number of Permit Applications

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

21.00% and utility promoters 79.00% of the total applications received. This is a 4.00% reduction in the number of highway authority permit applications received compared to the first year of permit scheme operation and a 4.00% increase in the number of utility works promoters permit applications received during the first year.

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

Description	Local Authority		Utility Promoters	Works	All Promoters	
	Number	% of Total	Number	% of Total	Number	% of Total
Total PAA applications received						
Q3 2017/18	172	26.22	484	73.78	656	100.00
Total PAA applications received						
Q4 2017/18	366	35.88	654	64.12	1020	100.00
Total PAA applications received						
Q1 2018/19	277	38.96	434	61.04	711	100.00
Total PAA applications received						
Q2 2018/19	264	31.28	580	68.72	844	100.00
Total PAA applications granted						
Q3 2017/18	160	24.39	441	67.23	601	91.62
Total PAA applications granted						
Q4 2017/18	310	30.39	574	56.27	884	86.66
Total PAA applications granted						
Q1 2018/19	244	34.32	380	53.44	624	87.76
Total PAA applications granted						
Q2 2018/19	243	28.79	510	60.42	753	89.21
Total PAA applications refused						
Q3 2017/18	10	1.52	43	6.56	53	8.08
Total PAA applications refused						
Q4 2017/18	54	5.29	80	7.84	134	13.13
Total PAA applications refused						
Q1 2018/19	33	4.64	54	7.59	87	12.23
Total PAA applications refused						
Q2 2018/19	21	2.49	70	8.29	91	10.78
Total permit applications received						
Q3 2017/18	1093	15.25	6073	84.75	7166	100.00
Total permit applications received						
Q4 2017/18	1608	19.34	6707	80.66	8315	100.00
Total permit applications received						
Q1 2018/19	2095	24.27	6536	75.73	8631	100.00
Total permit applications received						

Q2 2018/19	1634	19.06	9640	80.94	8574	100.00
Total permit applications granted						
Q3 2017/18	938	13.09	5047	70.43	5985	83.52
Total permit applications granted						
Q4 2017/18	1428	17.17	5459	65.65	6887	82.82
Total permit applications granted						
Q1 2018/19	1954	22.63	5238	60.69	7192	83.32
Total permit applications granted						
Q2 2018/19	1504	17.54	5691	66.37	7195	83.91
Total permit applications refused						
Q3 2017/18	155	2.16	1021	14.25	1176	16.41
Total permit applications refused						
Q4 2017/18	179	2.15	1243	14.95	1422	17.10
Total permit applications refused						
Q1 2018/19	139	1.61	1291	14.96	1430	16.57
Total permit applications refused						
Q2 2018/19	130	1.51	1249	14.57	1379	16.08
Total permit variations received						
Q3 2017/18	643	25.32	1896	74.68	2539	100.00
Total permit variations received						
Q4 2017/18	409	14.79	2357	85.21	2766	100.00
Total permit variations received						
Q1 2018/19	473	18.44	2092	81.96	2565	100.00
Total permit variations received						
Q2 2018/19	637	23.05	2127	76.95	2764	100.00
Total permit variations granted						
Q3 2017/18	607	23.90	1681	66.21	2288	90.11
Total permit variations granted						
Q4 2017/18	391	14.13	2140	77.37	2531	91.50
Total permit variations granted						
Q1 2018/19	446	17.39	1860	72.51	2306	89.90
Total permit variations granted						
Q2 2018/19	609	22.03	1840	66.57	2449	88.60
Total permit variations refused						
Q3 2017/18	36	1.41	215	8.47	251	9.88
Total permit variations refused						
Q4 2017/18	17	0.61	212	7.66	229	8.27
Total permit variations refused						
Q1 2018/19	26	1.01	230	8.97	256	9.98
Total permit variations refused						
Q2 2018/19	28	1.01	286	10.35	314	11.36

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

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

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

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

Table 3. PI1. The percentage of PAA, Permit and Permit Variation applications received, granted and refused by main works promoters

Promoter	PAA Granted %	Permit Granted %	Variation Granted %	Application Refused %	Total No. of Applications
Anglian Water Q3 2017/18	2.37	69.83	14.93	12.83	3630
Anglian Water Q4 2017/18	1.98	65.44	18.85	13.63	3982
Anglian Water Q1 2018/19	2.72	67.70	15.82	13.64	3848
Anglian Water Q2 2018/19	2.83	68.76	15.60	12.77	4697
BT Openreach Q3 2017/18	1.56	55.80	19.31	23.18	2118
BT Openreach Q4 2017/18	1.12	56.56	19.79	22.48	2678
BT Openreach Q1 2018/19	1.13	52.62	21.04	25.08	2643
BT Openreach Q2 2018/19	0.90	51.72	21.92	25.45	2322
Cadent Gas Q3 2017/18	16.12	43.26	30.10	10.51	980
Cadent Gas Q4 2017/18	24.60	34.02	28.59	12.78	1252
Cadent Gas Q1 2018/19	10.09	44.44	30.38	14.96	882
Cadent Gas Q2 2018/19	18.33	42.32	24.94	14.39	938
Local Authority Q3 2017/18	8.38	49.16	31.81	10.53	1908
Local Authority Q4 2017/18	13.00	59.92	16.40	10.49	2383
Local Authority Q1 2018/19	8.57	68.68	15.67	6.96	2845
Local Authority Q2 2018/19	9.58	59.82	24.02	7.06	2535
Network Rail Q3 2017/18	37.55	48.10	4.64	9.70	237
Network Rail Q4 2017/18	45.23	40.47	6.19	7.62	210
Network Rail Q1 2018/19	38.38	43.31	8.09	10.21	284
Network Rail Q2 2018/19	35.06	47.86	7.62	9.45	328
Northern PowerGrid Q3 2017/18	3.36	63.75	24.83	8.05	149
Northern PowerGrid Q4 2017/18	0.68	56.46	31.97	10.88	147
Northern PowerGrid Q1 2018/19	3.77	57.54	25.47	13.20	106
Northern PowerGrid Q2 2018/19	10.16	57.62	20.33	11.86	177
Severn Trent Water Q3 2017/18	6.66	66.66	20.00	6.66	15
Severn Trent Water Q4 2017/18	0.00	100.00	0.00	0.00	4
Severn Trent Water Q1 2018/19	0.00	33.33	16.67	50.00	6
Severn Trent Water Q2 2018/19	0.00	71.42	14.28	14.28	7

