



**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.

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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

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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