Virgin Media Q3 2017/18	4.91	49.88	39.81	5.38	427
Virgin Media Q4 2017/18	1.65	50.96	39.39	7.98	363
Virgin Media Q1 2018/19	0.00	53.91	37.61	8.46	319
Virgin Media Q2 2018/19	0.00	64.67	22.39	12.93	201
Western Power Dist. Q3 2017/18	6.10	58.22	21.08	14.58	754
Western Power Dist. Q4 2017/18	5.52	53.80	26.06	14.38	959
Western Power Dist. Q1 2018/19	3.53	53.96	24.97	17.54	821
Western Power Dist. Q2 2018/19	5.59	49.88	24.94	19.58	822

4.2 PI2 The number of permit applications granted

The number of permit and permit variation applications granted shown as:

- the number granted as a percentage of the total applications made

4.2.1 Results

Table 4. PI2. The total number of Permit and Permit Variation applications granted

Permits Granted	Number
Total number of permit and permit variation applications received by Lincolnshire County Council during the second year of scheme	43320
Total number of permit and permit variation applications granted by Lincolnshire County Council during the second year of scheme	36833
Percentage of permit and permit variation applications granted	85.02

4.2.2 Analysis

There has been an increase in the quality of the permits received from all works promoters and this has contributed to an overall increase in the total percentage of permits being granted. Improvements have been driven by proactively agreeing working methods with utilities and having site discussions prior to them submitting permits.

4.3 PI3 The number of permits refused

The number of permit applications refused shown as:

- the number refused as a percentage of the total applications made

4.3.1 Results

Table 5. PI3. The total number of Permit and Permit Variation applications refused

Permits Refused	Number
Total number of permit and permit variation applications received by Lincolnshire County Council during the second year of scheme	43320
Total number of permit and permit variation applications refused by Lincolnshire County Council during the second year of scheme	6457
Percentage of permit and permit variation applications refused	14.90

4.3.2 Analysis

There has been a significant increase in the number of permit applications received from works promoters during the second year of permitting and this has contributed to a need for permit applications to be rejected due to unavailability of road space. Refusal figures have remained constant when compared with the first year.

Table 6. PI3. Permit refusal rates by promoter

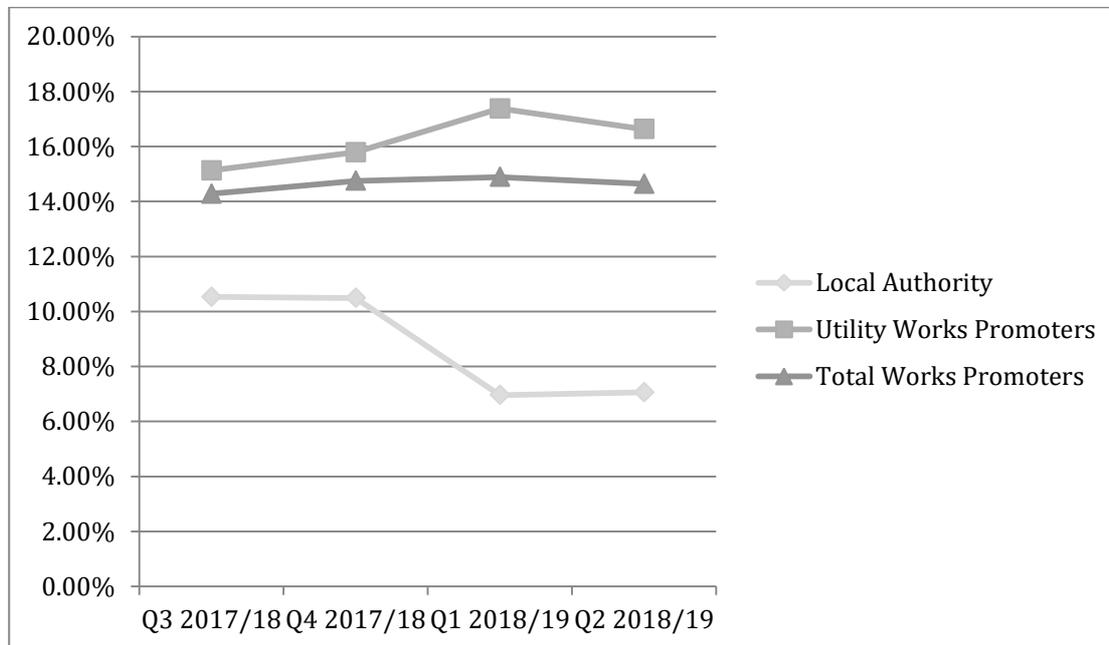
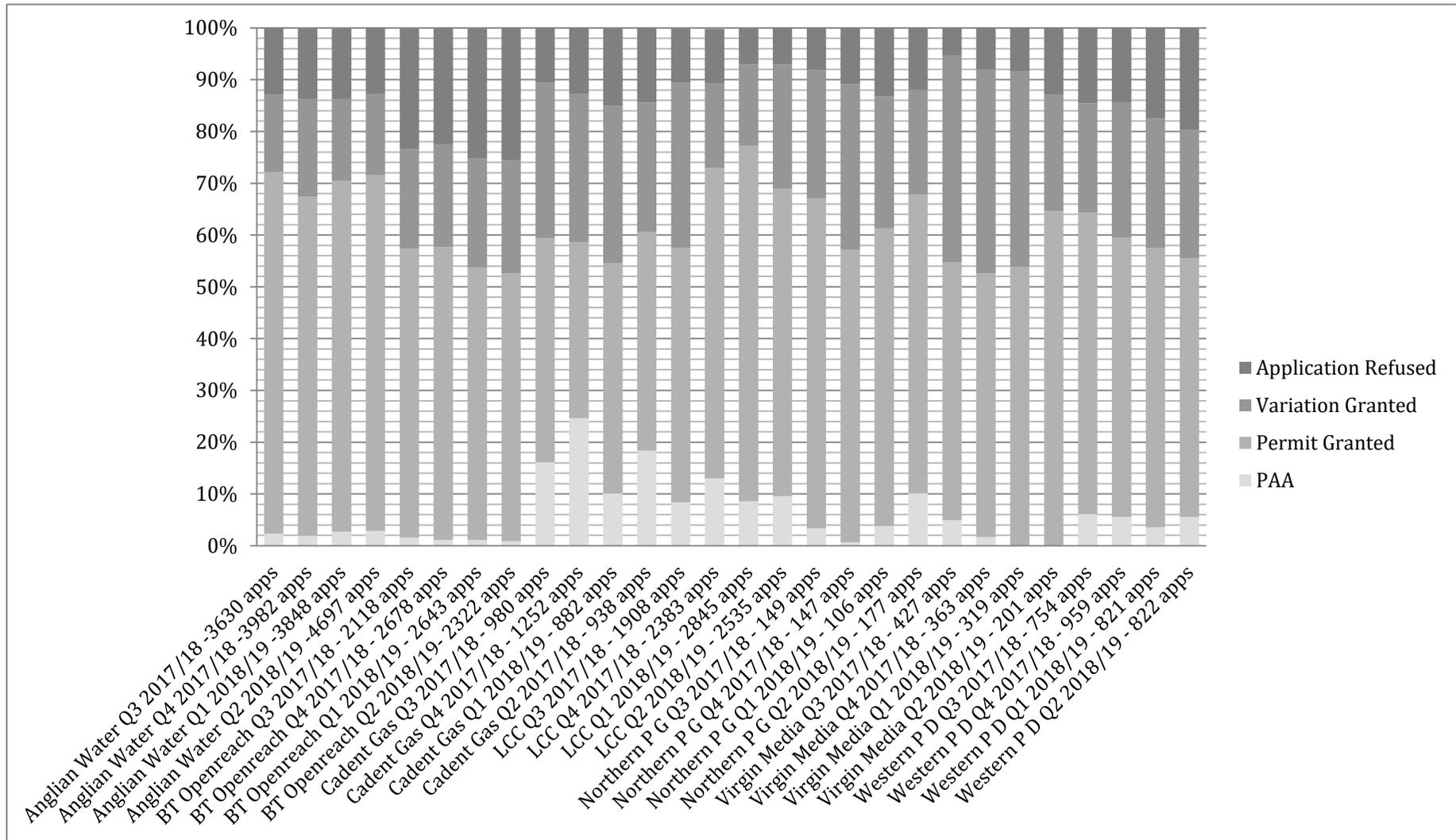


Table 7. PI1. The number of Provisional Advance Authorisation, Permit and Permit Variation applications received, the number granted and the number refused by main works promoters



5 HAUC England KPI measures

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

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

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

5.1 TPI1 Works Phases Started (Base Data)

Promoter	Works phases started 17/18	Q3	Works phases started 17/18	Q4	Works phases started 18/19	Q1	Works phases started 18/19	Q2
Anglian Water	1652		2449		2472		2834	
BT Openreach	713		1423		1541		1307	
Cadent Gas	275		463		360		368	
Energetics Electricity	1		0		2		2	
Energetics Gas	0		2		0		1	
ES Pipelines	8		1		3		4	
ESP Electricity	1		0		0		0	
Fulcrum Pipelines	14		15		17		21	
Gas Transportation Co	3		12		14		9	
Gigaclear	0		1		0		1	
Harlaxton Energy Networks	3		5		6		10	
Independent Next Generation Network	1		0		1		0	
Network Rail	64		96		118		150	
Northern Powergrid	81		80		75		110	
Romec	3		4		7		4	
Severn Trent Water	6		6		3		2	
Telefonica (O2)	0		1		7		7	
T-Mobile	0		0		1		0	
Virgin Media	179		206		186		116	
Western Power Distribution	360		557		529		474	
Total utility promoters	3364		5321		5342		5420	
Lincolnshire County Council	755		1113		1370		1527	
Total all promoters	4119		6434		6712		6947	

5.2 TPI2 Works Phases Completed (Base Data)

Promoter	Works phases completed Q3 17/18	Works phases completed Q4 17/18	Works phases completed Q1 18/19	Works phases completed Q2 18/19
Anglian Water	1640	2398	2440	2839
BT Openreach	694	1399	1531	1307
Cadent Gas	269	441	370	371
Energetics Electricity	2	0	2	2
Energetics Gas	0	2	0	1
ES Pipelines	8	1	3	4
ESP Electricity	1	0	0	0
Fulcrum Pipelines	11	14	18	19
Gas Transportation Co	4	12	13	9
Gigaclear	0	1	0	1
Harlaxton Energy Networks	2	2	9	6
Independent Next Generation	1	0	1	0
Network Rail	66	93	121	150
Northern Powergrid	80	72	83	102
Romec	3	4	7	4
Severn Trent Water	6	6	3	2
Telefonica (O2)	0	1	7	7
T-Mobile	0	0	1	0
Virgin Media	182	224	187	109
Western Power Distribution	321	531	546	469
Total utility promoters	3290	5201	5342	5402
Lincolnshire County Council	681	1038	1329	1259
Total all promoters	3971	6239	6671	6661

5.3 TPI3 Days of Occupancy Phases Completed

Promoter	No. of days of occupancy Q3 17/18	No. of days of occupancy Q4 17/18	No. of days of occupancy Q1 18/19	No. of days of occupancy Q2 18/19
Anglian Water	10159	12673	11423	14373
BT Openreach	3738	5115	5290	4445
Cadent Gas	4567	6892	4792	3754
Energetics Electricity	25	0	18	7
Energetics Gas	34	26	0	0
ES Pipelines	50	14	5	5
ESP Electricity	14	0	0	0
Fulcrum Pipelines	124	115	108	130
Gas Transportation Co	24	82	161	53

Gigaclear	0	12	0	1
Harlaxton Energy Networks	38	53	69	116
Independent Next Generation	3	0	1	0
Network Rail	282	176	226	316
Northern Powergrid	513	912	491	964
Romec	4	4	7	4
Severn Trent Water	25	10	7	11
Telefonica (O2)	0	1	11	21
T-Mobile	6	0	1	0
Virgin Media	3335	1459	881	331
Western Power Distribution	3717	4491	3320	2895
Total utility promoters	26658	32035	26811	27426
Lincolnshire County Council	3892	4859	4318	4353
Total all promoters	30550	36894	31129	31770

5.4 TPI4 Average Duration of Works

Promoter	Average duration of works phases completed (days)		Average duration of works phases completed (days)	
	Q3 17/18	Q4 17/18	Q1 18/19	Q2 18/19
Anglian Water	4.2	5.1	4.6	5.0
BT Openreach	2.8	3.2	3.1	3.1
Cadent Gas	9.9	12.6	11.8	9.4
Energetics Electricity	12.5	0.0	9.0	7.0
Energetics Gas	17.0	13.0	0.0	0.0
ES Pipelines	5.5	14.0	1.6	1.2
ESP Electricity	7.0	0.0	0.0	0.0
Fulcrum Pipelines	6.8	7.6	6.3	6.1
Gas Transportation Co	4.0	6.8	11.5	5.8
Gigaclear	0.0	12.0	0.0	1.0
Harlaxton Energy Networks	12.6	10.6	11.5	11.6
Independent Next Generation	3.0	0.0	1.0	0.0
Network Rail	2.8	7.3	1.8	2.1
Northern Powergrid	4.8	11.2	6.6	8.7
Romec	1.0	1.0	1.0	1.0
Severn Trent Water	2.5	1.6	2.3	5.5
Telefonica (O2)	0.0	1.0	1.5	3.0
T-Mobile	2.0	0.0	1.0	0.0
Virgin Media	13.4	7.0	4.7	2.9
Western Power Distribution	7.3	8.0	6.3	6.1
Total utility promoters	5.1	5.7	4.8	4.9
Lincolnshire County Council	5.0	5.9	3.8	3.8
Total all promoters	5.1	5.8	4.6	4.7

5.5 TPI5 Works Phases Completed after the reasonable period

Promoter	Works phases completed involving overrun (days) Q3 17/18		Works phases completed involving overrun (days) Q4 17/18		Works phases completed involving overrun (days) Q1 18/19		Works phases completed involving overrun (days) Q2 18/19	
Anglian Water	9	8	14	14				
BT Openreach	3	12	5	3				
Cadent Gas	31	21	16	13				
Energetics Electricity	1	0	0	1				
Energetics Gas	0	0	0	0				
ES Pipelines	0	0	0	0				
ESP Electricity	0	0	0	0				
Fulcrum Pipelines	1	1	1	0				
Gas Transportation Co	0	2	0	2				
Gigaclear	0	0	0	0				
Harlaxton Energy Networks	0	0	0	0				
Independent Next Generation	0	0	0	0				
Network Rail	0	0	0	0				
Northern Powergrid	0	1	0	1				
Romec	0	0	0	0				
Severn Trent Water	0	1	0	0				
Telefonica (O2)	0	0	0	0				
T-Mobile	0	0	0	0				
Virgin Media	1	0	1	1				
Western Power Distribution	2	8	14	10				
Total utility promoters	48	54	51	45				
Lincolnshire County Council	19	26	36	13				
Total all promoters	67	80	87	58				

5.6 TPI6 Number of deemed permit applications

Promoter	No. of deemed permit applications Q3 17/18		No. of deemed permit applications Q4 17/18		No. of deemed permit applications Q1 18/19		No. of deemed permit applications Q2 18/19	
Anglian Water	1	3	4	1				
BT Openreach	3	4	3	0				
Cadent Gas	0	0	1	0				
Energetics Electricity	0	n/a	0	0				
Energetics Gas	0	0	n/a	0				
ES Pipelines	0	n/a	0	0				
ESP Electricity	0	n/a	n/a	n/a				
Fulcrum Pipelines	0	0	0	0				
Gas Transportation Co	0	0	0	0				

Gigaclear	n/a	0	n/a	0
Harlaxton Energy Networks	0	0	1	0
Independent Next Generation	0	n/a	0	n/a
Network Rail	0	1	0	0
Northern Powergrid	0	0	0	0
Romec	0	0	0	0
Severn Trent Water	0	0	0	0
Telefonica (O2)	0	0	0	0
T-Mobile	0	n/a	0	n/a
Virgin Media	0	0	0	0
Western Power Distribution	n/a	n/a	0	n/a
Total utility promoters	0	2	0	0
Lincolnshire County Council	4	10	9	1
Total all promoters	2	4	3	0

5.7 TPI7 Number of Phase One Permanent Registrations (reinstatements)

Promoter	No. of phase one permanent reinstatements Q3 17/18	No. of phase one permanent reinstatements Q4 17/18	No. of phase one permanent reinstatements Q1 18/19	No. of phase one permanent reinstatements Q2 18/19
Anglian Water	1549	1526	1915	2225
BT Openreach	789	855	928	830
Cadent Gas	342	359	324	325
Energetics Electricity	3	0	1	1
Energetics Gas	2	1	0	0
ES Pipelines	7	1	2	4
ESP Electricity	1	0	0	0
Fulcrum Pipelines	15	12	11	11
Gas Transportation	6	5	9	4
Gigaclear	0	1	0	0
Harlaxton Energy Networks	3	2	4	4
Independent Next Generation	0	0	0	0
Network Rail	0	0	0	0
Northern Powergrid	91	59	67	76
Romec	4	4	7	4
Severn Trent Water	1	2	2	2
Telefonica (O2)	0	0	0	5
T-Mobile	1	0	0	0
Virgin Media	148	120	67	80
Vodafone	0	0	1	0
Western Power Distribution	366	305	340	297
Total utility promoters	3328	3252	3678	3868
Lincolnshire County Council	33	42	101	88
Total all promoters	3361	3294	3779	3956

6 Authority Measures

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

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

6.1 LPI1 Number of approved extensions

This will be shown as:

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

6.1.1 Results

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

Table 8. LPI1 Number of approved extensions

Number of approved extensions	Number/Percentage
Total number of permit and permit variation applications received by Lincolnshire County Council during the second year of scheme.	43320
Total % of extension requests received as a % of number of permit and permit variation applications issued.	5.59%
Total % of approved requests to extend the works duration as a % of number of extension requests received.	92.05%

Table 9. LPI1 The number/percentage of requests for extensions and the number agreed as a percentage of requests

Promoter									
	No. of Ext Req	Q3%ExtReq	Q3%ExtGrant	Q4ExtReq	Q4%ExtGrant	Q1%ExtReq	Q1%ExtGrant	Q2%ExtReq	Q2%ExtGrant
Anglian Water - 12892 apps	857	(147)4.94%	(132)89.80%	(314)10.20%	(299)95.22%	(191)6.24%	(170)89.01%	(205)5.42%	(179)87.32%
BT Openreach - 7024 apps	200	(19)1.23%	(19)100%	(85)4.31%	(83)97.65%	(53)2.79%	(48)90.57%	(43)2.69%	(40)93.02%
Cadent - 2694 apps	442	(127)19.48%	(120)94.49%	(170)21.25%	(151)88.82%	(79)13.62%	(72)91.14%	(66)9.97%	(59)89.39%
Energetics Electricity - 8 apps	8	(3)100%	(3)100%	0	0	(3)100%	(3)100%	(2)100%	(2)100%
Energetics Gas - 6 apps	5	(2)100%	(2)100%	(2)100%	(2)100%	0	0	(2)100%	(2)100%
ES Pipelines - 18 apps	4	(3)27.27%	(3)100%	0	0	(1)33.33%	(1)100%	0	0
ESP Electricity - 1 apps	0	0	0	0	0	0	0	0	0
Fulcrum Pipelines - 122 apps	9	(4)14.81%	(2)50.00%	(2)6.90%	(2)100%	(3)10.71%	(2)66.67%	0	0
Gas Transportation - 59 apps	10	(1)9.09%	(1)100%	(4)21.05%	(4)100%	(5)33.33%	(4)80%	(1)7.14%	(1)100%
Gigaclear - 2 apps	1	0	0	(1)100%	(1)100%	0	0	0	0
Harlaxton Energy Net - 36 apps	3	0	0	0	0	(2)13.33%	(2)100%	(1)7.69%	(1)100%
National Grid Electric - 3 apps	1	0	0	(1)100%	(1)100%	0	0	0	0
Network Rail - 865 apps	4	(1)0.52%	(1)100%	0	0	(1)0.44%	(1)100%	(2)0.75%	(2)100%
Northern Power Grid - 423 apps	50	(12)10.08%	(12)100%	(17)16.83%	(17)100%	(7)8.64%	(7)100%	(14)11.48%	(13)92.86%
Romec - 23 apps	0	0	0	0	0	0	0	0	0
Severn Trent Water - 26 apps	1	(1)8.33%	(1)100%	0	0	0	0	0	0
Telefonica - 27 apps	1	0	0	0	0	0	0	(1)11.11%	(1)100%
T-Mobile - 4 apps	0	0	0	0	0	0	0	0	0
Virgin Media - 889 apps	123	(35)12.07%	(35)100%	(51)22.47%	(50)98.04%	(34)16.59%	(34)100%	(3)1.80%	(3)100%
Western Power Dist - 2395 apps	199	(38)6.74%	(34)89.47%	(76)11.41%	(71)93.42%	(46)7.82%	(41)89.13%	(39)6.76%	(35)89.74%
Total all Utilities Promoters	1918	(393)20.49%	(365)92.87%	(723)37.69%	(681)94.19%	(425)22.15%	(385)90.58%	(379)19.76%	(338)89.18%
Lincs C C - 7407 apps	507	(155)11.58%	(135)87.10%	(104)5.58%	(96)92.31%	(132)5.61%	(128)96.97%	(116)6.26%	(110)94.83%
Total all Promoters	2425	(548)22.59%	(500)91.24%	(827)34.10%	(777)93.95%	(557)22.96%	(513)92.10%	(495)20.41%	(448)90.50%

6.1.2 Analysis

This measure was considered to be in relation to the number of times promoters were allowed by Lincolnshire County Council to extend the duration of their works past the original notification date and is intended to help show the effectiveness of promoters in planning works correctly. The amount of requests for works extensions received has remained constant for years 1 and 2 and will continue to be monitored.

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

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

The initial intention of this performance indicator was to present the analysis of PAA, permit and permit variation cancellation requests separately. During Year 1, manual scrutiny of the figures revealed irregularities in the individual data sets, making it unstable at that time. Although work has continued throughout Year 2 to resolve this situation, individual figures remain unavailable. Moving forward, data interrogation will continue to take place and it is expected that the separated information will be available in its original desired format in future evaluation reports.

This will be shown as:

- the number cancelled as a percentage of the total

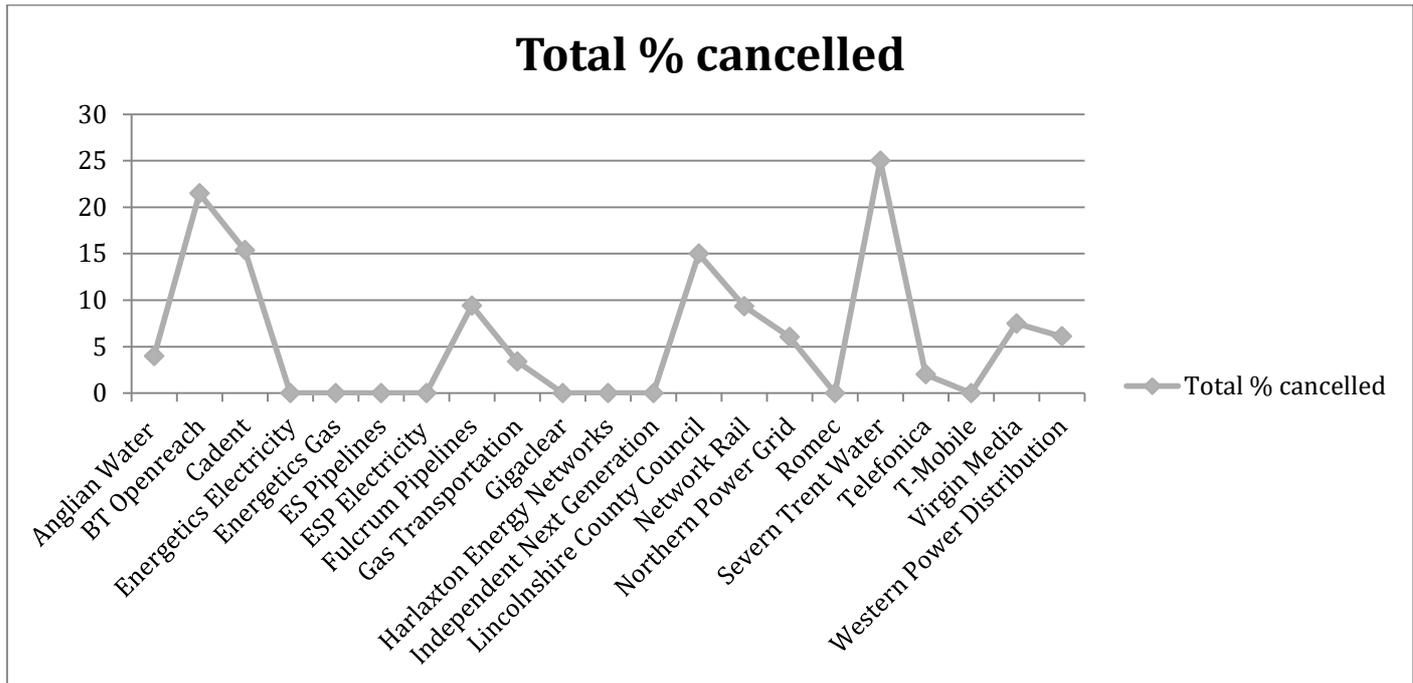
6.2.1 Results

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

Table 10. LPI2 The total number of cancellations made as a percentage of the total number of applications received

Number of cancellations	Number/Percentage
Total number of PAA, permit and permit variation applications made to Lincolnshire County Council during the second year of scheme.	46551
Total number of PAA, permit and permit variation applications cancelled.	5302
Total % of PAA, permit and permit variation applications cancelled as a % of number of PAA, permit and permit variation applications made.	11.39%

Table 11. LPI2 The percentage of cancelled PAA, permit and permit variation applications per promoter



6.2.2 Analysis

This measure was considered to be in relation to the number of times promoters cancelled PAA, permit and permit variation applications and is intended to help show the effectiveness of promoters in planning works correctly. The amount of cancellations received has remained constant for years 1 and 2 and will continue to be monitored.

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

6.3 LPI3 Number of remedial reinstatements

This will be shown as:

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

6.3.1 Results

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

Table 12. LPI3 The number of remedial reinstatement permit applications granted

Number of remedial reinstatements	Number
Total number of permit and permit variation applications issued by Lincolnshire County Council during the second year of scheme.	43320
Total number of remedial reinstatement phase applications granted.	363

Table 13. LPI3 The number of remedial reinstatement permit applications granted per promoter

Promoter	No. of remedial reinstatements Q3 2017/18	No. of remedial reinstatements Q4 2017/18	No. of remedial reinstatements Q1 2018/19	No. of remedial reinstatements Q2 2018/19
Anglian Water	32	33	34	29
BT Openreach	10	14	8	1
Cadent	11	4	2	8
Energetics Gas	0	0	1	0
ES Pipelines	0	0	0	0
ESP Electricity	0	0	0	0
Fulcrum Pipelines	1	0	0	2
Gas Transportation	0	1	0	1
Gigaclear	0	0	2	1
Harlaxton Energy Networks	0	0	0	0
Ind Next Generation	0	0	0	0
Network Rail	0	0	0	0
Northern Power Grid	6	3	1	10
Romec	0	0	0	0
Severn Trent Water	0	0	0	0
Telefonica	0	0	0	0
T-Mobile	0	0	0	0
Virgin Media	2	10	3	12
Western Power Distribution	10	19	6	22
Total all Utilities Promoters	72	84	57	86
Lincolnshire County Council	9	3	23	29
Total all Promoters	81	87	80	115

6.3.2 Analysis

This measure was considered to be in relation to the number of times works promoters have applied to carry out remedial works to reinstatements and will indicate the level of non-compliance with specifications and quality of workmanship (defects). The number of applications received during the second year of permitting is over a third less than those received within the first year.

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

6.4 LPI4 Number of FPN's issued

This will be shown as:

- the total number of FPN's issued

6.4.1 Results

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

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

Table 14. LPI4 The number of fixed penalty notices issued

Number of FPN's issued	Number
Total number of permit and permit variation applications issued by Lincolnshire County Council during the second year of scheme.	43320
Total number of FPN's issued by Lincolnshire County Council during the second year of scheme.	1242 or 2.86%

Table 15. LPI4 The number of fixed penalty notices issued per promoter

Promoter	No. of FPN's issued 2017/18	No. of FPN's issued Q3 2017/18	No. of FPN's issued Q4 2018/19	No. of FPN's issued Q1 2018/19	No. of FPN's issued Q2 2018/19
Anglian Water	53	83	67	80	
BT Openreach	32	57	61	56	
Cadent	68	78	43	63	
Energetics Electricity	0	1	1	1	
ES Pipelines	0	0	0	0	
ESP Electricity	0	0	0	0	
Fulcrum Pipelines	6	2	3	10	
Gas Transportation	5	4	2	2	
Gigaclear	0	0	0	0	
Harlaxton Energy Networks	2	0	1	0	
Ind Next Generation	0	0	0	0	
Network Rail	0	2	1	0	
Northern Power Grid	2	11	7	10	
Romec	0	0	0	0	
Severn Trent Water	0	2	1	0	
Telefonica	0	0	0	0	
T-Mobile	0	1	0	0	
Virgin Media	16	4	6	1	
Western Power Distribution	28	57	51	49	
Total all Utilities Promoters	212	302	244	272	
Lincolnshire County Council	62	34	55	61	
Total all Promoters	274	336	299	333	

6.4.2 Analysis

This measure was considered to be in relation to the number of times a fixed notice penalty was issued as a result of works promoters either failing to supply required accurate timely information relating to their works or by failing to provide information which accurately reflects their works taking place on site at that time. As permitting reaches the end of its second year the number of FPN's issued has reduced by 50% showing a vast improvement in the quality and accuracy of information being received and of events taking place on site.

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

7 Conclusion

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

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

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

In Year 1, the introduction of a permit scheme enabled powers not previously available under legislation to be used to improve the management of all activities on the road network through increased co-ordination and timing of works with all works promoters, including works for road purposes.

Year 2 has built upon this by coordinating nearly 6,000 additional works to help maintain a robust network and by being proactive in its measures to correct non-compliance.

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

By maintaining a resilient compliance and inspection regime throughout the second year of permitting, we have seen a reduction of over 50% in the number of Fixed Penalty Notices (FPN's) issued as a result of works promoters either failing to supply accurate, timely information relating to their works or by failing to provide information which accurately reflects their works taking place on site. The number

of works phases completed after the reasonable period has reduced by nearly 90% this year, with 292 days of works overrunning, compared with 2393 days during the previous year.

Through identifying and promoting good practice in all aspects of traffic and works co-ordination and by developing and maintaining good working relationships with utilities, the average duration of works taking place in Lincolnshire has reduced by 2.5 days during the second year of the scheme. Requests to either change the duration or extend the timeframe of works taking place have been less than 6%.

Year 2 has also shown that 75% of utility works have had phase one permanent reinstatements and that the number of remedial works phase applications granted has reduced to 0.8%, demonstrating the pursuit of efficiency of operation of works and the desire to maintain quality.

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

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Open Report on behalf of David Coleman, Chief Legal Officer

Report to:	Highways and Transport Scrutiny Committee
Date:	21 January 2019
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

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
Street Lighting Policy 2019 – including actions from Part Night Street Lighting Scrutiny Review	John Monk, Group Manager Design Services	PRE-DECISION SCRUTINY Executive Councillor for Highways, Transport and IT 25th January to 1st February 2019
A46 Dunholme and Welton Junction – Side Roads Order/Compulsory Purchase Order	Charlotte Hughes, Project Leader	Review of the work being undertaken towards the A46 Dunholme and Welton Junction scheme.
Permit Scheme Annual Report 2017/18	Mick Phoenix, Network Management Commissioner; Mandi Robinson Network Regulation Compliance Manager	Annual review of the Highway Permit Scheme.

11 MARCH 2019 – 10:00am		
Item	Contributor	Purpose
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.
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Quarter 3 Performance Report (1 October to 31 December 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
Midlands Connect Update	Ian Kitchen, Transport Policy Manager	
Rail Policy	Ian Kitchen, Transport Policy Manager	
Outcome of the Roundabout Sponsorship and Advertising Scrutiny Panel	Chairman of the Roundabout Sponsorship and Advertising Scrutiny Panel	Outcome and recommendations from the Roundabout Sponsorship and Advertising Scrutiny Panel
Parking Policy and Strategy	Matt Jones, Parking Services Manager	Consideration of an updated version of Lincolnshire County Council's parking policy and strategy.

29 APRIL 2019 – 10:00am		
Item	Contributor	Purpose
Winter Maintenance – End of Year Report	Policy and Strategic Asset Manager	Review of 2018/19 winter maintenance period.
Review of the Highways Infrastructure Asset Management Plan (HIAMP)	Policy and Strategic Asset Manager	Review of the Highways Infrastructure Asset Management Plan.
Review of Cycling Strategy		
Lincolnshire Connected	Vanessa Strange, Accessibility and Growth Manager	Review of the Lincolnshire Connected document and future actions
TransportConnect – Teckal Company Update	Anita Ruffle, Group Manager Transport Services	Update report on TransportConnect Ltd developments.
Advertising Boards on the Highway Guidance	Satish Shah, Highways Network Manager	This document sets out the process for dealing with "Advertising sign boards" or A-boards and similar temporary structures on the highway'.

10 JUNE 2019 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Review of the Highways Capital Programme	Sam Edwards, Major Schemes and Design Commissioner	Review of the current Highways Capital Programme including any significant capital budget over or underspend or variances.
Quarter 4 Performance Report (1 January to 31 March 2019)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information and progress against the NHT Public Satisfaction Survey 2017 Action Plan
Boston Transport Strategy	Teresa James, Senior Project Leaders	Review of the outcome of the proposed bid to the DfT for funding the development of an Outline Business Case to support the funding for the Boston Distributor Road.
Holbeach Transport Strategy	Teresa James, Senior Project Leaders	
Passenger Transport Update	Anita Ruffle, Group Manager Transport Services	Comprehensive update on a wide range of Passenger Transport related items.

15 JULY 2019 – 10:00am		
Item	Contributor	Purpose
Winter Maintenance Update for 2019/20	Policy and Strategic Asset Manager	Review of options for 2019/20.
Route and Place Based Transport Strategies Annual Report	Sam Edwards, Major Schemes and Design Commissioner	Annual review of Route and Place Based Transport Strategies development.

16 SEPTEMBER 2019 – 10:00am		
Item	Contributor	Purpose
Quarter 1 Performance Report (1 April to 30 June 2019)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Civil Parking Enforcement Annual Report 2018 - 2019	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.

28 OCTOBER 2019 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
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.

09 DECEMBER 2019 – 10:00am		
Item	Contributor	Purpose
Quarter 2 Performance Report (1 July to 30 September 2019)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

Items to be programmed

- **Coastal Highway** – Teresa James, Senior Project Leader – *Review of the first phase of work and initial report on possible options.*
- **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.*

Other

- A **CCTV Pilot Scheme Working Group** will commence in April 2019 and report back to the Committee in late 2019.

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
I017054	A153 Banovallum School to White House Farm, Horncastle, Primary Route Network	Between 21 January 2019 and 1 February 2019	Executive Councillor: Resources and Communications	Executive Councillor for Highways, Transport and IT; highways colleagues; and utility companies	Report	Senior Project Leader Tel: 01522 552940 Email: steve.brooks@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Chief Executive	Yes	Horncastle and the Keals
I017053	B1225 Caistor High Street, Ludford, Primary Route Network	Between 21 January 2019 and 1 February 2019	Executive Councillor: Resources and Communications	Executive Councillor for Highways, Transport and IT; highway colleagues; and utility companies	Report	Senior Project Leader Tel: 01522 552940 Email: steve.brooks@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Chief Executive	Yes	Louth Wolds; Market Rasen Wolds
I017052	B1451 Castleton Boulevard, Skegness, Primary Route Network	Between 21 January 2019 and 1 February 2019	Executive Councillor: Resources and Communications	Executive Councillor for Highways, Transport and IT; highway colleagues; and utility companies	Report	Senior Project Leader Tel: 01522 552940 Email: steve.brooks@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Chief Executive	Yes	Skegness North
I017098	The approval for the publication of The Lincolnshire County Council (A46 Dunholme and Welton Junction) (Classified Road) (Side Roads) Order 2019 and associated Compulsory Purchase Order 2019 for the acquisition of land	5 February 2019	Executive	Highways and Transport Scrutiny Committee; impacted landowners and tenants	Report	Senior Project Leader Tel: 01522 782070 Email: charlotte.hughes@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Chief Executive	Yes	Welton Rural
I017223 New!	Street Lighting Policy 2019 - to include actions from Part Night Street Lighting Scrutiny Review	Between 25 January 2019 and 1 February 2019	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee	Report	Group Manager Design Services Tel: 01522 552394 Email: john.monk@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Acting Executive Director - Place	Yes	All Divisions

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